

## What are the benefits of these plans?

Residents and community representatives helped the RTA to develop plans that:

- Make drivers aware they are entering a residential area.
- Improve safety for pedestrians by narrowing the road width, making crossing easier.
- Make it a less desirable through route by reducing the road width and slowing traffic.

Various treatments for your area have been identified and we invite your review of these.

## What about Epping Road?

The approved changes to Epping Road will bring significant benefits to traffic on local streets in Lane Cove. These changes have been considered as part of these plans.

Epping Road is an arterial road and its street improvements are being considered separately.

## Developing a plan

### Previous stages

**2001-04:** Environmental assessments identified local roads that may benefit from traffic management.

**2005-06:** Consultation with residents, businesses, bicycle groups and local councils developed measures to reduce the impacts of an increase in traffic or enhance the benefits of a reduction in traffic volumes.

**Early 2006:** Each council agreed with the content of these plans prior to this display.

**Current stage:** The draft plans are now on display for four weeks to seek your input.

**Next stage:** After your ideas and comments we will finalise the plans in consultation with local councils and submit to the Director General of the Department of Planning for approval.

## What community consultation has taken place so far?

Community advisory groups were established covering the following areas:

- Cammeray, Neutral Bay and Crows Nest
- Artarmon and Willoughby
- Lane Cove and Chatswood West



Example of pedestrian refuge

- Ryde

Representatives from residential areas, businesses, bicycle groups and local councils met on four occasions between October 2005 and February 2006.

The notes of these meetings are on the RTA's website [www.rta.nsw.gov.au](http://www.rta.nsw.gov.au).

## Have we got it right?

A questionnaire is attached. All community feedback will help finalise the plans.



If you have any issues and suggestions regarding local area traffic management in your area please contact the study team. Please remember that these plans are to address issues related to the Lane Cove Tunnel, not existing traffic issues in the area.

## Public display

The map here, and a report, can be viewed at your local council administration centre and library from Wednesday 18 October to Wednesday 15 November 2006.

- North Sydney Council area
- Willoughby City Council area
- Lane Cove Council area
- Ryde City Council area

during normal opening hours.

The maps can also be viewed in high-resolution on the RTA website, and comment forms and a survey can be downloaded. These can be faxed or mailed (post free) to the study team.



Example of kerb blister and traffic calming measures

→ Please use the enclosed Reply Paid form to send in your comments by Friday 17 November 2006. Send your completed form to Lane Cove Tunnel  
Arup  
Reply Paid 76  
MILLERS POINT NSW 2000

☎ For enquiries regarding the local street improvements studies please call the RTA Lane Cove Tunnel Project office on 9417 9520

☎ T 02 9417 9520 F 02 9320 9321

📧 [latm@arup.com.au](mailto:latm@arup.com.au)  
[www.rta.nsw.gov.au](http://www.rta.nsw.gov.au)

→ For enquiries relating to construction of the Lane Cove Tunnel project, please call the Thiess John Holland Community Contact Line on 1800 009 280.

📖 Further information is also available on the project website at [www.lanecovetunnelproject.com.au](http://www.lanecovetunnelproject.com.au).

RTA/Pub. 06.260



New South Wales Government



# Cammeray and Neutral Bay

Your ideas for local street improvements following the opening of Lane Cove Tunnel

COMMUNITY UPDATE  
OCTOBER 2006

## The Lane Cove Tunnel Project includes

- Two 3.6 kilometre road tunnels linking the M2 Motorway at North Ryde with the Gore Hill Freeway at Artarmon.
- New lanes on the Gore Hill Freeway.

The project is currently contracted to open to traffic in 2007.

Residents, local government and the RTA have been working on plans to protect local residential streets.

## Why plan to improve local streets?

The Lane Cove Tunnel may cause changes in traffic volumes and behaviour. The RTA is required to prepare plans for local streets in consultation with the community.

If there are no changes in traffic on local streets due to the Lane Cove Tunnel, then local street improvements do not need to be implemented.





Street improvements are only implemented if the opening of the Lane Cove Tunnel causes changes on local roads

**LYTTON STREET**

**1** Entry treatment from Ernest Street including pavement treatment.

**2** Speed hump and kerb blister south of Lillis Street.

**3** Speed hump mid-way between Falcon Street and Lillis Street.

**Local Street**

**MOODIE STREET**

**4** Remove left turn to Falcon Street with one way northbound from Falcon Street to Moodie Lane.

**5** Cycle sign to Moodie Lane and connection to cycle path along the freeway corridor.

**6** Signage on Moodie Street at Ernest Street - "No Through Road - No Access to Falcon Street (Bicycles Excepted)".

**MOODIE STREET**

**7** Raised kerb blister on eastern side of Moodie Street south of Moodie Lane.

**MERLIN STREET NORTH**

**8** Treat entry from Ernest Street including pavement treatments

**9** Remove right turn p.m. from Merlin Street to Ernest Street to reduce overall traffic volume

**10** Kerb blisters mid block

**11** Treat entry from Military Road with narrow travel lane and raised pavement.

OR

Partial closure at Military Road for northbound vehicles, coupled with a reversal of Park Avenue one-way (note the potential problem of Ernest Street traffic using as a rat run)

**OTHER ROADS**

**12** Monitor traffic conditions after tunnel opening and consider further treatment for Alfred Street and Merlin Street South

**13** Monitor traffic conditions after tunnel opening and consider further treatment for major routes including Chandos Street, St Leonards (off map)

