



Report to General Manager

Attachments: Diagrams

SUBJECT: Warringah Freeway – Proposed Bus Layover

AUTHOR: Cathy Edwards-Davis, Traffic Engineer, 9 March 2009

SUMMARY:

The RTA intend to install a bus layover on the Warringah Freeway, near Cammeray Golf Course. The bus layover will be for 33 buses particularly for use in the PM peak. The proposal will formalise an existing area of the breakdown lane on the Freeway which is currently being used as a layover area for buses.

RECOMMENDATION:

THAT in general Council support the bus layover proposal, subject to raising extreme concerns that the regional bike pathway along the Warringah Freeway, between Miller Street and Falcon Street has not been funded as part of the project.

THAT Council adopt the other recommendations outlined in the report.

THAT the Mayor forward this report containing comments and recommendations on the proposal to the RTA.

Financial Implications

There are no additional financial implications.

Signed _____

ORIGINAL SIGNED

Endorsed by _____

Director of Engineering & Property Services

DETAIL

The RTA intend to install a bus layover on the Warringah Freeway, near Cammeray Golf Course. The bus layover will be for 33 buses particularly for use in the PM peak. The proposal will formalise an existing area of the breakdown lane on the Freeway which is currently being used as a layover area for buses. The area is currently used by bus drivers in the afternoon peak to service the CBD commuters. Its close proximity gives the drivers a quick run into the city. There are road safety issues with the current situation relating to inadequate width for buses to stand, lack of available sight distance for drivers to enter the stream of traffic and the slowing down and stopping of buses on the Freeway to enter the breakdown lane.

A survey of the existing breakdown lane which is being used as a bus layover showed that there was an average of 43 buses during the three day survey period, with an average stay of 35 minutes at a time. The majority of buses that currently utilise the breakdown lane are Hills Buses, and it is also used by Sydney Buses, Forest Bus, Shorelink and Bankstown.

The project is being funded by the Ministry of Transport from the Parking Space Levy fund. The project is one identified as part of the introduction of 43 Strategic Bus Corridors across Sydney.

There are residential dwellings, mostly single storey, to the north, east and south of the site. The site extends between the Miller Street overpass in the north and the Ernest Street overpass in the south. The proposed site includes the following components:

- Part of the existing breakdown lane, Warringah Freeway, southbound
- Warringah Freeway on-ramp from Miller Street
- Road reserve, including grassed area, adjacent to the Cammeray Golf Course
- Small parcel of vacant RTA owned land adjacent to the Warringah Freeway on-ramp

The proposal does not require the acquisition of any land as all proposed works are confined to the road corridor and RTA owned land.





The photographs above show the buses already lay over on the Warringah Freeway, just near the Miller Street overpass and the Miller Street on-ramp.

Southbound cyclists currently use the Freeway shoulder to get to North Sydney and through to the Sydney CBD.

The Proposal

The proposal will essentially push the existing Miller Street on-ramp further to the north-east towards the Cammeray Golf Course to allow greater room on the Warringah Freeway carriageway for a 4.0m Bus Only Lane with two 3.0m bus parking lanes/layovers either side of the Bus Only Lane. The proposal therefore comprises:

- Widening and realignment of the southbound Warringah Freeway on-ramp from Miller Street
- Major excavation and shaping of rock benching to create a bus storage area between the Warringah Freeway and the realigned Miller Street on-ramp
- Provision of 33 x 20m long bus layover spaces
- Spatial reconfiguration between the Warringah Freeway, the bus storage area and realigned Warringah Freeway on-ramp
- Adjustments to public utilities and lighting
- Construction of new kerb and gutters and road pavement
- Construction of a bus driver toilet facility

Planning Controls

Assessment is under Part 5 of the Environmental Planning and Assessment Act (NSW). Clause 94 of the SEPP (Infrastructure) 2007 states that development for the purpose of a road or road

infrastructure facilities may be carried out by or on behalf of a public authority without consent on any land, and includes construction works.

Review of Environmental Factors

The REF dated September 2008 outlines the following information. The standard work hours proposed are:

- Monday to Friday 7am to 6pm
- Saturday 8am to 1pm
- Sunday and Public Holidays no work

Due to the busy nature of the Warringah Freeway, some works may be required out-of-hours, particularly if lane closures are required.

The project is currently going through the detailed design phase. Major works are expected to commence at the end of 2009 and take approximately 18 months. Preparatory works, such as a detour for cyclists will commence in the next few months.

During construction it is anticipated that the following negative impacts will occur:

- Noise
- Vibration
- Changed traffic conditions and disturbance to traffic flow
- Air quality and dust

With regard to construction noise, the REF works required to be undertaken out of standard working hours will be carried out in accordance with the RTA's Environmental Noise Management Manual 2001. Residents will be kept informed of noisy works. Machinery will not be permitted to idle for long periods of time and reverse alarms will be controlled to the lowest possible levels or replaced with flashing lights. Noisy activities, particularly rockbreaking or concrete breaking with a hydraulic hammer, if required, would be carried out during the day, or early in the evening if required to be undertaken at night.

The REF states that it may not be possible for all activities to meet the human comfort levels for vibration. The REF recommends that a vibration limit of 5mm/s (3mm/s for heritage buildings) should not be exceeded during vibration intensive construction works. Residents will be kept informed of works. Only one vibration source would operate within 40m of a residential or other sensitive building at any one time.

Access to the construction site would be via the Warringah Freeway on-ramp from Miller Street or the Warringah Freeway, further north. Traffic leaving the site would need to travel southbound on the Warringah Freeway and use the most appropriate exit, most likely to be Alfred Street. It is anticipated approximately 15 trucks movements per day on average would be required during excavation and 5 truck movements during pavement and ancillary works.

On average it is anticipated that there will be 10 – 20 workers on-site with a maximum of 50 during excavation.

Lane closures on the Warringah Freeway are likely to be required to undertake these works. Closures will be undertaken in accordance with the RTA's Traffic Control at Worksites Manual and as per ROL requirements. Residents and the general public will be kept advised through newsletters, variable message signs and through newspaper advertisements.

Any general areas with the capacity to cause dust would be dampened to suppress dust emissions during works. Trucks will be appropriately covered.

Community Consultation

The RTA has sent letters to residents in the immediate area advising them of the project. The RTA has also consulted with Cammeray Golf Course, the NRMA, the Department of Housing (who own properties on the corner of Amherst Street and Miller Street), Bicycle NSW and Willoughby Council.

The residents will be notified again prior to the commencement of works.

Decision Report

The Decision Report of the RTA states, "It is recommended that the Bus Priority Treatment: Warringah Freeway, Cammeray project proceed subject to implementation of all environmental safeguard measures identified in the REF, and the above Conditions of Approval." The decision report and project was signed and approved on the 27 October 2008.

Bike Facilities During Construction

During construction, the RTA has developed alternative detour routes. Generally these detour routes seem to be appropriate.

Bicycle NSW have advised as follows, "The bike detour/bike route set out between Merrenburn Avenue heading south to Ernest Street that effectively by-passes the work being planned for the bus waiting area on Warringah Freeway. In relation to this bike detour we discussed a number of features that would considerably enhance the attractiveness of this detour route – not only for current riders, but also for novice riders who are riding the route for the first time – and for these reasons the proposed detour/bike route has the support of Bicycle NSW".

The RTA has advised that they will continue to work closely with bicycle user representatives to deliver the best possible temporary arrangements for regional bicycle access through the area during the construction period and until the regional cycleway is constructed.

Operational Bicycle Facilities

North Sydney staff met with RTA staff on the 17 July 2008 to discuss the proposal. At this meeting, Council staff made it clear that the provision of the regional bicycle route through this area would be a very important component of the project for Council.

As part of the Lane Cove Tunnel Project, a 7km bicycle path was provided along the road corridor which links Willoughby and Naremburn to the north-west of Sydney. There is an obvious gap left in the regional bicycle network, between Naremburn and Ernest Street, Cammeray. If this section were completed, it would link into the Falcon Street facilities which are under construction by the RTA. Long term, this could then link into the HarbourLink project, thus finally completing the regional bicycle path between the Harbour Bridge and the north.

The RTA have stated in a letter dated 12 February 2009, “The proposed work interacts with a broader regional cycleway that would form part of the Chatswood – Sydney Harbour Bridge link in the Sydney Metropolitan Strategic Cycle Network. Chatswood – Harbour Bridge was included in 1999 in Action for Bikes: BikePlan 2010, with a completion date of 2004. The section of cycleway from Naremburn to the Harbour Bridge remains uncompleted.

The proposed cycleway, which interacts with the bus layover project, would be provided as an off-road separated shared use path with access for pedestrians. The cycleway would be located on the eastern side of the Warringah Freeway adjacent to Cammeray Golf Course north of Falcon Street, in space created by the RTA increasing the extent of excavation into the existing rock face. Funding for the cycleway is not available in existing or forecast future programs.

Given the strategic value of the proposed cycleway, the RTA has included it in a list of priority ‘missing links’ in the Sydney Metropolitan Strategic Cycle Network. Alternative funding sources for the delivery of these missing links are currently being investigated, including Federal Government programs.”

The regional bicycle route from Miller Street to Falcon Street would cost approximately \$8 million. Given that there will be construction teams on-site with site facilities and excavation equipment etc. the marginal cost of construction of the bicycle path in conjunction with the bus layover is significantly less than if this project were undertaken at a later date. Further, once the bus layover has been constructed, the space available for the construction of the bicycle path will be considerably more restricted. This is clearly the most cost effective and least disruptive time therefore to undertake these works. The following components of the regional pathway have been prioritised in order of importance:

1. Bicycle pathway adjacent to the Cammeray Golf Course and new bus layover, from Miller Street linking into the existing Council footpath at the golf course
2. Underpass beneath Ernest Street
3. Connection through to the Falcon Street facilities which are currently under construction

It is noted that the State Government has recently increased two taxes in the North Sydney area. This includes a significant increase in the Parking Space Levy to \$2,000 pa in North Sydney and Milsons Point areas and introducing a congestion toll on just one tolled road in Sydney, the

Harbour Bridge. Some of the increased revenue received from these two sources could be put towards the cycleway.

Recommendations

Council has a strong policy of supporting public transport. This proposal will improve the efficiency and reliability of buses, particularly in the PM Peak. The proposal will also result in a safer facility for the bus drivers. It is therefore recommended that in general Council support the bus layover proposal, subject to raising extreme concerns that the regional bike pathway along the Warringah Freeway, between Miller Street and Falcon Street has not been funded as part of the project. It is recommended that the following also be adopted:

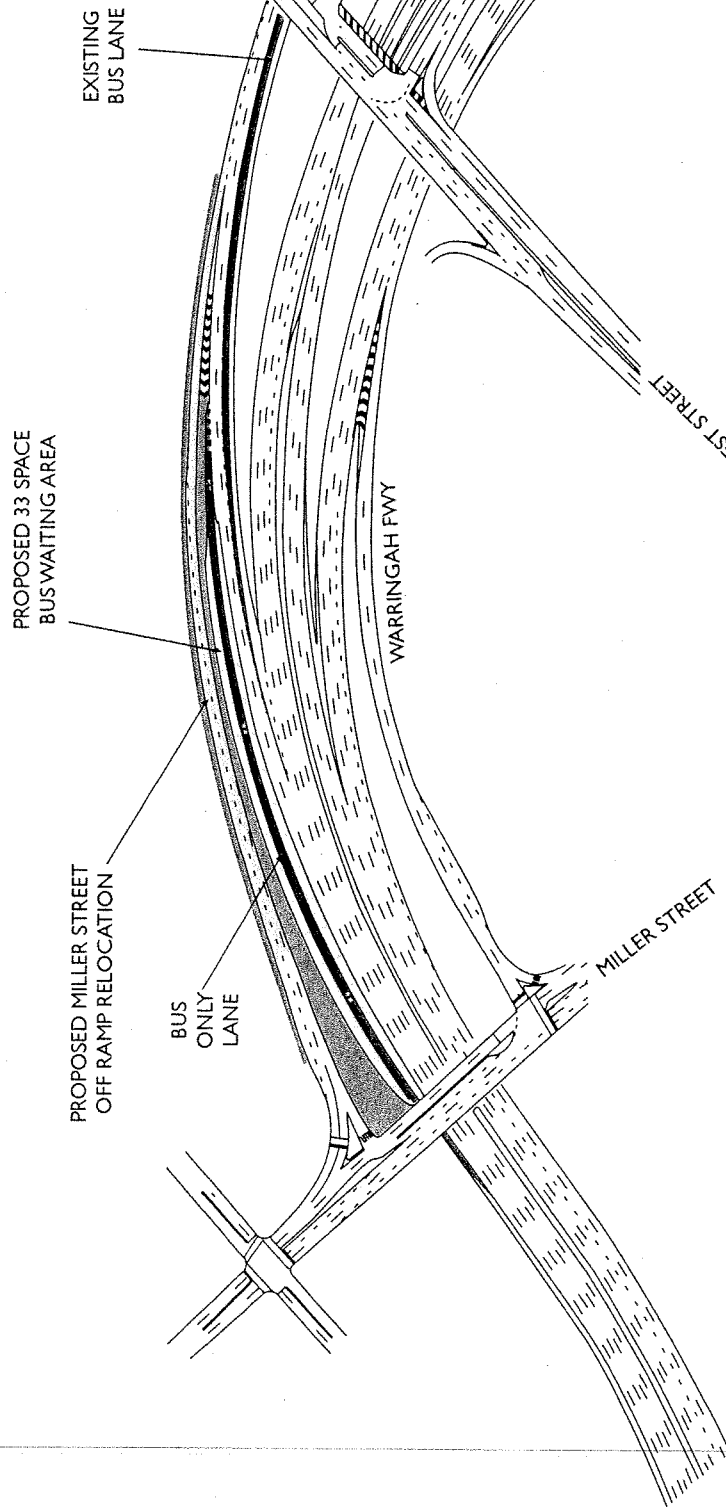
- That North Sydney Council formally advise the RTA that it is extremely concerned that the regional bike pathway along the Warringah Freeway, between Miller Street and Falcon Street has not been funded as part of the bus layover project
- That Council lobby the RTA to fund the design and construction of the regional cycleway along the Warringah Freeway, between Miller Street and Falcon Street with the following pathways prioritised in order of importance:
 1. Bicycle pathway adjacent to the Cammeray Golf Course and new bus layover, from Miler Street linking into the existing Council footpath at the golf course
 2. Underpass underneath Ernest Street
 3. Connection through to the Falcon Street facilities which are currently under construction
- That the Mayor seek an urgent meeting with the NSW Roads Minister to discuss funding of the regional cycleway along the Warringah Freeway, between Miller Street and Falcon Street
- That the regional cycleway along the Warringah Freeway, between Miller Street and Falcon Street be put forward for consideration for funding under the Federal Government's \$40 million bicycle path program identified as part of the Job Creation stimulus package
- That Council request the RTA install noise walls in front of those properties adjacent to the new bus layover, in consultation with the residents
- That Council request that any mature trees removed from the road reserve areas between the Warringah Freeway and Cammeray Golf Course be replaced with new native mature trees on a one-for-one basis in a suitable nearby location
- That Council request the RTA maintain on-going consultation with residents, particularly keeping them informed of construction progress

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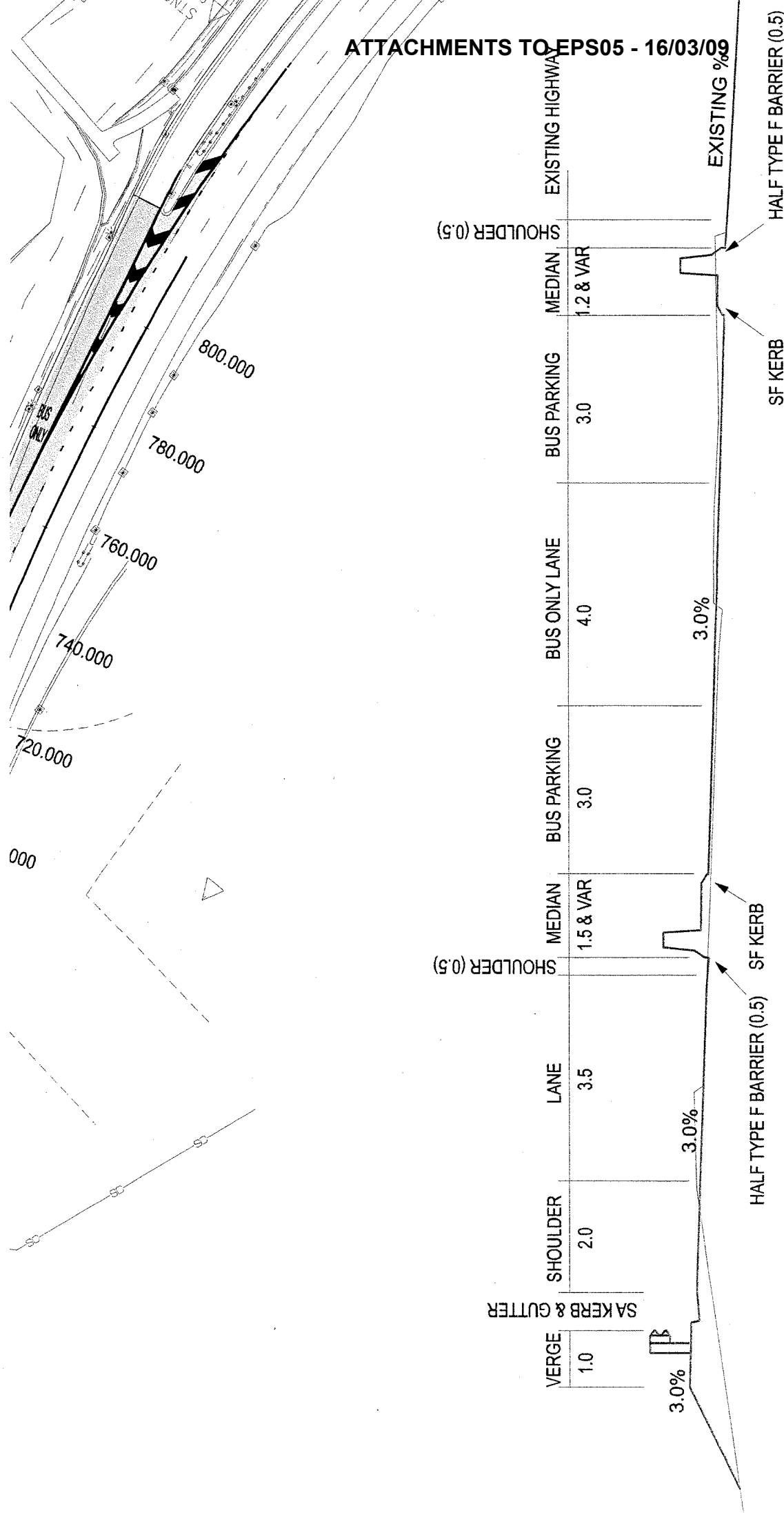
A New South Wales Government Initiative

WARRINGAH FREEWAY
BUS WAITING AREA BETWEEN MILLER STREET
& ERNEST STREET, CAMMERAY



LEGEND

	PROPOSED PAVEMENT AREA
	PROPOSED EXCAVATION
	PROPOSED BUS BAYS



TYPICAL CROSS SECTION B-B

Scale 1:100

ROADS AND TRAFFIC AUTH
 WILLOUGHBY COUNCIL
 MR. 651 WARRINGAH FRE
 BUS LAYOVER BETWEEN MILLER STREET
 CAMMERAY
 CONCEPT DESIGN