

Wahroonga Estate MP 07_0166 MOD 6 and MP 10_0070 MOD 7

Modification to conditions of consent relating to roadworks

Ku-ring-gai Council comments

Reference is made to the application by Memphis Strategic and the accompanying “Reassessment of Road Upgrade Requirements” report by Transport and Traffic Planning Associates.

Works adopted by Council (in-principle) in 2011 based on original condition of consent in 2009, existing roadworks required under the current consent, and the proposed amendment/s are understood to be as outlined in the table below:

<u>Works adopted by Council (in-principle) in 2011, based on original condition of consent in 2009</u>	Works required under current condition of consent (Condition B7, incl subsequent modifications)	Proposed works/amendments, under requested modification of condition of consent
<p>Modification of the intersection of Fox Valley Road and main Hospital Access road</p> <p>Provision of a traffic signals (with separate right turn bays) at the intersection of Fox Valley Road and Wahroonga Adventist School access road</p>	<p>Intersection improvements where Fox Valley Road intersects with site accesses.</p> <p>[Main Hospital access road]</p> <p>[Provision of a roundabout or traffic signals (with or without a right turn bay) at the intersection of Fox Valley Road and School Access Road]</p>	<p>None (already completed)</p> <p>Provide traffic signals at the School access intersection without a right turn bay</p>
<p>Modification of the intersection of The Comenarra Parkway and Fox Valley Road</p>	<p>Modification of the intersection of The Comenarra Parkway and Fox Valley Road</p>	<p>None (nearing completion)</p>

<u>Works adopted by Council (in-principle) in 2011, based on original condition of consent in 2009</u>	Works required under current condition of consent (Condition B7, incl subsequent modifications)	Proposed works/amendments, under requested modification of condition of consent
<p>Reconstruction/upgrading of the existing traffic signal at the following locations:</p> <ol style="list-style-type: none"> 1. Pacific Highway and Fox Valley Road 2. The Comenarra Parkway and Kissing Point Rd 	<p>Monetary contribution or 'works in kind' (WIK) equivalent towards the estimated total cost of upgrading the Pacific Highway and Fox Valley Road intersection, comprising the equivalent of</p> <ul style="list-style-type: none"> • 25% of the estimated total cost of traffic signal/civil upgrade works and land acquisition costs associated with the upgrade of the Pacific Highway and Fox Valley Road intersection • 100% of the estimated total cost of upgrading of The Comenarra Parkway and Kissing Point Rd intersection, being the following works: <ol style="list-style-type: none"> a. a left turn slip lane (min 50m storage) for the movement turning into Kissing Point Road (north) b. two eastbound through lanes; c. one right turn lane (min 50m storage) for the movement turning into Kissing Point Road (south); and d. a single westbound through lane. 	<p>None (underway – some works underway by TfNSW as part of Pinch Points upgrade)</p> <p>None (scope of works subject to ongoing discussions between Wahroonga Estate, Council and Transport for NSW)</p>
<p>Provision of 2 southbound lanes along Fox Valley Road between the Pacific Highway and the site</p> <p>Upgrading of the existing roundabouts at the Ada Avenue and Lucinda Avenue intersections to traffic signal intersections</p>	<p>Provision of 2 southbound lanes along Fox Valley Road between the Pacific Highway and the site</p> <p>[and upgrading of the existing roundabouts (or the provision of traffic signals) at the Ada Avenue and Lucinda Avenue intersections]</p>	<p>Delete</p> <p>Delete</p>
<p>Widening of The Comenarra Parkway to provide 2 traffic lanes in each direction between Fox Valley Road and Browns Road.</p>	<p>Widening of The Comenarra Parkway to provide 2 traffic lanes in each direction between Fox Valley Road and Browns Road.</p>	<p>Delete</p>

Provision of a roundabout or traffic signals (with or without a right turn bay) at the intersection of Fox Valley Road and School Access Road

In May 2020, the Ku-ring-gai Traffic Committee considered the control mode for the new intersection of Fox Valley Road and the new access road to the Wahroonga Adventist School. [The Committee recommended](#) (in part) that Council adopt (in-principle) a traffic signal control arrangement comprising a 4 lane/2-way configuration on Fox Valley Road with dedicated right turn bays as the preferred control mode and layout for the new intersection.

Council adopted this recommendation unanimously at its meeting on 28 July 2020, therefore Council would only support its adopted (in-principle) intersection layout and not the proposed modification.

Provision of 2 southbound lanes along Fox Valley Road between the Pacific Highway and the site

The “Reassessment of Road Upgrade Requirements” report accompanying the application notes that Fox Valley Road is 11.1m wide, which generally provides for one traffic lane in each direction and kerbside parking on both sides of the road, and there is an existing marked pedestrian crossing at Strone Avenue

As the length of road from Pacific Highway to the Hospital entrance is around 2kms, the report notes that there are many mature trees and utilities/services which would be impacted by road widening. There is also a TfNSW direction that there should only be one lane in each direction at a marked pedestrian crossing, which would impact on crossing facility at Strone Avenue.

Based on the mid-block capacity assessment in the report (which found one traffic lane in each direction to be generally adequate) and the expected impacts resulting from the provision of 2 southbound lanes, there is no objection to removing this requirement in principle.

However, when assessing Modification 3 Wahroonga Adventist School (SSD 5535), Council submitted to Department of Planning Industry and Environment that the queue of arriving cars extended out of the school’s basement car park and into the at-grade car park at the rear of the school was nonetheless extensive, and this had implications for when the new traffic signal intersection on Fox Valley Road is constructed, with the queue of arriving cars at pick up time likely to extend into the new traffic signal intersection on Fox Valley Road causing blockages. There are therefore also concerns that the length of a dedicated right turn bay (or right turn capacity in a 4-lane/2 way intersection configuration, which ever configuration is ultimately approved) on Fox Valley Road may not be adequate to handle the arrivals particularly in the afternoon school peak.

Therefore the modification application should be amended to require that sufficient provision be made to extend a dedicated right turn bay further north, and if a 4-lane/2 way intersection configuration is adopted, that:

- 2 lanes be provided on the eastern side of Fox Valley Road from the intersection northwards towards Strone Avenue, to be able to adequately contain a right turn queue into the school while allowing through traffic to bypass it.
- 2 lanes be provided on the western side of Fox Valley Road from the intersection southwards to the Hospital entrance, to be able to adequately contain left turn queues into the school while allowing through traffic to bypass it

Upgrading of the existing roundabouts (or the provision of traffic signals) at the Ada Avenue and Lucinda Avenue intersections

The requirement to upgrade these intersections came about largely as a result of the requirement to provide 2 southbound traffic lanes on Fox Valley Road between Pacific Highway and the Hospital Entrance.

At the intersection of Fox Valley Road and Lucinda Avenue, the original proposal for a two lane roundabout would have resulted in an acquisition of the adjoining park (William Lewis Park). As this area contains threatened vegetation species, in 2011 it was recommended to change the intersection to incorporate traffic signals.

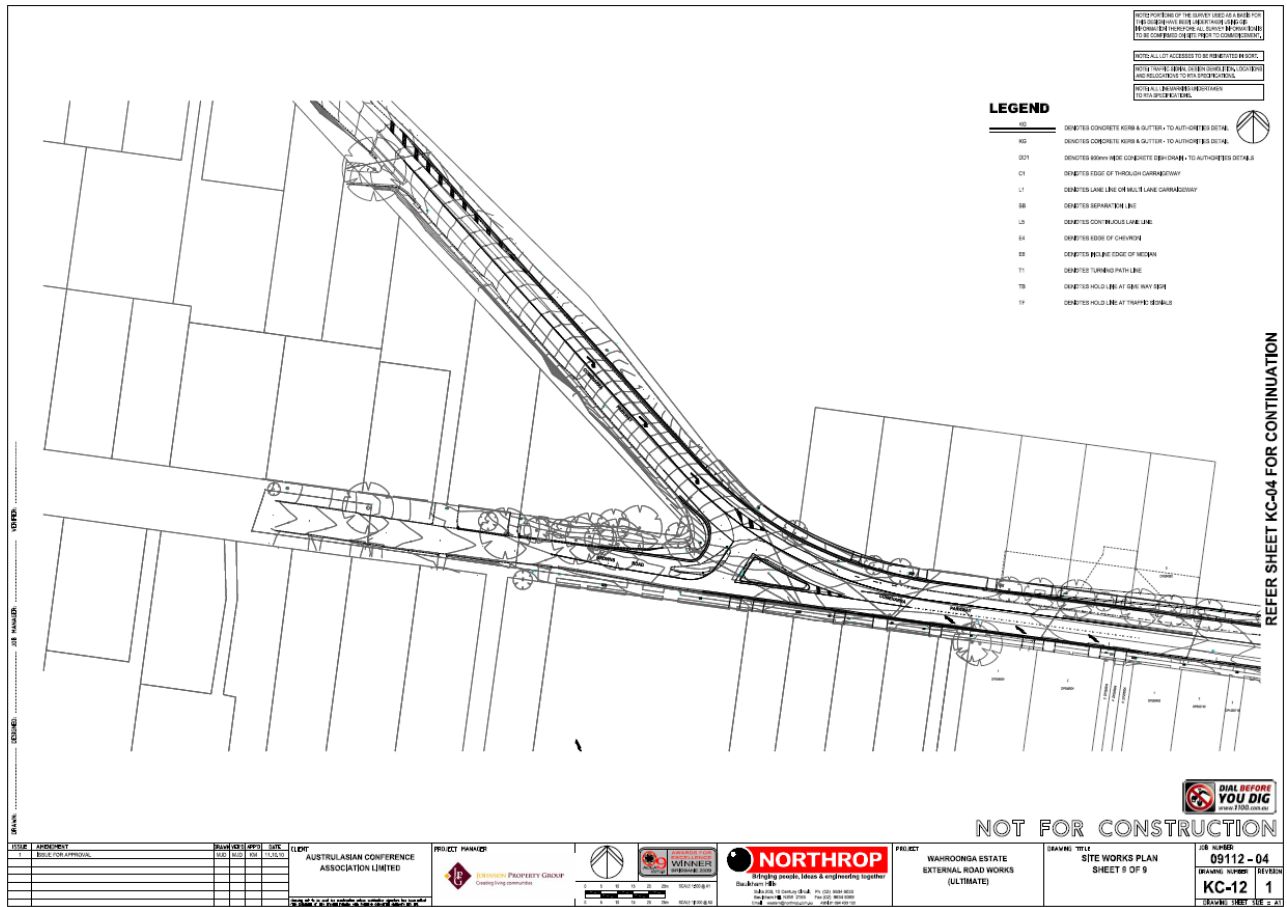
The Wahroonga Estate took this into consideration and amended the intersection concept plans to include traffic signals, which were considered by the Ku-ring-gai Traffic Committee and adopted by Council (in principle) in 2011.

The concept plans adopted in 2011 showed a roundabout at the intersection of Fox Valley Road and Ada Avenue, but subsequent design investigation showed similar issues would arise, where private property acquisition would have been required to accommodate a larger roundabout, and later concept designs have since shown traffic signals at this location.

During the most recent 5 years of crash history records available to Council, there have been 6 recorded crashes (with 4 resulting in injury) at the intersection of Fox Valley Road and Lucinda Avenue 3 recorded crashes (all 3 resulting in injury) at the intersection of Fox Valley Road and Ada Avenue. Therefore, there may be the justification on road safety grounds to retain the proposed traffic signal upgrade of these 2 intersections on road safety grounds.

Widening of The Comenarra Parkway to provide 2 traffic lanes in each direction between Fox Valley Road and Browns Road.

As part of the package of roadworks adopted by Council (in-principle) in 2011, the widening of The Comenarra Parkway to provide 2 traffic lanes in each direction between Fox Valley Road and Browns Road was also adopted, which included a “seagull island” intersection arrangement, to improve access between Browns Road and The Comenarra Parkway (see concept plan below).



Access between Browns Road and The Comenarra Parkway has been an ongoing issue for residents of Browns Road, and the future installation of a seagull island intersection treatment is being relied on by the residents of the area as the means of accommodating the increased traffic on The Comenarra Parkway as a result of the Wahroonga Estate Concept Plan and generally improving intersection safety.

While there is no objection to the proposal to remove the requirement to provide 2 traffic lanes in each direction between Fox Valley Road and Browns Road, the Modification application should be amended to retain the requirement to construct the seagull island arrangement at the intersection with Browns Road, to provide improved access and safety for residents of Browns Road.