

# Centennial Avenue and Epping Road, Lane Cove

Intersection improvements

Community Consultation Report

Roads and Maritime Services | April 2018



## Executive Summary

This report provides a summary of Roads and Maritime Services' consultation with the community and key stakeholders on proposed intersection improvements at Centennial Avenue and Epping Road, Lane Cove.

The NSW Government is funding this proposal as part of its \$300 million Urban Roads Pinch Points Program, which aims to reduce congestion and improve travel times on Sydney's busiest road corridors.

The proposal includes:

- widening Centennial Avenue to provide a left turn lane for motorists travelling north on Centennial Avenue onto Epping Road
- amending the bus lane merge line markings to move the westbound bus lane merge on Epping Road further away from the Centennial Avenue intersection
- expanding the traffic island on the Centennial Avenue northbound approach to Epping Road
- adjusting the footpath on the western side of Centennial Avenue and around Turrumburra Park
- relocating a swing set to another position in Turrumburra Park
- tree removal only where necessary to meet the project objectives and in accordance with the requirements of the Review of Environmental Factors.

Benefits would include:

- reduced queue lengths for motorists travelling northbound on Centennial Avenue at Epping Road
- improved travel times and left turn movement for northbound motorists turning from Centennial Avenue onto Epping Road.

Roads and Maritime invited feedback on the proposal in December 2017. Following the announcement, the community raised concern about the timing and duration of community consultation on proposed intersection improvements on Centennial Avenue and Epping Road. In response, Roads and Maritime agreed to extend the consultation period to Wednesday, 31 January, 2018.

During this consultation period, the community was also informed about the installation of new and extended clearways along the Centennial Avenue and Burns Bay Road corridor, between Epping Road and Victoria Road.

Feedback on the clearways was forwarded to the Clearways Project Team for their response. In February 2018, they provided a frequently asked questions document to the community and stakeholders. Responses to matters not provided in the frequently asked questions document have been provided in Table 2 of this report. It should be noted, that the new clearways on Centennial Avenue and Burns Bay Road corridor from Epping Road to Victoria Road became operational on Monday, 19 March, 2018.

Feedback was received from 93 people. A total of 71 people provided feedback on the planned intersection improvement, with 36 of these people also providing feedback on the clearways implementation on the Centennial Avenue and Burns Bay Road corridor from Epping Road to Victoria Road. Of the 93 people, 22 people provided feedback on the clearways only.

Of the 71 people who provided feedback on the proposed intersection improvements, 31 people supported the proposal, 18 people raised issues that need to be considered in the development of this proposal and 22 people did not state a preference.

A summary of the responses received is provided in Table 2 of this report.

Key matters raised included:

- project justification
- removing the right turn ban from Centennial Avenue (southbound) to Epping Road (westbound)
- right turn light phasing from Epping Road (eastbound) to Centennial Avenue (southbound)
- improvements at the intersections of Penrose Street and Burns Bay Road and Centennial Avenue at Barwon Road and Fig Tree Street
- local road issues
- environmental impacts
- pedestrian and cyclist safety.

We have responded to all community members and stakeholders who provided feedback.

## Decision

We would like to take this opportunity to thank everyone who provided feedback on this proposal.

After considering all responses, along with the proposal's aims and design requirements, we have decided to proceed with the current intersection improvements proposal in order to achieve the project objectives.

We will continue to keep the community and stakeholders informed as the project progresses.

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# 1. Introduction

## 1.1. Background

The NSW Government is funding this proposal as part of its \$300 million Urban Roads Pinch Point Program, which aims to reduce congestion and improve travel times on Sydney's busiest road corridors, particularly during peak periods.

The intersection of Centennial Avenue and Epping Road forms part of the Burns Bay Road and Centennial Avenue corridor. This corridor is a key state road, connecting Epping Road, Lane Cove to Victoria Road, Huntleys Point. The intersection provides access along this corridor to surrounding residential, commercial and industrial land uses, and has been identified as a key pinch point on this corridor.

Currently, around 3800 vehicles per hour travel through the intersection in the morning and afternoon peak periods. In the morning peak, northbound traffic on Centennial Avenue experiences significant delays and queues of over 400 metres.

Roads and Maritime proposes to improve traffic flow through the intersection by widening Centennial Avenue and changing the lane configuration of Centennial Avenue and Epping Road.

Benefits of the proposal include:

- reduced queue lengths for motorists travelling northbound on Centennial Avenue at Epping Road
- improved travel times and left turn movement for northbound motorists turning from Centennial Avenue onto Epping Road.

## 1.2 The proposal

Roads and Maritime proposes to improve travel time and safety for motorists travelling through the intersection on Centennial Avenue and Epping Road by reducing the congestion and traffic queues at the intersection.

The proposal includes:

- widening Centennial Avenue to provide a left turn lane for motorists travelling north on Centennial Avenue onto Epping Road
- amending the bus lane merge line markings to move the westbound bus lane merge on Epping Road further away from the Centennial Avenue intersection
- expanding the traffic island on the Centennial Avenue northbound approach to Epping Road
- adjusting the footpath on the western side of Centennial Avenue and around Turrumburra Park
- relocating a swing set to another position in Turrumburra Park
- tree removal only where necessary to meet the project objectives and in accordance with the requirements of the Review of Environmental Factors.

We have included a map to show the location of the proposed intersection improvements.



Figure 1 - Proposed intersection improvements on Centennial Avenue and Epping Road

## 2. Consultation approach

### 2.1 Consultation objectives

We consulted with the community and key stakeholders on the proposal to:

- seek comment, feedback, ideas and suggestions for us to consider when making a decision
- build a database of interested and concerned community members with whom we can continue to engage during the proposal's development and delivery.

### 2.2 Values

Our values underpin our decisions and behaviours when working with customers, colleagues, stakeholders and partners.

- **Customer focus** - We place the customer at the centre of everything we do
- **Collaboration** - We value each other and create better outcomes by working together
- **Solutions** - We deliver sustainable and innovative solutions to NSW's transport needs
- **Integrity** - We take responsibility and communicate openly
- **Safety** - We prioritise safety for our people and our customers.

### 2.3 How consultation was done

We distributed 1,100 letters (Appendix A) to local residents, businesses (Appendix B) inviting feedback on the proposal. Copies were also provided to key stakeholders. Community members and stakeholders were encouraged to provide their feedback and make comments via email, mail or phone contact with the project team. Table 1, below, outlines the communication tools used to inform the community about the proposal.

Tools	Method
<b>Have Your Say community update</b> December 2017 (Appendix A)	<ul style="list-style-type: none"><li>• Distributed to 1,100 local resident and businesses in local area (Appendix B for distribution area)</li><li>• Copies of letter sent to key stakeholders, including local council, via email.</li></ul>
<b>Website</b>	<ul style="list-style-type: none"><li>• Roads and Maritime project webpage updated with the latest project information, including the community update: <a href="http://www.rms.nsw.gov.au/projects/sydney-north/centennial-ave-epping-rd-lane-cove/index.html">www.rms.nsw.gov.au/projects/sydney-north/centennial-ave-epping-rd-lane-cove/index.html</a>.</li></ul>
<b>Social media</b>	<ul style="list-style-type: none"><li>• A Facebook post ran on Wednesday, 6 December, 2017, reaching 5,061 people</li><li>• A Facebook post ran on Wednesday, 20 December, 2017, reaching 2,542 people (Appendix C for Facebook posts).</li></ul>

Table 1 – Communication tools



Following the announcement, the community raised concern about the timing and duration of community consultation on proposed intersection improvements on Centennial Avenue and Epping Road. In response, Roads and Maritime agreed to extend the consultation period to Wednesday, 31 January, 2018.

Roads and Maritime further agreed to respond collectively to the most frequently asked questions around the clearways, and post these on the Roads and Maritime website as well as sending them back to residents who raised concerns. Information on the new and extended clearways can be found on the Centennial Avenue and Burns Bay Road Corridor project page: [rms.nsw.gov.au/projects/sydney-north/centennial-ave-burns-bay-rd/index.html](https://rms.nsw.gov.au/projects/sydney-north/centennial-ave-burns-bay-rd/index.html).

## 3. Consultation summary

### 3.1 Overview

Roads and Maritime invited feedback on the proposal in December 2017 and January 2018. Feedback was received from 93 people. A total of 71 people provided feedback on the planned intersection improvements, with 36 of these people also providing feedback on the clearways implementation on the Centennial Avenue and Burns Bay Road corridor from Epping Road to Victoria Road. Of the 93 people, 22 people provided feedback on the clearways only.

Of the 71 people who provided feedback on the proposed intersection improvements, 31 people supported the proposal, 18 people raised issues that need to be considered in the development of this proposal and 22 people did not state a preference.

A summary of the responses received is provided in Table 2.

Key matters raised included:

- project justification
- removing the right turn ban from Centennial Avenue (southbound) to Epping Road (westbound)
- right turn light phasing from Epping Road (eastbound) to Centennial Avenue (southbound)
- improvements at the intersections of Penrose Street and Burns Bay Road and Centennial Avenue at Barwon Road and Fig Tree Street
- local road issues
- environmental impacts
- pedestrian and cyclist safety.

### 3.2 Feedback and Roads and Maritime responses

Roads and Maritime has provided responses to all feedback received on this proposal, as detailed in Table 2 of this report. The responses have been provided directly to the person who commented, as well as in this report, which will be made available to the public through the RMS website [www.rms.nsw.gov.au](http://www.rms.nsw.gov.au).

All comments have been considered to help Roads and Maritime make decisions on this proposal.

**Table 1: Feedback summary and Roads and Maritime's responses**

Category	Key matters raised	Roads and Maritime response
<p><b>Proposal justification</b></p>	<p>The proposal will have limited to no benefit to intersection performance.</p>	<p>Currently, northbound traffic on Centennial Avenue experiences significant delays and queues of over 400 metres in the AM peak hour.</p> <p>Existing issues include:</p> <ul style="list-style-type: none"> <li>• the left turn from Centennial Avenue northbound onto Epping Road westbound, is blocked by the queueing traffic caused by the westbound bus lane merge on Epping Road</li> <li>• the left turn slip lane on Centennial Avenue northbound is blocked by queuing through traffic, preventing vehicles from turning left.</li> </ul> <p>The proposal aims to improve traffic flow through the intersection by widening Centennial Avenue and changing the lane configuration on both Centennial Avenue and Epping Road.</p> <p>Traffic modelling has shown that the proposed upgrades will have significant benefits for performance of the intersection, and will significantly reduce queue lengths and increase the approach capacity in the AM peak, benefiting over 975 northbound vehicles on Centennial Avenue in the AM peak hour. Based on 2017 traffic volumes, the model shows average travel time savings for northbound vehicles on Centennial Avenue of up to 57 seconds in the AM peak and 5 seconds in the PM peak period. Reduction in queue length on Centennial Avenue northbound approach of up to 319 metres in the AM peak and 60 metres in the PM peak period.</p>

Category	Key matters raised	Roads and Maritime response
<p><b>Proposal justification</b> (continued)</p>	<p>The proposal only considers Centennial Avenue south of Epping Road and disregards any impacts on or from Centennial Avenue north of Epping Road. Not addressing the whole intersection may have little or no effect on either road.</p>	<p>The intersection was evaluated considering all traffic directions. The proposed work provided the best improvement to traffic flow, travel times and safety at the intersection. Traffic modelling of Centennial Avenue north of Epping Road showed that improved benefit would be minimal compared to the costs associated with any work on that leg of the intersection.</p> <p>However, the new clearways on Centennial Avenue south of Epping Road are expected to encourage southbound motorists to use both southbound lanes on Centennial Avenue more evenly, rather than the current primary use of the right lane only to pass through the Epping Road intersection.</p> <p>The proposed improvements have minimised the impact on surrounding properties, with only minimal property acquisition required, with traffic modelling further showing that the proposed improvements will have benefits on the performance of Centennial Avenue and Epping Road intersection.</p>
	<p>Unless the proposed left hand lane can extend to Garling Street, it is a temporary solution.</p>	<p>Extending the left turn lane as far back as Garling Street was considered, however, the traffic model showed that the improved benefits would be minimal compared to the large costs associated with that work, which would require relocation of high value underground utilities. The traffic model forecasts benefits of the proposal with current traffic flows and also considers a 10 year future model with forecasted traffic growth at this intersection.</p>
	<p>The current proposal will not fix the “rat race”. Traffic coming from the north will still not be able to turn right at this intersection and will continue down Centennial Avenue and turn right into Barwon Road.</p>	<p>The intersection was evaluated considering all traffic directions. The proposed work provided the best improvement to traffic flow, travel times and safety at the intersection.</p> <p>The southbound right turn into Epping Road from Centennial Avenue, is currently prohibited with the exception of bus services. The right turn ban was implemented as part of the local traffic management measure associated with the installation of the Lane Cove Tunnel Project. The reintroduction of a right turn phase at this location would reduce the available green time to Epping Road and other movements, consequently increasing delays for the majority of road users. Roads and Maritime does not support the reduction of available green time on Epping Road which is a major arterial road.</p> <p>Reinstating the right hand phase will allow and encourage more traffic to ‘rat run’ local roads along Centennial Avenue (North) and Mowbray Road West.</p>

Category	Key matters raised	Roads and Maritime response
<b>Proposal justification</b> (continued)	Rather than extending the left hand turn traffic lane (as proposed) it would be much better to create a separate right turn lane city bound.	The intersection was evaluated considering all traffic directions. The proposed work provided the best improvement to traffic flow, travel times and safety at the intersection. An additional right turn bay was considered as an option, but the benefit was not considered to increase the efficiency of the intersection.
	Proposed changes will only lead to further traffic directed to affected streets, so don't see how this will relieve the traffic congestion issues.	
	Better synchronisation of the lights and a left hand lane near Epping Road would be a way to improve things than what is being proposed.	<p>The traffic lights at Centennial Avenue and Epping Road are managed by the Sydney Coordinated Adaptive Traffic System (SCATS) which allocates the length of green time based on real time traffic flow. Sensors beneath the road measure the flow and density of traffic approaching the lights in each direction and the green time is allocated accordingly. The length of time the light stays green varies in response to changing traffic conditions. This ensures that the traffic light phasing is operating at maximum efficiency. Roads with higher traffic demands are given longer green time to reduce congestion along the network.</p> <p>Traffic modelling has shown that the proposed left turn lane will significantly benefit the performance of the intersection at Centennial Avenue and Epping Road, particularly in the AM peak period for vehicles travelling northbound on Centennial Avenue.</p>
	The proposal does not provide a long term benefit to local residents or motorists passing through Lane Cove.	<p>The Pinch Point Program focuses on short to medium term solutions. The proposed improvements provide a low cost, high benefit solution to congestion at this intersection.</p> <p>The proposal will provide some long term benefits, with additional intersection capacity achieved through the provision of the left turn lane for motorists travelling north on Centennial Avenue onto Epping Road westbound and moving the bus lane merge on Epping Road westbound further away from the intersection.</p>

Category	Key matters raised	Roads and Maritime response
<b>Proposal justification</b> (continued)	The proposed removal of a large number of trees is not worthwhile for a fairly marginal gain in queuing times.	To accommodate the new left turn lane up to 14 trees will be removed from the adjacent Turrumburra Park. The proposed intersection improvements will separate left turning vehicles from the through and right turning queues on the Centennial Avenue northbound approach. This will significantly reduce queue lengths and increase the approach capacity in the AM peak period. Travel time savings of up to 57 seconds in the AM peak are forecast and reduction in queue length of up to 319 metres in the morning peak and up to 60 metres in the afternoon peak period.
	Centennial Avenue and Epping Road traffic after the intersection merges into one lane, as the second is dedicated to the bus lane. How does the proposal solve this problem?	Moving the bus lane merge on Epping Road 50 metres further away from the Centennial Avenue and Epping Road intersection will provide better capacity through the intersections of Epping Road and Tantallon Road.  Moving the bus lane merge will improve Epping Road efficiency in two ways:
	Moving the bus lane merge further west is not solving anything, it is just moving the merge problem a bit further west.	<ol style="list-style-type: none"> <li>1. it will increase the distance between the merging movement and the intersection; which reduces the times when cars queue through and block the intersection</li> <li>2. it will enable one free flowing lane to be maintained at all times, in case the right turn traffic into Tantallon Road overflows.</li> </ol>
	It is unclear from proposed works what is planned at the Epping Road and Tantallon Road intersection.	The proposed change near the intersection of Epping Road and Tantallon Road will be changes to pavement line marking to reduce the length of the bus lane on Epping Road westbound prior to the intersection with Tantallon Road.
	What traffic research was used to determine that the proposed changes would produce a worthwhile benefit and justify investment of funds?	The Pinch Point Program focuses on short to medium term solutions. The proposed improvements provide a low cost, high benefit solution to congestion at this intersection.  Traffic modelling has shown that the proposed upgrades will have significant benefits for performance of the intersection, and will significantly reduce queue lengths and increase the approach capacity in the AM peak, benefiting over 975 northbound vehicles on Centennial Avenue in the AM peak hour. Based on 2017 traffic volumes, the model shows average travel time savings for northbound vehicles on Centennial Avenue of up to 57 seconds in the AM peak and 5 seconds in the PM peak period. Reduction in queue length on Centennial Avenue northbound approach of up to 319 metres in the AM peak and 60 metres in the PM peak period.

Category	Key matters raised	Roads and Maritime response
<b>Proposal justification</b> (continued)	The proposed adjustments to the footpath and traffic island are totally unnecessary.	Adjustments to the footpath and traffic island are required to allow space for the proposed left turn lane. Expanding the traffic island on the Centennial Avenue northbound approach to Epping Road will also increase the available space for pedestrians to stand, which will improve motorist and pedestrian safety at the intersection.
	Funding should be extended to Penrose Street and Burns Bay Road.	Roads and Maritime has no current plans to undertake improvements at the intersection of Penrose Street and Burns Bay Road.
	The proposal only lists benefits to drivers, with no benefits listed for residents, pedestrians, cyclists, people who use the park or public transport users.	Roads and Maritime Services' acknowledges that the proposal may cause inconvenience for a small proportion of local residents and road users during the construction stage. However there will be significant benefits which will be experienced by the thousands of motorists that travel through the intersection on a daily basis.
	Other intersections, such as Fig Tree Street and Centennial Avenue, where there have been numerous accidents and a recent double fatality, should be fixed first.	<p>The purpose of this proposal was to seek feedback on the proposed intersection improvements on Centennial Avenue and Epping Road. The intersection at Centennial Avenue and Fig Tree Street is not part of this proposal and is considered out of scope for this project.</p> <p>Your safety concerns have been referred to Network and Safety Services at Roads and Maritime for their consideration.</p>
	Will there be any property impact to residential properties on Epping Road and Centennial Avenue?	The proposal has no impact on residential or commercial properties on Epping Road or Centennial Avenue. There will, however, be minimal property acquisition impact to Turrumburra Park land.
	Your proposals will not alleviate the problems of congestion. The major causes of congestion are the traffic lights on Epping Road and at Penrose Street.	<p>The purpose of this proposal was to seek feedback on the proposed intersection improvements on Centennial Avenue and Epping Road. Epping Road and Penrose Street traffic lights are not part of this proposal and are considered out of scope for this project.</p> <p>Traffic lights in NSW are controlled by the Sydney Coordinated Adaptive Traffic System (SCATS) which allocates the length of green time based on real time traffic flow. Sensors beneath the road measure the flow and density of traffic approaching the lights in each direction and the green time is allocated accordingly. The length of time the light stays green varies in response to changing traffic conditions. This ensures that the traffic light phasing is operating at maximum efficiency. Roads with higher traffic demands are given longer green time to reduce congestion along the network.</p>

Category	Key matters raised	Roads and Maritime response
<b>Consultation process</b>	<p>Community consultation period is too close to end of year holidays and not long enough to provide adequate feedback.</p>	<p>Roads and Maritime Services seek community feedback on proposed improvements to gather local knowledge of the area. The consultation process for this proposal was completed with a letter box distribution to 1,100 local residents and businesses, as well as an email to key stakeholders including Lane Cove City Council and local Members of Parliament.</p> <p>Additionally, Roads and Maritime Services Facebook page featured two Facebook posts in December 2017. Both posts reached a combined audience of 8,603 people, who live around the intersection or who are road users of the area.</p> <p>Following the Have Your Say announcement, the community raised concern about the timing and duration of community consultation on proposed intersection improvements on Centennial Avenue and Epping Road. In response, Roads and Maritime agreed to extend the consultation period to Wednesday, 31 January, 2018.</p> <p>Roads and Maritime further agreed to respond collectively to the most frequently asked questions around the clearways, and post these on the Roads and Maritime website as well as sending them back to residents who raised concerns. Information can be found on the new and extended clearways on the Centennial Avenue and Burns Bay Road Corridor project page: <a href="https://rms.nsw.gov.au/projects/sydney-north/centennial-ave-burns-bay-rd/index.html">rms.nsw.gov.au/projects/sydney-north/centennial-ave-burns-bay-rd/index.html</a>.</p> <p>For information about Roads and Maritime consultation process please visit our Community engagement page: <a href="https://rms.nsw.gov.au/about/what-we-do/community-engagement">rms.nsw.gov.au/about/what-we-do/community-engagement</a>.</p>
	<p>There has been no previous discussion or any information regarding proposed changes with local residents.</p>	
	<p>There has been no consultation with Lane Cove Council.</p>	<p>Both Centennial Avenue and Epping Road are state roads under the care and control of Roads and Maritime Services. Roads and Maritime have consulted with Lane Cove Council on this Urban Roads Pinch Point Program project.</p>



Category	Key matters raised	Roads and Maritime response
<b>Right turn ban from Centennial Avenue (southbound) to Epping Road (westbound)</b>	<p>Traffic circulation and congestion issues arise from the continuing right-turn ban from Centennial Avenue (southbound) to Epping Road (westbound). Reinstating the right turn will stop through traffic using local roads.</p>	<p>The Centennial Avenue and Epping Road intersection was evaluated considering all traffic directions. The proposed improvements to the intersection provide the best improvement to traffic flow, travel times and safety at the intersection.</p>
	<p>The right-turn option should be reinstated, at least for local residents.</p>	<p>The southbound right turn into Epping Road, from Centennial Avenue, is currently prohibited with the exception of bus services. The right turn ban was implemented many years ago as part of a local traffic management measure and was reviewed and retained at the time of the installation of the Lane Cove Tunnel Project. The reintroduction of a right turn phase at this location would reduce the available green time to Epping Road and other movements, consequently increasing delays for the majority of road users. Roads and Maritime does not support the reduction of available green time on Epping Road which is a major arterial road.</p>
	<p>The on-going prohibition of the right turn contributes to additional traffic in Barwon Road, Hallam Avenue and Garling Street as well as Centennial Avenue itself.</p>	<p>Reinstating the right hand phase will allow and encourage more traffic to 'rat run' local roads along Centennial Avenue and Mowbray Road West</p>
	<p>Reinstating the westbound right turn would reduce the number of vehicles using Karilla Avenue, Parkland Avenue and Landers Road to go westbound on Epping Road.</p>	
	<p>A right hand turn from Centennial Avenue (southbound) to Epping Road (westbound) would assist motorists travelling to Johnston Crescent and area, Blackman Park via Munro Street, Lane Cove West Public School and Lane Cove West Industrial Area.</p>	
	<p>The provision of a right turn traffic signal for southbound motorists along Centennial Avenue to Epping Road will remove traffic from the section of Centennial Avenue south of Epping Road.</p>	

Category	Key matters raised	Roads and Maritime response
<p><b>Right turn light phasing from Epping Road (Eastbound) to Centennial Avenue (southbound)</b></p>	<p>Turning from Epping Road into Centennial Avenue is an issue. Length of right turn phase from Epping Road (eastbound) to Centennial Avenue (southbound) needs to be longer.</p> <p>Traffic flow would be assisted if the light sequence is adjusted to help make available space on Epping Road eastbound for more vehicles turning out of Centennial Avenue onto Epping Road.</p> <p>Traffic lights at Centennial Avenue from Epping Road are inconsistent. Lights allow the turn for only 4-5 seconds after the Green light has started. Sometimes traffic lights works fine and allow 4-5 cars to turn, but this is not consistent, and generates accidents.</p>	<p>The traffic lights at Centennial Avenue and Epping Road are managed by the Sydney Coordinated Adaptive Traffic System (SCATS) which allocates the length of green time based on real time traffic flow. Sensors beneath the road measure the flow and density of traffic approaching the lights in each direction and the green time is allocated accordingly. The length of time the light stays green varies in response to changing traffic conditions. This ensures that the traffic light phasing is operating at maximum efficiency. Roads with higher traffic demands are given longer green time to reduce congestion along the network.</p> <p>In the five year period from 1, July 2011 to 30, June 2016 there are no reported crashes involving vehicles turning right from Epping Road onto Centennial Avenue (southbound) colliding with westbound traffic on Epping Road.</p>
<p><b>Improvements at the intersection of Penrose Street and Burns Bay Road</b></p>	<p>There is a pinch point at Burns Bay Road and Penrose Street. The traffic goes all the way back to Centennial Road (Lawn Street) from the Penrose Street lights.</p> <p>Installation of an additional dedicated left turn lane from Penrose Street to Burns Bay Road would significantly speed up traffic flow through this intersection in the morning and afternoon peak periods. This movement would correspond with the current two right turn lanes from Burns Bay Road into Penrose Street.</p>	<p>Roads and Maritime has no current plans to undertake improvements at the intersection of Burns Bay Road and Penrose Street.</p>

Category	Key matters raised	Roads and Maritime response
<p><b>Improvements at the intersection of Penrose Street and Burns Bay Road</b> (continued)</p>	<p>Penrose Street and Burns Bay Road needs a dedicated right turning lane in addition to two left hand turning lanes and one right/straight lane.</p> <p>Light timing is a problem at Penrose Street and Burns Bay Road and causes traffic build during both morning and evening peak traffic. Upgrading the light sequence so that it is more responsive to traffic demands is needed.</p>	<p>The purpose of this proposal was to seek feedback on the proposed intersection improvements on Centennial Avenue and Epping Road.</p> <p>Penrose Street and Burns Bay Road traffic lights are managed by the Sydney Coordinated Adaptive Traffic System (SCATS) which allocates the length of green time based on real time traffic flow. Sensors beneath the road measure the flow and density of traffic approaching the lights in each direction and the green time is allocated accordingly. The length of time the light stays green varies in response to changing traffic conditions. This ensures that the traffic light phasing is operating at maximum efficiency.</p> <p>Roads with higher traffic demands are given longer green time to reduce congestion along the network. Priority is given to the Burns Bay Road and Centennial Avenue corridor as it is a main arterial route through the area.</p>
<p><b>Improvements at the intersection of Centennial Avenue, Barwon Road and Fig Tree Street</b></p>	<p>The intersection of Barwon Road, Centennial Avenue and Fig Tree Street is also a pinch point in the area. The lack of right hand turning signals causes traffic in all directions, and leads to driver frustration and the running of red lights. There have been fatalities and serious accidents at this intersection.</p> <p>Pedestrian safety would be improved by the provision of a right hand turn arrow at the intersection of Barwon Road, Centennial Avenue and Fig Tree Street.</p>	<p>The purpose of this proposal was to seek feedback on the proposed intersection improvements on Centennial Avenue and Epping Road.</p> <p>The provision of a dedicated right turn at the intersection of Centennial Avenue at Barwon Road and Fig Tree would reduce the amount of green time available to through movements and increase delays and congestion to vehicles on Centennial Avenue. An investigation of the crash history at this intersection was carried out over a five year period from 1, January 2012 to 31, December 2016, and showed that there were 13 reported crashes. Of these, four crashes involved right turning vehicles from Centennial Avenue. The introduction of clearways on this corridor will also improve the distribution of traffic along the road as all lanes will be available to road users, and is expected to reduce the number of rear end and lane change crashes.</p> <p>NSW Police is responsible for monitoring the road network to ensure users comply with all road rules and regulations. We encourage members of the public to report vehicles illegally blocking intersections, speeding, dangerous driving or unsafe behaviour on the road network to the police.</p> <p>Please contact North Shore Local Area Command on 02 9414 8499 who will determine whether targeted enforcement activities may be appropriate.</p>

Category	Key matters raised	Roads and Maritime response
<b>Improvements at the intersection of Centennial Avenue, Barwon Road and Fig Tree Street</b> (continued)	<p>A right-turn lane added to the southbound intersection of Barwon Road would allow motorists to pass straight across to Fig Tree Street instead of being blocked by cars (often just a single car) wishing to turn right. Often in the afternoon peak period motorists on Centennial completely block the intersection, preventing residents crossing into Barwon Road from Fig Tree Street or vice versa.</p>	
	<p>Cars often block the intersection of Centennial Avenue, Barwon Road and Figtree Street, which prevents cars travelling from Figtree Street onto Barwon Road. Could we please have “Do not queue across intersection” words and stripes painted on the road?</p>	<p>It is an offence to queue across an intersection. A vehicle that blocks an intersection is breaking the law and risks being fined.</p> <p>The enforcement of traffic laws remains a primary responsibility of the NSW Police Force. This includes motorists disobeying road rules. Roads and Maritime encourages you to contact North Shore Local Area Command on 02 9414 8499 who will determine whether targeted enforcement activities may be appropriate.</p>
	<p>Motorists fly down Barwon Road exceeding local 50 zone speed limits. There are numerous near misses and risks to local children attending Lane Cove West Public school and other pedestrians who use Barwon Road to access the only set of lights to cross Centennial Avenue.</p>	<p>Safety is a priority for Roads and Maritime Services. Barwon Road is a local road under the care and control of Lane Cove Council. We have referred your safety concerns to Council. You can also nominate this location for a speed camera on the Safer Roads NSW website: <a href="http://www.saferoadsnsw.com.au">www.saferoadsnsw.com.au</a>.</p> <p>The enforcement of traffic laws including motorists disobeying road rules remains a primary responsibility of the NSW Police Force. Roads and Maritime encourages members of the public to report speeding, dangerous driving or unsafe behaviour on the road network to the police.</p> <p>Please contact North Shore Local Area Command on 02 9414 8499 who will determine whether targeted enforcement activities may be appropriate.</p>
	<p>Could you close off Barwon Road access to Moore Street, whilst still allowing Moore Street access to Epping road to local residents?</p>	<p>Barwon Road and Moore Street are local roads under the care and control of Lane Cove Council. We have referred your request to Council for their consideration.</p>

Category	Key matters raised	Roads and Maritime response
<b>Improvements at Mowbray Road intersection</b>	Facilitating improved flow northbound will exacerbate the Centennial Avenue and Mowbray Road West pinch point.	The purpose of this proposal was to seek feedback on the proposed intersection improvements on Centennial Avenue and Epping Road. Centennial Avenue at Mowbray Road West is a council road under the care and control of Lane Cove Council. We have referred your request to Council for their consideration.
	The fast-growing population in the Mowbray precinct is adding to the traffic burden on Mowbray Road, all the way down Centennial Avenue, increasing the rat run pressure on narrow residential streets.	
	Motorists do U-turn's in front of houses on Centennial Avenue because there is no left turn onto Epping Road and no right turn from Mowbray Road onto Epping Road. This needs to be fixed.	<p>The southbound right turn into Epping Road, from Centennial Avenue, is currently prohibited with the exception of bus services. The right turn ban was implemented as part of the local traffic management measure associated with the installation of the Lane Cove Tunnel Project. The reintroduction of a right turn phase at this location would reduce the available green time to Epping Road and other movements, consequently increasing delays for the majority of road users. Roads and Maritime does not support the reduction of available green time on Epping Road which is a major arterial road.</p> <p>Reinstating the right hand phase will allow and encourage more traffic to 'rat run' local roads along Centennial Avenue (North) and Mowbray Road West.</p> <p>It is illegal to U-turn over double centre lines. NSW Police is responsible for monitoring the road network to ensure users comply with all road rules and regulations. We encourage members of the public to report any road users disobeying road rules to the Police.</p> <p>Please contact the North Shore Local Area Command on 02 9414 8499 who will determine whether targeted enforcement activities may be appropriate.</p>
<b>Other local road issues</b>	Consideration to the opening of Moore Street during AM peak would significantly improve congestion issues.	The purpose of this proposal was to seek feedback on the proposed intersection improvements on Centennial Avenue and Epping Road. Moore Street is a local road under the care and control of Lane Cove Council. We have referred your request to Council for their consideration.

Category	Key matters raised	Roads and Maritime response
<b>Other local road issues</b> (continued)	<p>Hopefully, the changes will relieve Hallam Avenue of the 'rat-runners' and particularly the highly dangerous illegal left-turners from Munro Street into Epping Road.</p>	<p>Improved efficiency on Centennial Avenue and Epping Road from the proposed works is likely to have flow on effects to the local road network.</p> <p>The enforcement of traffic laws including motorists disobeying road rules remains a primary responsibility of the NSW Police Force. Roads and Maritime encourages members of the public to report speeding, dangerous driving or unsafe behaviour on the road network to the police.</p> <p>Please contact the North Shore Local Area Command on 02 9414 8499 who will determine whether targeted enforcement activities may be appropriate.</p>
	<p>Single lane bottleneck on Delhi Road near Epping Road is an issue.</p>	<p>The purpose of this proposal was to seek feedback on the proposed intersection improvements on Centennial Avenue and Epping Road. Consideration of Delhi Road is not part of this proposal and is considered out of scope for this project.</p>
	<p>No right hand turn signs need to be implemented on Barwon Road, Currawong and Cullen Streets.</p>	<p>The purpose of this proposal was to seek feedback on the proposed intersection improvements on Centennial Avenue and Epping Road. These requests are considered out of scope of this proposal.</p>
	<p>Unable to turn left or right out of Karilla Avenue safely, this needs to be addressed.</p>	
	<p>Will it still be possible to turn into Tantallon Road when travelling west along Epping Road and out of Tantallon Road to drive west along Epping Road?</p>	<p>Existing access to Tantallon Road will not be changed as part of the proposal.</p>
<b>Buses</b>	<p>Shortening the bus lane merge will make it more dangerous for residents from Epping Road to turn in to Munro Street.</p>	<p>Shortening the bus lane prior to the intersection of Epping Road and Tantallon Road is unlikely to impact the existing left turn after this intersection. The number of buses utilising the bus lane will not change.</p> <p>Drivers turning into a street, property or intersection can enter a bus lane up to 100 metres before where they intend to turn. This also applies when entering a road with a bus lane. Roads and Maritime's website has more information on how to use bus lanes: <a href="http://www.rms.nsw.gov.au/roads/using-roads/buses/bus-lanes.html">www.rms.nsw.gov.au/roads/using-roads/buses/bus-lanes.html</a>.</p>

Category	Key matters raised	Roads and Maritime response
<b>Buses</b> (continued)	Why is the bus lane section being reduced?	<p>Roads and Maritime observed that vehicles turning right into Tantallon Road at peak times queue past the right turn bay and block the through lane. By moving the bus lane merge to the west, space is provided for continuous through movement without being blocked by these queued vehicles.</p> <p>Moving the bus lane merge will improve Epping Road efficiency in two ways:</p> <ol style="list-style-type: none"> <li>1. it will increase the distance between the merging movement and the intersection; which reduces the times when cars queue through and block the intersection</li> <li>2. it will enable one free flowing lane to be maintained at all times, in case the right turn traffic into Tantallon Road overflows.</li> </ol>
	This bus merge should take place well after the Tantallon Road Traffic Lights and beyond the Munro Street Bus Stop.	<p>This part of the design is to prevent vehicles queuing past the right turn bay into Tantallon Road from completely blocking through traffic.</p> <p>Amending the bus location will improve Epping Road efficiency in two ways:</p> <ol style="list-style-type: none"> <li>1. it will increase the distance between the merging movement and the intersection; which reduces the times when cars queue through and block the intersection</li> <li>2. it will enable one free flowing lane to be maintained at all times, in case the right turn traffic into Tantallon Road overflows.</li> </ol>
	The bus lane should start before the Centennial Avenue intersection.	<p>The provision of two westbound through general traffic lanes on Epping Road at Centennial Avenue provides additional lane capacity through the traffic signals, resulting in a more efficient intersection operation.</p> <p>The bus lane also breaks from Centennial Avenue to before Tantallon Road to allow left turns onto Centennial Avenue from Epping Road and to allow traffic joining Epping Road westbound from Centennial Avenue to merge safely into the traffic.</p>
	Bus stops at corner of Penrose Street and Burns Bay Road occur every 10 minutes and blocks flow.	<p>The purpose of this proposal was to seek feedback on the proposed intersection improvements on Centennial Avenue and Epping Road. The bus timetable is not part of this proposal and is considered out of scope for this project.</p>
	Get rid of the bus lane between the Epping Road and Centennial Avenue intersection and the Epping Road and Longueville Road intersection.	<p>Bus lane changes between Epping Road and Centennial Avenue, and Centennial Avenue and Longueville Road are out of scope of this project.</p>

Category	Key matters raised	Roads and Maritime response
<b>Buses</b> (continued)	Flow through this intersection would be improved if buses could go straight ahead westbound from the left-turn lane on a B traffic signal phase.	Modification of traffic phasing, to include a B traffic signal phase for westbound bus movement, is out of scope for this project.
	The small non bus lane portion from Centennial Avenue to Epping Road creates an impediment for the movement of buses. Moving the merge further down the road will only move the bottle neck to another location and create a longer span of road buses to get held up in.	Roads and Maritime acknowledges that there is an existing bottle neck. However, this will not be made worse by moving or reducing the bus lane merge.  Amending the bus lane start location will improve Epping Road efficiency in two ways: <ol style="list-style-type: none"> <li>1. it will increase the distance between the merging movement and the intersection; which reduces the times when cars queue through and block the intersection</li> <li>2. it will enable one free flowing lane to be maintained at all times, in case the right turn traffic into Tantallon Road overflows.</li> </ol>
<b>Pedestrian and cyclist safety</b>	Safer pedestrian access needs to be provided at the intersection of Barwon Road, Centennial Avenue and Fig Tree Street intersection. A pedestrian refuge island or pedestrian crossing should be considered.	The purpose of this proposal was to seek feedback on the proposed intersection improvements on Centennial Avenue and Epping Road. A review of the Lane Cove Council LGA Pedestrian Access and Mobility Plan does not identify any need for a crossing at this location, at this time.  Pedestrians need to ensure that they cross the road in a safe manner. Whilst it might add time to your journey, Roads and Maritime strongly encourages pedestrians to use the nearest traffic lights, to cross Centennial Avenue.
	Crossing Centennial Road on foot at Garling Street is very dangerous.	Pedestrians need to ensure that they cross the road in a safe manner. Whilst it might add time to your journey, Roads and Maritime strongly encourages pedestrians to use the nearest traffic lights, to cross Centennial Avenue.
	Cyclists speed on Epping Road and it is not safe to pull out of residential driveways. How is this going to be fixed by the proposal?	Epping Road is part of a designated cycle network and noted as a popular cycle route. The proposal improves the traffic at the intersection of Centennial Avenue and Epping Road. Residents are required to give way to cyclists on Epping Road and need to take care when exiting their driveways.
	Could a zebra crossing or pedestrian crossing be installed at either the intersection of Centennial Avenue, Sutherland Street and Garling Street or at the intersection of Centennial Avenue, Oak Avenue and Gentle Street?	The purpose of this proposal was to seek feedback on the proposed intersection improvements on Centennial Avenue and Epping Road. Consideration of other local roads is not part of this proposal and is considered out of scope for this project. Pedestrians need to ensure that they cross the road in a safe manner. Whilst it might add time to your journey, Roads and Maritime strongly encourages pedestrians to use the nearest traffic lights, to cross Centennial Avenue.



Category	Key matters raised	Roads and Maritime response
<b>Pedestrian and cyclist safety</b> (continued)	Pedestrian traffic lights need to be installed at the Oak Avenue and Gentle street intersection with Centennial Avenue.	
	Could a pedestrian crossing be installed at the Barwon and Hallam intersection to allow children to safely travel to school?	
	Please include cycle route from Fig Tree Bridge to Epping Road.	The purpose of this consultation is to seek feedback on the proposed intersection improvements on Centennial Avenue and Epping Road. Improvements to cyclist safety and the installation of cyclist paths is a matter for Lane Cove Council. We have referred your request to Council for their consideration.
	There is no cycle provision on Centennial Avenue.	
	The slip lane island is not safe for pedestrians and cyclists and should be removed.	Expanding the traffic island increases the safe space for pedestrians to stand. This is an improvement to the existing condition.
	Expanding the traffic island on the Centennial Avenue northbound approach to Epping Road is not safe for pedestrians and cyclists. Any person standing on it is surrounded by moving vehicles. The island should be removed altogether.	
	The Epping Road bicycle path still needs to be accommodated within the area, which means any reduction would dramatically reduce available space. How wide would the changed footpaths be?	The footpath and cycle way will match the existing widths along Epping Road.
	Could the footpath on the south-eastern corner of the intersection be realigned at the same time as the opposite corner?	Matters regarding footpath maintenance are under the care and control of Lane Cove Council. We have referred your request to Council for their consideration.

Category	Key matters raised	Roads and Maritime response
<b>Removal of trees</b>	How does the removal of trees from Turrumburra Park fit in with the NSW Government's "Greener Places" policy?	<p>The NSW Government's Greener Places is a draft policy to guide the design, planning and delivery of Green Infrastructure in urban areas across NSW. Green Infrastructure is the network of green spaces, natural systems and semi-natural systems including parks, rivers, bushland and private gardens that are strategically planned, designed and managed to support good quality of life in the urban environment.</p> <p>Road and Maritime Services is investigating ways to reduce the loss of trees and land in Turrumburra Park. We will replace some trees, in consultation with Lane Cove Council, after the proposed works have been completed.</p>
	There is no indication as to how many trees will be removed and no mention of any replanting. How many trees and plants will be lost and from where and what will be replaced?	<p>Road and Maritime Services have completed an initial assessment of the environmental impacts of the project. The removal of trees in the park has been identified as an environmental impact and has been assessed in the Review of Environmental Factors. It is expected that up to 14 trees will be removed, of which two trees have greater than 20cm trunks and 12 trees have less than 20cm trunk size. Two additional trees will be pruned.</p> <p>A survey of the park and the surrounding trees will be completed during the design phase, and we will do everything that we can to minimise the number of trees that have to be removed. We will work with Lane Cove Council in reviewing the design of the park and replanting trees after the proposed works have been completed.</p>
	Removing trees from the park would remove the barrier they create from noise, visual impact and safety for park users. What will be put in place to alleviate the impact?	Roads and Maritime will be removing up to 14 trees from Turrumburra Park. Trees are not considered an acoustic barrier, as they do not minimise the noise impact. Visual impact from removing the trees has been assessed in the Review of Environmental Factors, and applicable mitigation measures are proposed, to include replanting trees in consultation with Council.
	There must be an undertaking to replace every tree that is removed with local, native species – and not with tube stock.	Roads and Maritime Services have assessed the environmental impacts of removing the trees. It has been identified that the trees that will have to be removed are not endangered species. We will work with Lane Cove Council in reviewing the location for replanting trees after the proposed works have been completed.
<b>Turrumburra Park</b>	How much of the park will be reduced?	The usable area of the park will be reduced by about 130 square metres. The proposal will require relocation of the small swing set within the park. This will be done in consultation with Lane Cove Council.

Category	Key matters raised	Roads and Maritime response
<b>Turrumburra Park</b> (continued)	Will there be any program to reduce roadside weeds and rubbish thrown from cars into the park?	Matters regarding park and kerbside maintenance are under the care and control of Lane Cove Council. We have referred your request to Council for their consideration.
	Turrumburra Park is neglected. There are leaves and weeds that should be cleared as part of ongoing maintenance.	
<b>Drainage issues</b>	Previous work on Epping Road has created issues with water running down the road into driveways during heavy rains. Will anything be done about this issue as part of proposed works?	The properties on Epping Road are not within the project area and are upstream of the proposed works. Therefore, no change to the existing drainage in this location is proposed.
	Will there be any stormwater issues arising from the proposed changes to the park?	A drainage assessment has been undertaken. Drainage adjustments will take place within the area of work to ensure drainage meets the Roads and Maritime requirements. Stormwater in the park has been considered by the proposal. The drainage design mitigates the increased pavement area of the new roadway.
<b>Pollution</b>	Removing trees and encouraging more motorists to use Centennial Avenue and Epping Road will cause and increase air pollution	Air pollution impacts from the proposal were assessed in the Review of Environmental Factors. The aim of the proposal is to ease the congestion of traffic going through the intersection. The proposed improvements will move traffic more efficiently through the intersection. We will work with Lane Cove Council in reviewing the location for replanting trees after the proposed works have been completed.
<b>Residential impacts</b>	Residents have already had to endure the construction of the Lane Cove Tunnel, and object to further noise from this project	<p>Construction and operational noise impacts were assessed in the Review of Environmental Factors. The noise management level has been taken into consideration to help determine reasonable and feasible mitigation measures for noise levels that would exceed noise management levels. This includes communicating about upcoming work with potentially affected residents and businesses.</p> <p>Relevant mitigation measures, including acoustic barriers and staging the work will be applied. Noisiest activities, such as jack hammering and saw cutting, will not proceed beyond midnight.</p>

Category	Key matters raised	Roads and Maritime response
<b>Out of scope (requests for other investigations and improvements)</b>	<p>We need more crossing points (tunnels, bridges) to help disperse the traffic volumes moving south to/from north.</p>	<p>The purpose of this proposal was to seek feedback on the proposed intersection improvements on Centennial Avenue and Epping Road.</p> <p>Improvements in other areas are not part of this proposal and are considered out of scope for this project. The proposed improvements will help to ease congestion and improve traffic flow in the local area.</p>
	<p>Consideration should be given to the construction of a Lane Cove Tunnel entrance near Cunningham's Reach. This would alleviate traffic on Centennial Avenue and Burns Bay Road.</p>	<p>The purpose of this proposal was to seek feedback on the proposed intersection improvements on Centennial Avenue and Epping Road. Local roads are under the care and control of Lane Cove Council. We have referred your request to Council for their consideration.</p>
	<p>Both Moore and Munro Streets and Mars Road should be permanently opened.</p>	<p>The purpose of this proposal was to seek feedback on the proposed intersection improvements on Centennial Avenue and Epping Road.</p> <p>The traffic lights at Centennial Avenue and Mowbray Road West are controlled by the Sydney Coordinated Adaptive Traffic System (SCATS), which allocates the length of green time based on real time traffic flow. Sensors beneath the road measure the flow and density of traffic approaching the lights in each direction and the green time is allocated accordingly.</p> <p>The length of time the light stays green varies in response to changing traffic conditions. This ensures that the traffic light phasing is operating at maximum efficiency. Roads with higher traffic demands are given longer green time to reduce congestion along the network.</p>
	<p>The traffic lights sequencing at intersection of Centennial Ave and Mowbray Road West needs to be modified.</p>	<p>The purpose of this proposal was to seek feedback on the proposed intersection improvements on Centennial Avenue and Epping Road. Widening or modifying Epping Road eastbound is not part of this proposal and is considered out of scope for this project.</p>
	<p>Epping Road needs to be changed to be at least two full lanes each way, plus the bus lanes.</p>	<p>The purpose of this proposal was to seek feedback on the proposed intersection improvements on Centennial Avenue and Epping Road. Your suggestion has been forwarded on to the relevant department for their consideration.</p>
	<p>"No air breaks" signs are needed on Centennial Avenue to stop trucks breaking along this part of the road unnecessarily.</p>	

Category	Key matters raised	Roads and Maritime response
<b>Out of scope (requests for other investigations and improvements)</b> (continued)	Speed cameras are required at points along Centennial Avenue between Epping Road and Mowbray Road.	<p>The NSW Centre for Road Safety regularly receives requests from the community to have a speed camera installed in their local area.</p> <p>A new initiative of the Speed Camera Strategy is to allow NSW residents to nominate locations for speed camera enforcement. We encourage you to visit the website: <a href="http://www.saferoadsnsw.gov.au">www.saferoadsnsw.gov.au</a> to formally nominate a location that may be potential site for a speed camera.</p> <p>The information you provide, together with crash data and other road safety information will help to prioritise future locations for speed cameras in NSW.</p>
	A pedestrian footbridge over (or subway under) Centennial Avenue at Gentle or Garling Streets should be considered.	<p>The purpose of this proposal was to seek feedback on the proposed intersection improvements on Centennial Avenue and Epping Road.</p> <p>Building a pedestrian footbridge, or subway, under Centennial Avenue at Gentle or Garling Streets is not part of this proposal and is considered out of scope for this project.</p>
	Centennial Avenue and Epping Road would be better modulated through the use of roundabouts rather than traffic lights.	<p>The purpose of this proposal was to seek feedback on the proposed intersection improvements on Centennial Avenue and Epping Road.</p> <p>Building a roundabout at Centennial Avenue and Epping Road is not part of this proposal and is considered out of scope for this project.</p>
	Intersection improvements at Centennial Avenue and Epping Road should be modelled on the Epping Road, Longueville Road and Parklands Avenue intersection	<p>The intersection was evaluated considering all traffic directions. The proposed work provided the best improvement to traffic flow, travel times and safety at the intersection. Conditions at the intersection of Epping Road, Longueville Road and Parklands Avenue are unique to that intersection.</p> <p>Traffic modelling has shown that the proposed upgrades will have significant benefits for performance of the intersection, and will significantly reduce queue lengths and increase the approach capacity in the AM peak, benefiting over 975 northbound vehicles on Centennial Avenue in the AM peak hour. Based on 2017 traffic volumes, the model shows average travel time savings for northbound vehicles on Centennial Avenue will be of up to 57 seconds in the AM peak and 5 seconds in the PM peak period peak. Reduction in queue length on Centennial Avenue northbound approach of will be up to 319 metres in the AM peak and 60 metres in the PM peak period.</p>
	Reduction of driving speed limit to 50 kilometres on Centennial Avenue is needed.	<p>Data collected by Roads and Maritime indicates that average travel speeds over the length of Centennial Avenue are below the signed posted speed limit. However, the enforcement of traffic laws including motorists disobeying road rules remains a primary responsibility of the NSW Police Force.</p>

Category	Key matters raised	Roads and Maritime response
		<p>Roads and Maritime encourages members of the public to report speeding, dangerous driving or unsafe behaviour on the road network to the police. Please contact the North Shore Local Area Command on 02 9414 8499 who will determine whether targeted enforcement activities may be appropriate.</p> <p>A fixed camera is installed along Centennial Avenue, between Epping Road and Fig Tree Street which will issue penalty notices to motorists detected speeding.</p>
<b>Out of scope (Clearways)</b>	<p>How were the new clearway hours and locations determined? Can clearway hours and times be modified?</p> <p>What traffic data was used to justify the new clearways?</p> <p>There should be no clearway restrictions on weekends or during public holidays.</p> <p>New clearways will not improve flow through the Centennial Avenue and Epping Road intersection.</p> <p>Why can't new clearways be considered after the intersection improvements at Centennial Avenue and Epping Road are completed, as they may not be needed after these works are done?</p> <p>How will visitors, tradespeople and deliveries be able to park to access my property?</p> <p>Clearway changes will only increase the number of vehicles parking in local roads, which are used as "rat runs" between Epping Road and Centennial Avenue/Burns Bay Road.</p>	<p>These matters have been addressed in a Frequently Asked Questions document and a Traffic Data Summary, which is available on the clearways project page: <a href="https://rms.nsw.gov.au/projects/sydney-north/centennial-ave-burns-bay-rd/index.html">rms.nsw.gov.au/projects/sydney-north/centennial-ave-burns-bay-rd/index.html</a>.</p> <p>The new clearway became operational on Monday, 19 March, 2018.</p>

Category	Key matters raised	Roads and Maritime response
<b>Out of scope (Clearways)</b> (continued)	Intended clearways will only encourage speeding, which will increase the number of accidents, and make it more dangerous for local residents and pedestrians, especially school children.	
	Charlish Park will become inaccessible.	
	There is no ability to cross Centennial Avenue, between the streets of Epping Road and Fig Tree Street. A distance of over one kilometre.	
	Instead of clearways why not use 'No Standing' or 'No Stopping' signs during peak times?	<p>The use of 'No Parking' restrictions allows vehicles to stop for two minutes, blocking lanes and causing congestion issues.</p> <p>Under No Parking and No Stopping conditions, illegally parked vehicles cannot be towed out of the way.</p> <p>Clearways allow illegally parked vehicles to be towed to ensure that all lanes are available to moving traffic.</p>
	Clearways are also required between Centennial Avenue and Mowbray Road and on Penrose Street.	<p>Roads and Maritime Services is responsible for clearways on state roads.</p> <p>Penrose Street, Mowbray Road West and Centennial Avenue between Epping Road and Mowbray Road are both classified as regional roads. These regional roads are managed and maintained by Lane Cove Council. We have referred your request to council for their consideration.</p>
Roads and Maritime needs to reduce traffic, rather than encourage more traffic on to our roads. Could we not introduce new bus routes along the Centennial Avenue and Burns Bay Corridor instead of clearways?	<p>Feedback on bus services and stops should be provided to Transport for NSW at <a href="https://transportnsw.info/contact-us/feedback/bus-feedback">transportnsw.info/contact-us/feedback/bus-feedback</a> or by calling 1300 038 500.</p> <p>Clearways provide benefits to the efficiency and operation of existing bus services that operate along this corridor.</p>	

## 4. Decision

Roads and Maritime would like to thank the community and stakeholders for considering the proposal and to everyone who took the time to provide feedback.

After considering all responses, along with the proposal's aims and design requirements, we have decided to proceed with the current intersection improvements proposal on Centennial Avenue and Epping Road to reduce congestion and delays and improve road safety.

## 5. Next steps

Roads and Maritime will finalise the design and environmental assessment for the intersection improvements on Centennial Avenue and Epping Road.

Further communications will be provided to the community and stakeholders as the project progresses.



## 6. Appendices

### 6.1 Appendix A – ‘Have your say’ letter December 2017



# Proposed improvements on Burns Bay Road, Centennial Avenue and Epping Road

December 2017

The NSW Government is funding improvements on Burns Bay Road, Centennial Avenue and Epping Road to reduce congestion and improve travel times for road users

## Proposed improvements to the intersection of Centennial Avenue and Epping Road, Lane Cove

The NSW Government is funding this proposal as part of its \$300 million Urban Roads Pinch Point Program, which aims to reduce congestion and improve travel time on Sydney's busiest corridors.

We are proposing to improve traffic flow through the intersection by widening the road and changing the lane configuration on both Centennial Avenue and Epping Road.

Key benefits:

- reduced queue lengths for motorists travelling northbound through the intersection
- improved left turn movement for northbound motorists turning from Centennial Avenue onto Epping Road

The proposal includes:

- widening Centennial Avenue to provide a left turn lane for motorists travelling north on Centennial Avenue onto Epping Road
- amending the bus lane merge line markings to move the westbound bus lane merge on Epping Road further away from the intersection
- expanding the traffic island on the Centennial Avenue northbound approach to Epping Road
- adjusting the footpath on the northern side of Centennial Avenue and around Turrumburra Park

- relocating a swing set to another position in Turrumburra Park
- some tree removal

### What happens next?

We would like to hear from you on the proposal to upgrade the intersection at Centennial Avenue and Epping Road by **Friday 15 December**.

We will consider all feedback received before deciding whether to proceed with the proposal. A community consultation report will be prepared summarising the feedback received and this will be made available on our website. We will keep you updated as the proposal progresses.

### Pinch Point contact info

For more information about the Pinch Point proposal, please visit [rms.nsw.gov.au/pinchpoints](https://rms.nsw.gov.au/pinchpoints) or contact the Pinch Point project team on **1800 572 004**.

## Proposed intersection improvements along Centennial Avenue and Epping Road, Lane Cove



## New clearways on Centennial Avenue and Burns Bay Road from Lane Cove to Huntleys Point

The NSW Government is funding this project as part of its \$121 million Clearways Program, which aims to reduce congestion and delays on Sydney's roads.

In addition to the proposed intersection improvements, we are introducing new weekday, weekend and public holiday clearways on Centennial Avenue and Burns Bay Road from Epping Road, Lane Cove to Victoria Road, Huntleys Point.

The new clearway hours are shown below and on the map.

New clearways (both directions)	Weekdays	Weekends and public holidays
Centennial Avenue and Burns Bay Road between Epping Road and Penrose Street, Lane Cove	6am to 10am and 3pm to 7pm	9am to 6pm
Burns Bay Road between Penrose Street, Lane Cove and Victoria Road, Huntleys Point	6am to 7pm	9am to 6pm

There will be no changes to existing parking restrictions outside the new clearway hours.

### What is a clearway?

A clearway is a section of road where stopping and parking is not allowed during the times shown on the clearway sign. Clearways are put on key main roads where traffic is often heavy and congested.

They help keep vehicles moving by making all lanes available to motorists. The only exception is buses and taxis stopping to drop off or pick up passengers as well as emergency vehicles.

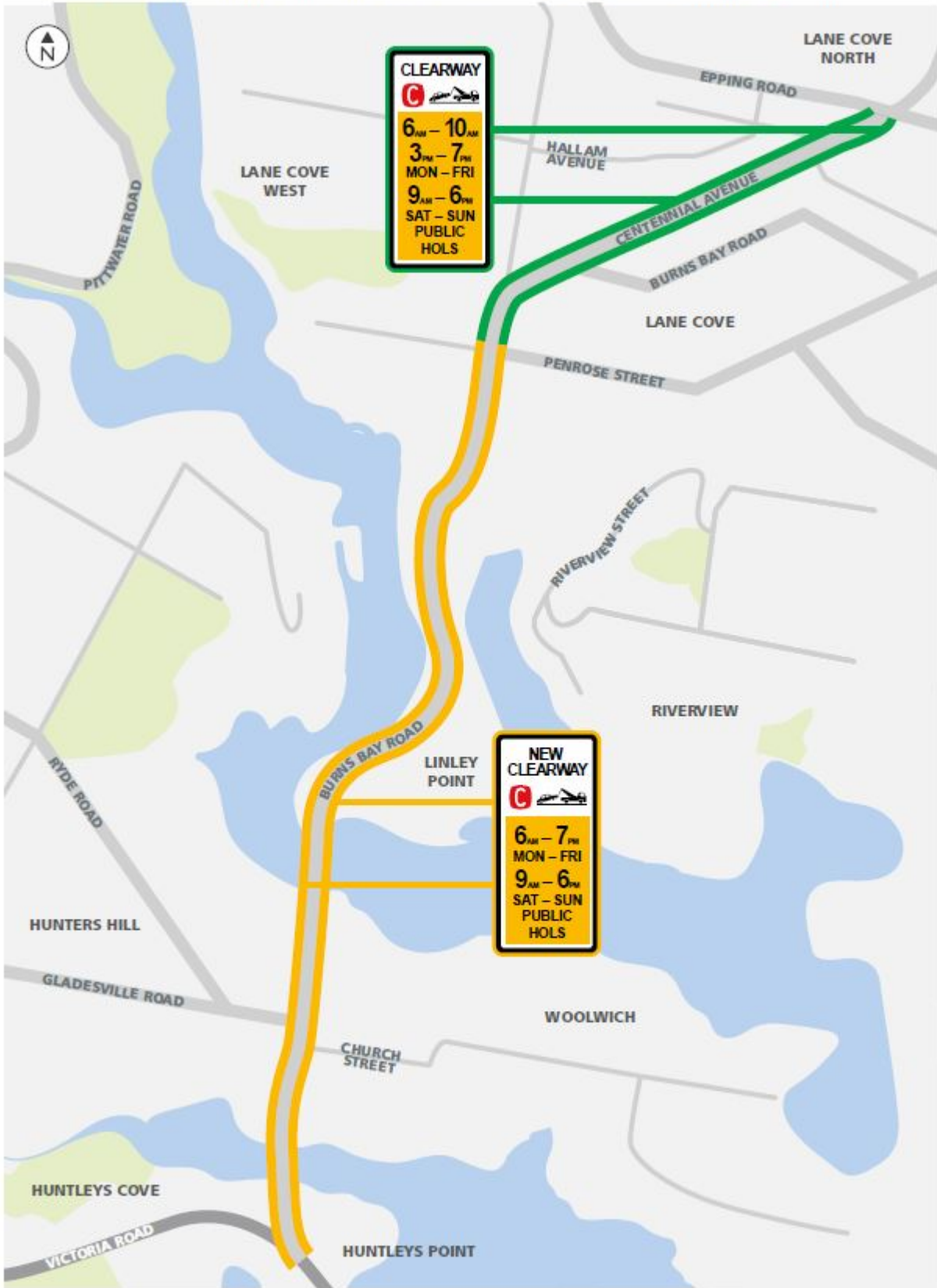
If you park in a clearway during the clearway hours you risk being fined and your vehicle can be towed.

### Key benefits

Clearways:

- reduce congestion by making an additional lane available to traffic
- improve journey times, allowing drivers to get to their destination sooner
- improve safety by removing parked vehicles from the kerbside lane
- reduce rat running on local streets
- has an immediate positive impact on traffic flow as it uses existing road space for the movement of vehicles

Clearways on Centennial Avenue and Burns Bay Road, Lane Cove to Huntleys Point



Proposed improvements on Burns Bay Road, Centennial Avenue and Epping Road

## As a resident, what does this mean to me?

The new and extended clearway hours will change parking conditions in front of residential and business properties along Centennial Avenue and Burns Bay Road. We understand this may cause some inconvenience.

If you currently live on this section of Centennial Avenue and Burns Bay Road, you will need to reconsider where you park during the new clearway hours. If you do not have a driveway, garage or carport on your property, local streets are available for you to park during the clearway hours, subject to any council restrictions. Outside the clearway hours, existing parking restrictions will remain in place.

Clearway hours have been determined based on an analysis of traffic. We have limited the clearway hours to operate only in the times where there are peak traffic volumes, in order to balance the needs of both local businesses and road users.

As clearways continue to be rolled out across Sydney, you, your family and friends will experience more efficient, safer and more reliable journey times. This means less time in the car and more time doing the things you enjoy.

## I shop and visit places on Centennial Avenue and Burns Bay Road, what should I do?

If you currently shop, visit places or work along this section of Centennial Avenue and Burns Bay Road, we understand it is important to park nearby. However, an independent traffic and parking study carried out in August 2016 found that only one business would be impacted by these changes and that there was already parking available in the side street nearby.

There are already parking 'No Stopping' and 'No parking' restrictions in place in front of shops near the Penrose Street intersection.



## Talk to the project team

The project team will be available to discuss the intersection improvements and the new clearways on Sunday 10 December at the Lane Cove Market Square from 10.00am to 1.00pm.

## What happens next?

We are planning to install the new clearways on Centennial Avenue and Burns Bay Road from Epping Road, Lane Cove to Victoria Road, Huntleys Point in **March 2018** and will keep you updated as this project progresses.

## Clearways contact info

We want to make sure you understand what these changes mean for you and your business. If you have any questions or would like further information, please contact the Clearways project team on **1300 706 232** or [clearways@rms.nsw.gov.au](mailto:clearways@rms.nsw.gov.au).

## Have your say

We invite your feedback on the proposed improvements to the intersection of Centennial Avenue and Epping Road by Friday 15 December. You can provide your comments by:

 1800 572 004 during business hours

 [pinchpoints@rms.nsw.gov.au](mailto:pinchpoints@rms.nsw.gov.au)

 [rms.nsw.gov.au/pinchpoints](http://rms.nsw.gov.au/pinchpoints)

 Pinch Points Program project team,  
Roads and Maritime Services,  
PO Box 973 Parramatta NSW 2124

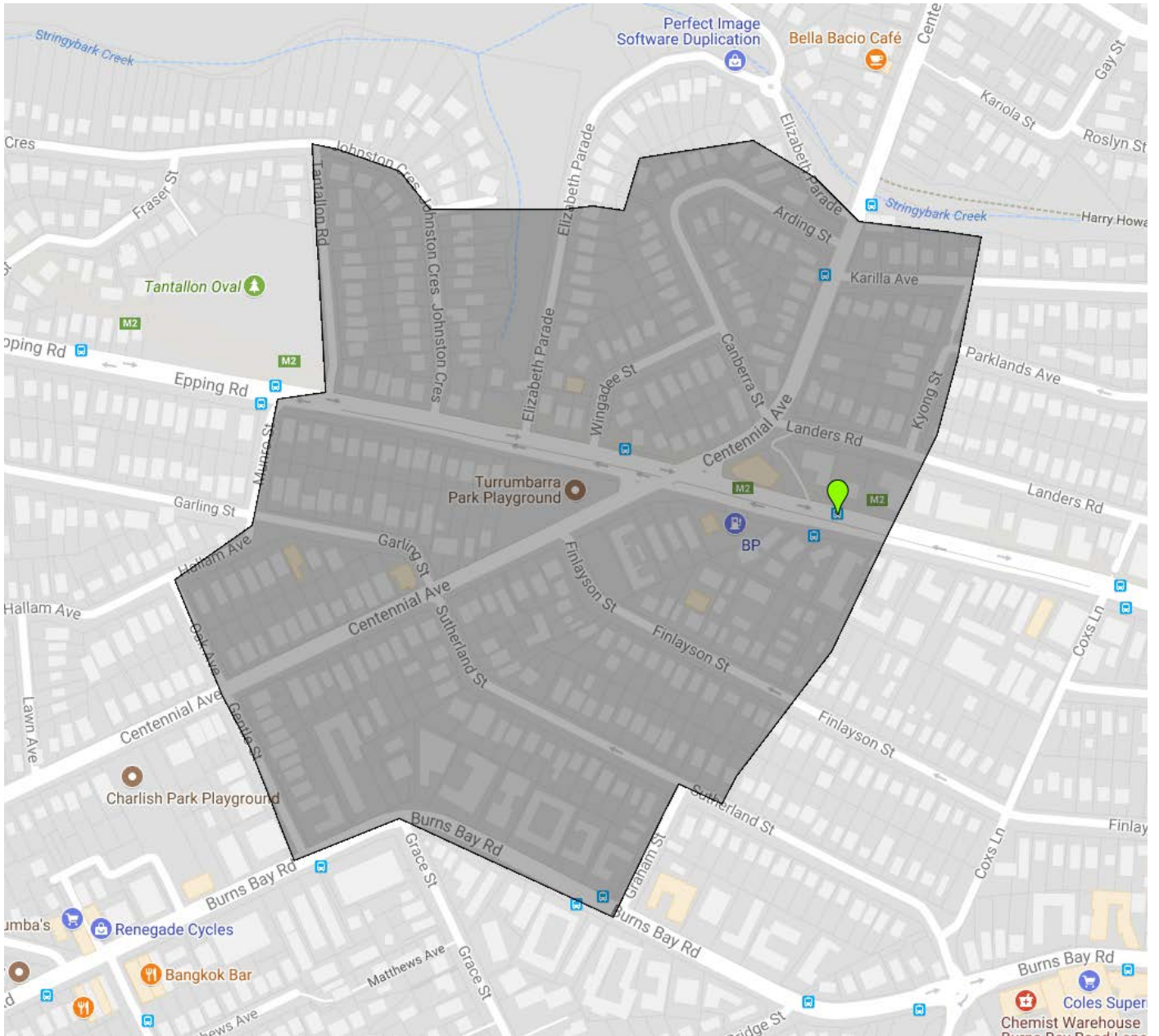
 If you need help understanding this information, please contact the Translating and Interpreting Service on 131 450 and ask them to call us on 1800 199 009.



December 2017  
RMS 17.624

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## 6.2 Appendix B – Distribution map December 2017




## 6.3 Appendix C – Facebook posts December 2017

Post Details

**NSW Roads**  
NSW  
Published by CoSchedule App 191 · 6 December 2017 · 🌐

Are Centennial Avenue and Epping Road in Lane Cove the worst part of your commute? We want to fix it.  
Click the link to see how: <http://bit.ly/pinchpoints>



👤 5,061 people reached Boost Post

👍👎🗨️ 11 Comments 1 Share

👍 Like    💬 Comment    ➦ Share    🇺🇸

**Performance for your post**

**5,061** People Reached

**57** Reactions, comments & shares 🗨️

<b>24</b> Like	<b>24</b> On post	<b>0</b> On shares
<b>1</b> Love	<b>1</b> On post	<b>0</b> On shares
<b>1</b> Haha	<b>1</b> On post	<b>0</b> On shares
<b>2</b> Wow	<b>2</b> On post	<b>0</b> On shares
<b>1</b> Angry	<b>1</b> On post	<b>0</b> On shares
<b>27</b> Comments	<b>24</b> On Post	<b>3</b> On Shares
<b>1</b> Shares	<b>1</b> On Post	<b>0</b> On Shares

**258** Post Clicks

<b>46</b> Photo views	<b>45</b> Link clicks	<b>167</b> Other Clicks 🗨️
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**NEGATIVE FEEDBACK**

<b>1</b> Hide Post	<b>0</b> Hide All Posts
<b>1</b> Report as Spam	<b>0</b> Unlike Page

Reported stats may be delayed from what appears on posts

Post URL:

[https://business.facebook.com/NSWRoads/insights/?business\\_id=560324554141853&section=navPosts](https://business.facebook.com/NSWRoads/insights/?business_id=560324554141853&section=navPosts)



**NSW Roads**

Published by CoSchedule App [?] · 20 December 2017 ·

We want your feedback! We've extended consultation until the end of January so we want you to have a say 🚩🚩🚩

Let us know what you think on the proposed improvements for the Centennial Avenue and Epping Road intersection at Lane Cove by 31 January next year.

Check out more information about the proposal here:  
<http://bit.ly/CentennialAvenue>



👤 2,542 people reached

Boost Post



5 Comments

**Performance for your post**

**2,542** People Reached

**13** Likes, Comments & Shares

<b>7</b> Likes	<b>7</b> On Post	<b>0</b> On Shares
-------------------	---------------------	-----------------------

<b>6</b> Comments	<b>5</b> On Post	<b>1</b> On Shares
----------------------	---------------------	-----------------------

<b>0</b> Shares	<b>0</b> On Post	<b>0</b> On Shares
--------------------	---------------------	-----------------------

**61** Post Clicks

<b>9</b> Photo views	<b>12</b> Link clicks	<b>40</b> Other Clicks
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**NEGATIVE FEEDBACK**

<b>1</b> Hide Post	<b>0</b> Hide All Posts
<b>0</b> Report as Spam	<b>0</b> Unlike Page

Reported stats may be delayed from what appears on posts

Post URL:

[https://business.facebook.com/NSWRoads/insights/?business\\_id=560324554141853&section=navPosts](https://business.facebook.com/NSWRoads/insights/?business_id=560324554141853&section=navPosts)



[rms.nsw.gov.au/pinchpoints](https://rms.nsw.gov.au/pinchpoints)



1800 572 004



Customer feedback  
Roads and Maritime  
Locked Bag 928,  
North Sydney NSW 2059

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