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.

Next stage:
- Four weeks to seek your input.

Current stage:
- These plans prior to this display.

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
- Lane Cove and Chatswood West

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.

Next stage:
- Four weeks to seek your input.

Current stage:
- These plans prior to this display.

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

IDEAS FOR LOCAL STREET IMPROVEMENTS

1. Speed hump and kerb blister south of Lillis Street.
2. Speed hump and kerb blister south of Moodie Street.
3. Speed hump mid-way between Falcon Street and Lillis Street.
4. Raised kerb blister on eastern side of Moodie Street south of Moodie Lane.
5. Cycle sign on Moodie Lane and connection to cycle path along the eastern side of Moodie Street.
6. Signage on Moodie Street at Green Street – Via Through Street – Via Access to Falcon Street (by-pass scenario).
7. Speed hump and kerb blister south of Falcon Street.
8. Raised kerb blister on eastern side of Falcon Street south of Falcon Lane.
9. Removable left turn to Falcon Street with one way northbound from Falcon Street to Moodie Lane.
10. Signage on Falcon Street at Ernest Street – No Through Road – No Access to Falcon Street (Bicycles Excepted).

OTHER ROADS

11. Monitor traffic conditions after tunnel opening and consider further traffic treatment or removal of pedestrian and bicycle facilities.

12. Monitor traffic conditions after tunnel opening and consider further traffic treatment or removal of pedestrian and bicycle facilities.

13. Monitor traffic conditions after tunnel opening and consider further traffic treatment or removal of pedestrian and bicycle facilities.

PARKLANDS PARK

Moodie Street

Ernest Street

(infile)

(FILENAME)