



**Lane Cove
Council**

Agenda Ordinary Council Meeting 20 March 2025, 7:00 PM

Council will commence consideration of
all business paper agenda items at 7.00 pm.

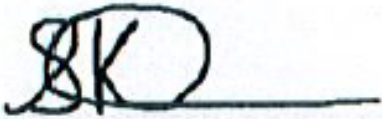
Notice of Meeting

Dear Councillors,

Notice is given of the Ordinary Council Meeting, to be held in the Council Chambers on Thursday 20 March 2025 commencing at 7:00 PM. The business to be transacted at the meeting is included in this business paper.

In accordance with clause 3.26 of the Code of Meeting Practice Councillors are reminded of their oath or affirmation of office made under section 233A of the Act, and of their obligations under the Council's Code of Conduct to disclose and appropriately manage conflicts of interest.

Yours faithfully



Steven Kludass
Acting General Manager

Council Meeting Procedures

The Council meeting is chaired by the Mayor, Councillor Merri Southwood. Councillors are entitled to one vote on a matter. If votes are equal, the Chairperson has a second or casting vote. When a majority of Councillors vote in favour of a Motion it becomes a decision of the Council. Minutes of Council and Committee meetings are published on Council's website www.lanecove.nsw.gov.au by 5.00 pm on the Tuesday following the meeting.

The Meeting is conducted in accordance with Council's Code of Meeting Practice. The order of business is listed in the Agenda on the next page. That order will be followed unless Council resolves to modify the order at the meeting. This may occur for example where the members of the public in attendance are interested in specific items on the agenda.

The Public Forum will hear registered speakers from the Public Gallery as well as online using the web platform Zoom. All speakers wishing to participate in the public forum must register by using the [online form](#) no later than midnight, on the day prior to the meeting (Wednesday, 19 March 2025) and a Zoom meeting link will be emailed to the provided email address of those registered as an online speaker. Please note that the time limit of three minutes per address still applies, so please make sure your submission meets this criteria. Alternatively, members of the public can still submit their written address via email to service@lanecove.nsw.gov.au. Written addresses are to be received by Council no later than midnight, on the day prior to the meeting. (500 words maximum).

Please note that meetings held in the Council Chambers are webcasted, and recordings are made publicly available on the Council's website. Should you require assistance to participate in the meeting due to a disability; or wish to obtain further information in relation to Council, please contact Council's Director - Corporate Services and Strategy on (02) 9911 3550.

DECLARATIONS OF INTEREST

APOLOGIES

ACKNOWLEDGEMENT TO COUNTRY

MINUTE OF SILENCE FOR RELECTION OR PRAYER

NOTICE OF WEBCASTING OF MEETING

PUBLIC FORUM

Members of the public may address the Council Meeting on any issue for 3 minutes.

CONFIRMATION OF MINUTES

ORDINARY COUNCIL MEETING - 20 FEBRUARY 2025

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Item No: 1
Subject: Mayoral Minute - Australian Local Government Association Campaign - Put Our Communities First
Record No: SU2073 - 15697/25
Division: Lane Cove Council
Author(s): Councillor Merri Southwood

Executive Summary

This report seeks the participation of Council in a number of Australian Local Government Association (ALGA)'s advocacy priorities and programs.

Background

The next Federal Election must be held by 17 May 2025.

Working in conjunction with its member state and territory associations, the Australian Local Government Association (ALGA) has developed a framework and resources for a national advocacy campaign that will run in the lead up to this election.

Based around the tagline of "Put Our Communities First", the goal is to secure additional federal funding that will support every council to play a bigger role delivering local solutions to national priorities.

All Australian councils have been asked to participate in this campaign to ensure a coordinated approach that will deliver the best possible outcomes.

Discussion

The Put Our Communities First campaign will advocate for new federal funding to be distributed to all councils on a formula-basis, similar to the Commonwealth's Roads to Recovery Program, or the previous Local Roads and Community Infrastructure Program. This will ensure that every council and community benefits and supports local decision making based on local needs.

ALGA has developed free campaign resources that can be adapted and used by all councils to ensure a consistent and effective approach.

Participating in a national advocacy campaign does not preclude this council from advocating on additional local needs and issues, but it will strengthen the national campaign and support all 537 Australian local governments.

The five national funding priorities have been determined by the ALGA Board—comprised of representatives from each of Australia's state and territory local government associations—and align with key national priorities.

These five funding priorities are:

- \$1.1 billion per year for enabling infrastructure to unlock housing supply,
- \$500 million per year for community infrastructure,
- \$600 million per year for safer local roads,

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MAYORAL MINUTE - AUSTRALIAN LOCAL GOVERNMENT ASSOCIATION CAMPAIGN - PUT
OUR COMMUNITIES FIRST

- \$900 million per year for increased local government emergency management capability and capacity, and
- \$400 million per year for climate change adaptation.

Such support is to be distributed across all councils, on a formula-basis, similar to the way Financial Assistance Grants and Roads to Recovery funding have been provided for many years.

I seek the support of fellow Councillors for the following recommendation.

RECOMMENDATION

That Council:

1. supports the national federal election funding priorities identified by the Australian Local government Association (ALGA);
2. supports and participates in the Put Our Communities First federal election campaign; and
3. writes to local federal members of parliament, all known electoral candidates in the local federal electorates and the President of ALGA expressing support for ALGA's federal election funding priorities.

Councillor Merri Southwood
Councillor

ATTACHMENTS:

There are no supporting documents for this report.

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NOTICE OF MOTION - BUS PRIVATISATION IMPACTS AND THE AUDITOR GENERAL'S REPORT

Item No: 2

Item No: 2
Subject: Notice of Motion - Bus Privatisation Impacts and the Auditor General's Report
Record No: SU3411 - 15714/25
Division: Lane Cove Council
Author(s): Councillor Rochelle Flood

Executive Summary

A motion to advocate for the de-privatisation of Region 7 buses.

Discussion

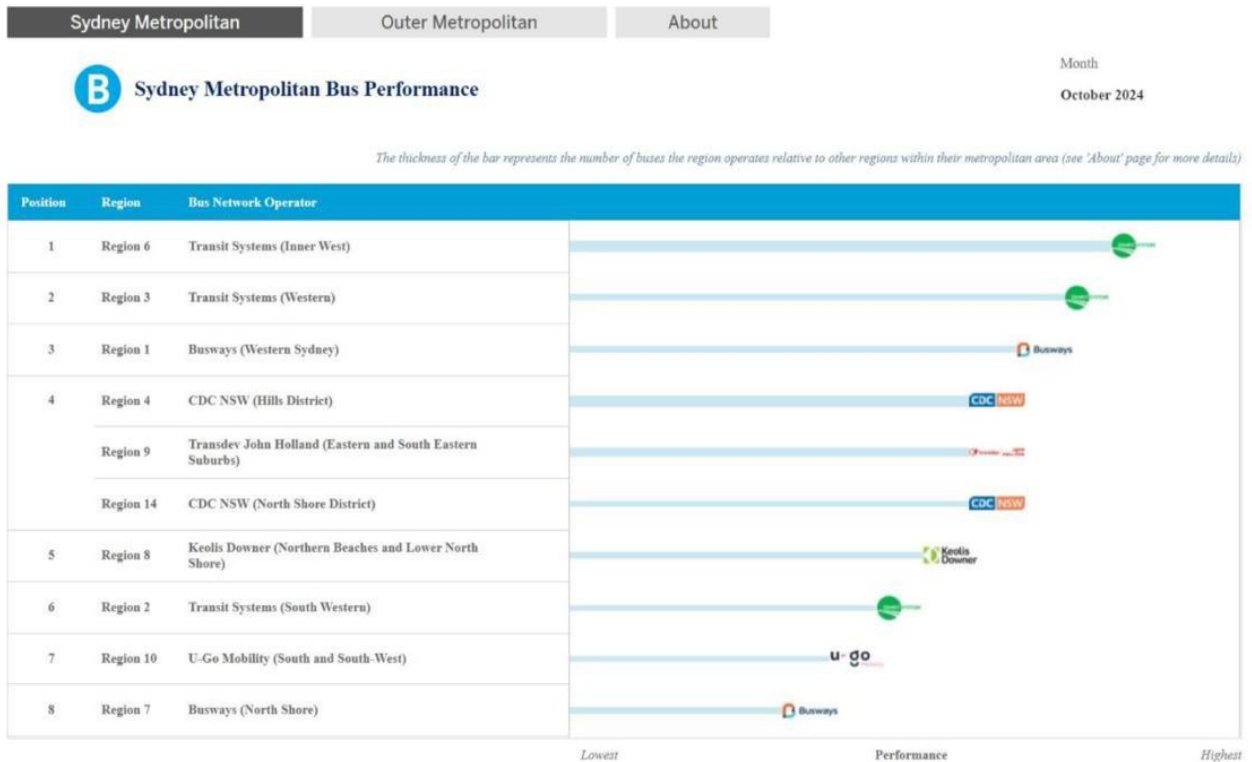
Bus services are critically important in helping to connect our communities, particularly here in Lane Cove where our primary mode of public transport is the bus. Disappointingly, since the Region 7 bus services were privatised and taken over by Busways, our community has faced more late and cancelled bus services than ever before.

There have been a number of reports that have identified the significant issues with our current bus services, the most recent of which being the Auditor-Generals Report into Bus Contracts in Metropolitan Sydney. This damning report found that “*Transport for NSW is not effectively managing contracts to ensure that operators are meeting contracted obligations and customer needs*” and further that “*Operators are not consistently meeting their performance obligations for on-time running, cancelled trips and customer complaints.*”

Looking in detail at some of the key performance metrics – it is expected that 95% of services run on time. On time running (OTR) targets were hit less than 15% of the time during the audited period of January 2023-May 2024. Looking specifically at Region 7, they only hit their KPI for OTR for one month in the 2023-2024 financial year. Cancelled services were found to be problematic across the board, with the Auditor General finding that from January 2023 to May 2024, operators did not meet the KPI in 79.6% of instances. In fact, Region 7 was the worst performer by weighted average across all key performance indicators during the period examined for the Auditor General’s Report (see table below):

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NOTICE OF MOTION - BUS PRIVATISATION IMPACTS AND THE AUDITOR GENERAL'S REPORT

Figure 7: TfNSW bus performance by region dashboard



The concerning findings in the Auditor General’s report follow previous scathing reports into the failed bus privatisation of Sydney bus services. In 2022, an Upper House Parliamentary Inquiry found that the

“privatisation of Sydney’s bus network had incentivised cost-cutting, and recommended (a) winding back privatisation in some regions, and (b) changing key performance indicators to include the quality of service provided.”

We are now three years into a contract intended to run until 2030, however, it is clear that this is not delivering the reliable services our community needs. Without reliable bus services people struggle to get to school and work, older members of our community will struggle to get to appointments or to visit loved ones. Unreliable bus services will ultimately force more and more people back into their cars, increasing congestion and worsening transport related emissions. In light of the ongoing failures and poor outcomes in our region, we need to increase advocacy to see these contracts overturned as early as possible, with the services brought back in-house.

Ordinary Council Meeting 20 March 2025
NOTICE OF MOTION - BUS PRIVATISATION IMPACTS AND THE AUDITOR GENERAL'S
REPORT

Item No: 2

RECOMMENDATION

That Council:

1. Notes the poor performance of busways (North Shore) in the recently released Auditor General's report into bus contracts in Metropolitan Sydney.
2. Writes to the NSW Minister for Transport and Transport for NSW:
 - a) Expressing concern at the Auditor General's findings and advocating for the region 7 bus contracts to be cancelled and returned to public operation as soon as possible,
 - b) Inquiring as to what interim measures Transport for NSW can implement to improve bus reliability and connectivity in the interim, and
 - c) Include in correspondence evidence of local impacts including complaints that Council has received through the bus service reporting portal.
3. Writes to the President of Northern Sydney Regional Organisation of Councils (NSROC) to request the issue of poor bus services following privatisation in the lower north shore region be tabled for discussion to further investigate joint advocacy options to improve the region's bus services, particularly in light of new findings from the Auditor General's report.

Councillor Rochelle Flood
Councillor

ATTACHMENTS:

There are no supporting documents for this report.

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NOTICE OF MOTION - PLANNING FOR WATER SENSITIVE URBAN DESIGN PRINCIPLES AND GREATER WATER REUSE TO BE IMPLEMENTED IN WATER CATCHMENT AREAS.

Item No: 3

Item No: 3
Subject: Notice of Motion - Planning for Water Sensitive Urban Design Principles and Greater Water Reuse to be implemented in Water Catchment Areas.
Record No: SU10235 - 15670/25
Division: Lane Cove Council
Author(s): Councillor Bridget Kennedy; Councillor Kathy Bryla

Executive Summary

This motion calls for the development of “Water Catchment Plans” for the Stringybark Reserve and Burns Bay Reserve catchment areas in Lane Cove. The aim is to have such plans available to be implemented in conjunction with the reserve master plans for catchment areas. To support this, develop and implement an education program around Water Sensitive Urban Design (WSUD) and maximise water reuse, including how these practices can lead to enhanced sustainability and environmental resilience in Lane Cove.

Background

Aligning with the Lane Cove Community Strategic Plan's objective on water conservation and management, the revised Lane Cove Development Control Plan, introduces measures to advance this goal. In addition, the Open Spaces team has integrated WSUD features, such as rain gardens into redeveloped areas, reinforcing our commitment to sustainable urban design.

The effects of climate change are twofold: warmer-than-usual temperatures with high evaporation rates and increased periods of intense rainfall with high volumes of water. These climate effects increase the pressure on our current stormwater systems, waterways and, over time, have the potential to increase our need to reuse water.

In urban areas, rainfall runs off impervious surfaces like roofs and roads, quickly entering waterways through drainage systems. This limits natural infiltration, evaporation, and transpiration, increasing runoff and the risk of localised flooding during heavy rain.

Developing a broader long-term plan for WSUD in relation to our water catchment areas is required to protect our natural environment and build our resilience into the future. Effectively reducing net water consumption, managing stormwater runoff and reducing nutrient loads are critical to protecting waterways, enhancing sustainability, and building long-term water resilience in our community.

WSUD benefits in Lane Cove include:

- Reducing urban flooding and erosion,
- Improving water quality and preventing pollution,
- Enhancing urban aesthetics and biodiversity,
- Supporting climate change adaptation and resilience,
- Mitigating heat island effects through greening,
- Promoting sustainable water use and reducing pressure on water supply systems.

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Item No: 3

With a growing population and increasing development, addressing rising water consumption and stormwater runoff is essential. Several councils are leading the way in WSUD adoption, providing inspiration for Lane Cove's continued efforts, including:

Byron Bay

<https://www.byron.nsw.gov.au/Council/Plans-Strategies/Policies/Water-Sensitive-Urban-Design-Policy>

Blacktown Council

<https://www.blacktown.nsw.gov.au/Plan-build/Stage-2-plans-and-guidelines/Stormwater-management-and-water-sensitive-urban-design-WSUD/Water-sensitive-urban-design-WSUD>

Ballina Shire

https://issuu.com/ballinashirecouncil/docs/healthy_waterways_program_2021

In addition, **Sydney Water** have a good set of introductory guidelines to reference:

<https://www.sydneywater.com.au/content/dam/sydneywater/documents/water-sensitive-urban-design.pdf>

RECOMMENDATION

That Council:

1. Invite a member from the Sydney Water Business Development team to present to key council staff and Councillors on the work they are undertaking,
2. Provide a report to Council on resourcing and funds required to implement the actions below:
 - a) Engage an external consultant to produce Water Catchment Plans for Stringybark Creek and Burns Bay Reserve that:
 - i) Outline targets to achieve water management targets typically covering:
 - Water quality/pollution reduction targets
 - Runoff volume to protect local waterways from erosion and degradation
 - Urban/Waterway Outcome targets in terms of biodiversity and urban cooling
 - ii) Provide a timeline to achieve these targets,
 - iii) Describe the methods to achieve the targets,
3. Organise a meeting with the broader stakeholders who may assist with grant funding and knowledge sharing for Item 2. For example:
 - a) Representatives from adjoining catchment areas including Parramatta River catchment group and Lane Cove River councils,
 - b) Representative from Department of Climate Change, Energy and Environment and Water (DCCEEW) NSW who are working on an integrated water management framework, a recycled water road map and Water Sensitive Urban Design Policy,
 - c) Sydney Water and other agencies,
4. Instigate a new communication engagement strategy with workshops and campaigns:
 - a) to raise community awareness on how we can keep our waterways clean, as well as promote rebates Council offers for rainwater capture,
 - b) to raise awareness about the benefits of WSUD among residents and businesses,

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AND GREATER WATER REUSE TO BE IMPLEMENTED IN WATER CATCHMENT AREAS.

- c) to encourage community participation in water-sensitive initiatives, including optimising on-lot stormwater retention infrastructure already in place,
- 5. Ensure the communication engagement strategies also target residences and businesses in the related two catchment areas of this motion; and
- 6. Investigate how the current On The Verge program could be expanded to include bioswales for verges that are on contour.

Councillor Bridget Kennedy
Councillor

Councillor Kathy Bryla
Councillor

ATTACHMENTS:

There are no supporting documents for this report.

Item No: 4
Subject: Food Organics and Waste Services Update
Record No: SU9369 - 13495/25
Division: Planning and Sustainability Division
Author(s): Bernadette Riad

Executive Summary

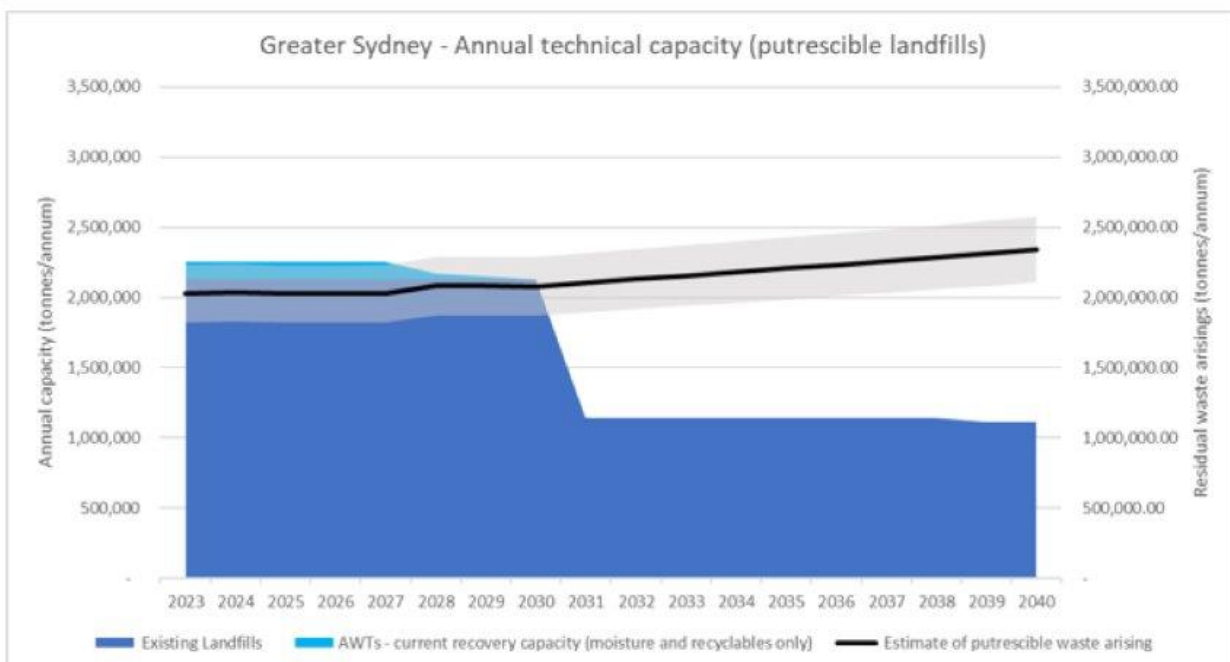
The NSW Waste and Sustainable Strategy 2041 signaled a mandate for all councils to implement a food organics collection service by 1 July 2030.

At the meeting of July 2024, Council resolved to; give the highest priority to researching and implementing a Council-wide food collection service and brief the new Council on regional waste practices and position (including FOGO).

This report provides a summary of the presentation made to Council at their Corporate Planning Weekend in February 2025 and seeks endorsement for Council staff to commence discussions with our existing Waste Contractors for the implementation a food organics collection service.

Background

Landfill capacity servicing the Sydney Metropolitan Area is set to drop significantly from 2030 which presents a very real challenge for councils in terms of waste disposal. There are currently no known plans for new capacity around Sydney, and with development timeframes of 5-10 years for waste facilities, this is pushing very close to the edge of what has been termed ‘the landfill cliff’.



Similarly, there are limited facilities which accept food and garden organics. Whilst more facilities are coming online following the signaling of mandated food waste collections, modelling indicates that, as at 2030, there will be a capacity gap of 1.1M tonnes per annum. The NSW Government has adopted targets to halve food waste to landfill by 2030 and achieve net zero emissions from organics in landfill. To help achieve these targets, the NSW EPA tabled the

“Protection of the Environment Amendment Legislation (FOGO Recycling) Bill’ to the Upper House in November 2024 which includes a mandate for all councils to implement a food organics collection service by 1 July 2030.

Discussion

Councillors were briefed on Council’s current waste contracts and the potential for food waste collection services and processing technologies at their Corporate Planning session in February 2025.

Data from Council’s most recent waste audits in 2023 indicate that food waste accounts for 43% (by weight) of the material in the average general waste bin. Capturing this material for reprocessing into compost and soil products provides both opportunities for reduced emissions and the recycling of food wastes into valuable products.

Food collection services can be delivered as either Food Organics (FO) services, or Food Organics and Garden Organics (FOGO) services.

What the two options look like in practice:

FO service



- 80L FO bin (weekly)
- 80L general waste bin (weekly)
- 240L GO bin (fortnightly)
- 120L container bin (fortnightly)
- 120L paper bin (fortnightly)

FOGO service



- 240L FOGO bin (weekly)
- 80L general waste bin (weekly)
- 120L container bin (fortnightly)
- 120L paper bin (fortnightly)

Initial modelling demonstrates that a FO service would deliver superior outcomes due to the ability to capture energy from the anaerobic digestion process of the disposal facility, minimising contamination by separating the food and garden organics streams and continuing to capitalise on the low gate fee for garden organics.

Funding has been received from the NSW EPA under their Joint Procurement Fund for Lane Cove and Hunters Hill Councils to jointly undertake the below activities to work towards implementation of a food organics service;

- A bin reconciliation to ensure data accuracy of on-ground services which is critical for planning service rollouts; and
- Legal services for contract review and negotiations that will achieve formal pricing to complete the financial modelling required to secure a preferred service model.

Council will receive a future report outlining the outcomes of these activities and the information required to endorse a preferred service model and implementation plan.

Conclusion

With limited processing capacity for both FO and FOGO service options, Council is exploring options to take advantage of the capacity currently available.

Initial modelling demonstrates that a FO service would deliver superior financial and environmental outcomes. A further report will be brought to Council for consideration and endorsement following contract negotiations.

RECOMMENDATION

That Council:

1. Note the information provided in the report, and
2. Endorse the next steps as outlined in this report to work towards the implementation of a food organics service.

Mark Brisby
Director - Planning and Sustainability
Planning and Sustainability Division

ATTACHMENTS:

There are no supporting documents for this report.

Item No: 5
Subject: Addressing Gambling Harm and the Impact of Electronic Gaming Machines in Lane Cove
Record No: SU6840 - 13423/25
Division: Community and Culture Division
Author(s): Stephanie Kelly

Executive Summary

This report responds to the growing concerns about gambling harm associated with poker machines in Lane Cove's council-owned venues. It outlines a transition plan to gradually remove poker machines from these venues, restrict gambling advertising, and enhance harm minimisation initiatives. The plan aligns with Council's community strategic priorities and ensures a balanced approach that considers both social responsibility and venue sustainability.

This report provides an overview of actions taken following the July 2024 Council resolution including participation in Gamble Aware Week last October, the development of a webpage to support anyone in our community who may have a problem with gambling, and the development of a new draft policy ready for community consultation.

Background

Gambling, particularly through Electronic Gaming Machines (EGMs) otherwise known as poker machines, is a significant social issue in Australia, with NSW hosting 87,000 of the country's machines. Lane Cove currently has two council-owned venues with EGMs:

- The Longueville Sporting Club ('The Diddy') – 10 machines
- Lane Cove West Bowling Club – 7 machines

Research indicates that poker machines contribute to financial hardship, relationship breakdowns, and mental health struggles. Additionally, recent reports link poker machines to money laundering. Several councils across NSW and Victoria have implemented measures to phase out poker machines, with some already successfully transitioning their venues to be gambling-free.

At its meeting on the 18 July 2024 Council resolved to:

1. *Develop a simple gambling harm reduction policy that aims to:*
 - a. *Phase out EGM machines on council owned property (as property lease agreements come up for renewal); and*
 - b. *Phase out gambling advertising on council-owned property,*
2. *Initiate preliminary conversation with the current leaseholders for the two council owned venues which currently house EGMs to begin discussions on possible steps towards becoming EGM-free venues - to help develop a supported transition plan.*
 - a. *In the interim, encourage the operators to display and actively promote harm minimisation support services as an immediate initiative; and*
3. *Investigate opportunities to expand on council's existing work to support and collaborate with organisation caring for people with gambling addictions and their families including*

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ADDRESSING GAMBLING HARM AND THE IMPACT OF ELECTRONIC GAMING MACHINES
IN LANE COVE

Item No: 5

GambleAware North Sydney and Central Coast (which covers the Lane Cove LGA), and other local providers. For example, this could include:

- a. Helping direct residents to practical support webinars and workshops run by existing gambling support services (through formal or informal referrals);*
- b. Offering council venues for free to host gambling support meetings/events/workshops; and*
- c. Sharing gambling addiction campaign materials from the Department of Liquor and Gaming to help increase awareness of gambling harms and to broaden the reach of these important campaigns.*

Discussion

In response to this resolution, Council has taken proactive steps to address gambling harm and promote responsible gambling in the community. These efforts align with Council's commitment to fostering a safer and more supportive environment for residents.

One key initiative was Council's active participation in GambleAware Week 2024 (21–27 October), supporting the campaign "Safer Gambling. Are you onboard?" This campaign promoted responsible gambling behaviors such as setting limits, avoiding gambling under the influence, maintaining a balanced lifestyle, and not chasing losses. Council helped raise awareness through social media outreach, engaging the local community in discussions about safer gambling practices.

To provide a lasting resource, Council has developed a dedicated webpage outlining its approach to gambling harm reduction. This page serves as an easy-to-follow resource for local residents, signposting them to government-funded GambleAware NSW and Gamblers Anonymous Australia for additional support.

A draft Gambling Harm Minimisation Policy (included as **AT-1**) has also been developed, reinforcing Council's commitment to gradually phasing out electronic gaming machines (EGMs) from Council-owned venues and supporting harm reduction efforts. This will be achieved through:

- Phasing out EGMs as lease and licensing agreements are renewed.
- Engaging with leaseholders to transition towards EGM-free venues.
- Supporting gambling harm minimisation services, ensuring those affected by gambling addiction can access help when needed.
- Raising awareness about gambling harm through annual initiatives such as GambleAware Week, social media campaigns, and other community education opportunities.

It is recommended that this draft policy go to community consultation.

Community Consultation

Statement of Intent

The consultation is designed to ascertain the community's views on the Draft Gambling Harm Minimisation Policy. Any comments received will be reviewed and evaluated to determine whether or not to proceed with the policy or to determine whether to incorporate any amendments or additional supplementary provisions.

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ADDRESSING GAMBLING HARM AND THE IMPACT OF ELECTRONIC GAMING MACHINES
IN LANE COVE

Method

Level of Participation	Inform	Consult
Form of Participation	Open	Open
Target Audience	Lane Cove Community and Community Clubs	Lane Cove Community
Proposed Medium	eNewsletter	Website Exhibition and Have your Say
Indicative Timing	April to May.	

Conclusion

These initiatives mark important progress towards reducing gambling harm in Lane Cove local government area. By implementing an informed and strategic approach, Council is working towards creating safer, family-friendly public spaces while ensuring ongoing community education and support. Further refinements to the policy and partnerships with key stakeholders will ensure that Council continues to address gambling-related harm effectively.

RECOMMENDATION

That Council:

1. Approve the commencement of community consultation related to the draft policy, and
2. Receive and note the gambling harm minimisation activities detailed in the report.

Stephanie Kelly
Director - Community and Culture
Community and Culture Division

ATTACHMENTS:

AT-1 [View](#) Draft Gambling Harm Minimisation Policy 2025

3 Pages Available Electronically

Item No: 6
Subject: Relocation of the Lane Cove Cenotaph
Record No: SU26 - 13553/25
Division: Community and Culture Division
Author(s): Stephanie Kelly

Executive Summary

In April 2024, Council considered relocating the Lane Cove Cenotaph. A report in October 2024 presented three options: retain its current location, move to the Plaza garden bed or The Canopy. The decision was deferred for a workshop with the Department of Veterans' Affairs and the local RSL sub-branch.

This workshop occurred in February 2025. The current recommendation is to enhance the War Memorial at its existing site.

Background

The Lane Cove Cenotaph is a rectangular altar made of dark grey granite. On its front face it is engraved with a gold wreath which is inscribed with the words "Lest we forget". It is located on the corner of Longueville Road and Austin Street next to the Lane Cove Library. Adjoining the Cenotaph is also a small memorial that is associated with the site.

Historically, commemorations were held at its site, but ANZAC Day services moved to the Plaza and later to The Canopy due to growing attendance. Remembrance Day remains in the Plaza. Temporary arrangements are used for wreath-laying at these ceremonies, with tributes later relocated by local school and service group representatives.

In April 2024, Council considered relocating the Cenotaph and resolved to:

1. *Work with Lane Cove RSL Subbranch to identify other possible locations for the Cenotaph, including the garden bed to the left of The Canopy's stage, which is more prominent than the current location.*
2. *That a report be prepared for Council with locations, costs and procedures required to move the Cenotaph; and*
3. *Commence work on this resolution when resource capacity permits.*

A report was prepared detailing three options for relocation. Council officers assessed three options for the Cenotaph: retaining its current location, relocating to the Lane Cove Plaza in a larger garden bed, or moving to The Canopy in the garden bed adjacent to the stage. The existing site offers stability, avoids relocation risks, and accommodates the plinth and adjacent memorial but has limited visibility and space for large gatherings. The Plaza Garden bed was deemed unsuitable due to insufficient space, while The Canopy's proximity to a playground and event area made it inappropriate for maintaining the memorial's solemnity.

At this meeting Council resolved:

that Council defer consideration of the possible relocation of the Cenotaph in Lane Cove to a future Council meeting and that the Department of Veteran's Affairs and Lane Cove RSL sub-branch be invited to a Councillor workshop to discuss the proposal early in Q1 2025.

Discussion

This report was considered at a Council workshop in February 2025 where the representatives from the Returned and Services League Sub-branch and the Department of Veterans Affairs were present and could discuss the options in detail with the Councillors.

The discussion evaluated three potential locations and visual representations for the options. Several concerns were raised regarding the proposed relocation of the Lane Cove Cenotaph. The primary issue was the high risk of structural damage, as the monument's original construction method remains unknown. Relocation would require removing the plinth due to space constraints, diminishing the Cenotaph's presence. The surrounding infrastructure at The Canopy and Lane Cove Plaza could also overshadow the memorial, reducing its prominence. In particular the locations removed the surrounding bollards that help the community maintain a reasonable distance from the memorial. The proximity of play equipment and spaces puts the memorial at risk from children climbing the structure.

After the discussion there was a preference from all parties to maintain the current site of the memorial. Given the structural risks and concerns about visibility and space, it was concluded that the best approach is to retain the Cenotaph in its current location while enhancing its significance.

Recommended actions include commissioning a heritage report to document the historical value of the current site including both the Living and Learning Centre memorial and the Cenotaph along with the World War Two memorial adjacent to the Library. NSW Government funding through the *Community War Memorial Fund* provides an opportunity to develop this study, and an application should be made when the funding round opens this year.

A further suggestion to enhance the site included improving lighting of the memorials for greater visibility and installing additional markers to reinforce the site's historical importance. Investing in digital commemorative materials would provide an interactive and educational resource for the community. These measures will ensure the Cenotaph remains a dignified and well-recognised memorial space.

Conclusion

The process of considering the Lane Cove Cenotaph relocation has been valuable in highlighting the significance of the site. It has provided an opportunity to reflect on ways to document, enhance, and improve the space for meaningful appreciation and remembrance.

RECOMMENDATION

That Council:

1. Receive and note the investigation into the potential relocation of the Lane Cove Cenotaph is now formally closed;
2. Confirm that the Lane Cove Cenotaph will be maintained in its current location; and
3. Note that opportunities to enhance the documentation, presentation, and community education surrounding the Cenotaph will be pursued within the cultural programs budget and through relevant grant funding applications over the next four years.

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RELOCATION OF THE LANE COVE CENOTAPH

Stephanie Kelly
Director - Community and Culture
Community and Culture Division

ATTACHMENTS:

There are no supporting documents for this report.

Item No: 6

Item No: 7
Subject: Traffic Committee - 18 February 2025
Record No: SU1326 - 15049/25
Division: Open Space and Infrastructure Division
Author(s): Hasir Suhaib

Executive Summary

The Lane Cove Traffic Committee has met and provided recommendations for Council's consideration. The attached Minutes include a summary of each item – it is recommended the February 2025 Minutes are adopted for implementation.

Background

The Lane Cove Traffic Committee is a requirement of Transport for NSW and is primarily a technical review committee, which provides advice to Council on matters referred to it by Council.

These matters must be related to prescribed traffic control devices and traffic control facilities for which Council has delegated authority.

The Committee has no decision-making powers, it makes recommendations for the Council to consider, but Council is not bound by the advice.

Discussion

The Lane Cove Traffic Committee Meeting was held on Tuesday 18 February 2025. The Agenda is included as **AT-1**. The Traffic Committee recommendations are shown in the Minutes of the Meeting, included as **AT-2**.

Agenda Items were as follows:

1. Confirmation of Minutes of Traffic Committee - 19 November 2024
2. Dunois, Kenneth, William Edward and Stuart Streets (Kingsford Oval), Longueville - Installation of 'No Parking Motor Vehicles Excepted' – REVIEW
3. Tambourine Bay Road and Coxs Lane (River Road to Epping Road) - Implementation of "No Trucks Over 3T"
4. River Road West from Austin Street to Tambourine Bay Road, Lane Cove - Traffic Safety Improvement Works.
5. Taylors Lane (Burley Street to Cul-de-Sac), Lane Cove - Improve Traffic Safety at Bend.
6. Regulatory Signposting and Linemarking.
7. "LOOK BEFORE YOU CROSS"

RECOMMENDATION

That Council:

1. Adopt the recommendations of the Lane Cove Traffic Committee Meeting held on Tuesday 18 February 2025.

Martin Terescenko
Director - Open Space and Infrastructure
Open Space and Infrastructure Division

ATTACHMENTS:

- AT-1** [View](#) Agenda - Traffic Committee - 18 February 2025
AT-2 [View](#) Minutes of Traffic Committee - Tuesday, 18 February 2025



Agenda
Traffic Committee Meeting
18 February 2025, 10:00 AM



Traffic Committee 18 February 2025

Notice of Meeting

Notice is given of the Traffic Committee Meeting, to be held in the Committee Room on Tuesday 18 February 2025 commencing at 10:00 AM. The business to be transacted at the meeting is included in this business paper.

<p>Traffic Committee 18 February 2025 TABLE OF CONTENTS</p>

DECLARATIONS OF INTEREST

APOLOGIES

CONFIRMATION OF MINUTES

1. TRAFFIC COMMITTEE MEETING - 19 NOVEMBER 2024

FOR CONSIDERATION BY THE TRAFFIC COMMITTEE AND DELEGATED APPROVAL BY COUNCIL

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Traffic Committee Meeting 18 February 2025
ITEM 2: DUNOIS, KENNETH, WILLIAM EDWARD AND STUART STREETS (KINGSFORD OVAL), LONGUEVILLE - INSTALLATION OF 'NO PARKING MOTOR VEHICLES EXCEPTED' - REVIEW

Subject: Dunois, Kenneth, William Edward and Stuart Streets (Kingsford Oval), Longueville - Installation of 'No Parking Motor Vehicles Excepted' - REVIEW

Record No: SU1326 - 81645/24

Division: Open Space and Infrastructure Division

Author(s): John Gill

Executive Summary

The six-month trial period for 'No Parking Motor Vehicles Excepted' parking around Kingsford Smith Oval is now complete with Council staff recommending this arrangement now be made permanent.

Background

At the Council Meeting April 2024 Council resolved

- To install 'No Parking' motor vehicles excepted around the perimeter of Kingsford Smith Oval and the streets of Dunois, Kenneth, William Edward, and Stuart, as per the concept plan.
- The proposal be reviewed 6 months after implementation.
- Council to investigate permit system for trailers/boats for local-residents to tackle boats and trailer parking.

Discussion

The 'No Parking Motor Vehicle Excepted' signs were installed in May 2024. Since then, Council has received no complaints about trailers parking around Kingsford Smith Oval.

Following a review of the arrangements put in place during the trial and no negative feedback from the community, Council staff will notify residents of their intent to make the conditions permanent. Following no objections being received during the notice period the arrangements will be considered permanent.

Council will continue to investigate the possibility of implementing a permit system for trailers/boats parked in the area.

It is recommended that Council continue to allow local-residents to park trailers/boats on the street within sight distance of their home which can be checked using the license plate of the trailers/boats.

Conclusion

The trial installation of 'No Parking Motor Vehicle Excepted' around Kingsford Smith Oval has been a success.

OFFICER RECOMMENDATION

That Council:-

- Notify residents of its intent to make the existing 'No Parking Motor Vehicle Excepted' signs permanent.
- Participate in any industry wide permit systems which holistically address the issue of boat/trailer parking.

ATTACHMENTS:

There are no supporting documents for this report.

Traffic Committee Meeting 18 February 2025
ITEM 3: TAMBOURINE BAY ROAD AND COXES LANE (RIVER ROAD TO EPPING ROAD) -
IMPLEMENTATION OF "NO TRUCKS OVER 3T"

Subject: Tambourine Bay Road and Coxes Lane (River Road to Epping Road) - Implementation of "No Trucks Over 3T"

Record No: SU1326 - 83452/24

Division: Open Space and Infrastructure Division

Author(s): John Gill

Executive Summary

TfNSW has approved Council's Transport Management Plan (TMP) for a request to install "No Trucks Over 3T" directional signs on River Road, Tambourine Bay Road, and Epping Road to stop trucks taking a short cut through Lane Cove between Epping Road and River Road – see Figure 1.

Trucks over 3t can continue to use Tambourine Bay Road and Coxes Lane if these roads are on the most direct route for deliveries to locations within Lane Cove.

Background

Council has received complaints from residents on the number of heavy vehicles using Coxes Lane.

Council resolved (Council meeting 24 October 2024) to request TfNSW to provide the information they needed to approve Coxes Lane as a light traffic route.

TfNSW replied that Council is required to submit a Traffic Management plan (TMP) for TfNSW's approval.

A copy of the Transport Management plan (TMP) is attached '*NO TRUCKS Over 3t, for Tambourine Bay Road and Coxes Lane between River Road West and Epping Road, Lane Cove*'.

TfNSW replied 22 January 2025 that "NSS (*Network & Safety Officer Sydney Integration and Place Planning, Integration and Passenger – Transport for NSW*) raises no objections to the TMP".

Discussion

Figure 1 is a plan of the proposal to place "No Trucks Over 3t" signs on Tambourine Bay Road and Coxes Lane. The objective is to stop trucks using Tambourine Bay Road and Coxes Lane as a short cut between River Road West and Epping Road.

The proposal was advertised in local newspapers in the area as per the Roads Act for 28-days. Submissions were received up until 10 January 2025.

- The Village Observer – November 2024 edition
- North Shore Times – 31 October, 14 November, 21 November, 28 November 2024.

The TMP lists the 26 replies received through Council's "Have Your Say" website – 22 replies supported the proposal and 4 were against.

Key points from those in favour were,

- Dangerous having big trucks down Coxes Lane
- These roads are too narrow for large trucks.
- Large trucks are a hazard for pedestrians and cyclists.
- Large trucks too noisy.
- Intersections not wide enough for large trucks.
- A great idea and a fantastic initiative.
- Often no room for two large trucks to pass each other.
- Large trucks are damaging the roads.
- The noise from large trucks carrying loose scaffolding or equipment.

Traffic Committee Meeting 18 February 2025
ITEM 3: TAMBOURINE BAY ROAD AND COXES LANE (RIVER ROAD TO EPPING ROAD) - IMPLEMENTATION OF "NO TRUCKS OVER 3T"

Key points from those not in favour were,

- Trucks should have access to Lane Cove
- Would support "No Trucks over 8t".
- No modelling to show the impact on alternate routes.
- Tambourine Bay Road is a wide street, suitable for trucks

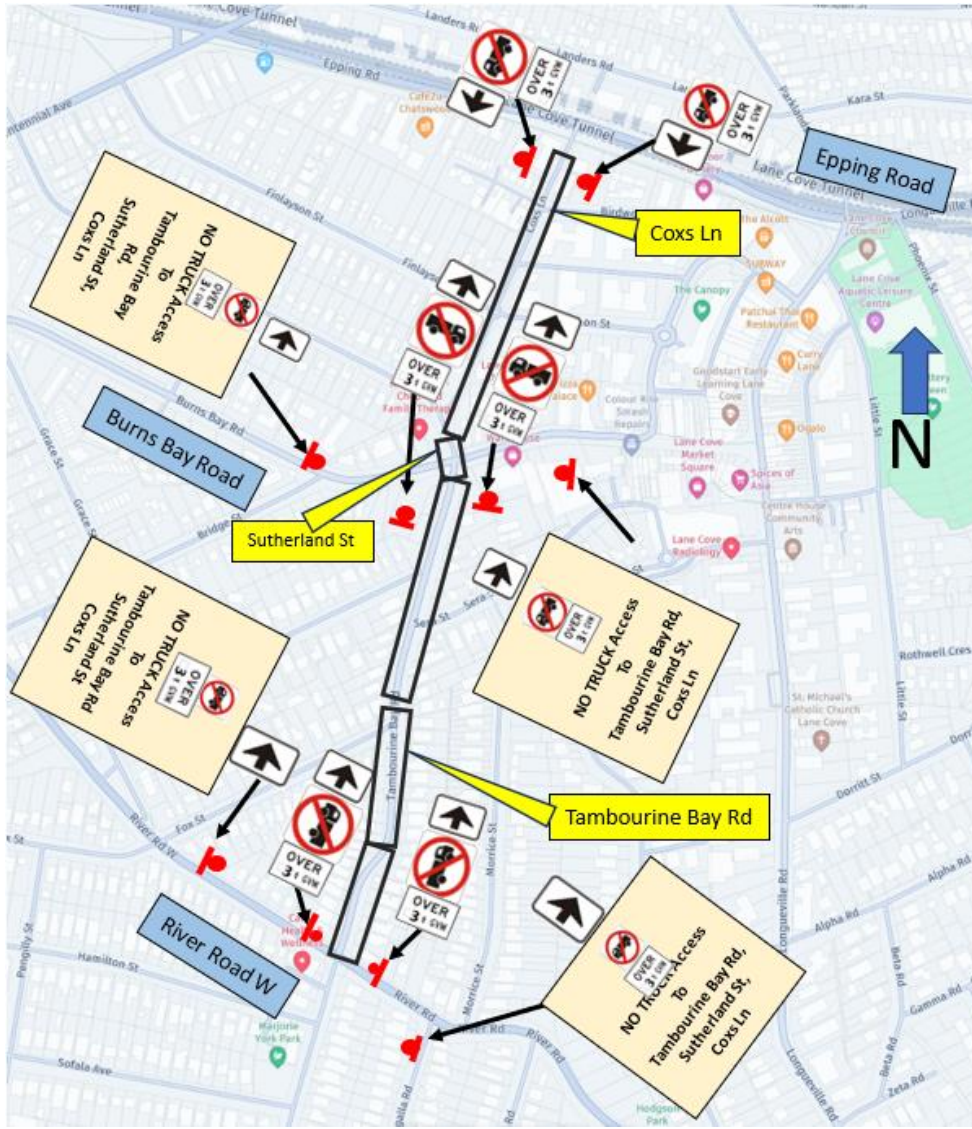


Figure 1: Signage for No Trucks over 3t on Tambourine Bay Road and Coxes Lane

Traffic Committee Meeting 18 February 2025
ITEM 3: TAMBOURINE BAY ROAD AND COXES LANE (RIVER ROAD TO EPPING ROAD) -
IMPLEMENTATION OF "NO TRUCKS OVER 3T"

Conclusion

TfNSW has approved Council's proposal for 'No Trucks Over 3t on Tambourine Bay Road and Coxs Lane.

The proposal was advertised in local newspapers for 28-days and a notice was placed on Council's 'Have Your Say' website to allow persons to enter their comments to the proposal – 26 comments were received with 22 supporting the proposal and 4 against the proposal.

OFFICER RECOMMENDATION

That Council:-

- Install signage as shown in Figure 1 for 'No Trucks Over 3t on Tambourine Bay Road and Coxs Lane'

ATTACHMENTS:

AT-1 [View](#) TMP-No Trucks TBR & Coxs Ln- Report

Traffic Committee Meeting 18 February 2025
ITEM 4: RIVER ROAD WEST FROM AUSTIN STREET TO TAMBOURINE BAY ROAD, LANE COVE - TRAFFIC SAFETY IMPROVEMENT WORKS

Subject: River Road West from Austin Street to Tambourine Bay Road, Lane Cove - Traffic Safety Improvement Works
Record No: SU1326 - 812/25
Division: Open Space and Infrastructure Division
Author(s): John Gill

Executive Summary

Council, in partnership with Transport for NSW, will fund the “2024/25-2026/27 Towards Zero Safer Roads Program” for Traffic Safety Improvement Works in River Road West between Tambourine Bay Road and Austin Street, Lane Cove.

Council has undertaken a “Have Your Say” survey of all affected residents on both side of River Road West. The results of the survey are included with this report.

A majority of HYS replies support the proposals and many constructive suggestions were offered.

Background

River Road West from Tambourine Bay Road to Austin Street is a 50km/h four-lane road with six intersecting local streets at Tambourine Bay Road, Wangalla Road, Morrice Street, Barina Road, Warraroon Road and Austin Street, and geometry of the road has steep and curve sections between Wangalla Road and Warraroon Road. Council’s accident records show accidents have occurred at the bend and from vehicles turning right into a side street. Most of the accidents occurred were off path type accidents.

Accident History (2019 to 2023)

There were 10 reported crashes between Tambourine Bay Road and Austin Street. The TfNSW database categorised these crashes as, Loss of Control, Lane Changing, Off Carriageway, Rear Ends and a Head On. There was one serious injury crash, five minor injury crashes and three non-casualty crashes.

Based on the crash statistics the following projects have been proposed along the section of River Road from Tambourine Bay Road to Austin Street.

- Upgrade the road surface to a high-level non-skid surface.
- Install medians to restrict or control access at the intersections of Morrice Street, Barina Road and Warraroon Road.
- Install road feature signs for crests and dips etc.
- install ‘No Right Turn’ signs and 50km/hr repeater speed signs.
- Install protected right turn lane, S-Lane, and intersection channelisation at Warraroon Road.

Traffic Volume and Speed Survey

River Road West between Warraroon Road and Barina Road, Lane Cove	
30 April 2024	
Traffic Flow (2-way)	17,384 veh/day
Speed 85 th Percentile	56.9 km/hr

Table 1: Traffic Speed and Volume Survey

Traffic Committee Meeting 18 February 2025
ITEM 4: RIVER ROAD WEST FROM AUSTIN STREET TO TAMBOURINE BAY ROAD, LANE COVE - TRAFFIC SAFETY IMPROVEMENT WORKS

Public Transport

Busways routes 253 & 254 service along Longueville Road, River Road West, Warraroon Road, Yallambee Road, Wangalla Road, Romani Avenue, Miramont Avenue, Tambourine Bay Road, River Road West and Longueville Road.

Discussion

The extent of works is shown in [Figure 1](#).

Figure 2: Proposed Wangalla Road/Morrice Street Intersection Works.

Figure 3: Proposed Barina Road/River Road West Intersection Works.

Figure 4: Proposed Warraroon Road/River Road West Intersection Works.

Figure 5: Proposed Austin Street/River Road West Intersection Works.

Approximately 450 letters were hand delivered to all residents within about 400 to 500-metres on either side of River Road West from Tambourine Bay Road to Austin Street.

A "QR" code in the letter directed residents to the HYS questionnaire and plans of the proposals. Council received 73 questionnaire replies.

The replies are summarised in [Table 1](#). Plans for the proposals can be accessed using the following QR code.

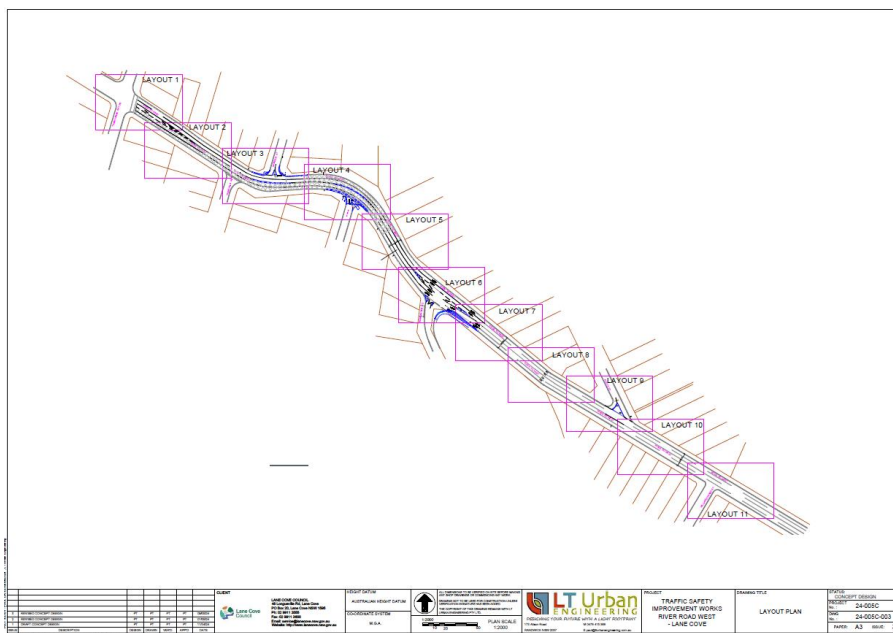


Figure 1: Extent of Works

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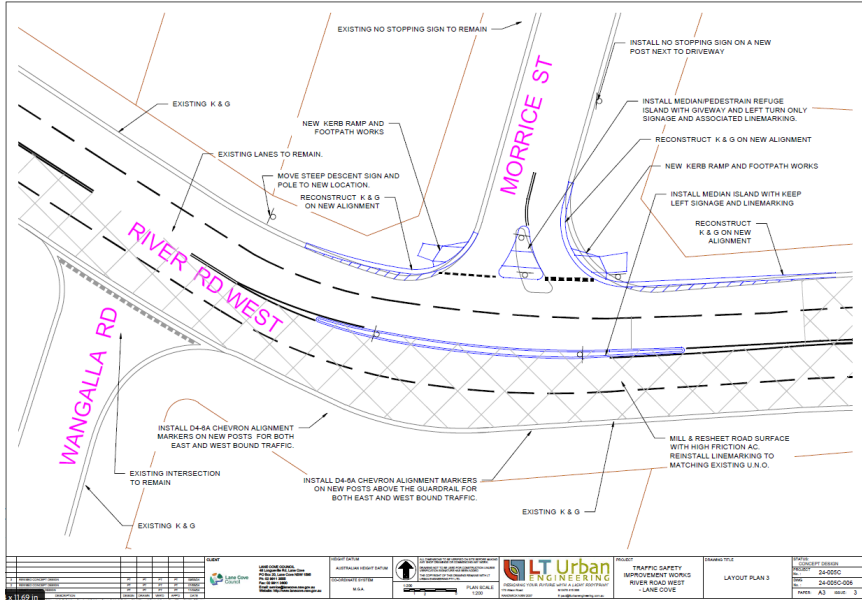


Figure 2: Proposed Wangalla Road/Morrice Street Intersection Works

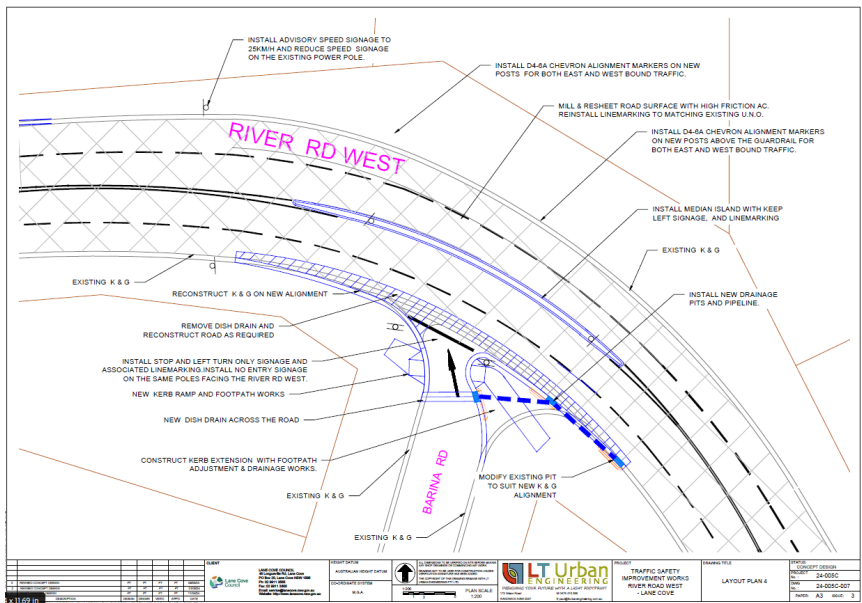


Figure 3: Proposed Barina Road/River Road West Intersection Works

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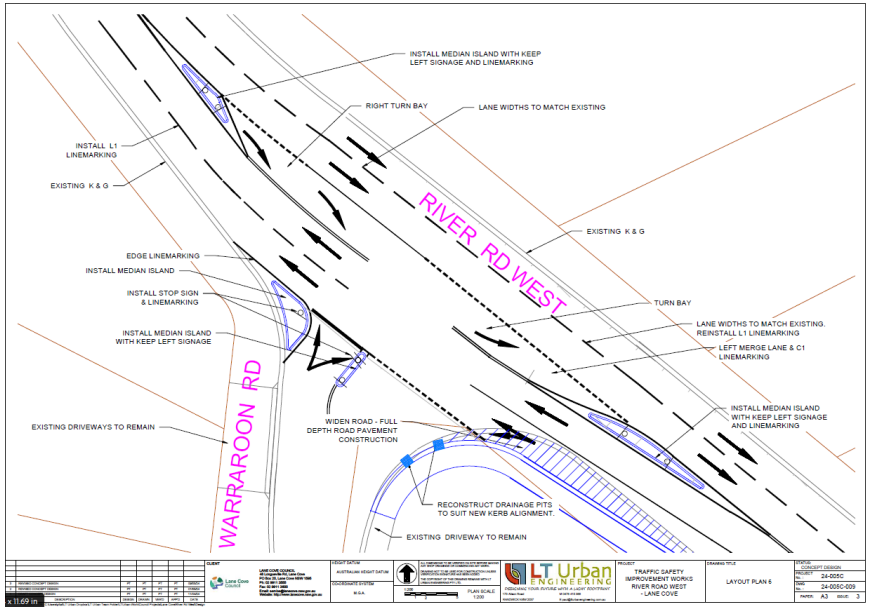


Figure 4: Proposed Warraroon Road/River Road West Intersection Works

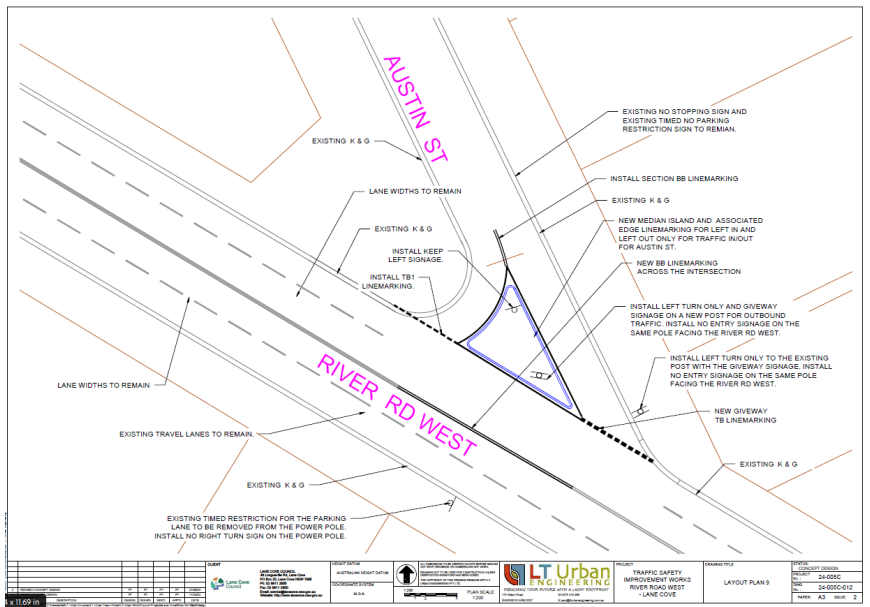


Figure 5: Proposed Austin Street/River Road West Intersection Works.

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Key points raised.

Morrice Street: Do you support "No Right Turns" at Morrice Street

- Removing Right Turns will unfairly affect residents.
- Using Longueville Road will only add to traffic near the library.
- Why not a roundabout instead
- The traffic island/median may increase congestion.
- Will force more traffic to use Sera Street & Alpha Road
- I never see a problem.
- A median is need in River Road West to stop vehicles crossing the centre line.

Council's Traffic Engineer Comments

- ❖ *The intersection has a poor visibility for vehicles to turn right in and out from Morrice Street onto River Road West and therefore the right turn ban is required.*
- ❖ *River Road West has 4 lanes, and the intersection geometry is not suitable for the installation of a roundabout. Also, installation of a roundabout will encourage more traffic to use Morrice Street and may become a bypass route.*
- ❖ *The option of installing a median island was investigated, but the existing road width is not wide enough to accommodate the median island.*

Barina Road: Do you support "No Right Turns" at Barina Road and no access to Barina Road from River Road West

- Really good idea.
- A speed camera on River Road West near Barina Road.
- Consider drainage in the design.
- Witnessed more than 20 crashes on River Road West between Barina Road and Warraroon Road.
- Do not support "No Left Turns" into Barina Road because of increased driving distance.
- Intersection is very busy on sport days at St Ignatius from 7.30am-9.00am

Council's Traffic Engineer Comments

- ❖ *The Traffic Committee representative for TfNSW applied to the Centre for Road Safety on behalf of the Council for the installation of a speed camera but was not successful.*
- ❖ *The geometry of the intersection does not allow the left turn from River Road West into Barina Road to be retained.*

Warraroon Road: Do you support the median at the Warraroon Road / River Road West intersection that will allow left and right turns IN and OUT of Warraroon Road? The median will provide a protected right turn IN and right turn OUT lane on River Road West.

- Prefers "No Right Turns" for eastbound vehicles but prefers "Right Turns" from Warraroon Road.
- Install a roundabout instead. Some drivers do "U" turns at Warraroon Road because of the difficulty turning right at Tambourine Bay Road
- Address increased speed on River Road West, as the primary cause of crashes.

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- Limit parking west side of Warraroon Road to allow buses to turn left into Warraroon from River Road West. *Council's Traffic Engineer and Busways have already agreed on the extent of parking to be restricted to allow buses to turn safely into Warraroon Road*
- The "Right Turn Lane" appears too short given the higher speeds in this area and drivers not prepared for a right turning vehicle ahead.
- Ban the right turns and force vehicles to turn right at Tambourine Bay Road.
- Drivers use Warraroon Road to turn right instead of Tambourine Bay Road because the light at Tambourine Bay Road only let 1-2 vehicles to turn right at each cycle.
- Narrowing River Road West at Warraroon Road may cause an issue for motorbikes and cyclists.
- Traffic islands may be a safety hazard for pedestrians.
- Increased traffic on Warraroon Road may add a traffic risk at Taleeban Road.
- A major upgrade to the traffic signals at Tambourine Bay Road and Longueville Road will be required.

Council's Traffic Engineer Comments

- ❖ *The right turn ban is not required because the intersection has good visibility for vehicles turning right, in and out from Warraroon Road onto River Road West.*
- ❖ *Busways (bus operator) agreed on the extent of parking to be restricted on the western side of Warraroon Road to allow buses to safely turn left into Warraroon Road from River Road West.*

Austin Street: Do you support left IN and left OUT only at Austin Street

- Will greatly increase congestion on Sera Street, Alpha Road and the traffic signals at Longueville Road and Tambourine Bay Road, particularly at school drop-off and pick-up times.
- Traffic island should not narrow Austin Street too much because of access to nearby properties.
- Inconvenient for residents.
- How about a roundabout? *Council's Traffic Engineer does not support a roundabout.*
- Request a pedestrian refuge on River Road West east of Austin Street.
- Consider extending the No Stopping further down Austin Street.

Council's Traffic Engineer Comments

- ❖ *The right turn ban is required because the intersection has a poor visibility for vehicles turning right in and out from Austin Street on to River Road West.*
- ❖ *River Road West has 4 lanes, and the geometry of the intersection is not suitable for the installation of a roundabout. Also, installation of a roundabout will encourage more traffic to use Austin Street which may become a bypass route.*
- ❖ *The width of River Road West is not wide enough to accommodate the installation of a pedestrian refuge in River Road West.*

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Nos	Street	Q5-Morrice	Q6-Barina	Q7-Warraroon	Q8-Austin	Q9-Comments
1	Morrice St	N	N	NC	N	No Comment
2	Carranya Rd	Y	Y	N	Y	<ul style="list-style-type: none"> Footpath width must be retained as this is a shared user path (cyclist and pedestrians)
3	Morrice	N	Y	Y	N	<ul style="list-style-type: none"> This proposal closes both Austin Street and Morrice street to right turns travelling west on river road west. This will create huge congestion at both the Longueville Road/river road west traffic lights as well as Tambourine Bay/river road intersections.
4	Banksia Cl	Y	Y	N	NC	<ul style="list-style-type: none"> A diagram to provide confirmation of this recommendation would be appropriate
5	Austin St	Y	Y	Y	Y	<ul style="list-style-type: none"> For item 8, Ensure the Seagull Island is not overly large. Suggest a narrow island. An overly large island will narrow the Austin Street lanes and impact access to 86 Austin St driveway due to a tight turn being required.
6	Austin St	NC	NC	NC	NC	<ul style="list-style-type: none"> Thought River Rd IN and OUT Morrice St is already No Right Turns. I support No Right Turns.
7	Taleeban Rd	Y	Y	NC	NC	<ul style="list-style-type: none"> Warraroon: Eastbound cars on River Road W should be not allowed to turn right on Warraroon. Cars should be allowed to turn right from Warraroon onto RRW.
8	Austin St	Y	Y	Y	Y	<ul style="list-style-type: none"> I wholehearted support the implementation of left in and left out only for Austin Street. Additionally, I would also recommend implementing a 40km speed limit in Austin Street as has been done in LC North. Cars speed too often through Austin given rat run.
9	Morrice	N	N	Y	N	<ul style="list-style-type: none"> Removing right turns at Morrice & Austin Sts would unfairly restrict access to and from River Rd for Morrice St residents. Council should publish its accident records supporting these changes. We don't believe the data warrants these changes
10	Austin St	Y	y	y	y	<ul style="list-style-type: none"> About time
11	Austin St	Y	N	N	N	<ul style="list-style-type: none"> Propose a roundabout exit for Austin St
12	Austin St	Y	Y	Y	Y	<ul style="list-style-type: none"> Significant improvement suggestions that will reduce accidents occurring on this relatively dangerous stretch of road
13	Morrice St	Y	Y	Y	N	<ul style="list-style-type: none"> To reach Austin or Morrice St from Northwood Rd, the only remaining option is to go up Longueville Rd which will add to the traffic near the library. Why not add a roundabout in River Rd so we can turn into Austin without increasing town centre traffic.
14	Austin St	Y	Y	Y	Y	<ul style="list-style-type: none"> Being able to turn right out of Longueville Rd provides an alternative to Austin St which is quite dangerous. The island will stop vehicles turning left into Austin St from veering over into the path of oncoming traffic, especially during school drop off
15	Austin St	Y	Y	Y	Y	<ul style="list-style-type: none"> In my opinion I see LCC as very professional and proactive
16	Austin St	Y	NC	Y	N	<ul style="list-style-type: none"> Could we consider roundabout at RRW and Austin St intersection? Helpful for ppl turning right, otherwise more traffic pushed up Alpha onto Longueville Rd past schools, already congested. Slow traffic in Austin and a roundabout could help.
17	Austin St	Y	Y	Y	Y	<ul style="list-style-type: none"> Should a 'no right turn at River Road West sign be installed on Austin St at the bottom of Alpha St?
18	Morrice St	Y	Y	Y	Y	<ul style="list-style-type: none"> I would like to see a roundabout at Warraroon

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						<p>road to keep the traffic flow happening, dangerous having cars turning right out of the street.</p> <ul style="list-style-type: none"> • Having an island to turn right, may cause congestion. • Sera street needs addressing, more cars will use it.
19	Wangalla Rd	Y	Y	Y	Y	<ul style="list-style-type: none"> • On Warraroon Road at the intersection with River Road West a No Parking zone for say 10-20 metres required on the western side of Warraroon to improve access particularly for regular buses turning from River Road West when cars waiting to exit Warraroon.
20	Taleeban Rd	Y	Y	Y	Y	<ul style="list-style-type: none"> • A pedestrian median island for crossing River Road just east of Austin St would be good. Running across 4 lanes of traffic to go to the shops or catch the bus is a bit dangerous.
21	Barina Rd	Y	Y	Y	Y	<ul style="list-style-type: none"> • These are really good changes
22	Taleeban Rd	Y	Y	Y	Y	<ul style="list-style-type: none"> • No Comments
23	Austin St	Y	Y	Y	N	<ul style="list-style-type: none"> • As a resident of Austin St I don't support left in, left out at RR West. At school drop off/pick up time it is near impossible to get in/out of Austin St with the 2 schools. Please reconsider this proposal
24	Morrice St	N	N	N	N	<ul style="list-style-type: none"> • The proposed changes are likely to encourage traffic into more danger prone areas such as Sera St which is not able to take more traffic and has many pedestrians. • A better solution is to install roundabouts to reduce right turn risk; allow traffic flows.
25	Carranya Rd	Y	Y	NC	Y	<ul style="list-style-type: none"> • I have witnessed two serious accidents, resulting in injury, at Warraroon Rd. • While I support road modification, the primary cause is not addressed here. Excessive speeds in 'the dip' are the real problem: 50% over the 50kph limit and 10% over 90 kph!
26	Taleeban Rd	Y	NC	N	Y	<ul style="list-style-type: none"> • Barina Rd: I support no right turns into Barina Rd. • However, left or right turns from Barina Rd gets very busy – especially in the mornings (between 7.30-9.00am and during sports days held at St Ignatius). So why introduce something that will only congest this intersection further? • The proposed island will delay traffic turning left as they will have to wait unnecessarily for traffic to turn right. • This will make the road more congested and unsafe than it is already. • The residents that park along that street already have their cars regularly scrapped by vehicles trying to move over to allow oncoming traffic. • Buses regularly use the street, and they need room to turn. • Cars are often having to move over for the buses. • So delaying cars from turning left will only make this situation worse. • The island will also make the cars turn left at 90 degrees meaning a higher risk they could encroach the centre lane. This may be more dangerous than the current turn based on a much easier turn allowing a more free flowing turn to the outside lane more safely. • Many drivers make the left turn into the outside lane with traffic in the centre lane. So, a turn at less than 90 degrees should surely be much safer. lowered.
27	Sofala Ave	Y	Y	Y	Y	<ul style="list-style-type: none"> • It would really benefit those residents that live in the suburb but cannot get out easily in the hours where Riverview parents all drop their kids and pick them up at the school. • Could have a right-hand arrow out of Tambourine Bay Road onto River Road.
28	Burns Bay	N	N	N	N	<ul style="list-style-type: none"> • lived here for over 20yrs; learned to drive on this road.

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ITEM 4: RIVER ROAD WEST FROM AUSTIN STREET TO TAMBOURINE BAY ROAD, LANE COVE - TRAFFIC SAFETY IMPROVEMENT WORKS

						<ul style="list-style-type: none"> • Most accidents are due to poor tyres causing cars to slide, not the turns. Resurfacing the road would help. • The area around River Rd near William Edward St, with parked cars, seems more accident
29	Cope St	Y	Y	Y	Y	<ul style="list-style-type: none"> • No Comments
30	Burns Bay Rd	Y	Y	NC	NC	<ul style="list-style-type: none"> • No Comments
31	Delta Rd	Y	Y	NC	Y	<ul style="list-style-type: none"> • A roundabout here is needed to provided better access out of Warraroon. Would also slow
32	Alexander St	Y	Y	Y	Y	<ul style="list-style-type: none"> • We should be reducing the number of private vehicles and encouraging walking and cycling. • The speed limit should be 30km/h to make it more pleasant for pedestrians and cyclists.
33	Cope St	Y	N	N	N	<ul style="list-style-type: none"> • I would like other traffic calming measures to put in place including separated bike lanes. • Narrower roads for cars will also incentivise them to slow down
34	Kenneth St	Y	Y	Y	Y	<ul style="list-style-type: none"> • This will all help safety. • I would add this change to other streets such as William Edward Street Longueville and all streets along River Road and River Road West, No 24/7 parking near Tambourine Bay Road lights
35	Wangalla	Y	Y	Y	Y	<ul style="list-style-type: none"> • No Comments
36	Best St	N	N	N	N	<ul style="list-style-type: none"> • These proposals will only increase traffic congestion. • Also PLEASE don't put in anymore roundabouts that are oversized for the intersection, they are extremely hazardous for us riders on large motorcycles, as they don't allow a natural turning trajectory
37	Greenwich	NC	N	NC	NC	<ul style="list-style-type: none"> • Don't support removing the right turn off River Rd West into Austin St. This doesn't seem to be a safety issue
38	Wangalla Rd	N	N	N	N	<ul style="list-style-type: none"> • The road is not unsafe. • The drivers are not taking the care they should and are not adhering to the speed limit
39	Fox St	Y	Y	Y	Y	<ul style="list-style-type: none"> • Thank you for doing this
40	Gore St	N	Y	NC	N	<ul style="list-style-type: none"> • We previously lived on Carranya Rd and would have to turn right from Warraroon daily as it was a significant time saving over going via the Tambourine Bay Rd lights. This is a very dangerous turn, and I highly support a protected turn lane in this spot.
41	Longueville	Y	Y	Y	Y	<ul style="list-style-type: none"> • Consider extending the no stopping zone to be further down Austin Street
42	Austin St	Y	Y	Y	Y	<ul style="list-style-type: none"> • This will be far safer, but it will result in more traffic using Alpha Rd to take safe right hand turns onto River Rd, or turning at River Rd/Longueville Rd to enter Austin St via Alpha Rd. • I propose that the southerly (River Rd) side of Alpha Rd be subject to the same school drop off / pick up parking restrictions as applies in much of Austin St. Currently, the southerly side is usually fully parked out during school hours, while at the drop off and pick up times, the northerly side is packed with slowly advancing vehicles. The result is an extremely narrow lane for other traffic to negotiate in either direction. • Keeping the southerly side free during those hours would make a reasonable and safe traffic flow possible in the street. I presume many of the cars parked on the southerly side of Alpha Rd during school hours belong to teachers at St Michael's School. • There are alternative places for them to park.
43	Romani Ave	Y	Y	Y	Y	<ul style="list-style-type: none"> • NC
44	Epping Rd	Y	Y	Y	Y	<ul style="list-style-type: none"> • My understanding was that you couldn't turn right into/out of Morrice St from River Road west. • With the RH turn now on Longueville Rd near the

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						Diddy this would be fine
45	Wangalla Rd	N	Y	Y	Y	<ul style="list-style-type: none"> Street signs coming off River Road West - require clean and straighten. E.g. Wangalla Rd signage
46	Longueville Rd	Y	Y	Y	Y	<ul style="list-style-type: none"> NC
47	Tambourine BR	Y	Y	Y	Y	<ul style="list-style-type: none"> In addition, cars turning left out of Morrice St need to stop further back and not stop with the front of the vehicle hanging over into the RRW traffic lane. Maybe a protected left turn lane is needed. Traffic on River Rd West is just too fast between Austin St and TBR. I would support the red-light camera at TBR/RRW to change to a red light/speed camera to stop speeding over the crest south bound.
48	Seaman St	N	N	Y	Y	<ul style="list-style-type: none"> I drive along River Road in both directions at least once a day and have never noticed Morrice Road as an issue
49	Longueville	Y	N	Y	Y	<ul style="list-style-type: none"> At Warraroon - The east bound right hand turn lane would appear quite short leaving inattentive drivers caught unaware of cars which have not entered the right-hand turn lane fully. This is the spot of fastest descent on the bends - consideration should be made to ban right hand turns at this point as alternative safe access is via the lights at Tambourine Bay Road or Wangalla St At Austin - As Austin St takes some pressure of Longueville Road, alternative traffic control measures along Longueville Rd should be implemented including a dedicated 40kmh zone from Central Avenue through to River Road West intersection due to the 3 schools, nursing home and church along this strip as well as additional traffic calming devices to deter trucks using this route for accessing River Rd Consideration should also be made to ban right hand turns into Fox and bottom of Seville St off River Road West.
50	Lucretia Ave	Y	Y	Y	Y	<ul style="list-style-type: none"> No Comments
51	Cope St	Y	Y	Y	Y	<ul style="list-style-type: none"> Cope St! No right turns from the North Side of Cope St into Penrose between 4-6pm. Cars continually block the keep clear section blocking residents of Cope st getting in or out. Many people get aggravated when people drive around the traffic then cut in turning right off the North Side of Cope st. They then move forward to block them. Blocking us residents in the process. Seems like these only addresses safety and not actually traffic which is getting worse by the day.
52	Barina Rd	Y	Y	Y	Y	<ul style="list-style-type: none"> A speed camera in front of Barina Rd Northwood facing would help in preventing sudden braking and hence crashes here.
53	Hamilton St	Y	Y	Y	Y	<ul style="list-style-type: none"> No Comments
54	Kooyong Rd	Y	Y	Y	Y	<ul style="list-style-type: none"> Warraroon Rd. Whilst I support this it's going to create havoc & more delays along this busy road. People use this street to access Riverview to avoid Tambourine Bay. Turning at the lights at Tambourine onto RRW only allows 1-2 cars through which is so dangerous as people go through on the yellow and red otherwise no one is going anywhere, and it banks up back to Riverview. As we would be losing part of 1 lane, you'd also need to make RRW between Austin and Barina no parking as that also creates issues currently. As does turning from RRW into William Edward St. Its chaos currently but this could make it worse. Please make the light intervals when turning from Tambourine onto RRW towards Northwood longer as barely 1 car can get through due to the heavy traffic coming from lane cove.
55	Northwood	Y	N	Y	Y	<ul style="list-style-type: none"> It would help not to allow the right turn into Warraroon Road but to allow it further up, River Road west (into Barina Road). This may also require restrictions on exit out of Barina Road

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						<p>(especially a right turn out of Barina Road). I see that you have proposed this as point 11.</p> <ul style="list-style-type: none"> The speed restrictions on River Road West must be enforced. Ideally one should have a speed camera installed. If not, one should at least have a neon sign showing the speed any vehicle is doing, as a psychological deterrent
56	Wangalla	N	N	N	N	<ul style="list-style-type: none"> Simply install a speed camera and all problems will be solved. There is nothing wrong with the road. It is simply a case of people not adhering to the speed limit. Any other proposals are a waste of time and money.
57	Barina	Y	Y	Y	Y	<ul style="list-style-type: none"> In Layout Plan 4, the new kerb extension needs to allow enough drainage from the east side of Barina Rd via the dotted line drainage shown in Layout Plan 4. The gum tree on the footpath creates many leaves and branches, which may block the drainage. More regular sweeping may be required to avoid drain blockage. - Continued from 13 – A median barrier at the upper part of River Rd West between Barina & Warraroon Rd should be considered to avoid head-on collision, and a barrier covering the footpath in this section to save lives. A speed camera on River Rd West eastbound just after Morrice St (where advisory speed signage is planned) will force drivers to abide by legal speed and dramatically reduce the risk of potential death. We can bear the damages caused by several cars running into our wall each year without insurance and the inability to recover the renovation cost, but every time it rains, we worry & pray that no one will get hurt on this road - see below Facebook pages for photos - require to be a member of Lane Cove Chat by ITC to view. In '24 we've witnessed more than 20 crashes on River Rd West between Barina & Warraroon Rd. Most were east bound on a wet day. At least 6 vehicles swerve to the opposite side and at least 4 vehicles ended up on the footpath, endangering the joggers. see12
58	Barina Rd	Y	Y	N	N	<ul style="list-style-type: none"> No Comments
59	Austin St	Y	NC	Y	N	<ul style="list-style-type: none"> Many problems with this. (1) will divert all tightening traffic up alpha road, which is already a DISASTER, especially at school times, and replaces one turn across two lanes with another. (2) concrete island will make it impossible for us to back out of our driveway at #84, and you already removed all street parking near our house. (3) will force left turners on River Road West to slow down very dramatically to make the very right turn, right where they are out of sight to southbound cars accelerating up the hill, increasing the risk they will be rear-ended by cars. (4) guaranteed people will start turning left and then turning into William Edward to do a U-i.e., which is dysfunctional for those residents. The safest solution would be a well signposted roundabout, or a making a safe turning bay for right turns into and out of Austin Street and making it no parking at all times on the opposite side. Then right turners only have to cross one lane at a time. If you MUST have no right turn, make it for peak hours only and don't use a concrete island
60	Austin St	NC	NC	NC	Y	<ul style="list-style-type: none"> Thank you for the opportunity to comment on these proposals. As residents of Austin Street, our comments relate primarily to the proposed changes to the River Road West intersection with Austin Street.

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						<ul style="list-style-type: none"> • Prima facie, we have no objection to the proposals. However, from 40+ years of observing traffic turning left into Austin Street from River Road West, we have concerns about the capacity for large vehicles to navigate the now proposed Seagull Island. Even without the Seagull arrangements, it is quite common to see trucks having to undertake 2-3 iterations to complete the turn – and typically needing to occupy both lanes of the road. Some level of redesign may well be required to obviate this issue as otherwise trucks stand the risk of being "half in – half out" of River Road as they attempt the turn. • Secondly, when commenting previously on the now implemented changes to parking restrictions in Austin Street, we commented on the need for traffic calming in Austin Street i.e. beyond the existing signposting of the 50Km speed limit. As matters stands it is a very regular occurrence to see vehicles turn right or left into Austin Street and then accelerate well beyond the 50km limit as they travel towards the shopping centre. We doubt the new arrangements will change this behaviour and so advocate the installation of a "speed hump" (or similar) as an integral part of the new arrangements. • Finally, the new arrangements will require Austin Street residents wishing to journey towards Gladesville et al to enter River Road West either by utilising the Longueville Road intersection or via the shopping precinct and then into Tambourine Bay Road. If the Longueville Road option is selected it will be necessary to travel via Alpha Road. While that route is reasonable in off-peak hours, it is a difficult and at times dangerous journey during St Michael's School drop off and pick up times because Alpha Road becomes a single lane road because of all day parking on one side and parents queuing on the other. This situation already applies but will be exacerbated with the new turning arrangements. Accordingly, our strong urging and advocacy is to simultaneously revise parking arrangements in Alpha Road in line with those already in place in Austin Street i.e. no parking during morning and afternoon school peaks.
61	River Road	N	N	N	N	<ul style="list-style-type: none"> • Morrice St - median island creates safety concern - can be used for pedestrian to cross busy road - blocks traffic and decreased traffic flow and creates traffic jam and significant danger in this busy street. • Warraroon Rd - median island creates safety concern - encourages pedestrian to cross busy road - blocks traffic and creates traffic jam and increases danger in this street section. • Upgrading the road surface to a high-level non-skid surface is a waste of Council rate payer and taxpayer money. It does not increase safety at all
62	First Av	NC	NC	NC	NC	<ul style="list-style-type: none"> • The Am Peak NO PARKING restrictions between Austin St and Longueville Rd should be extended to cover the PM Peak, and full time NO PARKING restrictions should be installed opposite William Edward St, or a No Right Turn restriction into William Ed St
63	River Rd	N	N	N	N	<ul style="list-style-type: none"> • Adding a median island will reduce road with increasing difficulties traveling along this stretch of road also used by busses & trucks & this will increase hazards. • Changing from straight 2 lanes to 3 lanes at intersection back to 2 lanes & widening Rd will increase the obstacles to be navigated around on this already busy road used by both private & commercial traffic & this will reduce safety &

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						<p>create hazards for all road users.</p> <ul style="list-style-type: none"> • Seagull island for pedestrians with 3-way traffic must be a hazard. This encourages pedestrians/bicyclists to cross busy street creating safety issues. • Reducing road width & adding median island on a bend increases risk of accidents. This will increase safety issues. • Cost involved to make these alterations is increasing hazard & are not justifiable & waste of changing suggested speed limits from 50 to 25 then back to 50 (plan 4) will drastically decrease traffic progress on this congested road
64	River Rd	Y	Y	Y	Y	<ul style="list-style-type: none"> • This has been something needed for years as such a dangerous intersection to turn right out of Austin Street and also turning right into Austin Street from River Road and impacts traffic flow. • Great to hear work being done on busy area to make safer and improve traffic flow
65	Hazelbank Rd	Y	Y	Y	N	<ul style="list-style-type: none"> • This will force traffic into Longueville Rd and cause congestion. Turning right into Austin is fine and my preference is to investigate other measures to reduce speed on River Rd and facilitate right hand turn out of Austin.
66	Taleeban Rd	N	N	N	N	<ul style="list-style-type: none"> • What will be the impact on traffic on Warraroon Road. If it will potentially result in an increase in traffic on Warraroon Road, I do not support the proposal? • The project objective is safety - reducing incidents that can cause death and injury. As a 31-year resident of Warraroon Road, I know the root cause of incidents is EXCESSIVE SPPED. The proposal does not address speed, other than warning signs.
67	Barina Rd	Y	N	Y	Y	<ul style="list-style-type: none"> • I am strongly against a no left-hand turn into Barina Road. As a resident of Barina Road, I turn into Barina Road every day without incident. I strongly support no right hand turn as it's a blind corner but there's no reason to prevent us turning left into Barina. Forcing residents to have to go via Warraroon or up to Tambourine Bay will simply increase the heavy traffic already present on those roads. • Pleas please please create a right hand turn GREEN arrow from Tambourine Bay Road into River Rd west. The traffic jam in the mornings that's created by cars waiting to turn right when they must wait for oncoming traffic is insane.
68	Morrice St	Y	Y	Y	N	<ul style="list-style-type: none"> • Warraroon St- It would be good to be able to completely turn around there when there is no traffic instead of having to go into Warraroon Rd, around and out of Wangalla Rd (which is what we currently have to do). Is there any possibility of making a roundabout on River Rd there or at entrance to Austin St? This would allow people in our streets to turn around. • Austin St: I use the right turn into Austin St from River Rd more than once a day. There are no problems making this turn as you have vision of cars going down the hill so know when there are no cars. I don't think this turn is a safety issue. • If you made this no right turn it would cause a lot of issues with funnelling traffic either down Alpha Rd from Longueville Rd which is completely impossible during school pick up and drop off times for St Michaels school, or right up to Lane Cove school to turn left which is also extremely busy and congested or having to go up to Tambourine Bay Rd and then through the Sera St carpark which is also congested and dangerous for cars and pedestrians. • My elderly mother lives in Longueville so I am constantly coming in and out of William Edward St

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ITEM 4: RIVER ROAD WEST FROM AUSTIN STREET TO TAMBOURINE BAY ROAD, LANE COVE - TRAFFIC SAFETY IMPROVEMENT WORKS

						<p>and Austin St and have never had a problem. Making this a no right turn into Austin will really affect me.</p> <ul style="list-style-type: none"> The only issues I see here is if cars park right at the end of Austin St near River Rd, restricting the entrance/exit space or if cars park on River Rd opposite the entrance to Austin so that cars going straight down River Rd can't go past if anyone is turning. Again, maybe a roundabout would be good? I don't think we should be encouraging any more traffic through Sera St.
69	Kallaroo Rd					<ul style="list-style-type: none"> I don't understand the issue with left turns into Barina Rd, unless of course you are a long vehicle. I think there is room for a lot of River Road West to be one lane e.g. travelling west beyond Fox St it merges to one and then back out to two, leave it at one till around the corner into Bridge St and then into a RH turn into Ross Smith or straight ahead. The vision coming out of Warraroon Rd onto River Rd West is not good and will only get worse as trees recently planted get bigger. A regular lopping of the trees on the southern side of River Road West will be essential to avoid solving one safety issue and creating another. With increased traffic on Warraroon Rd the pinch point 20-30 meters south of Taleeban Road will become a major issue. This is a blind corner; my suggestion is a Give Way sign just south of the pinch point for traffic travelling north. Another consideration could be the changing of the Give Way signs from Romani Avenue and Wangalla Rd to Carranya Rd (as they are for Taleeban Rd at Wangalla Rd) to slow down the rat runners
70	Barina St	Y	Y	Y	Y	<ul style="list-style-type: none"> No Comments
71	Morrice St	Y	Y	Y	Y	<ul style="list-style-type: none"> But the bend in the road here is dangerous particularly if sun is low. in West Will there be a median strip to prevent cars straying to the wrong side of the road Speed that cars come down the hill towards Warraroon Road is scary. These proposals should help but speed control is important
72	Austin St	Y	Y	Y	Y	<ul style="list-style-type: none"> Morrice St: This is needed as it's a blind spot to turn right. Warraroon St: Consider trial to see if this works and reduces near misses. Austin St: If the island doesn't restrict access to #86 Austin. Current drawing make it look narrow for residents of #86 to turn left into own driveway from Austin St and to exit from driveway (onto River Rd) Vehicles reversing down would struggle. Also, the island drawn in proposal would be restrictive to vans and small trucks coming along Austin St to turn left onto River Rd from Austin St. Propose a trial of traffic conditions before making it permanent. Lengthen the no stopping at the River Rd W end of Austin St too. Be open to discussion on size of island. Definitely support no right turn during peak hours if there isn't an island. We also have cctv and happy to share with council of traffic movements at this junction. Need to consider volume of traffic moving elsewhere and perhaps changing the green right turn filter at Longueville Rd and River Rd junction

Traffic Committee Meeting 18 February 2025
ITEM 4: RIVER ROAD WEST FROM AUSTIN STREET TO TAMBOURINE BAY ROAD, LANE COVE - TRAFFIC SAFETY IMPROVEMENT WORKS

						(at the Diddy) to be longer to accommodate changes to streets such as Austin. Please keep residents posted and perhaps share updates within the Cove on social media so people are aware of the consultation and changes proposed.
73	Wangalla Rd	NC	NC	NC	NC	<ul style="list-style-type: none"> With all the proposed changes, would support a trial to see if there are improvements and gather data on changes. While this will fix accidents along River Rd, will need to consider the volume of traffic moving elsewhere to turn right onto River Rd
	TOTALS (at73) Y=Yes N=No NC=No Comments	"Y" = 54 "N" = 14 "NC" =5	"Y" = 48 "N" =18 "NC" = 7	"Y" = 48 "N" = 15 "NC" = 9	"Y" = 46 "N" = 20 "NC" = 7	"Y" = 196 (67%) "N" = 67 (23%) "NC" = 28 (10%)

Table 1: Summary of Resident Replies

Conclusion

It is recommended that,

- Roundabouts are not installed at River Road West/ Morrice Street and River Road West/ Austin Street.
- Implement right turn bans at Morrice Street/ River Road West and Austin Street /River Road West proceeds as proposed.
- Implement banning the left turn at Barina Street/River Road as proposed.

Approximately 450 letters were sent to residents on either side of River Road West and 73 residents replied.

Overall, 67% of the replies supported the proposals. Support by streets were.

- Morrice Street 78% of residents support.
- Barina Street 65% of residents support.
- Warraroon Road 67% of residents support.
- Austin Street 65% of residents support.

The next steps in the process are,

- Prepare a Traffic Management Plan (TMP) for TfNSW approval. The TMP will investigate how traffic is likely to be redistributed if the banned left and right turns are implemented and whether changes are required to the road network to accommodate these changes.
- Complete a preliminary design of each proposal.
- Undertake a Road Safety Audit of the preferred plans.
- Repeat the community consultation.
- Prepare a report for Council's Traffic Committee with the results.

Traffic Committee Meeting 18 February 2025
ITEM 4: RIVER ROAD WEST FROM AUSTIN STREET TO TAMBOURINE BAY ROAD, LANE
COVE - TRAFFIC SAFETY IMPROVEMENT WORKS

OFFICER RECOMMENDATION

That Council:-

- Approve the “River Road West – Traffic Safety Improvement Works” subject to TfNSW approving the Traffic Management Plan and Road Safety Audit.

ATTACHMENTS:

There are no supporting documents for this report.

Traffic Committee Meeting 18 February 2025
ITEM 5: TAYLORS LANE (BURLEY STREET TO CUL DE SAC), LANE COVE - IMPROVE TRAFFIC SAFETY AT BEND

Subject: Taylors Lane (Burley Street to Cul de Sac), Lane Cove - Improve Traffic Safety at Bend
Record No: SU1326 - 2972/25
Division: Open Space and Infrastructure Division
Author(s): John Gill

Executive Summary

Install "Left-Turn" arrows (W1-1(L)) on the southern approach to the bend, and a single white centreline around the bend to highlight the need for caution when cars travel around the Bend.

Background

Residents have complained that cars are travelling too fast around the bend. They say this is a safety risk because of limited sight distance around the bend.

Discussion

Taylors Lane has road width of 6.0m and it is a cul-de-sac.

There has been no resident consultation as the proposal is to install signage and a road centreline to alert drivers when negotiating the bend.

Residents have requested that Council install a convex mirror to allow drivers to see around the bend. Council does not support the installation of convex mirrors because the image in the mirror makes the approaching vehicle appear further way than it is.

Mirrors may have an application in very low speed environments, say less than 10km/hr. Speeds on Taylors Lane are typically between 20-30km/hr.



Figure 1: Proposed "Left Turn" arrow signs on Taylors Lane

Traffic Committee Meeting 18 February 2025
ITEM 5: TAYLORS LANE (BURLEY STREET TO CUL DE SAC), LANE COVE - IMPROVE TRAFFIC SAFETY AT BEND

OFFICER RECOMMENDATION

That Council:-

- Install the two left-turn arrows (W1-1(L)) on the southern approach to the bend and paint a single centreline around the bend.

ATTACHMENTS:

There are no supporting documents for this report.

Traffic Committee Meeting 18 February 2025
ITEM 6: REGULATORY SIGNPOSTING AND LINEMARKING

Subject: Regulatory Signposting and Linemarking
Record No: SU1326 - 81697/24
Division: Open Space and Infrastructure Division
Author(s): John Gill

Executive Summary

The purpose of the report is to seek approval for the implementation of regulatory signposting and line marking changes at various locations in Lane Cove Council.

Background

These are minor traffic and parking issues forwarded to Council for its consideration and, if appropriate, it will be actioned. The action is typically implementation of regulatory signposting, pavement marking and line marking.

Discussion

The implementation of the signposting and line marking improve compliance with road rules and thereby improve safety, motor vehicle access to properties and aid the construction of new development by supporting safe use of the adjacent road space. The regulatory signposting and line marking changes implemented since the last Local Traffic Committee meeting are outlined in Table 1.

Table and diagrams for each location showing the regulatory signposting and line marking changes implemented since the last local Traffic Committee meeting are provided below.

Table 1 – Regulatory signposting and line marking changes.

No	Location	Issue	Proposed Changes
1/2025	Rothwell Crescent, Lane Cove Fig.1	Garbage trucks have difficulty turning around the bend in Rothwell Cres when cars are parked too close to the corner	Increase the No Stopping distance to 14-metres on the eastern side of the bend and 10-metres on the western approach.
2/2025	Elizabeth St, Lane Cove North Fig.2	Request to re-paint the Stop Line and install a 25m length of BB-centreline from the stop line.	Line marking was completed January 2025 to highlight the 'No Stopping' area at the intersection.
3/2025	Warraroon Road, Riverview Figs 3 & 4	Buses have difficulty turning left into Warraroon from River Road West because of cars parked on the western side of Warraroon Road are parked too close to the intersection.	Increase the 'No Stopping' distance to 24-metres on the western side Warraroon Road.
4/2025	Christie Street St Leonards Fig.5	No Stopping distances from the traffic signals on Pacific Highway and from the pedestrian crossing are not the regulatory distances	Install a 'No Stopping (L)' sign 10m from the Pacific Highway pedestrian crossing and a 'No Stopping (R)' sign 20m from the pedestrian crossing further down Christie Street. Install Load Zone between the two No Stopping signs

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ITEM 6: REGULATORY SIGNPOSTING AND LINEMARKING

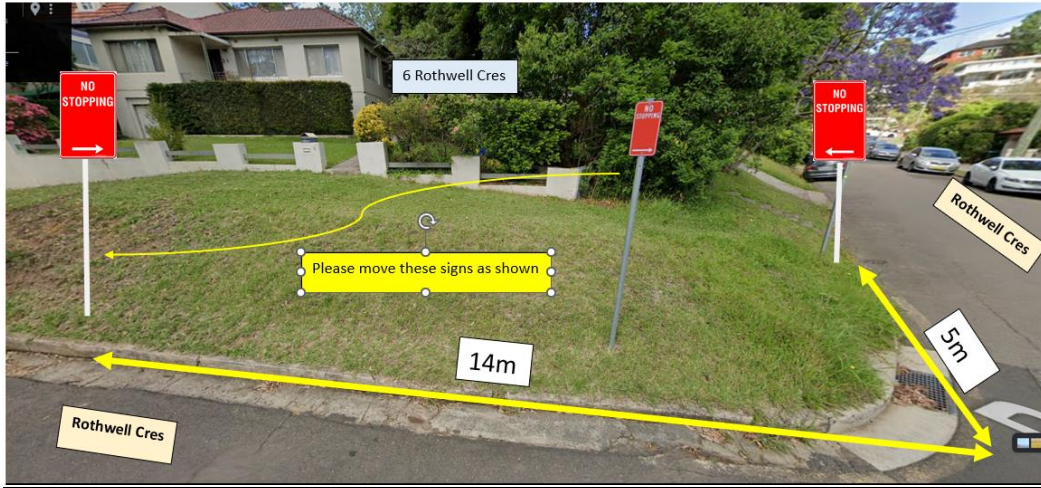


Figure 1: Rothwell Cres relocation of No Stopping signs



Figure 2: Elizabeth St, Lane Cove North

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ITEM 6: REGULATORY SIGNPOSTING AND LINEMARKING



Figure 3: Warraroon Road No Stopping



Figure 4 – Warraroon Road 'No Stopping'

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ITEM 6: REGULATORY SIGNPOSTING AND LINEMARKING

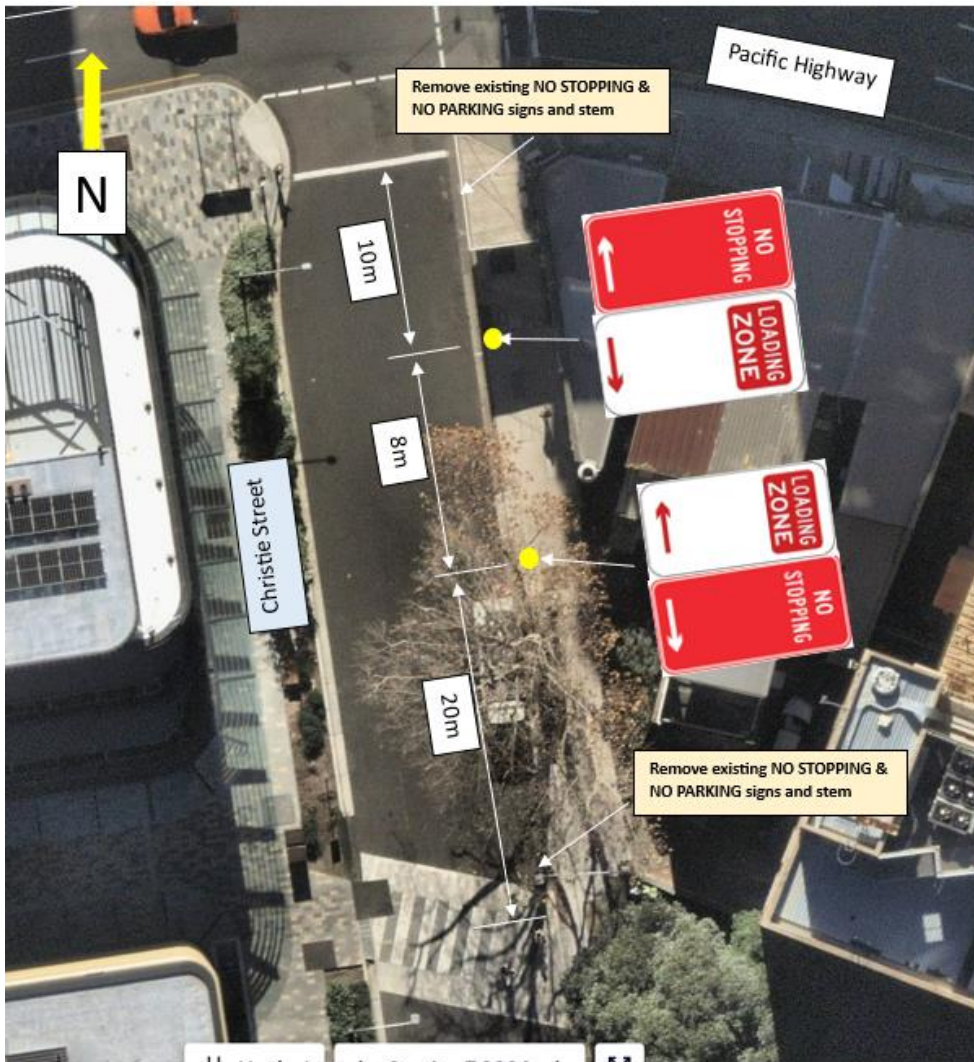


Figure 5: Christie Street, St Leonards – No Stopping and Loading Zone

OFFICER RECOMMENDATION

That Council:-

- Approves the implementation of regulatory signposting and line marking changes at various locations in the Local Government Area.

ATTACHMENTS:

There are no supporting documents for this report.

**Traffic Committee Meeting 18 February 2025
ITEM 7: 'LOOK BEFORE YOU CROSS'**

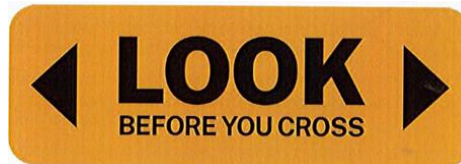
Subject: 'LOOK BEFORE YOU CROSS'
Record No: SU1326 - 6800/25
Division: Open Space and Infrastructure Division
Author(s): Andrew McDonald

Executive Summary

Transport for NSW (TfNSW) are replacing the old 'Look Before You Step Out' thermoplastic stencils with this new 'LOOK BEFORE YOU CROSS' stencil.

Background

The new stencil will be used at locations with pedestrian crossings, pedestrian infrastructure, and intersection locations designed to support safe crossing, for example at a terminating footpath. The messaging provides clear call-to-action at locations that are designed to support safe crossing.



Discussion

Highest priority locations in Lane Cove (2066) for installing the new stencil,

Street	Location	Nearest Intersection	Location of Stencils	Type of Crossing
Austin Street	Outside main entrance/exit to Lane Cove Public School	Longueville Road	Pedestrian Crossing Zebra	High pedestrian vulnerable road user traffic area, high vehicle traffic thoroughfare, pick-up drop-off zone adjacent.
Little Street	Either side of the entry/exit to Lane Cove Council Chambers carpark	Pottery Lane and Longueville Road	Driveway	High pedestrian traffic area, high vehicle egress, ingress point
Longueville Road	Either side of the pedestrian crossing outside Westpac bank and entry to Lane Cove Plaza.	Central Avenue	Raised pedestrian crossing	High pedestrian vulnerable road user traffic area, high vehicle traffic thoroughfare.
Burns Bay Road	Outside the Village Shopping Centre and the Bakery.	Rosenthal Avenue and Tambourine Bay Road	Raised pedestrian crossing	High pedestrian traffic area, next to high vehicle egress, ingress point.
Longueville Road	Intersection of Austin Street and Longueville Road	Austin Street	Signalising crossing	High pedestrian vulnerable road user traffic area, high vehicle traffic thoroughfare.
Longueville Road	Intersection of Longueville Road and Birdwood Avenue	Birdwood Avenue and Epping Road	Signalising crossing	High pedestrian vulnerable road user traffic area, high vehicle traffic thoroughfare.

Table 1: Location of all the stencils to be replaced

**Traffic Committee Meeting 18 February 2025
ITEM 7: 'LOOK BEFORE YOU CROSS'**

OFFICER RECOMMENDATION

That Council:-

- Support Transport for NSW in replacing the old '*Look Before You Step Out*' thermoplastic stencils with this new '*LOOK BEFORE YOU CROSS*' stencil.
- TfNSW will fully fund this project.

ATTACHMENTS:

There are no supporting documents for this report.



**Lane Cove
Council**



**Minutes
Traffic Committee Meeting
18 February 2025, 10:00 AM**

All minutes are subject to confirmation at a subsequent meeting and may be amended by resolution at that meeting.

Traffic Committee 18 February 2025 MINUTES

PRESENT		
Merri Southwood	-	Councillor (Mayor) - Chairperson
Nihal Khurshid	-	TfNSW Representative
Sri Sritharan	-	Acting Coordinator (Traffic and Transport) - Lane Cove Council
Fraser McKay	-	Senior Constable - North Shore LAC NSW Police
John Gill	-	Traffic Engineer - Lane Cove Council
Hasir Suhaib	-	Traffic Officer - Lane Cove Council
Ken Yang	-	Development Engineer (Traffic) - Lane Cove Council
Vladimir Kotlyar	-	Senior Ranger - Lane Cove Council
Jad El Abed	-	Council Ranger
Mohamed Turk	-	Busways

APOLOGIES

Sebastian Szewcow	-	Manager Assets
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FOR CONSIDERATION BY THE TRAFFIC COMMITTEE AND DELEGATED APPROVAL BY COUNCIL

- ITEM 1: Confirmation of Minutes of Traffic Committee - 19 November 2024
- ITEM 2: Dunois, Kenneth, William Edward and Stuart Streets (Kingsford Oval), Longueville - Installation of 'No Parking Motor Vehicles Excepted' – REVIEW
- ITEM 3: Tambourine Bay Road and Coxs Lane (River Road to Epping Road) - Implementation of "No Trucks Over 3T"
- ITEM 4: River Road West from Austin Street to Tambourine Bay Road, Lane Cove - Traffic Safety Improvement Works.
- ITEM 5: Taylors Lane (Burley Street to Cul-de-Sac), Lane Cove - Improve Traffic Safety at Bend.
- ITEM 6: Regulatory Signposting and Linemarking.
- ITEM 7: "LOOK BEFORE YOU CROSS"

ITEM 1: CONFIRMATION OF MINUTES OF TRAFFIC COMMITTEE - 19 NOVEMBER 2024**Executive Summary**

That the minutes of the Traffic Committee meeting held on the 19 November 2024 were confirmed and accepted.

TRAFFIC COMMITTEE RECOMMENDATION

That the minutes of the Traffic Committee meeting held on the 19 November 2024 were confirmed.

This is page no. 2 of Lane Cove Council's Traffic Committee Meeting Minutes held on 18 February 2025.

**Traffic Committee 18 February 2025
MINUTES**

ITEM 2: DUNOIS, KENNETH, WILLIAM EDWARD AND STUART STREETS (KINGSFORD OVAL), LONGUEVILLE - INSTALLATION OF 'NO PARKING MOTOR VEHICLES EXCEPTED' - REVIEW

Executive Summary

The six-month trial period for 'No Parking Motor Vehicles Excepted' parking around Kingsford Smith Oval is now complete with Council staff recommending this arrangement now be made permanent.

DISCUSSION

- Rangers have received no complaints and have noted that trailers belonging to residents are now parking on the other side of the road in front of the houses.

TRAFFIC COMMITTEE RECOMMENDATION

That Council:-

- Notify residents of its intent to make the existing 'No Parking Motor Vehicle Excepted' signs permanent.
- Participate in any industry wide permit systems which holistically address the issue of boat/trailer parking.

ITEM 3: TAMBOURINE BAY ROAD AND COXS LANE (RIVER ROAD TO EPPING ROAD) - IMPLEMENTATION OF "NO TRUCKS OVER 3T"

Executive Summary

TfNSW has approved Council's Transport Management Plan (TMP) for a request to install "No Trucks Over 3T" directional signs on River Road, Tambourine Bay Road, and Epping Road to stop trucks taking a short cut through Lane Cove between Epping Road and River Road – see Figure 1.

Trucks over 3t can continue to use Tambourine Bay Road and Coxs Lane if these roads are on the most direct route for deliveries to locations within Lane Cove.

DISCUSSION

- Busways requested that a sign be added "Buses Excepted" on this route, so that bus drivers are fully aware of the rule.

This is page no. 3 of Lane Cove Council's Traffic Committee Meeting Minutes held on 18 February 2025.

**Traffic Committee 18 February 2025
MINUTES**

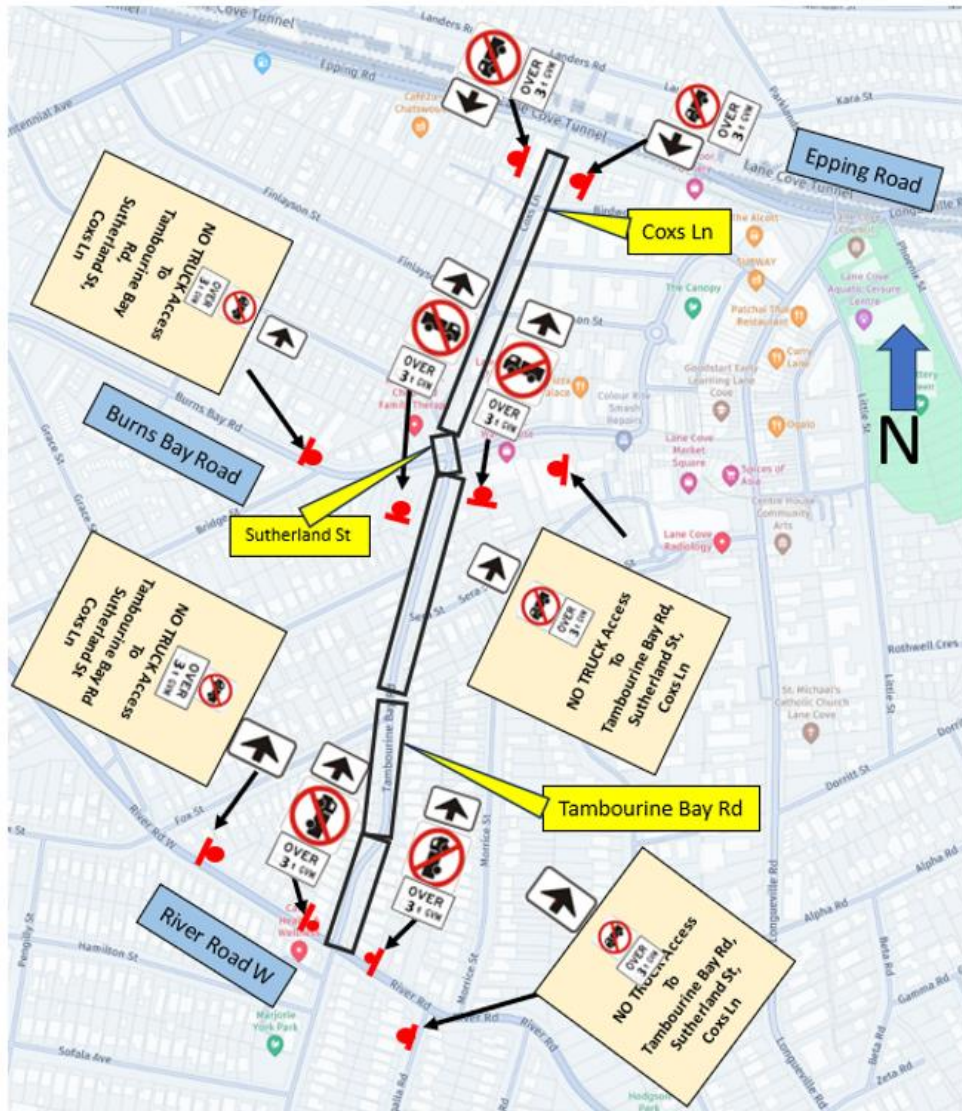


Figure 1: Proposed 'No Trucks Over 3t' Signage

TRAFFIC COMMITTEE RECOMMENDATION

That Council:-

- Install signage as shown in Figure 1 for 'No Trucks Over 3t on Tambourine Bay Road and Cocks Lane'.

This is page no. 4 of Lane Cove Council's Traffic Committee Meeting Minutes held on 18 February 2025.

**Traffic Committee 18 February 2025
MINUTES**

ITEM 4: RIVER ROAD WEST FROM AUSTIN STREET TO TAMBOURINE BAY ROAD, LANE COVE - TRAFFIC SAFETY IMPROVEMENT WORKS

Executive Summary

Council, in partnership with Transport for NSW, will fund the “2024/25-2026/27 Towards Zero Safer Roads Program” for Traffic Safety Improvement Works in River Road West between Tambourine Bay Road and Austin Street, Lane Cove.

DISCUSSION

- The representative for TfNSW requested t more time to review the plans and will get back to us as soon as possible.
- The representative for NSW Police requested the road surface be upgraded to a high level non-skid surface as soon as possible because of the increasing number of crashes they have noticed in wet weather.

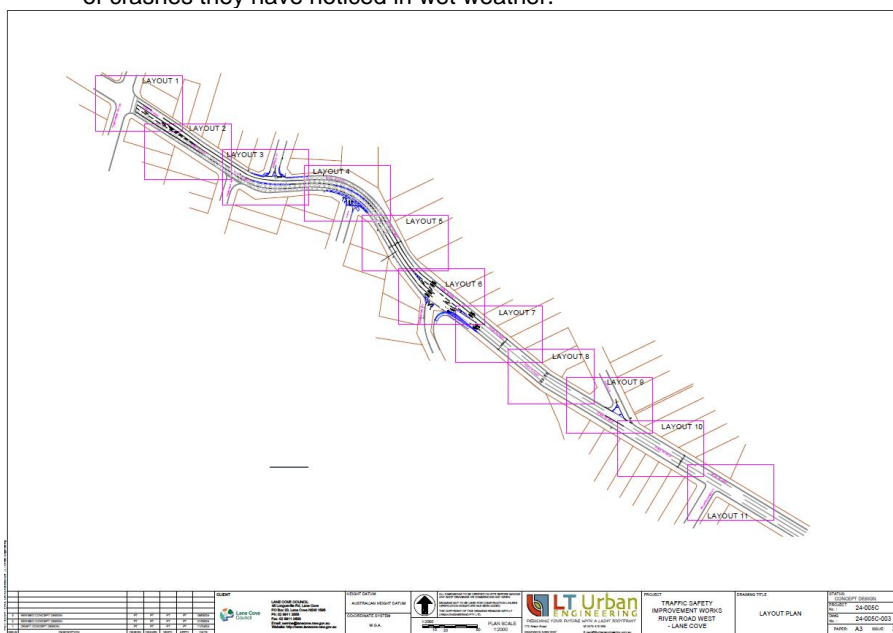


Figure 1: Extent of Works

This is page no. 5 of Lane Cove Council's Traffic Committee Meeting Minutes held on 18 February 2025.

Item No: 8
Subject: Naming the Lane Cove Sport and Recreation Centre
Record No: SU9115 - 15765/25
Division: General Managers Unit
Author(s): Corinne Hitchenson

Executive Summary

The purpose of this report is to update Council on the process to establish a permanent name for the Lane Cove Sport and Recreation Centre.

Background

With construction of the Lane Cove Sport and Recreation Centre remaining on track for completion by late 2025, the time has come to finalise the permanent name for the facility.

Council has previously sought community input into the naming of other transformational projects such as Wadanggari Park and The Canopy.

Discussion

Lane Cove Sport and Recreation Centre has been used as the project name for the construction of the exciting new eight court multi-sport facility at 180 River Road, Lane Cove. The facility also provides for a range of other uses including multi-purpose community rooms, a bistro/dining venue as well as a golf pro shop and amenities.

The current stage of the construction process requires decisions to be made for signage and other permanent features which would incorporate the facility's name.

Staff have identified the opportunity for the community to make suggestions which can be considered as part of the process of finalising the permanent name. The ideas may also be incorporated into other aspects of the project's finalisation.

The community will be invited to make suggestions from 21 March 2025, including those who have subscribed to stay updated on the project throughout its construction.

The suggestions will be reviewed and considered alongside the various requirements for the project with Councillors provided with a briefing on the final name selection.

Conclusion

The time has come to finalise the name of the Lane Cove Sport and Recreation Centre ahead of its completion later this year. The community will be invited to make suggestions which can be considered as part of the process of finalising the permanent name.

RECOMMENDATION

That Council:

1. Receive and note the report.

Steven Kludass
Acting General Manager
General Managers Unit

ATTACHMENTS:

There are no supporting documents for this report.

Item No: 9
Subject: Lane Cove Library 70th Birthday Celebrations
Record No: SU1737 - 14336/25
Division: General Managers Unit
Author(s): Corinne Hitchenson

Executive Summary

More than 100 community members, Councillors and staff celebrated Lane Cove Library's 70th birthday on 11 February 2025. The gathering is just one of several ways the milestone birthday will be celebrated throughout 2025.

Background

In May 1945 Lane Cove Council adopted the NSW Library Act, which supported the establishment of a free public library service. At the same time Council began discussions with the Lane Cove War Memorial School of Arts Committee about acquiring the building for Lane Cove's first free public library.

Lane Cove Library was officially opened on 11 February 1955 by John Metcalfe, Principal Librarian of the Public Library of NSW. When Council relocated to a new Council Chambers in 1961 it was decided to convert the 1924 Council Chambers to a larger and updated Library. The new Library opened at its current site in 1962 with the new Library building opening in 2010 after the Market Square development gave Council an opportunity to improve carparking facilities and to extend the Library.

In 1983, five Councils established one of Australia's first library consortiums, Shorelink. These Councils recognised that co-operation could deliver service and economic benefits to their communities. The continued support of our two Shorelink partners – Mosman and North Sydney Councils has strengthened what we can offer to our communities. Shorelink recently celebrated its 40th anniversary.

The establishment of a local studies collection in 1980 has been important in connecting the Lane Cove community with their heritage and is now regarded as one of the most outstanding collections in NSW.

The commencement of a home library service in 1986 reached beyond the Library walls to offer Library resources to housebound members of the community. Council expanded the delivery service concept again in recent years with the unique Library-to-Your Door service.

Discussion

On 11 February 2025, 70 years to the day since the Library officially opened, more than 100 guests gathered to celebrate this significant birthday. Joined by the New South Wales State Librarian, Dr Caroline Butler-Bowdon, the celebrations included a film made by the passionate library staff, addresses from Mayor, Councillor Merri Southwood and Dr Caroline Butler-Bowden, birthday cake, launch of the new Library cards, and the unveiling of new art to commemorate this milestone occasion.

In her speech, Dr Butler-Bowdon marvelled that Lane Cove's achievement of highest loans in the state per capita was testament to the rigour and commitment of the staff, and the enthusiasm of the local community to learn:

“We visited Lane Cove Library on a Tuesday morning, and the place was humming. There was baby bounce and I’ve never seen so many prams parked up and down the Australian History section. People were reading newspapers, the children’s area at the other end was alive, students were deep in assignments, librarians assisting so many people with their enquiries, and people coming and going with their borrowed items. There was warmth, there was friendliness, an oasis for community, and an anchor of the community. A place where reading for knowledge and reading for pleasure is greatly valued. And of course, libraries more generally are about finding out where we all fit in the world; we read, we learn to understand our place and libraries are here to provide information – but not to tell you what to think.”

Carla Gottgens created a wonderfully vibrant multilayered cardboard artwork, showcasing the library and its central place in the fabric of the Lane Cove community. The artwork will be on display in the foyer of the library all year.

The library is also currently displaying an art exhibition by artist Mark Gowing and putting the finishing touches on some new initiatives being launched during their 70th year including the LEGO Library Club; Virtual book reviews; AI Cats and the Lane Cove Seed Library.

Conclusion

As Council marks the 70th Birthday of Lane Cove Library we celebrate not just the importance of this building but the role that the services, programs, staff and community play. These aspects are what make Lane Cove Library truly ‘a part of life’.

RECOMMENDATION

That Council:

1. Receive and note the report.

Stephanie Kelly
Director - Community and Culture
Community and Culture Division

ATTACHMENTS:

There are no supporting documents for this report.

Item No: 10
Subject: Launch of the Pottery Lane Performance Space
Record No: SU9095 - 14538/25
Division: Community and Culture Division
Author(s): Stephanie Kelly

Executive Summary

The Pottery Lane Performance Space officially opened on 27 February 2025 with a vibrant launch event that showcased the venue's capabilities as a premier cultural hub in Lane Cove. The evening featured performances by a Jazz Trio and Soul vocalists, demonstrating the theatre's state-of-the-art sound quality. A video presentation highlighted the venue's versatility, lighting, acoustics, and accessibility features, including braille signage and lift access. The event was well attended, celebrating the culmination of a long-term community vision for a dedicated performance space.

Background

The Pottery Lane Performance Space (PLPS) has been a long-standing aspiration of the Lane Cove arts and performance community. This venue provides a purpose-built space for theatre, music, film screenings, and cultural events. Council worked closely with community members, performance groups, and accessibility advocates to create an inclusive, high-quality venue that caters to a diverse range of performers and audiences.

Discussion

Launch Event Highlights

The opening night was a celebration of the arts and community collaboration.

The event began with a Smoking Ceremony performed by Harry Whitting and students and staff from St. Ignatius' College Riverview on the terrace. This cleansing symbolised a fresh beginning and a spiritual blessing for the new performance space. Attendees were invited to participate in this meaningful tradition before moving inside for the formal proceedings.

The Mayor's Address officially welcomed attendees and acknowledged the Traditional Custodians of the land, the Cameraygal people. The Mayor expressed gratitude to the many individuals and groups who contributed to making this performance space a reality, highlighting the decades of advocacy by local artists and theatre groups.

The event featured Live Performances by a Jazz Trio and Soul vocalists, who demonstrated the outstanding acoustics of the theatre. The performances captivated the audience and underscored the potential of the venue for hosting high-quality musical and theatrical productions.

A video of the development of the space was played on the theatre's audio-visual system. The video DJ provided a comprehensive look at the features of the space, including the high-definition digital screen, professional-grade lighting, and the flexibility of the venue to accommodate a range of performances and events.

A key part of the event was an Accessibility Demonstration, which highlighted the inclusive features of the venue. This included lift access, braille signage, and seating arrangements designed to accommodate individuals with limited mobility. The use of Auslan interpretation throughout the event reinforced Council's commitment to accessibility and inclusivity in the space.

A Photography Exhibition was displayed in the foyer, featuring striking images of local performers and artists from Lane Cove taken by artist photographer Joshua Morris. Curated by Miguel Olmo of Gallery Lane Cove, the exhibition set the tone for the venue's role as a cultural hub and celebrated the talent within the community.

The evening concluded with the Ribbon Cutting Ceremony, which officially marked the opening of the Pottery Lane Performance Space. This symbolic moment was met with applause as attendees celebrated the realisation of a long-standing dream for the community.

Community Impact and Future Programming

For the past few months, a number of trial performances have been hosted at the Pottery Lane Performance Space, and this will continue until 30 June 2025 to raise awareness of the venue and refine its operations. These trial events have included comedy showcases, film workshops, church services, international webcasts, and cultural celebrations. Each performance has provided valuable insights into how the space can best be utilised and allowed Council to fine-tune logistics, technical support, and accessibility features to enhance the user experience.

In the coming months, the venue will host a Jazz Concert, which will be one of the first major musical performances to take place in the space. The Lane Cove Theatre Company's first play will take the stage in March, bringing live theatre to the heart of the community. In April, Lane Cove Music and Culture will present a performance, further showcasing the venue's acoustic capabilities. Additionally, the space will support a performance and confidence workshop series, offering opportunities for aspiring performers to refine their skills. A special lecture by parenting expert Maggie Dent is scheduled, catering to young families and reinforcing the venue's flexibility in hosting diverse community events.

Conclusion

The opening of PLPS represents a significant milestone for Lane Cove's cultural landscape. Designed as a community asset, the space will serve a diverse range of groups, including the Lane Cove Theatre Company, local musicians, and cultural organisations. The venue will continue to evolve, ensuring it remains a dynamic and inclusive space for creativity and artistic expression.

RECOMMENDATION

That Council:

1. Receive and note this report.

Stephanie Kelly
Director - Community and Culture
Community and Culture Division

ATTACHMENTS:

There are no supporting documents for this report.

Item No: 11
Subject: Council Snapshot February 2025
Record No: SU220 - 15451/25
Division: General Managers Unit
Author(s): Corinne Hitchenson

Attached for the information of Councillors is a review of Council's recent activities.

This Snapshot report provides a summary of the operations of each Division within Council for February 2025 at AT-1.

Included at AT-2 is Council's Resolution Tracker showing the progress of Council's resolutions.

RECOMMENDATION

That Council:

1. Receive and note the report.

Steven Kludass
Acting General Manager
General Managers Unit

ATTACHMENTS:

AT-1 View Council Snapshot February 2025	36 Pages	Available Electronically
AT-2 View Resolution Tracker for March Council Meeting	31 Pages	Available Electronically