

**TO:** Extraordinary Meeting of Council - 2 June 2016  
**REPORT:** Environment & Infrastructure Report No. 1  
**SUBJECT:** Proposed Traffic Scheme and Phase 1 Streetscape Design for the Dee Why Town Centre  
**FILE NO:** MC/16/70726

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## SUMMARY

To obtain Council approval to retain the existing two-way traffic movements in the Dee Why Town Centre, in lieu of the one-way scheme proposed by the Master Plan, and to prepare and publicly exhibit preliminary design plans for the Phase 1 streetscape upgrades.

## REPORT

In late 2014 consultants were engaged to revise the traffic model previously developed for the Dee Why Town Centre, to include four sets of traffic signals. The traffic signals were required, but not incorporated in the one-way traffic scheme included in the adopted Dee Why Town Centre Master Plan.

Council's consultants and staff revised the traffic model by applying dynamic modelling, where vehicles are provided with more route choice than in the static modelling previously used. This identified inconsistencies in some of the parameters and some areas of poor performance of the one-way scheme on the side roads. Improvements to lane configurations were introduced to both the one way and the two way model to enable comparisons and test sensitivity to different scenarios.

The consultants were then engaged to review the performance of the two-way scheme relative to the performance of the one-way scheme. Several two-way scenarios were modeled to ensure all options were considered.

After detailed modelling, it was concluded that under the dynamic modelling application improved results were recorded for the two-way system when compared to the one-way system. The two-way system offers better accessibility, route choice, reduced travel times, reduced stops and very similar travel speeds. The two-way system also offers reduced potential for congestion over the one-way scheme.

The additional improvements proposed (as outlined in Attachment 1, "Dee Why Town Centre - Proposed Two-way Traffic Scheme") include:

- A two-way Link Road between Howard Avenue and Oaks Avenue, through the Council carpark;
- A one-way (south to north) Link Lane between Pacific Parade and Oaks Avenue, through the current Woolworths site;
- Providing a separate, left turn, straight and right turn lane at the intersection of Howard Avenue with Pittwater Road, and restricting the left turn for long vehicles from Pittwater Road (south bound) into the single east bound lane in Howard Avenue;
- Banning the left turn out of Fisher Road into Pittwater Road; and
- Extending the right turn bay from Pittwater Road (north bound) into Oaks Avenue.

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Council has been liaising with Roads and Maritime Services (RMS) regarding all changes to the road network in Dee Why Town Centre. A report summarising the traffic modelling findings was sent to the RMS on 28 April 2016 for their further comments. RMS have not raised any objections to date.

It is now proposed that preliminary design plans for the Dee Why Town Centre Phase 1 streetscape upgrades be finalised incorporating the traffic scheme shown on Attachment 1, and then publicly exhibited. On completion of the public exhibition, the comments and feedback be reported to Council before proceeding to detailed design. The report will include any feedback from RMS.

(See Attachment which shows the three phases for the streetscape upgrades).

**FINANCIAL IMPACT**

The proposed two-way traffic scheme will be implemented progressively as part of the proposed streetscape upgrades. Phase 1 streetscape upgrades have been forecast for funding in years 2017-2019 from available Sect 94 and Sect 94A developer contributions.

**RECOMMENDATION**

That Council:

- A. Approve the two-way traffic scheme as shown on the "Dee Why Town Centre - Proposed Two-way Traffic Scheme" in lieu of the one-way traffic scheme included in the Dee Why Town Centre Master Plan;
- B. Prepare preliminary design plans for the Phase 1 streetscape upgrades incorporating the traffic scheme shown on the "Dee Why Town Centre - Proposed Two-way Traffic Scheme" and place these plans on public exhibition; and
- C. Consider a report on the outcomes of the public exhibition including any comments from RMS before commencement of detailed designs for the Phase 1 streetscape upgrades.

**ATTACHMENTS**

<b>AT- 1</b>	Proposed 2 Way Traffic Scheme and DYTC Masterplan Construction Phasing and Current DAs	2 Pages	Circulated in Attachments document 2
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\*\*\*\*\* End of Environment & Infrastructure Report No. 1 \*\*\*\*\*