



AGENDA

A **MEETING** of the **Traffic Committee** will be held at the Council Chambers, 200 Miller Street, North Sydney at 10:00 AM on Friday 14 October 2022.
The agenda is as follows.

Rob Emerson
A/GENERAL MANAGER



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1. Confirmation of Minutes

The Minutes of the previous meeting held on 2 September 2022, copies of which had been previously circulated, were taken as read and confirmed.

2. Disclosures of Interest

3. Matters Arising from the Minutes

Nil.

4. Matters Arising from Council Resolutions

Nil.

5. Items for Consideration

5.1. New Car Share Applications – Consultation Outcomes, August 2022

AUTHOR: Max White, Sustainable Transport Project Co-ordinator

ENDORSED BY: *Duncan Mitchell, Director Engineering and Property Services*

ATTACHMENTS:

1. Community Engagement Strategy - New Car Share Applications [5.1.1 - 5 pages]

PURPOSE:

This report recommends the proposed dedicated parking spaces in Hazelbank Road and Christie Street, Wollstonecraft, and Guthrie Avenue, Cremorne Point be converted to dedicated car share spaces. The application is informed by data provided by the operator that demand for car share is increasing and surplus demand exists at the sites, and consultation outcomes with the community.

EXECUTIVE SUMMARY:

The Car Share provider GoGet has proposed three dedicated car share spaces in Hazelbank Road and Christie Street, Wollstonecraft, and Guthrie Avenue, Cremorne Point. In April 2022, GoGet submitted applications for the locations, which included three months usage data and memberships within a 250 metre radius of each location.

In addition, GoGet has completed its Annual Survey and the result for North Sydney revealed a steep decrease in car ownership after residents joined. The survey found that 30% of members had given up a car entirely since joining GoGet, combined with customers that already did not have a car, this results in 63% of North Sydney members no longer owning a car. These members reported that joining carshare enabled them to defer the purchase of a car.

This report recommends the proposed dedicated parking spaces in Hazelbank Road and Christie Street, Wollstonecraft, and Guthrie Avenue, Cremorne Point be converted to dedicated car share spaces in line with the data provided by the operator that surplus demand exists at the sites and consultation outcomes with the community.

FINANCIAL IMPLICATIONS:

There will be no financial implications to Council

RECOMMENDATION:

1. THAT the consideration of the new car share spaces in Hazelbank Road and Christie Street, Wollstonecraft, and Guthrie Avenue, Cremorne Point be approved by the Council.

LINK TO COMMUNITY STRATEGIC PLAN

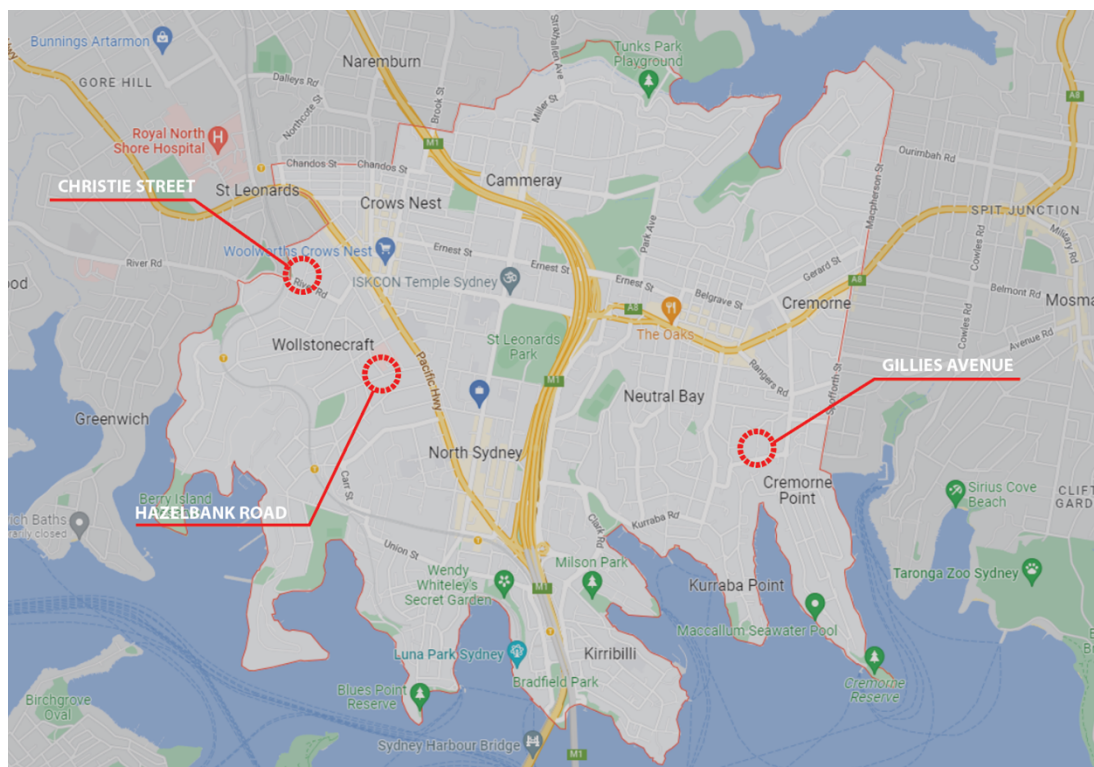
The relationship with the Community Strategic Plan is as follows:

- 2. Our Built Infrastructure
 - 2.3 Prioritise sustainable and active transport
 - 2.4 Efficient traffic mobility and parking
- 3. Our Innovative City
 - 3.2 North Sydney is smart and innovative
- 5. Our Civic Leadership
 - 5.3 Community is engaged in what Council does

BACKGROUND

The North Sydney Community Strategic Plan North Sydney Vision 2040 ('CSP') sets a target to increase the number of car share membership in the North Sydney LGA. The expanded provision of on-road dedicated car share spaces in appropriate locations is required to achieve this target.

In line with the CSP, this report recommends the proposed dedicated parking spaces in Hazelbank Road and Christie Street, Wollstonecraft, and Guthrie Avenue, Cremorne Point be converted to dedicated car share spaces in line with the data provided by the operator that surplus demand exists at the sites and consultation outcomes with the community.



Map 1. Proposed dedicated car share locations



Map 2. Proposed dedicated car share location Gillies Avenue, Cremorne Point



Map 3. Proposed dedicated car share location Christie Street, Wollstonecraft



Map 4. Proposed dedicated car share location Hazelbank Road, Wollstonecraft

Car Share schemes provide several potential benefits to scheme members and the broader community as they can:

- Enable residents to have car free households
- Encourage walking, cycling and greater use of public transport
- Increase parking capacity, as one car/space can cater for many residents
- Ease traffic congestion by reducing traffic 'cruising' for parking
- Improve cost of living through reduced dependency on car ownership
- Clean the air and reduce carbon emissions through less car kilometres travelled

CONSULTATION REQUIREMENTS

Community consultation has been undertaken as outlined in the New Car Share Application – Community Engagement Strategy (refer to attachment A)

Relates to ECM No: 8932600, 8932613, 8932621, 9046554, 9046556, 9046565

Standard or Guideline Used: New Car Share Application – Community Engagement Strategy, North Sydney Car Share Policy, RMS TTD 2018/001

Signs & Lines Priority: 2

Precinct and Ward: Wollstonecraft and Bennett Precincts, St Leonard and Cammeraygal Ward

Impact on Bicycles: Nil

Impact on Pedestrians: Nil

Impact on Parking: The recommendation results in the conversion of three (3) parking spaces to dedicated car share spaces.

DETAIL

Consultation

Operators seeking to install a new vehicle space, are first required to submit an application to Council that contains information relevant to the criteria set out in the North Sydney Car Share Policy, and a justification for the installation of the space. Applications are subject to a fee.

The application process includes the following steps:

The steps involved include:

1. Application - the Car Share Provider applies to Council for a new car share parking location. Council Traffic & Transport Operation staff assess the application, and if they do not conflict with the North Sydney Car Share Policy, TfNSW car share guidelines, or any other of Council's Policies, a sign is installed seeking community feedback on the proposal.
2. Community Consultation - the community is provided opportunity to comment on the proposed car share location. The consultation period is 21 days and personally addressed letters are mailed to residents and businesses within 100 metres of each location, and signage installed at the site.



Image 1. Example of signage installed at proposed car share parking location

3. Traffic Committee - the application and outcomes from the community consultation are taken to the North Sydney Traffic Committee for consideration.
4. Installation - if approved, signage indicating the changes to parking are exhibited for 21 days after which car share parking signage is installed.



Image 2. Example of signage installed at approved car share parking location

Consultation on the proposed three dedicated car share spaces in Hazelbank Road and Christie Street, Wollstonecraft, and Guthrie Avenue, Cremorne Point was conducted in August 2022. as outlined in the New Car Share Application – Community Engagement Strategy (refer to Attachment A for further details).

The spaces proposed do not conflict with any key technical standards or guidelines. Submissions indicated mixed views, and for the Guthrie Avenue location there were significantly more people opposing the dedicated bay than supported. The main concern was loss of parking.

Contrary to submission concerns, car share has been shown to reduce the strain on parking. In a recent annual survey of GoGet, customers in North Sydney reported a steep decrease in car ownership after residents joined. The survey found that 30% of members had given up a car entirely since joining GoGet, combined with customers that already did not own a car, this results in 63% of North Sydney members no longer owning a car. These members reported that joining cars share enabled them to defer the purchase of a car.

GoGet has provided further local data on the positive impact car share has on parking specific to each location. This is outlined in the submissions report.

Feedback Summary

Feedback on applications received for car share parking locations in Christie Street, Guthrie Avenue and Hazelbank Road closed 22 August 2022. In accordance with Council's *Car Share Policy*, before finalising assessment of each application, community feedback is sought on the proposed car share locations via notification of each proposal.

Christie Street

A total of 14 submissions were received for the dedicated Car Share on Christie Street.

Of the 7 (50%) submissions that supported the location, convenience, providing an alternative to car ownership and accommodating population density were the most common reasons given.

Of the 7 (50%) submissions that opposed the location, parking and site constraints, restricted parking and locating car share near more dense areas were the key issues raised.

A response (by theme) to the submissions opposing the location is provided below:

No.	Issues	Response
6	Parking	<p>Council understands that parking is a concern for residents and difficulty locating parking can cause issues with accessibility. On-street parking is a finite resource and additional on-street parking is rarely possible. This means Council must use this resource more efficiently and Car Share is one tool that can free up on-street parking. Car Share can have significant benefit in alleviating residential parking capacity issues.</p> <p>For Christie Street, nearby car shares attracted a large number of bookings in July 2022. This includes:</p> <ul style="list-style-type: none"> • Nicholson Street with 186 hours/space • Russel Street with 129.5 hours/space • Gillies Street with 71 hours/space <p>In June 2020, GoGet data suggested that 469 metres of on-street parking has been saved in Wollstonecraft due to the carshare induced deferral of vehicle purchases, which would have otherwise been parked on local streets.</p>
1	Restricted Parking	<p>This submission suggested unrestricted parking was a more suitable location for dedicated car share locations.</p> <p>Applications for dedicated car share locations can be in either restricted (has a time limit or is ticketed) or unrestricted parking. Residents have previously raised concerns regarding both restricted and unrestricted for different reasons:</p> <p>Restricted - residents with parking permits prefer dedicated Car Share locations to occur in unrestricted locations. As there is greater turnover in these locations, it is therefore easier for permit holders to find parking.</p> <p>Unrestricted - residents that do not, or are unable to apply for, a permit prefers dedicated car share locations in restricted locations. For these residents, a loss of unrestricted parking can make parking more difficult as they already have less parking they can permanently access.</p> <p>Council will review each application on an individual basis. Considering residents without a permit generally have less parking to choose from, unrestricted parking is generally the preferred option.</p>
1	Site Constraints	<p>A submission raised concerns about access to the dedicated Car Share location. Between the hours of 6 and 10am, Monday to Friday, traffic is not permitted to turn left onto Christie Street from</p>

No.	Issues	Response
		<p>River Road. The intention of this signage is to reduce the usage of Christie Street as a 'rat-run' in morning peak.</p> <p>Further review of the streets adjoining River Road, including Hume, Carlyle and Baronia Street, indicate the Christie Street is the least constrained location.</p>
1	Density	<p>A submission suggested the dedicated Car Share locations should be located near high density housing. New high-density developments often include dedicated Car Share parking and is a way to reduce the need for car ownership. However, the opportunity to not own a car should not be reserved for people that live in an apartment.</p> <p>Car share data from the Wollstonecraft area suggests that Car Share is used by a large number of people. For Christie Street, nearby car shares attracted a large number of bookings in July 2022. This includes:</p> <ul style="list-style-type: none"> • Nicholson Street with 186 hours/space • Russel Street with 129.5 hours/space • Gillies Street with 71 hours/space <p>The proposed location is also between 400 and 800 metres from higher density areas in Crows Nest and St Leonards, which is approximately a 5-10-minute walk.</p>

Guthrie Avenue

A total of 14 submissions were received. Of these 11 opposed and 3 submissions in support of the dedicated car share location.

Of the 4 (22%) submissions that supported the location, convenience, providing an alternative to car ownership and flexibility were the most common reasons given.

Of the 11 (78%) submissions that opposed the location, parking constraints were the key issues raised.

A response (by theme) to the submissions opposing the location is provided below:

No.	Issues	Response
11	Parking	<p>Council understand that parking is a concern for residents and difficulty locating parking can cause issues with access. On-street parking is a finite resource and additional on-street parking is rarely possible. This means Council must use this resource more efficiently and Car Share is one tool that can free up on-street parking. Car Share can have significant benefits for residents in alleviating parking capacity issues.</p> <p>For Guthrie Street, nearby car shares attracted a large number of bookings in July 2022. This includes:</p> <ul style="list-style-type: none"> • Bannerman Street with 26.5 hours/space

No.	Issues	Response
		<ul style="list-style-type: none"> • Milson Road near Murdoch with 135.5 hours/space • Harriette Street with 46 hours/space <p>In June 2020, GoGet data suggested that 145.84 metres of on-street parking has been saved in Cremorne Point due to the carshare induced deferral of vehicle purchases, which would have otherwise been parked on local streets.</p>

Hazelbank Street

A total of 11 submissions were received for the dedicated Car Share on Hazelbank Street.

Of the 5 (45%) submissions that supported the location, submissions sited convenience, providing an alternative to car ownership, environmental reason and improved cost of living were the most common reasons given.

Of the 6 (55%) submissions that opposed the location, submissions sited parking constraints and insufficient demand were the key issues raised.

A response (by theme) to the submissions opposing the location is provided below:

No.	Issues	Response
6	Parking, insufficient demand	<p>Council understand that parking is a concern for residents and difficulty locating parking can cause issues with access. On-street parking is a finite resource and additional on-street parking is rarely possible. This means Council must use this resource more efficiently and Car Share is one tool that can free up on-street parking. Car Share can have significant benefits for residents in alleviating parking capacity issues.</p> <p>For Hazelbank Street, nearby car shares attracted a large number of bookings in July 2022. This includes:</p> <ul style="list-style-type: none"> • Morton Street with 236.5 hours/space • Hazelbank Street with 85 hours/space • Morton Street near Crows Nest Road with 45.5 hours/space <p>In June 2020, GoGet data suggested that 469 metres of on-street parking has been saved in Wollstonecraft due to the carshare induced deferral of vehicle purchases, which would have otherwise been parked on local streets.</p>

COMMUNITY ENGAGEMENT STRATEGY



New Car Share Applications

Prepared June 2022

Amended September 2022

Councils are required under the *Local Government Act 1993* to inform the community of issues that potentially affect their way of life. North Sydney Council is committed both in principle and in practice, to engaging on matters affecting the North Sydney community.

The purpose of this project-specific Community Engagement Strategy is to outline the ways stakeholders can be involved in the decision-making process. Community engagement opportunities will be provided across a range of 'engagement' levels.

1. Introduction

Council is committed to engaging the community to ensure adequate opportunity is provided for feedback on proposed car share locations. Council supports car share schemes as they are identified in the *North Sydney Community Plan* and the *North Sydney Transport Strategy (2018)* to encourage sustainable transport. Car share schemes provide potential benefits to the community, not just scheme members as they can:

- reduce the level of private vehicle ownership
- reduce pressure on parking, as one car/space can cater for many residents
- reduce traffic congestion caused by traffic 'cruising' to find parking.

Car share schemes also provide a transport option for residents and community members who don't or can't own their own car.

1.1 Council's Community Engagement Protocol

This strategy has been prepared in accordance with Council's *Community Engagement Protocol*. The Protocol is used to determine the level of 'level(s) of impact' applicable to this project/decision (proposal). This proposal has been determined as:

LEVEL OF IMPACT	LEVEL OF ENGAGEMENT
Low/Local	Inform and Consult

1.2 Relevant Legislation, Policies and Plans

This Engagement Strategy is informed by the following Council policies and plans:

- Car Share Policy
- Community Strategic Plan
- Compliance and Enforcement Policy
- Parking Management and Enforcement Policy
- Resident Parking Permit Policy

New Car Share Applications Community Engagement Strategy

Council used the framework shown below in Table 1.1 to select the most appropriate level(s) of engagement for this proposal to ensure an appropriate range of engagement levels and methods were offered:

LEVEL	DESCRIPTION
Inform	Providing balanced and objective information to help the community understand problems, alternatives, opportunities and/or solutions
Consult	Obtain public feedback on alternatives and/or decisions
Involve	Work directly with the community throughout the process to ensure that public concerns and aspirations are consistently understood and considered
Collaborate	Partner with the public in each aspect of the decision including the development of alternatives and identification of the preferred solution

Table 1.1 Derived from the IAP2 Public Participation Spectrum

2. Background

Council's *Car Share Policy* was introduced in August 2005. In August 2013, Council adopted a new process for notifying the community of proposed car share installation prior to the matter being referred to the North Sydney Traffic Committee. The Policy was amended in September 2022 to include the requirement that once the application fee is received, that Council notifies the community of the proposed location. The period for providing feedback on each proposed location is a minimum of two (2) weeks i.e. no less than 14 days.

Initially, Council's Traffic & Transport Operations Department assess the appropriateness of a proposed car share location. If the location is deemed appropriate, a temporary sign is placed next to the proposed location indicating that the location is being considered for a car share parking space. Notification letters are distributed to residents and businesses within a 100m radius and opportunities for feedback are provided through letter, email and online form hosted via the Your Say North Sydney webpage.

The signs are installed at each location for a minimum of two (2) weeks. An example of the sign is provided below.



New Car Share Applications Community Engagement Strategy

3. Community Engagement Strategy

3.1 Who are our community stakeholders?

The Engagement Strategy identifies the following groups to engage with in the local community:

- residents
- businesses
- related car share provider (applicant).

3.2 Key Communication Messages

Per application received:

- Car share benefits the community as it can reduce the level of private vehicle ownership, reduce pressure on parking as one car/space can cater for many residents, and reduce traffic congestion caused by traffic 'cruising' to find parking. Car share schemes also provide a transport option for residents and community members who don't or can't own their own car.
- The community will be notified of each new car share application, giving a minimum of 14 days to provide feedback on the proposal.
- All feedback received will be collated and analysed and used to inform the recommendation. A recommendation to proceed (or not) with the car share location will be reported to the Traffic Committee. Approval of a car share location occurs after the Traffic Committee has approved the location and minutes of the Traffic Committee meeting have been reported to Council.
- The car share provider will be informed whether their application has been successful, and an invoice issued for the signage fee.
- Signage indicating the parking changes will be installed for a minimum 14 days before the car share signage is installed.

3.3 Assessment and Notification Process

The following table outlines the assessment process per application. Stakeholder engagement will occur as noted at Step 2.

STEP	DESCRIPTION
1. Car Share Provider Application	<p>A car share provider applies to Council via the Sustainable Transport Project Coordinator.</p> <p>Applications for new car share spaces must demonstrate that there are multiple potential users in the immediate area, and that there are no existing alternatives that service this demand.</p>

New Car Share Applications Community Engagement Strategy

STEP	DESCRIPTION
	<p>An invoice is issued to the car share provider to pay the application fee as outlined in Council's annual Fees & Charges Schedule.</p>
2. Community Consultation	<p>Once the application fee is received, Council notifies stakeholders and seeks feedback on the appropriateness of the proposed location. The feedback is not voting as such, but it will assist in determining support for the proposed car share locations.</p> <p>The feedback period will be for a minimum of two (2) weeks (i.e. 14 days).</p> <p>Signage is erected at the site outlining the proposal to install car share parking, and letters are sent to residents and businesses within a 100m radius of the site.</p> <p>Feedback can be provided via:</p> <ul style="list-style-type: none"> • email to yoursay@northsydney.nsw.gov.au (include reference to location) • letter posted to North Sydney Council, PO Box 12, North Sydney NSW 2059 (include reference to location) • online feedback form via the Your Say North Sydney site <p>Council's Sustainable Transport Project Coordinator is available via phone call, however formal submissions must be made through the above methods.</p> <p>After the notification period has ended, submissions are collated and assessed, and submissions summary is prepared.</p>
3. Traffic Committee Approval	<p>If the site is deemed appropriate for car share, a recommendation to install the car share space is reported to the next available North Sydney Traffic Committee.</p> <p>The Traffic Committee may:</p> <ul style="list-style-type: none"> • approve the car share application and proceed with installation • request further consultation to assess the need for the car share location; or • reject the car share application. <p>Submitters will be informed of the outcome. A temporary sign will also be erected onsite a minimum of 14 days prior to the change in restriction, advising that the parking restrictions at this location will change and the signage will be replaced, indicating that this space will be reserved for car share parking.</p>
4. Signage Fee	<p>If the car share location is approved, the car share provider will be informed and issued with an invoice for the installation of signage. After payment is received, Council's Sustainable Transport Project Coordinator submits a Signage and Lines Instruction form to Council's Works Engineering</p>

New Car Share Applications Community Engagement Strategy

STEP	DESCRIPTION
	Department.
5. Signage	The temporary signage at Step 3 will be replaced with the permanent new sign stating the new restriction.

The following methods will be used to notify and seek feedback on each proposal. Not listed in priority order.

METHOD	ENGAGEMENT LEVEL	PURPOSE
'Have Your Say' Web Page	Inform	Inform the community of the proposed car share location and provide ease of access to all information regarding the proposal. Includes FAQs.
Letterbox Drop/Direct Letter	Inform	Distributed to properties (residents and businesses) within a 100m radius of each application informing of the proposal and opportunity to provide feedback
Onsite Signage	Inform	Inform the general community of the proposed car share location and opportunity to provide feedback
eNewsletters - Council eNews, Business eNews, Precinct eNews	Inform	Inform subscribers of the proposed car share location and opportunity to provide feedback
Submissions	Consult	Free form feedback accepted by email or posted letter as well as via online form.

4. Opportunity Cost/Rationale

Engaging the community in this proposal may entail financial costs to Council to achieve a high-quality engagement process. If the process is robust, community ownership of the decisions made will ensure efficient outcomes. Insufficient or poor-quality engagement can result in poor long-term decisions requiring further resources to rectify. The aim of a high-quality community engagement process is to make sustainable decisions. The engagement process will help Council staff and/or Councillors to understand the related recommendations rationale.

5. Further Information

For further information contact Council's Max White, Sustainable Transport Project Coordinator, Traffic & Transport Operations Department:

Phone: 9936 8100
 Email: yoursay@northsydney.nsw.gov.au
 Website: www.northsydney.nsw.gov.au

5.2. Standing Item - Pedestrian Safety

AUTHOR: Iman Mohammadi, Acting Manager Traffic and Transport Operations

ENDORSED BY: Duncan Mitchell, Director Engineering and Property Services

ATTACHMENTS:

1. Standing Item - Pedestrian Safety - attach Oct 2022 [5.2.1 - 7 pages]

PURPOSE:

To provide a report to the Committee on current pedestrian safety matters and projects, and their current status.

EXECUTIVE SUMMARY:

At the 530th Traffic Committee meeting on 7 February 2020, it was recommended that pedestrian safety be added to the agenda as a standing item. A list of current pedestrian safety standing items and their current status is attached.

FINANCIAL IMPLICATIONS:

There are no financial implications arising directly from this report.

RECOMMENDATION:

1. **THAT** the information concerning Standing Item - Pedestrian Safety be received.

LINK TO COMMUNITY STRATEGIC PLAN

The relationship with the Community Strategic Plan is as follows:

- 2. Our Built Infrastructure
 - 2.1 Infrastructure and assets meet community needs
 - 2.3 Sustainable transport is encouraged

BACKGROUND

At the 530th Traffic Committee meeting on 7 February 2020 it was recommended that pedestrian safety be added to the agenda as a standing item.

CONSULTATION REQUIREMENTS

Community engagement is not required.

Relates to ECM No: N/A

Standard or Guideline Used: N/A

Signs & Lines Priority: N/A

Precinct and Ward: All Precincts, All Wards

Impact on Bicycles: Impacts on cyclists will be assessed for individual projects when they are reported to the Committee in detail.

Impact on Pedestrians: This report highlights current projects that benefit pedestrians

Impact on Parking: Impacts on parking will be assessed for individual projects when they are reported to the Committee in detail.

DETAIL

The table below has the current status of projects that relate to pedestrian safety.

Standing Item - Pedestrian Safety
Traffic Committee 14 October 2022

Item	Street	Location	First TC	Summary	Problem/Request	Comments	ECM
20/01	Bligh Street, Kirribilli	Between Broughton Street and Humphrey Place	20/3/20	Request for Shared Zone	Mayor Gibson has requested a Shared Zone be implemented in Bligh Street due to narrow footpaths and high pedestrian activity in the street.	<p>Bligh Street Shared Zone is listed in Council's Zone 7 LATM Action Plan as a long term priority (T.17).</p> <p>Bligh Street Shared Zone is also listed in Council's Draft 40km/h and 10km/h Shared Zone Masterplan as a long term priority.</p> <p>A Shared Zone for Bligh Street is being implemented as part of the DPIE Streets as Shared Spaces Program.</p> <p>A proposal to construct a permanent shared zone in Bligh Street has been submitted under Active Transport Walking & Cycling Program for funding.</p>	
20/02	Various	Various	8/7/20	Blackspot Grant Funded Projects 2020/21	<p>Council was successful with grant funding applications for 4 locations under the Federal Black Spot Program.</p> <p>Design, consultation and construction is scheduled for 2020/21 financial year.</p>	<p>Projects include:</p> <ol style="list-style-type: none"> 1. Hazelbank St/Morton St - move stop lines forward & install refuge island (TC 5/2/21 - Item 4.6; TC 19/3/21 - Item 4.5) (Completed) 2. Kurraba Road near Hayes St - raise existing pedestrian crossing (Completed) 3. Lavender St at Walker St - raise existing pedestrian crossing (TC 5/2/21 - Item 4.7)(Completed) 4. Ben Boyd Road between Lindsay Street and Kurraba Road - traffic calming (TC 19/3/21 - Item 4.4) (Further investigation is being undertaken) TfNSW has agreed to roll over the funding to FY22-23. 	

Item	Street	Location	First TC	Summary	Problem/Request	Comments	ECM
20/03	Various	Various	20/3/20	Pedestrian Crossing Audit	Council's Traffic Engineer completed an audit of all existing pedestrian crossings to prioritise upgrade of existing flush pedestrian crossings to raised crossings.	<p>Crossings to be upgraded in 2020/21 include:</p> <ol style="list-style-type: none"> 1. Clark Road at Margaret Street (Completed) 2. Ben Boyd Road at Hardie Street (Completed) 3. Carabella Street at Fitzroy Street (TC 5/2/21 - Item 4.8)(Completed) <p>Crossings to be upgraded in 2021/22 include:</p> <ol style="list-style-type: none"> 1. Burton Street at St Aloysius Junior School, Kirribilli - Was ot supported by Community 2. Clarke Street at Willoughby Road, Crows Nest (Design completed, community consultation closed on 13 March 22, a TDA has been prepared and submitted to TC on 22 March 22) - Approved under TDA 22/022 - Ready for construction – Waiting for Council's PM to award the contract 3. Waters Road at Grosvenor Street, Cremorne (Design completed, community consultation is being undertaken close on 13 March 22). reported to 22 April TC. Ready for construction – Waiting for Council's PM to award the contract 4. Morton Street at Rocklands Road, Wollstonecraft. (Design completed, community consultation finished and a TDA prepared and approved by TC, the project passed to project team for action) - Construction is complete 5. Crows Nest Rd/ McHatton St – ped refuge - Community Consultation was concluded 20 March 2022) – Approved under TDA 22/023 <p>Ready for construction – Waiting for Council's PM to award the contract</p>	
20/04	Military Road. Neutral Bay	At Young Street	4/9/20	Pedestrian safety issue	Council received representations of a reported recent near-miss between a pedestrian and a bus at the signalised crossing on the northern side of Military Road near Young Street, and suggestions for more a definitive transition between the footpath and the road at the kerb.	<p>A review of the most recent 5-year crash data revealed no crashes involving pedestrians at this crossing.</p> <p>There is pedestrian fencing to the east of the crossing ramp up to Young Street. Site observations revealed that some pedestrians were crossing diagonally outside of the designated crossing. It is not possible to install a fence to the east of the crossing due to existing street trees. A planter box could be installed, however this would not prevent pedestrians walking in between the street furniture.</p> <p>Some pedestrians were also observed waiting close to the traffic lane on the kerb ramp. Installation of "< Look >" stencils on the kerb ramp may reduce this.</p> <p>Site observations found that pedestrians and vehicles did not cross on red signals.</p>	

Item	Street	Location	First TC	Summary	Problem/Request	Comments	ECM
20/06	Moodie Street, Cammeray	Between Ernest Street and Falcon Street	27/11/20	Pedestrian safety	Residents of Moodie Street have raised concerns about pedestrian safety due to lack of footpath in the 100m section south of Ernest Street.	Refer to report 4.4 to the Traffic Committee 27/11/20 and report to 23/7/2021. Matter deferred until after Council elections & when public is able to address Committee. Community consultation to be carried out as per the petition received at the March 2022 Traffic Committee - Also a Traffic Impact Assessment (TIA) be prepared by a Traffic Consultant to determine any impacts that the proposed one way may have on the surrounding streets	
21/01	River Road at Russell Street, Wollstonecraft		5/2/21	LATM implementation - pedestrian refuge islands	As part of the implementation of the 2020/21 pedestrian refuge islands are proposed at the intersection of River Road and Russell Street	Refer to report 4.5 to the Traffic Committee 5/2/21. Construction completed August 2021.	
21/02a	Gerard Street at Macpherson Street, Cremorne	Pedestrian crossing	19/3/21	Pedestrian safety at existing pedestrian crossing	At its meeting of 25 February 2019, Council resolved to adopt the following recommendation of the North Sydney Traffic Committee: <i>1. THAT pedestrian signals on Gerard Street at Macpherson Street be expedited as a high priority project and funding be brought forward to progress the project to construction .</i>	A report was considered at the Council meeting on 30 November 2020 where it was resolved: <i>1. THAT Council write to the Minister for Transport and Roads requesting special consideration for installation of traffic signals at the intersection of Gerard Street and Macpherson Street on the basis of pedestrian safety and amenity, with reference to this report.</i> The letter was sent 5/2/21 <i>2. THAT the following signage changes be referred to the Traffic Committee for installation under delegation of the Manager Traffic & Transport Operations:</i> <i>a. an additional pedestrian crossing sign installed in front of the tree on the southern side of Gerard Street facing west.</i> <i>b. the Give Way sign on the left-hand side of Macpherson Street at Gerard Street be removed so as not to obstruct the pedestrian crossing sign.</i> Approved and signage instruction issued. <i>3. THAT all line marking associated with the pedestrian crossing including, zebra markings and zig zag markings on approaches, be maintained and refreshed to ensure visibility to the crossing is adequate.</i> Crossing is included in regular maintenance program. Council received a response from the Parliamentary Secretary for Transport and Roads on 19 April 2021 . The response is not favourable to Council's request for traffic signals and staff will contact Transport for NSW regarding alternate solutions.	8478715

Item	Street	Location	First TC	Summary	Problem/Request	Comments	ECM
20/02b	Gerard Street at Macpherson Street, Cremorne	Pedestrian crossing	19/3/21	Pedestrian safety at existing pedestrian crossing	At the Traffic Committee meeting 3/9/21 it was recommended: 1. THAT Council notes that despite repeated requests to Transport for New South Wales, there has been a refusal to install traffic lights at the crossing on Gerard Street at Macpherson Street. Therefore, Council must find alternative methods to improve pedestrian safety. 2. THAT Council urgently remark the pedestrian crossing at Gerard Street and Macpherson Street to make it more visible in accordance with TfNSW standards. 3. THAT the crossing at Gerard Street and Macpherson Street be included in the maintenance schedule more frequently. 4. THAT Council examine alternative methods of increasing visibility at the crossing at Gerard Street and Macpherson Street within TfNSW standards. 5. THAT Council reviews the lighting at the crossing on Gerard Street at Macpherson Street for compliance with the relevant standards for inclusion under the pedestrian safety item at the next Traffic	27/9/21: To be investigated/actioned.	

Item	Street	Location	First TC	Summary	Problem/Request	Comments	ECM
21/03	Various Locations	Federal Stimulus	30/4/21	School Pedestrian Crossing Upgrades - Grant Funding	<p>Council has received grant funding under the TfNSW and Federal Government Stimulus Road Safety Program (School Zone Infrastructure) for 14 projects totalling \$1.6M in 2020/21 & 2021/22.</p> <p>The grants will be used to create raised crossings, to extend kerbs and introduce pedestrian refuge islands, which all help improve visibility and slow down traffic, making children safer as they walk to and from school.</p>	<p>The funding has been allocated to upgrade the following crossings:</p> <ul style="list-style-type: none"> - St Aloysius College Junior School: Install two raised pedestrian crossings on the Alfred Street South at Fitzroy Street intersection, Milsons Point COMPLETED - St Aloysius College: Install raised pedestrian crossing on Broughton Street at Kirribilli Avenue, Kirribilli COMPLETED - Loreto Kirribilli: Raise existing crossing on Carabella Street at Fitzroy Street, Kirribilli COMPLETED - St Aloysius College: Raise existing crossing on Clark Road at Margaret Street, North Sydney COMPLETED - Neutral Bay Public School: Raise existing crossing on Ben Boyd Road at Hardie St, Neutral Bay COMPLETED - Cammeray Public School: Raise existing crossing on Carter Street at Colin Street, Cammeray COMPLETED - Cammeraygal High School: Raise existing crossing on Clarke Street at Willoughby Road, Crows Nest - Contract awarded , awaiting for construction to commence - St Aloysius College Junior School: Raise existing crossing on Burton Street, Kirribilli. NOT TO PROCEED (Refer to TC 15/10/21 item 5.2) - Redlands: Raise existing crossing on Waters Road at Grosvenor Street, Neutral Bay (Design completed, community consultation is being undertaken close on 13 March 22). Refer to item 20/02 - Contract awarded, awaiting for 	
21/04	Military Road, Neutral Bay	At Spofforth Street and Cabramatta Road	24/7/20	Request to amend phasing and cycle times	A resident of Cremorne has requested additional time be added to the pedestrian phase to cross at this intersection, and reduced waiting time between cycles for pedestrians.	1/7/20: The email from the resident was to TfNSW for their attention as the Road Authority for Military Road and all signalised intersections.	
21/05	Grosvenor Lane, Neutral Bay	At Young Street	30/4/21	Pedestrian safety	<p>The Traffic Committee recommended:</p> <ol style="list-style-type: none"> 1. THAT "end shared zone" signage in Grosvenor Lane be moved closer to Young Street and add "give way to pedestrian" signage. (7.4) 2. THAT Council Staff review the current signage and options for increased safety measures. (7.4) 	<p>16/8/21: Signage changes completed 29/7/21.</p> <p>Further reviews to be undertaken when public health orders permit. An instruction has been issued to relocate the Give Way to Pedestrian signs at Young St intersection to be in front of the trees and lower the STOP signs to normal eye level. A STOP line is also being installed at the exit to Young St where it joins the footpath.</p>	8525757

Item	Street	Location	First TC	Summary	Problem/Request	Comments	ECM
21/06	Young Street, Neutral Bay	At Military Road	30/4/21	Pedestrian Safety	The Traffic Committee recommended: THAT the gaps in the fences on Military Road near Young Street Plaza be closed promptly with appropriate safety fencing. (5.3)	Completed.	
21/07	Miller Street at Amherst Street, Cammeray	Intersection traffic signals	11/6/21	Pedestrian Safety - reports of near misses & recent crashes	On 11/6/21 the Traffic Committee recommended: 1. THAT the Traffic Committee acknowledge a recent incident at the intersection of Miller and Amherst Streets which involved the safety of a child crossing the road on the 24 May 2021. Council thank our resident Ms Freeman for bringing this to our attention at the meeting and that this be actioned as a matter of urgency. 1a) THAT Council acknowledge the incident and the long history of dangerous driving and incidents at this intersection. 2. THAT Council start immediate lobbying to TfNSW to extend the red-light pedestrian protection arrow and add a green right turn arrow phase at the intersection. 3. THAT Council TfNSW looks at the intersection of Palmer and Miller Streets in conjunction with this matter. 4. THAT Council actively lobby Transport for NSW for a red-light camera to be installed in this location. 5. THAT the matter be brought back to the	16/8/21: Letter sent to TfNSW 19/7/21. Response received 13/8/21 from A/Director Network and Asset Management: <i>Road safety, including pedestrian safety, is a top priority for Transport for NSW. I am very sorry to read about the very serious incident you describe, and I wish the people involved a full recovery.</i> <i>As you may be aware, Transport for NSW installed an extra left and right-turn red arrow at the traffic lights under the 'Green on Green' project in June 2020, to improve safety for pedestrians at this location.</i> <i>Miller Street is a State Road which caters for high network demands, including public transport to and from the Cammeray area. Installing a dedicated right-turn arrow from Miller to Amherst streets is not supported at this time due to further congestion that would occur on Miller Street.</i> <i>You may be assured that Transport for NSW will continue to monitor the intersection, to ensure it operates safely and as reliably as possible.</i> <i>Transport for NSW is reviewing further potential safety measures in this area, including:</i> • <i>Adjusting the traffic light phasing for both pedestrians and motorists at the intersection</i> • <i>Installing a red-light speed camera at this intersection</i> • <i>Constructing a pedestrian crossing on the western side of the intersection of Miller and Palmer streets.</i> <i>Transport for NSW will continue to update council's local traffic committee on the review of these safety measures.</i>	8606280
21/08	Miller Street, Cammeray	Mid-block pedestrian signals at Cammeraygal Place	3/9/21	Pedestrian Safety	Reports of pedestrian crash which occurred on Sunday evening 1/8/21	16/8/21: Request sent to TfNSW 3/8/21 to lengthen pedestrian crossing signal (phasing) b, and suggestion to improve the visibility of the lights. This is being investigated by TfNSW Network Operations.	

Item	Street	Location	First TC	Summary	Problem/Request	Comments	ECM
22/01	Wycombe Road and Yeo Street	Intersection traffic signals	22/4/22	Pedestrian Safety	A left-hand turn signal be placed on the corner of Wycombe Road and Yeo Street, as people feel they can't see properly and there are a lot of near misses	22/07/22: request sent to TfNSW for review - advise is that: "NetOps has no objection to installation of RA protection for pedestrian safety. Please note that both LTRA and RTRA protection must be provided for all pedestrian crossings, not just for one of the crossings. The disadvantage of RA protection is that delay on all approaches may increase. This site is quite close to the intersection of Military Road and Wycombe Road (TCS 613). However, southbound traffic coming from Military Road is not heavy. Therefore the RA protection is not likely to affect TCS 613. TfNSW does not have any funding available at this stage so if council wants to progress with this project NSC will most likely need to fund it. If council wants to proceed please send me a proposal TCS plan and I will start the review process.	

5.3. Sydney Metro Crows Nest

AUTHOR: Iman Mohammadi, Acting Manager Traffic and Transport Operations

ENDORSED BY: Duncan Mitchell, Director Engineering and Property Services

ATTACHMENTS:

1. 5.3 Attach 01 Crows Nest Kerbside Usage Concept [5.3.1 - 1 page]
2. 5.3 Attach 02 Pacific Hwy Hume St Layout 14 Oct 2022 [5.3.2 - 1 page]
3. 5.3 Attach 03 Pacific Hwy Hume St Swept Path Analysis 14 Oct 2022 [5.3.3 - 1 page]
4. 5.3 Attach 04 Crows Nest WAD Package 01 Technical Note Pacific& Oxley [5.3.4 - 32 pages]

PURPOSE:

The purpose of this report is to update and seek endorsement from the North Sydney Traffic Committee on the Crows Nest Interchange Access Plan traffic and parking arrangements for Crows Nest Station along Oxley Street, Clarke Street and Hume Street, Crows Nest that affect local roads and existing parking arrangements.

Updates are also provided on the Sydney Metro website at <https://www.sydneymetro.info/>

EXECUTIVE SUMMARY:

Consent for the Metro City & South-West (Metro) project was granted by the Department of Planning and Environment on 9 January 2017. The consent can be viewed in full at www.majorprojects.planning.nsw.gov.au.

The project will deliver new railway infrastructure for Sydney, including two new Metro stations within the North Sydney Local Government Area - at Crows Nest and Victoria Cross (North Sydney Centre). Construction commenced in early 2017, with train operations expected to be underway by 2024.

As part of the project planning condition (E92), Sydney Metro must develop an Interchange Access Plan for each station to inform the final design of transport and access facilities and services, including footpaths, cycleways, passenger facilities, parking, traffic and road changes, and integration of public domain and transport initiatives around and at each station.

The Crows Nest Interchange Access Plan has been approved by Department of Planning and Environment (DPE) in March 2022.

Sydney Metro and North Sydney Council worked collaboratively over the past year to provide facilities and services for Crows Nest Station. These facilities and services will be operational upon 'day one' of train operations. The changes involve the following:

1. Kerb side parking changes on Oxley Street and Clarke Street.
2. A new marked foot crossing (northern approach), widening of the existing eastern and southern crossing at Pacific Highway and Oxley Street Intersection. These proposed changes have been approved by Transport for NSW.
3. New pedestrian zebra crossing along Clarke Street (northern leg) and Hume Street (western leg) at Hume Street/ Clarke Street intersection.
4. Introduction of an on-road cycleway along Hume Street between Nicholson Street and Clarke Street.
5. Removal of eastbound traffic lane along Hume Street between Pacific Highway and Clarke Street. The unused width adjacent to northern kerb (painted as chevron marking) could potentially be used for activation area, future OSD construction or increased footpath.
6. Crossing widening of the eastern crossing of Hume Street at Pacific Highway and Hume Street intersection (approved by Transport for NSW).

As part of these facility and services changes, Sydney Metro and North Sydney Council will review capacity and operation of kiss-and-ride (and taxi) spaces 12 months after metro opening to ensure the capacity accommodates demand.

It is expected Sydney Metro will begin works relating to these changes in late 2022 (TBC), further consultation will be provided to Stakeholders and the Community closer to the anticipated start date.

This matter was presented and approved by Traffic Committee at the 22 July meeting. Follow the meeting, an email was received from David Osborne of TfNSW in relation to the proposed for a Zebra crossing at Hume Street stating *the design does not meet Australian Standards as it crosses 2 lanes traveling in the same direction*.

In that regard, TfNSW rescind this LTC approval until such time that a design to comply with standards is prepared.

This matter was brought up to the 2 September 2022 meeting where it was resolved to recommend:

1. **THAT** *the committee rescind the approval and a further report come back to the committee.*

This report provides details of the changes to the proposed pedestrian crossing in Hume Street, Crows Nest.

FINANCIAL IMPLICATIONS:

There are no direct financial implications arising from this report.

RECOMMENDATION:

1. **THAT** the information concerning Sydney Metro City & South-West Crows Nest Station Interchange Access Plan be received and endorsed.
2. **THAT** detailed design plans for the proposed pedestrian crossings and associated works in Hume Street and Clarke Street be consulted with North Sydney Council prior to construction.

LINK TO COMMUNITY STRATEGIC PLAN

The relationship with the Community Strategic Plan is as follows:

2. Our Built Infrastructure

2.1 Infrastructure and assets meet community needs

2.4 Improved traffic and parking management

5. Our Civic Leadership

5.2 Council is well governed, and customer focused

5.3 Community is informed and consulted

BACKGROUND

Consent for the Metro City & South-West (Metro) project was granted by the Department of Planning and Environment on 9 January 2017. The consent can be viewed in full at www.majorprojects.planning.nsw.gov.au

The project will deliver new railway infrastructure for Sydney, including two new Metro stations within the North Sydney Local Government Area - at Crows Nest and Victoria Cross (North Sydney Centre). Construction commenced in early 2017, with train operations expected to be underway by 2024.

This matter was presented and approved by Traffic Committee at the 22 July meeting. Follow the meeting, an email was received from David Osborne of TfNSW in relation to the proposed for a Zebra crossing at Hume Street stating that:

As a follow on from an internal meeting with Metro on Friday it was noted that the design does not meet Australian Standards as it crosses 2 lanes traveling in the same direction. A point raised for consideration was:

1. *Zebra crossing across Hume St at Clarke St. In accordance with the [RMS Austroads Guide Supplements - Austroads Guide to Traffic Management, Part 6:](#)*

- Section 8: NSW practice does not permit Pedestrian (Zebra) Crossings on roads with 2 or more marked travel lanes in same direction. This also applies to roads with 2 unmarked travel lanes in the same direction, ie where vehicles can pass other vehicles travelling in the same direction.*

Accordingly, the zebra crossing across two westbound travel lanes would not be supported, on the basis of safety.

Following this internal meeting it has been requested that TfNSW/NSC arrange for the approval for this part of the Metro works to be rescinded on the basis of safety. We will meet again with Metro tomorrow afternoon to advise them that we have been in touch with North Sydney Council and to discuss alternative options for them. Metro will need to come up with a new design that is in accordance with Australian Standards.

TfNSW needs to rescind this LTC approval until such time that a design to comply with standards is prepared.

This matter was brought up to the 2 September 2022 meeting where it was resolved to recommend:

1. THAT *the committee rescind the approval and a further report come back to the committee.*

This report provides details of the changes to the proposed pedestrian crossing in Hume Street, Crows Nest.

CONSULTATION REQUIREMENTS

Community engagement will be undertaken in accordance with Council's Community Engagement Protocol.

Relates to ECM No: 8958298

Standard or Guideline Used: AS1742.2, 2890.5

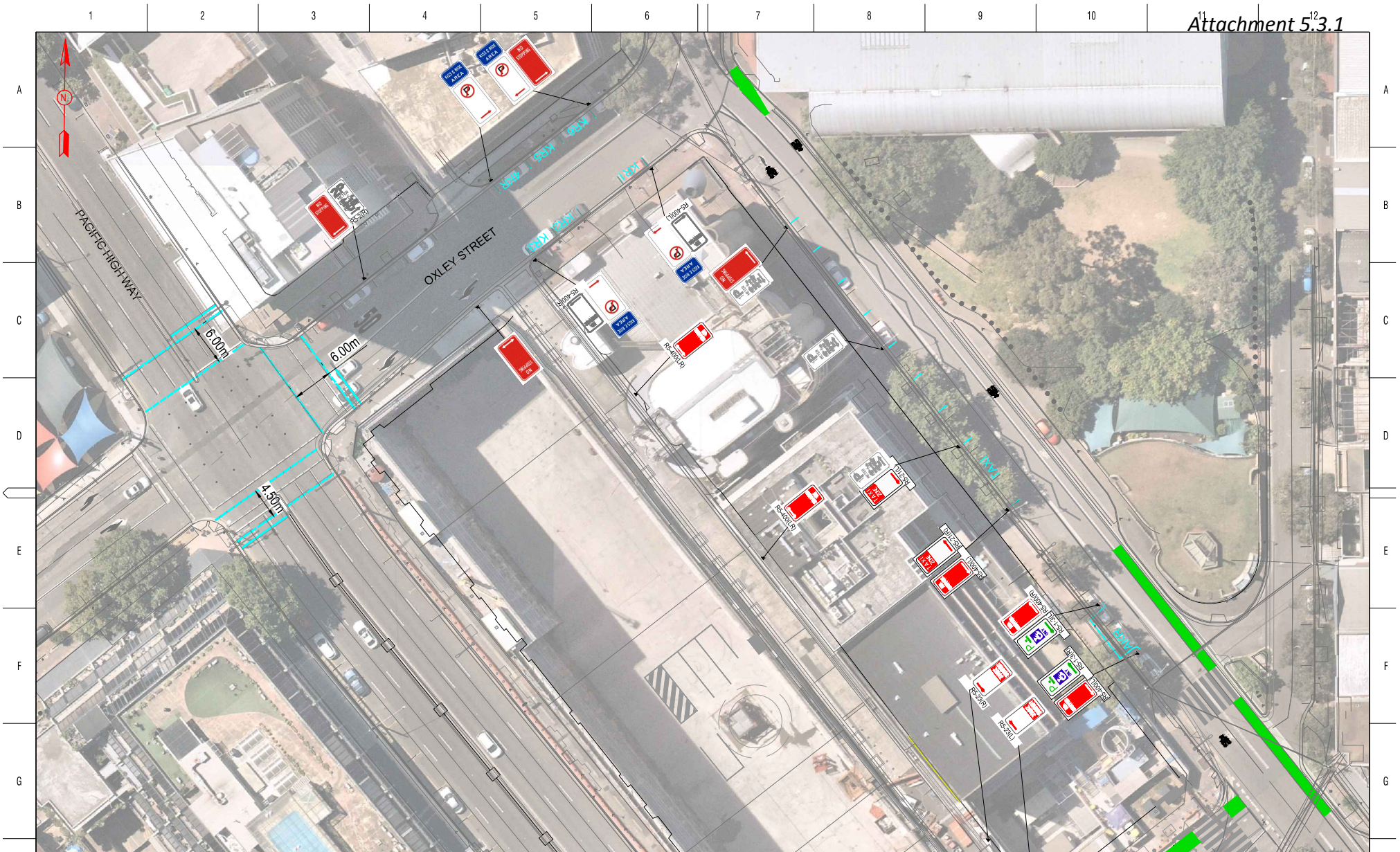
Signs & Lines Priority: 2

Precinct and Ward: Holtermann, Tunks

Impact on Bicycles: Bicycle access is improved under the proposed works

Impact on Pedestrians: Pedestrian's access is improved under the proposed works

Impact on Parking: The proposal will result in loss of 8 parking spaces in Oxley Street and 5 parking spaces in Clarke Street. The motorbike parking on Clarke Street will be used for taxi zone and kiss-and-ride spaces.



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AND	DESCRIPTION	DESIGNED SIGN DATE	VERIFIED SIGN DATE	APPROVED SIGN DATE

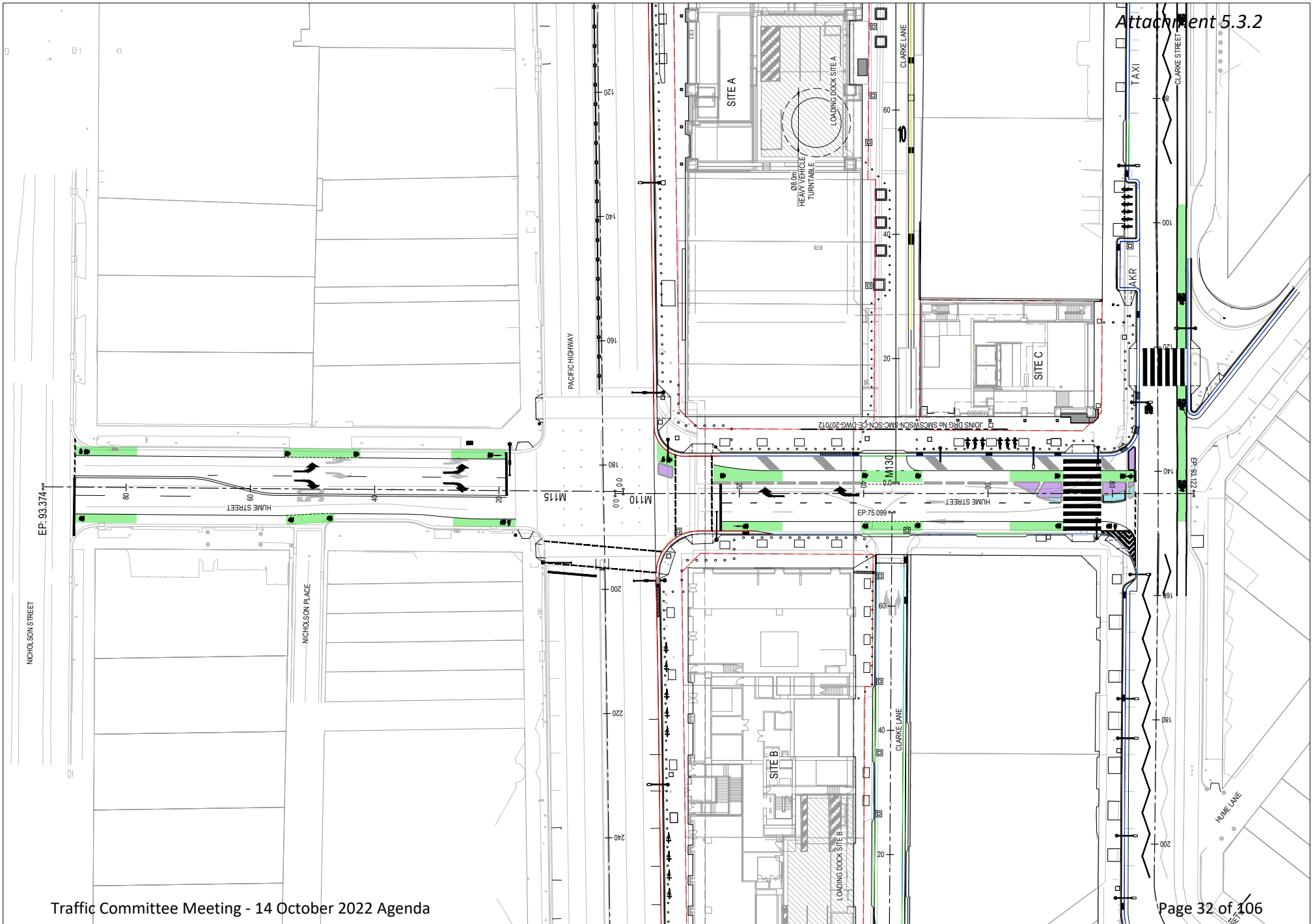


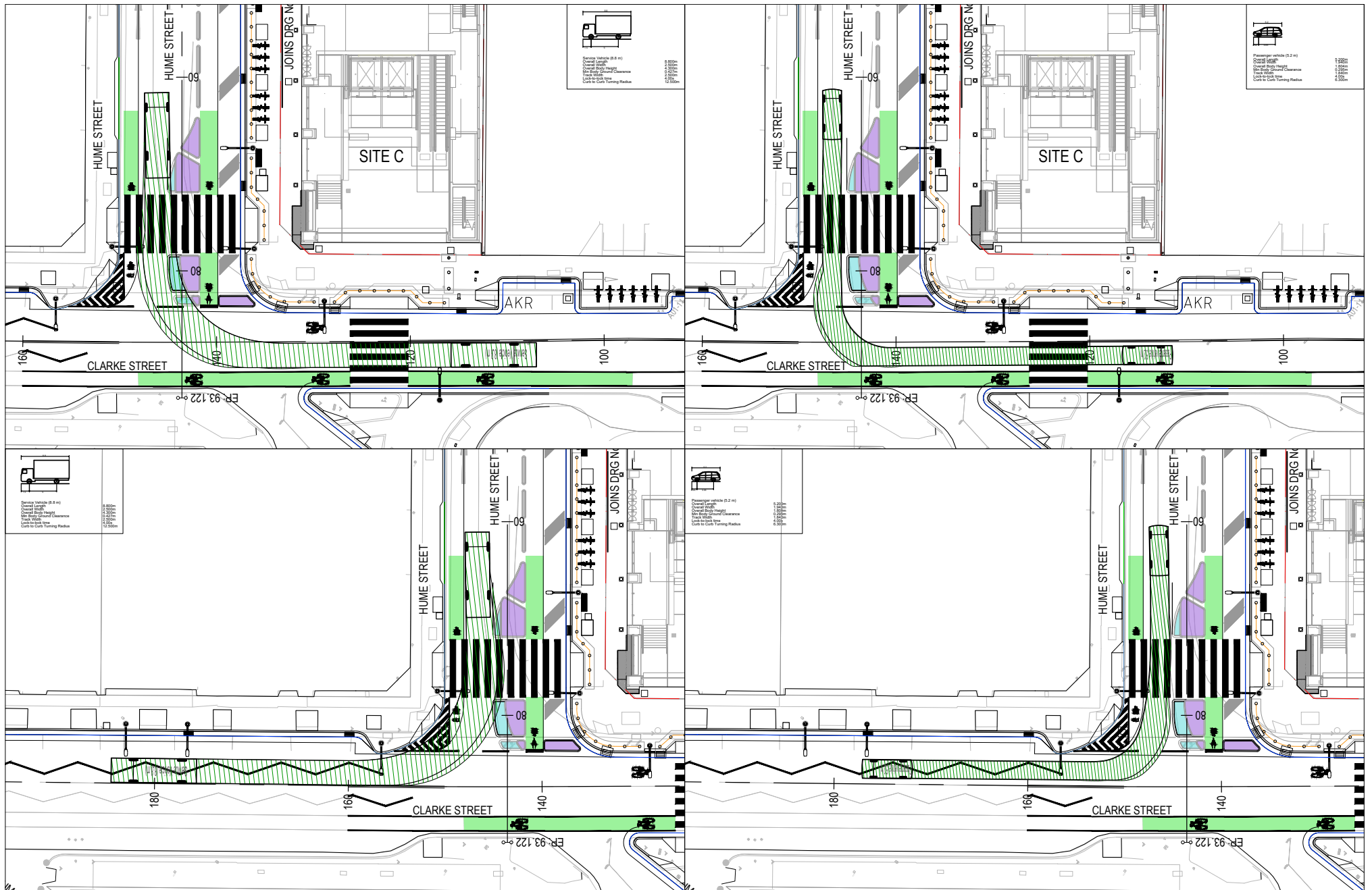
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DRAWN	S. ROOD	08/06/2022
DESIGNED		
DRG CHECK		
DESIGN CHECK		
APPROVED		

SYDNEY METRO CITY AND SOUTH WEST CROWS NEST OXLEY ST - PASIFIC HIGHWAY

FILE No.	SHEET: OF
STATUS: DRAFT	TMC:
DRG No.	EDMS No.







Crows Nest Station WAD Package 01 – Signalised crossing upgrades at the intersection of the Pacific Highway / Oxley Street, Crows Nest

WAD Package TECHNICAL NOTE

Project:	Sydney Metro City and Southwest	Date:	28/04/2022
Group:	Metro Operations, Customer & Placemaking	Status:	Draft Final
Author:	P Brogan / K Hind / G Hitchcox	Revision:	5
Company:	Sydney Metro	File number:	N/A
File name:	Crows Nest Station WAD Package 01 - Technical Note		

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Revision	Revision date	Status	Brief reason for update	Author	Reviewer/ Approver	Signature
0	12/06/2018	Draft	Develop tech note	P Brogan / K Hind / Traffic Advisor / Sydney Metro	Program Manager, Trans. Planning	
1	06/08/2019	Draft	Edits and updates	P Brogan / K Hind / Traffic Advisor / Sydney Metro	Program Manager, Trans. Planning	
2	20/09/2019	Draft Final	Edits and updates	P Brogan / K Hind / Traffic Advisor / Sydney Metro	Program Manager, Trans. Planning	
3	14/11/2019	Draft Final	Issue to RMS	P Brogan / K Hind / Traffic Advisor / Sydney Metro	Program Manager, Trans. Planning	
4	07/04/2022	Draft Final	Issued to Planning and Programs for review / approval	G Hitchcox / Senior Manager / Transport Planning Advisory / Sydney Metro	TfNSW GS Planning and Programs	
5	28/04/2022	Draft Final	Updates based on TfNSW comments.	G Hitchcox / Senior Manager / Transport Planning Advisory / Sydney Metro	TfNSW GS Planning and Programs	

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Executive Summary Table

Item	WAD Package Assessment Summary	TfNSW Response
1.WAD Package No	Crows Nest Station WAD Package 01 – Signalised crossing upgrades at the intersection of the Pacific Highway & Oxley Street, Crows Nest.	
2.WAD Package Description	The works include a new 6.0m wide marked foot crossing of the Pacific Highway (northern approach) at the intersection with Oxley Street and widening of the existing eastern crossing of Oxley Street (from 3.4m to 6.0m) and southern crossing of Pacific Highway (from 3.4m to 4.5m). The previously proposed changes to the marked foot crossings received in principle support from the TfNSW Planning and Program (former RMS) by way of email dated 11 December 2019.	
3.Rationale	Customer accessibility, safety & crossing capacity – provides for improved access for pedestrians crossing the Pacific Highway, and increases crossing capacity in response to forecast increased pedestrian demands without significant changes or impact on traffic flow.	
4.RMS Warrants & Design Standards	Satisfies TfNSW warrant for pedestrian crossings on all legs of a signalised intersection in accordance with TfNSW (previously RMS) Traffic Signal Design Guide.	
5.Meeting RMS KPI's	Supporting increased pedestrian movement and activity at the intersection with opening of Sydney Metro and growth in St Leonards and Crows Nest.	
5.1 Traffic & Pedestrian Demands	Pacific Highway: 2,680(AM) – 2,390(PM) veh/hr. Oxley St: 300(AM) - 380(PM) veh/hr. Forecast 2036 pedestrians - Highway/Oxley St intersection: 4,430(AM) - 4,100(PM) ped/hr.	
5.2 Network Efficiency	The works would not adversely impact traffic flow efficiency or journey time reliability for traffic and pedestrians.	
5.3 Pedestrian Safety	The works would improve pedestrian safety by accommodating forecast growth in pedestrian activity through this intersection.	
5.4 Intersection Operation	The works would not significantly impact the operation of the Pacific Highway / Oxley Street intersection.	

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5.5 Crashes	Four (4) crashes at the Pacific Highway / Oxley Street intersection recorded in the July 2013 to June 2017 survey period. One crash involved a collision with a pedestrian.	
5.6 Regulatory Signage and linemarking	Minor changes to regulatory, advisory or way finding signage and linemarking.	
6. Conclusions	The works are required to enhance pedestrian accessibility, safety & signalised crossing capacity at the intersection. The works will not adversely impact traffic flow efficiency.	

1. WAD Package Proposal

The works involve the following:

- New marked foot crossing on the northern side of Pacific Highway (6.0m wide).
- Widening of the eastern marked foot crossing of Oxley Street (from 3.2m to 6.0m).
- Widening of the southern marked foot crossing of Pacific Highway (from 3.2m to 4.5m)
- The western crossing is not proposed to be widened.

The works are required to enhance pedestrian accessibility, safety & crossing capacity in response to forecast growth in pedestrian activity through this intersection. Pedestrian modelling has indicated the proposed works improve the pedestrian level of service to an acceptable level for 2036. These works were agreed in principle through a TfNSW collaboration forum between Sydney Metro and Greater Sydney Division. The changes will involve the following works, to be defined during detailed design:

- Carriageway line marking removal and installation.
- Footpath kerb ramp installation and modifications.
- Traffic signal post / lantern, detectors, and light pole relocation/installation.
- Possible road carriageway and drainage works.
- Traffic signal personality modifications (TfNSW responsibility).

The works are required to support end state Metro Day One operational outcomes. Refer to **Figure 1** for an indicative layout of the proposed station location and accesses.

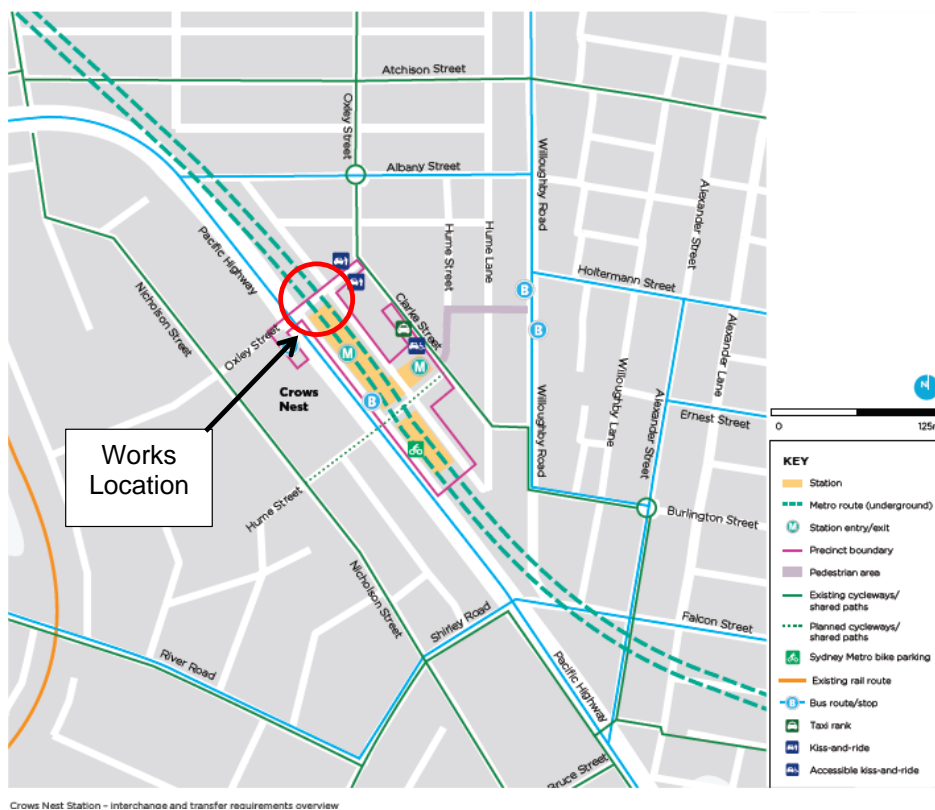


Figure 1 – Crows Nest Station indicative layout (Crows Nest IAP ver v5, February 2022)

A proposed TCS design is provided in **Figure 2** and **Appendix 1**.

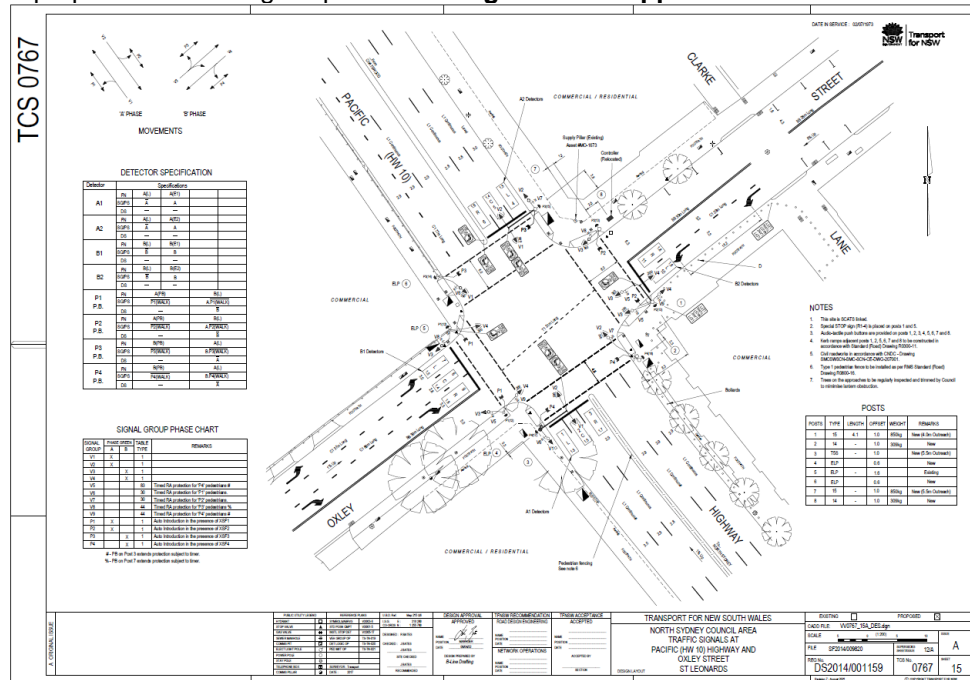


Figure 2 – Pacific Highway/Oxley Street TCS plan

2. Rationale

The WAD package works are required for the following reasons:

1. Accessibility – pedestrian movement across the Pacific Highway and other roads will increase over time with the introduction of the Crows Nest Metro station and planned growth in the St Leonards and Crows Nest centres. The new marked foot crossing and increased marked foot crossing width will facilitate improved access to and from the Metro station entry and the St Leonards activity centre.
2. Safety – the new marked foot crossing and increased marked foot crossing width will provide direct access and additional space for pedestrian movement at the intersection, reducing the risk of pedestrian-vehicle conflict from overspill or illegal carriageway crossings.
3. Capacity - the new marked foot crossing and increased marked foot crossing width will increase crossing capacity in response to forecast increase in pedestrian activity.

The works require delivery via the Works Authorisation Deed (WAD) because they will impact traffic signal geometry and layout at the Pacific Highway / Oxley Street intersection, and require additional traffic signal hardware and programming.

3. TfNSW Warrants

The proposal to install a pedestrian crossing across the Pacific Highway on the northern side of the intersection complies with Section 2.4 of the TfNSW (previously RMS) Traffic Signal Design Manual document which states “A signalised marked foot crossing must be provided on each leg of a signalised intersection (including T junctions), in a built up area...” Section 2.4 also lists circumstances where a crossing may not be provided, however, it is considered that none of the listed circumstances would apply to this intersection.

A proposal to widen an existing marked foot crossing at a signalised intersection does not require assessment against the RMS warrants. Section 6.3 of the TfNSW Traffic Signal Design document states that *“the standard width of a marked foot crossing at an intersection is 3.6 metres measured to the outside edge of the dashed paint lines. However, where large flows of pedestrians use the crossing (more than two ranks per cycle in either direction during peak periods) or large numbers of pedestrians arrive in platoons (eg: near railway stations or schools), wider crossings may be used. Wider crossings should be 4.5m, 6m or 10 m in width shown on the design layout.”*

4. Key WAD assumptions

The key assumptions for Crows Nest WAD Package 01 are as follows:

1. The existing marked foot crossings at the intersection are between 3.3 and 3.6 metres wide.
2. The proposed new marked foot crossing on the northern side of Pacific Highway will be 6.0 metres wide.
3. It is proposed to widen the eastern existing marked foot crossing on Oxley Street to 6.0 metres.
4. It is proposed to widen the southern existing marked foot crossing on Pacific Highway to 4.5 metres.
5. The western crossing is not proposed to be widened.
6. The extent of the post, lantern and light pole relocations has yet to be defined.
7. The works will require footpath kerb ramp and drainage modifications.
8. It is anticipated that the changes will occur immediately prior to Metro Station opening in 2024 and remain in place post 2024.

The key assumptions adopted in the SIDRA analysis (applies to all Crows Nest station end-state WAD packages) are as follows:

1. The volumes at the following intersections were obtained from traffic surveys undertaken on Tuesday 25 October 2016:
 - Pacific Highway / Albany Street (signals)
 - Pacific Highway / Oxley Street (signals)
 - Pacific Highway / Hume Street (signals)
 - Pacific Highway / Falcon Street (signals)
 - Clarke Street / Oxley Street (sign control)
 - Clarke Street / Hume Street (sign control)
2. Existing signal phasing was based on SCATS data obtained for the above signalised intersections.
3. Traffic volumes for the modelling are for total passenger car units (PCU), to take account of the heavy vehicle volumes.
4. Zero background traffic growth was assumed for future scenarios, based on nearby RMS traffic count stations indicating stable traffic volumes in the peak periods.
5. A sensitivity test was undertaken with +15% background traffic growth to understand potential future performance with additional traffic.
6. Scenarios modelled included the following:
 - a. Scenario 0 – Existing 2016
 - b. Scenario 1 – Future base layout (additional 2036 traffic & pedestrians but no physical changes)
 - c. Scenario 2 – Future proposed layout (additional 2036 traffic & pedestrians)
 - d. Scenario 3 – Sensitivity test with proposed layout
7. Civil works assumed in the future proposed layout (Scenario 2) and associated traffic and pedestrian modelling:
 - Additional crossing on the Northern approach of the Pacific Highway / Oxley Street intersection (this intersection)
 - Crossing widening on the Eastern approach of the Pacific Highway / Oxley Street intersection (this intersection)
 - Crossing widening on the Southern approach of Pacific Highway / Oxley Street intersection (this intersection).

- Provision of an on-road cycleway on Hume Street between Nicholson Street and Clarke Street, removing a travel lane (adjacent intersection) and associated signal phasing changes would be included in Crows Nest Station WAD Package 02 - Technical Note (currently working in progress).



Figure 3 – Looking south along the Pacific Highway at the Oxley Street intersection.



Figure 4 – Looking east along Oxley Street at the Pacific Highway intersection.

5. Network Operations

Section 5 demonstrates how the WAD package meets the RMS KPI's of safety and traffic flow efficiency. This has been done with reference to the criteria below.

5.1. Traffic & Pedestrian Demand

Traffic count data has been obtained from the 2016 Traffic surveys. The peak period vehicle flows were as follows:

Pacific Highway (between Oxley & Hume) southbound (AM/PM):	1,340 / 1,260 veh/hr
Pacific Highway (between Oxley & Hume) northbound (AM/PM):	1,340 / 1,130 veh/hr
Oxley Street (east of Highway) westbound (AM/PM):	173 / 142 veh/hr
Oxley Street (east of Highway) eastbound (AM/PM):	126 / 240 veh/hr

Pedestrian volumes (Nov 2015) from the EIS at the Pacific Highway / Oxley Street intersection are shown **Appendix 2**.

The forecast Crows Nest Metro station patronage demands were obtained from PTPM outputs and are consistent with the 2016 EIS volumes. The adopted patronage demand is as follows:

- AM passenger entries: 4,700 ped/hr (2036)
- AM passenger exits: 5,800 ped/hr (2036)

It was estimated from the EIS and Stage 1 design analysis that passengers will use the station entries in the following proportions:

- AM passenger entries and exits 2036 (Highway entry): 64% (6,760)

- AM passenger entries and exits 2036 (Clarke St entry): 36% (3,740)

The eastern marked pedestrian crossing of Oxley Street accommodates the bulk of pedestrian movement at the Pacific Highway / Oxley Street intersection, about 60% of total intersection pedestrian demand in 2015 (AM).

The southern marked pedestrian crossing of Pacific Highway accommodates the pedestrian movements travelling to and from the northbound bus stop and south western side of Pacific Highway.

The northern crossing of Pacific Highway accommodates the pedestrian movements travelling in a North West direction along Pacific Highway.

There is no widening proposed for the western crossing of Pacific Highway.

The forecast additional pedestrian volumes and modelling in the precinct necessitate the proposed additional crossing and widened marked foot crossings.

5.2. Network Efficiency

SIDRA network performance outputs for all scenarios are presented in **Appendix 3**. Implementing the proposed changes was assessed using SIDRA and observed to have minimal impact on overall network performance. Queueing along the Pacific Highway increases under all future 2036 scenarios and may spill over to adjacent intersections at the 95th percentile, however SIDRA network modelling indicated that network performance was not impacted. Implementation of the proposed works is expected to have negligible incremental impact, as is demonstrated by the performance of Scenario 2 relative to Scenario 1.

5.3. Pedestrian Safety

The additional signalised crossing will provide a formal, safe crossing point for an existing and future pedestrian desire line across the Pacific Highway at Oxley Street, significantly reducing the risk of conflict at the intersection. The widened crossing on Oxley Street will provide additional space and capacity for pedestrian movement along the Pacific Highway with consequent reductions in the risk of conflict at the intersection.

5.4. Intersection Operations

SIDRA intersection performance outputs for all scenarios are presented in **Appendix 3**. The results indicate that the intersection modifications will not significantly impact intersection operation. The intersection operates at level of service 'A' under existing conditions, as well as under future scenarios 1 and 2. Under the sensitivity test, the intersection is expected to operate at level of service 'B', with a degree of saturation greater than 1 in both peak periods.

5.5. Bus Operations

The proposed WAD works would not impact bus operations.

5.6. Crashes

TfNSW recorded crash data was analysed for the period July 2013 to June 2017 (inclusive). At the Pacific Highway / Oxley Street intersection there were four (4) crashes recorded in the four year survey period. One of the crashes was a 'hit pedestrian' crash. Two of the crashes were 'intersection adjacent approaches' crashes. The other crash was a rear end crash. Two of the crashes resulted in injuries, including one major injury. The crash data is presented in **Appendix 4**.

5.7. Regulatory Signage

The proposed WAD works may require minor changes to regulatory, advisory or way finding signage and line marking at the Pacific Highway and Oxley Street intersection.

6. Conclusion

The proposed works are required on pedestrian accessibility, safety and capacity grounds. The additional crossing and increased marked foot crossing width will facilitate improved access to and from the Metro station entries and the Crows Nest activity centre. The changes will provide direct access, additional space and capacity for pedestrian movement with consequent reductions in the risk of conflict at the intersection.

SIDRA traffic modelling results indicate that the proposed works will not significantly impact on Pacific Highway or intersection operations.

The works require delivery via the Works Authorisation Deed (WAD) as they will impact traffic signal geometry and layout at the Pacific Highway / Oxley Street intersection. Initial analysis indicates the proposed works will result in improvements to intersection geometry and reduce the potential for vehicle/pedestrian conflict.

Appendix 2 – Existing (2015) Pedestrian Volumes (WSP)

Figure 1.4 Crows Nest station – Background pedestrian counts AM peak hour

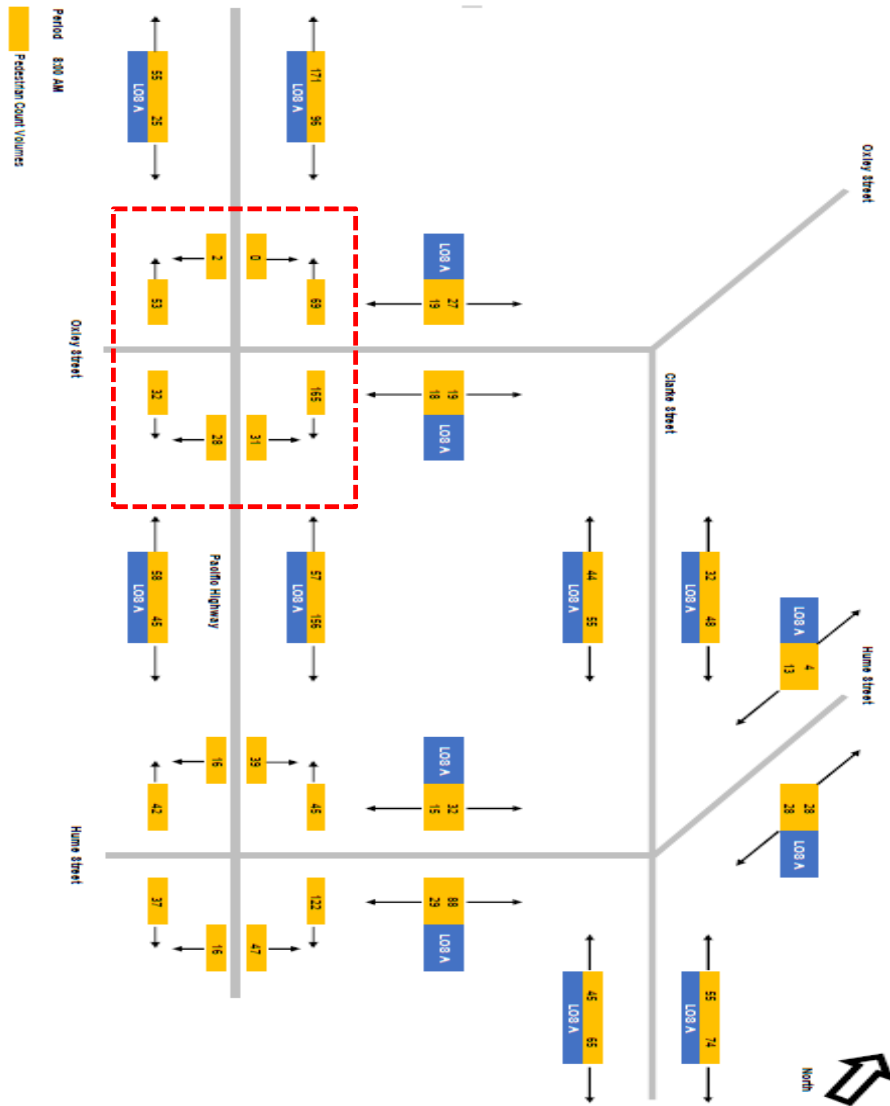
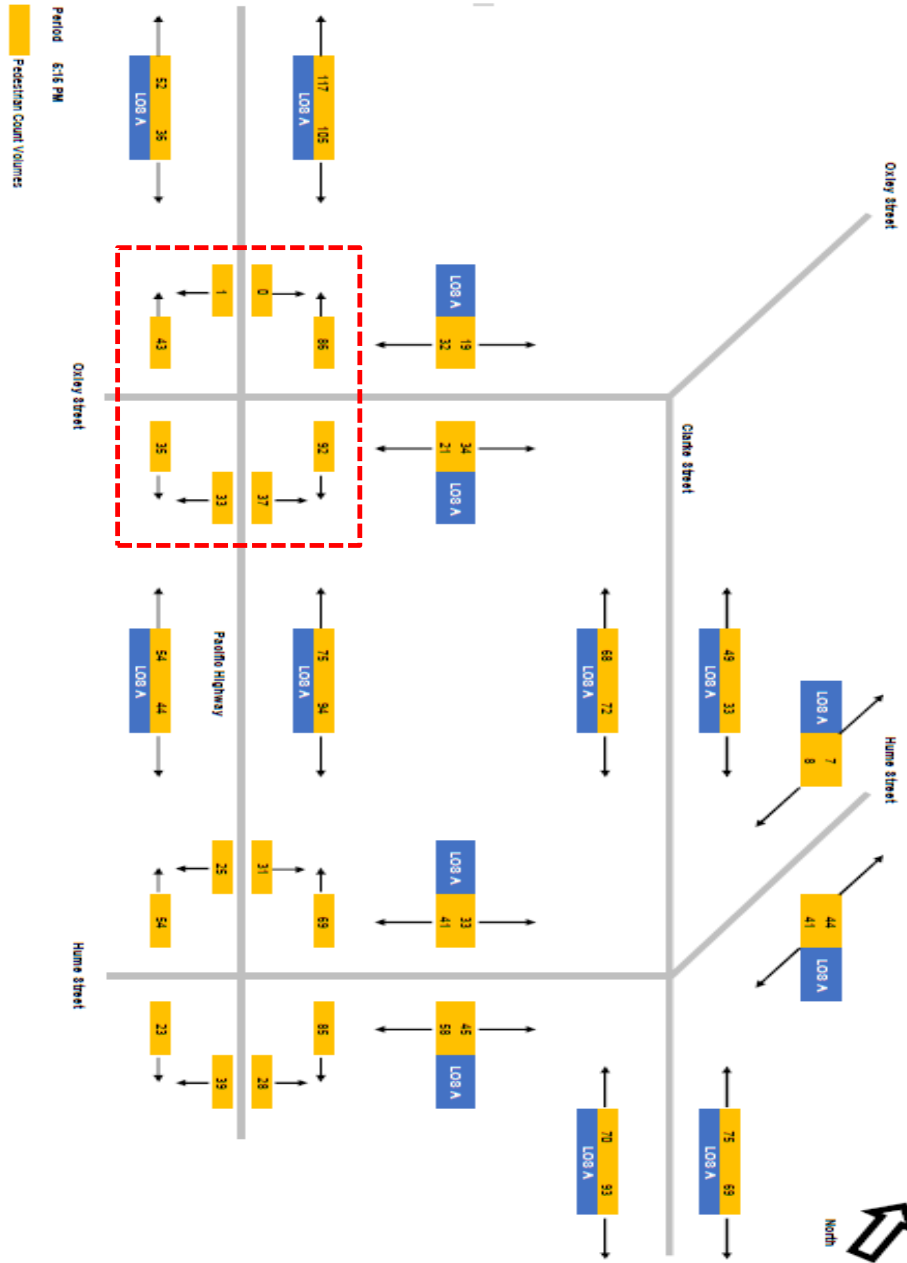
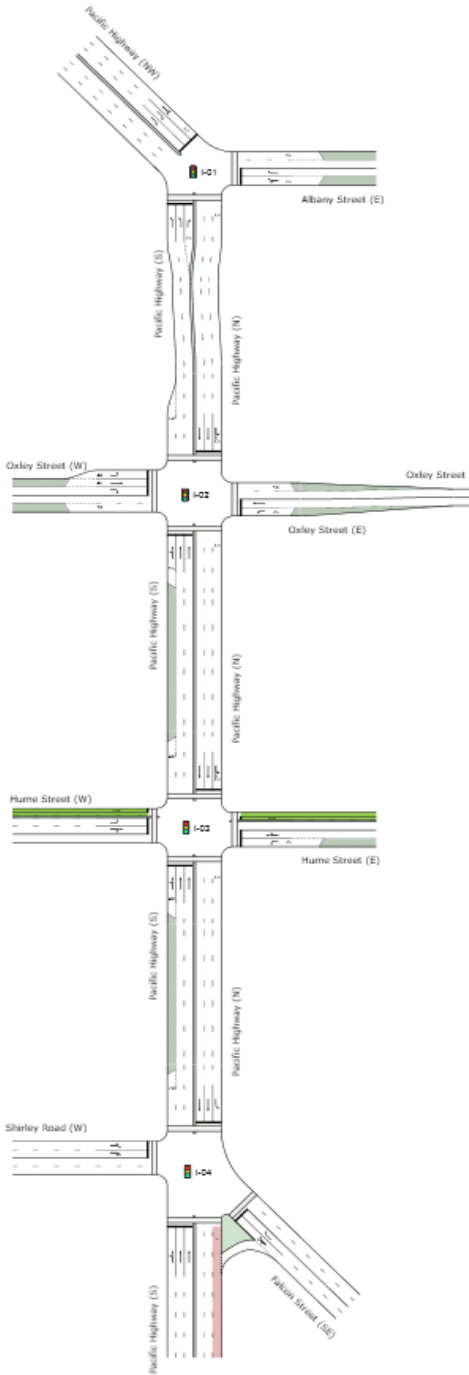


Figure 1.5 Crows Nest station – Background pedestrian counts PM peak hour

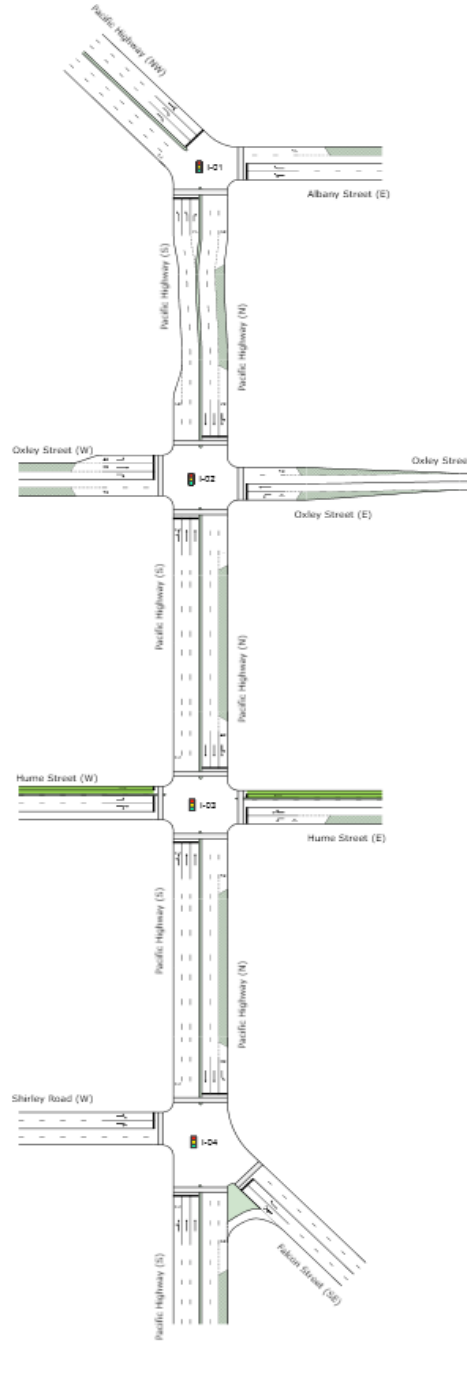


Appendix 3 – SIDRA Traffic Modelling Outputs & Checklist

Future Network Layout



AM Peak



PM Peak

Intersection Performance

Site ID	Intersection	Scenario	Peak	DoS	Ave. Delay	LoS	Queue	Peak	DoS	Ave. Delay	LoS	Queue	
I-01	Pacific Highway / Albany Street	S0	2016 Existing	AM	0.88	27	B	170 (S)	PM	0.84	25	B	146 (S)
		S1	Future Base		0.88	32	C	246 (NW)		0.88	28	B	175 (E)
		S2	Future Proposed		0.88	32	C	246 (NW)		0.88	28	B	175 (E)
		S3	S2+15% traffic		1.04	49	C	388 (NW)		0.88	29	C	222 (S)
I-02	Pacific Highway / Oxley Street	S0	2016 Existing	AM	0.87	9	A	56 (E)	PM	0.82	12	A	75 (W)
		S1	Future Base		0.84	10	A	67 (E)		0.95	13	A	72 (W)
		S2	Future Proposed		0.84	10	A	67 (E)		0.95	14	A	72 (W)
		S3	S2+15% traffic		0.93	21	B	196 (S)		1.02	16	B	89 (S)
I-03	Pacific Highway / Hume Street	S0	2016 Existing	AM	0.59	11	A	94 (S)	PM	0.61	12	A	70 (N)
		S1	Future Base		0.64	13	A	98 (N)		0.87	15	B	95 (N)
		S2	Future Proposed		0.85	16	B	106 (N)		0.87	17	B	112 (N)
		S3	S2+15% traffic		1.75	53	D	299 (E)		0.87	17	B	137 (N)
I-04	Pacific Highway / Falcon Street	S0	2016 Existing	AM	0.89	39	C	211 (N)	PM	0.98	38	C	296 (SE)
		S1	Future Base		0.89	38	C	223 (N)		0.98	39	C	229 (SE)
		S2	Future Proposed		0.89	38	C	222 (N)		0.97	39	C	229 (SE)
		S3	S2+15% traffic		1.53	117	F	614 (W)		1.64	121	F	653 (W)

Network Performance

Network Performance AM Peak						
Scenario	Network LoS	Travel Time Index	Travel Speed (km/h)	Degree of Saturation	Control Delay (total veh. Veh-h/h)	
S0	2016 Existing	E	3.04	22	0.89	87.0
S1	Future Base	E	2.92	22	0.89	99.2
S2	Future Proposed	E	2.88	21.5	0.88	101.3
S3	S2+15% traffic	F	0.94	11.1	1.74	286.9

Network Performance PM Peak						
Scenario	Network LoS	Travel Time Index	Travel Speed (km/h)	Degree of Saturation	Control Delay (total veh. Veh-h/h)	
S0	2016 Existing	E	3.06	23	0.98	86.0
S1	Future Base	E	2.95	22	0.97	97.4
S2	Future Proposed	E	2.89	21.6	0.97	100.0
S3	S2+15% traffic	F	1.35	13.3	1.64	225.4

Movement summaries (Pacific Highway / Oxley Street)

AM Peak

MOVEMENT SUMMARY

 Site: I-02 [I-02 EX AM-Pac Hwy||Oxley]

 Network: 1 [Scenario 0 AM]

Pacific Highway / Oxley Street

2016 EX AM

Site Category: (None)

Signals - Fixed Time Coordinated Cycle Time = 132 seconds (Network Site User-Given Phase Times)

Movement Performance - Vehicles														
Mov ID	Turn	Demand Flows		Arrival Flows		Deg. Satn	Average Delay sec	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
		Total veh/h	HV %	Total veh/h	HV %				Vehicles	Distance m				
South: Pacific Highway (S)														
1	L2	133	1.6	133	1.6	0.108	8.2	LOS A	1.0	7.0	0.12	0.59	0.12	39.7
2	T1	1278	4.8	1278	4.8	0.542	0.7	LOS A	2.0	14.9	0.05	0.05	0.05	55.1
Approach		1411	4.5	1411	4.5	0.542	1.4	LOS A	2.0	14.9	0.06	0.10	0.06	50.7
East: Oxley Street (E)														
4	L2	49	2.1	49	2.1	0.397	71.1	LOS F	3.2	22.8	1.00	0.75	1.00	4.0
5	T1	133	1.6	133	1.6	0.454	55.8	LOS D	7.9	56.1	0.96	0.77	0.96	15.3
Approach		182	1.7	182	1.7	0.454	60.0	LOS E	7.9	56.1	0.97	0.76	0.97	12.4
North: Pacific Highway (N)														
7	L2	54	3.9	54	3.9	0.092	8.6	LOS A	1.0	7.6	0.15	0.35	0.15	38.1
8	T1	1338	9.7	1338	9.7	0.458	0.8	LOS A	1.7	12.6	0.05	0.06	0.05	54.9
Approach		1392	9.5	1392	9.5	0.458	1.1	LOS A	1.7	12.6	0.05	0.07	0.05	54.0
West: Oxley Street (W)														
10	L2	62	8.5	62	8.5	0.286	59.4	LOS E	3.6	27.3	0.93	0.76	0.93	12.2
11	T1	79	1.3	79	1.3	0.867	61.5	LOS E	5.7	40.5	0.94	0.78	1.09	11.9
12	R2	52	2.0	52	2.0	0.867	83.0	LOS F	5.7	40.5	1.00	0.96	1.44	9.6
Approach		193	3.8	193	3.8	0.867	66.6	LOS E	5.7	40.5	0.95	0.82	1.13	11.3
All Vehicles		3177	6.5	3177	6.5	0.867	8.6	LOS A	7.9	56.1	0.16	0.17	0.17	32.2

PM Peak

MOVEMENT SUMMARY

 Site: I-02 [I-02 EX PM-Pac Hwy][Oxley]

 Network: 1 [Scenario 0 PM]

Pacific Highway / Oxley Street

2016 EX PM

Site Category: (None)

Signals - Fixed Time Coordinated Cycle Time = 130 seconds (Network Site User-Given Phase Times)

Movement Performance - Vehicles														
Mov ID	Turn	Demand Flows		Arrival Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed
		Total veh/h	HV %	Total veh/h	HV %				Vehicles veh	Distance m				
South: Pacific Highway (S)														
1	L2	64	0.0	64	0.0	0.083	8.7	LOS A	0.8	5.5	0.13	0.43	0.13	41.3
2	T1	1121	5.5	1121	5.5	0.414	1.2	LOS A	2.5	18.2	0.07	0.07	0.07	51.7
Approach		1185	5.2	1185	5.2	0.414	1.6	LOS A	2.5	18.2	0.07	0.09	0.07	49.9
East: Oxley Street (E)														
4	L2	61	0.0	61	0.0	0.305	63.7	LOS E	3.7	25.7	0.96	0.75	0.96	4.4
5	T1	88	1.2	88	1.2	0.238	48.0	LOS D	4.8	33.7	0.89	0.70	0.89	17.0
Approach		149	0.7	149	0.7	0.305	54.4	LOS D	4.8	33.7	0.92	0.72	0.92	12.0
North: Pacific Highway (N)														
7	L2	65	1.6	65	1.6	0.081	10.7	LOS A	1.2	8.7	0.21	0.47	0.21	31.5
8	T1	1143	3.3	1143	3.3	0.406	1.3	LOS A	2.2	15.6	0.07	0.07	0.07	52.7
Approach		1208	3.2	1208	3.2	0.406	1.8	LOS A	2.2	15.6	0.08	0.09	0.08	50.9
West: Oxley Street (W)														
10	L2	103	2.0	103	2.0	0.301	53.4	LOS D	5.7	40.3	0.90	0.77	0.90	13.2
11	T1	187	0.0	187	0.0	0.517	50.9	LOS D	10.7	75.0	0.94	0.78	0.94	13.9
12	R2	103	0.0	103	0.0	0.817	76.4	LOS F	7.2	50.3	1.00	0.94	1.30	10.1
Approach		394	0.5	394	0.5	0.817	58.3	LOS E	10.7	75.0	0.95	0.82	1.02	12.5
All Vehicles		2937	3.5	2937	3.5	0.817	12.0	LOS A	10.7	75.0	0.23	0.22	0.24	27.5

AM Peak

MOVEMENT SUMMARY

 Site: I-02 [I-02 FU Base AM-Pac Hwy][Oxley]

 Network: 1 [Scenario 1 AM]

Pacific Highway / Oxley Street

Future Base AM

Site Category: (None)

Signals - Fixed Time Coordinated Cycle Time = 132 seconds (Network Site User-Given Phase Times)

Movement Performance - Vehicles														
Mov ID	Turn	Demand Flows		Arrival Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue	Distance	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed
		Total veh/h	HV %	Total veh/h	HV %	v/c	sec		Vehicles veh	m				km/h
South: Pacific Highway (S)														
1	L2	133	1.6	133	1.6	0.142	8.5	LOS A	1.2	8.9	0.12	0.49	0.12	40.8
2	T1	1278	4.8	1278	4.8	0.710	2.3	LOS A	6.4	47.0	0.16	0.16	0.16	46.4
Approach		1411	4.5	1411	4.5	0.710	2.9	LOS A	6.4	47.0	0.15	0.19	0.15	45.0
East: Oxley Street (E)														
4	L2	140	0.8	140	0.8	0.778	72.6	LOS F	9.5	66.7	1.00	0.88	1.18	3.9
5	T1	133	1.6	133	1.6	0.378	51.5	LOS D	7.6	53.7	0.93	0.75	0.93	16.2
Approach		273	1.2	273	1.2	0.778	62.3	LOS E	9.5	66.7	0.96	0.82	1.05	9.8
North: Pacific Highway (N)														
7	L2	54	3.9	54	3.9	0.101	9.0	LOS A	1.1	8.3	0.15	0.34	0.15	37.6
8	T1	1428	9.1	1428	9.1	0.506	0.9	LOS A	2.0	14.9	0.06	0.06	0.06	54.2
Approach		1482	8.9	1482	8.9	0.506	1.2	LOS A	2.0	14.9	0.06	0.07	0.06	53.3
West: Oxley Street (W)														
10	L2	62	8.5	62	8.5	0.291	56.3	LOS D	3.6	26.7	0.91	0.76	0.91	12.7
11	T1	79	1.3	79	1.3	0.225	49.8	LOS D	4.4	30.8	0.89	0.70	0.89	14.2
12	R2	52	2.0	52	2.0	0.839	83.4	LOS F	3.7	26.7	1.00	0.89	1.43	9.4
Approach		193	3.8	193	3.8	0.839	60.9	LOS E	4.4	30.8	0.93	0.77	1.04	12.1
All Vehicles		3358	6.1	3358	6.1	0.839	10.3	LOS A	9.5	66.7	0.22	0.22	0.24	29.4

PM Peak

MOVEMENT SUMMARY

 Site: I-02 [I-02 FU Base PM-Pac Hwy][Oxley]

 Network: 1 [Scenario 1 PM]

Pacific Highway / Oxley Street

Future Base PM

Site Category: (None)

Signals - Fixed Time Coordinated Cycle Time = 130 seconds (Network Site User-Given Phase Times)

Movement Performance - Vehicles														
Mov ID	Turn	Demand Flows		Arrival Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed
		Total	HV %	Total	HV %				Vehicles	Distance				
veh/h														
%														
veh/h														
%														
v/c														
sec														
m														
km/h														
South: Pacific Highway (S)														
1	L2	64	0.0	64	0.0	0.090	9.2	LOS A	0.8	6.0	0.14	0.42	0.14	40.9
2	T1	1121	5.5	1121	5.5	0.449	1.3	LOS A	2.8	20.2	0.07	0.07	0.07	51.1
Approach		1185	5.2	1185	5.2	0.449	1.8	LOS A	2.8	20.2	0.07	0.09	0.07	49.4
East: Oxley Street (E)														
4	L2	144	0.0	144	0.0	0.561	62.2	LOS E	8.7	61.2	0.98	0.80	0.98	4.5
5	T1	88	1.2	88	1.2	0.205	44.2	LOS D	4.6	32.2	0.85	0.68	0.85	17.9
Approach		233	0.5	233	0.5	0.561	55.3	LOS D	8.7	61.2	0.93	0.75	0.93	9.6
North: Pacific Highway (N)														
7	L2	65	1.6	65	1.6	0.091	10.2	LOS A	1.1	7.9	0.18	0.44	0.18	32.8
8	T1	1226	3.1	1226	3.1	0.453	1.4	LOS A	2.5	18.1	0.07	0.08	0.07	52.0
Approach		1292	3.0	1292	3.0	0.453	1.9	LOS A	2.5	18.1	0.08	0.09	0.08	50.5
West: Oxley Street (W)														
10	L2	103	2.0	103	2.0	0.272	49.8	LOS D	5.4	38.7	0.87	0.77	0.87	13.9
11	T1	187	0.0	187	0.0	0.436	46.9	LOS D	10.2	71.7	0.91	0.75	0.91	14.8
12	R2	103	0.0	103	0.0	0.951	94.1	LOS F	8.1	57.0	1.00	1.09	1.65	8.5
Approach		394	0.5	394	0.5	0.951	60.0	LOS E	10.2	71.7	0.92	0.85	1.09	12.2
All Vehicles		3103	3.4	3103	3.4	0.951	13.2	LOS A	10.2	71.7	0.25	0.24	0.27	25.9

Sydney Metro

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AM Peak

MOVEMENT SUMMARY

Site: I-02 [I-02 Proposed AM-Pac Hwy||Oxley]

Network: 1 [Scenario 2 AM]

Pacific Highway / Oxley Street

Future Proposed AM

Site Category: (None)

Signals - Fixed Time Coordinated Cycle Time = 132 seconds (Network Site User-Given Phase Times)

Movement Performance - Vehicles														
Mov ID	Turn	Demand Flows		Arrival Flows		Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
		Total veh/h	HV %	Total veh/h	HV %				Vehicles veh	Distance m				
South: Pacific Highway (S)														
1	L2	133	1.6	133	1.6	0.136	7.0	LOS A	0.6	4.2	0.06	0.49	0.06	42.4
2	T1	1278	4.8	1278	4.8	0.682	1.2	LOS A	4.0	29.3	0.09	0.09	0.09	51.7
Approach		1411	4.5	1411	4.5	0.682	1.8	LOS A	4.0	29.3	0.08	0.13	0.08	49.3
East: Oxley Street (E)														
4	L2	140	0.8	140	0.8	0.778	72.6	LOS F	9.5	66.7	1.00	0.88	1.18	3.9
5	T1	133	1.6	133	1.6	0.378	51.5	LOS D	7.6	53.7	0.93	0.75	0.93	16.2
Approach		273	1.2	273	1.2	0.778	62.3	LOS E	9.5	66.7	0.96	0.82	1.05	9.8
North: Pacific Highway (N)														
7	L2	54	3.9	54	3.9	0.101	9.0	LOS A	1.1	8.3	0.15	0.34	0.15	37.6
8	T1	1428	9.1	1428	9.1	0.506	0.9	LOS A	2.0	14.9	0.06	0.06	0.06	54.2
Approach		1482	8.9	1482	8.9	0.506	1.2	LOS A	2.0	14.9	0.06	0.07	0.06	53.3
West: Oxley Street (W)														
10	L2	62	8.5	62	8.5	0.534	69.4	LOS E	4.0	30.4	0.99	0.77	0.99	10.8
11	T1	79	1.3	79	1.3	0.225	49.8	LOS D	4.4	30.8	0.89	0.70	0.89	14.2
12	R2	52	2.0	52	2.0	0.839	83.4	LOS F	3.7	26.7	1.00	0.89	1.43	9.4
Approach		193	3.8	193	3.8	0.839	65.1	LOS E	4.4	30.8	0.95	0.78	1.07	11.5
All Vehicles		3358	6.1	3358	6.1	0.839	10.1	LOS A	9.5	66.7	0.19	0.20	0.21	29.7

Sydney Metro

(Uncontrolled when printed)



PM Peak

MOVEMENT SUMMARY

Site: I-02 [I-02 Proposed PM-Pac Hwy||Oxley]

Network: 1 [Scenario 2 PM]

Pacific Highway / Oxley Street

Future Proposed PM

Site Category: (None)

Signals - Fixed Time Coordinated Cycle Time = 130 seconds (Network Site User-Given Phase Times)

Movement Performance - Vehicles														
Mov ID	Turn	Demand Flows		Arrival Flows		Deg. Satn	Average Delay sec	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
		Total veh/h	HV %	Total veh/h	HV %				Vehicles veh	Distance m				
South: Pacific Highway (S)														
1	L2	64	0.0	64	0.0	0.094	6.7	LOS A	0.3	2.3	0.05	0.37	0.05	44.4
2	T1	1121	5.5	1121	5.5	0.472	1.7	LOS A	3.4	24.8	0.09	0.09	0.09	49.3
Approach		1185	5.2	1185	5.2	0.472	2.0	LOS A	3.4	24.8	0.09	0.11	0.09	48.6
East: Oxley Street (E)														
4	L2	144	0.0	144	0.0	0.561	62.2	LOS E	8.7	61.2	0.98	0.80	0.98	4.5
5	T1	88	1.2	88	1.2	0.205	44.2	LOS D	4.6	32.2	0.85	0.68	0.85	17.9
Approach		233	0.5	233	0.5	0.561	55.3	LOS D	8.7	61.2	0.93	0.75	0.93	9.6
North: Pacific Highway (N)														
7	L2	65	1.6	65	1.6	0.091	10.2	LOS A	1.1	7.9	0.18	0.44	0.18	32.8
8	T1	1226	3.1	1226	3.1	0.453	1.4	LOS A	2.5	18.1	0.07	0.08	0.07	52.0
Approach		1292	3.0	1292	3.0	0.453	1.9	LOS A	2.5	18.1	0.08	0.09	0.08	50.5
West: Oxley Street (W)														
10	L2	103	2.0	103	2.0	0.468	61.7	LOS E	6.2	44.2	0.97	0.79	0.97	11.8
11	T1	187	0.0	187	0.0	0.439	46.9	LOS D	10.2	71.7	0.91	0.75	0.91	14.8
12	R2	103	0.0	103	0.0	0.951	94.1	LOS F	8.1	57.0	1.00	1.09	1.65	8.5
Approach		394	0.5	394	0.5	0.951	63.1	LOS E	10.2	71.7	0.95	0.85	1.12	11.8
All Vehicles		3103	3.4	3103	3.4	0.951	13.7	LOS A	10.2	71.7	0.26	0.25	0.28	25.4

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AM Peak

MOVEMENT SUMMARY

Site: I-02 [I-02 Proposed AM-Pac Hwy][Oxley]

Network: 1 [Scenario 3 AM]

Pacific Highway / Oxley Street

Future Proposed AM

Site Category: (None)

Signals - Fixed Time Coordinated Cycle Time = 132 seconds (Network Site User-Given Phase Times)

Movement Performance - Vehicles														
Mov ID	Turn	Demand Flows		Arrival Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue	Distance	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed
		Total	HV %	Total	HV %	v/c	sec		Vehicles	m				km/h
South: Pacific Highway (S)														
1	L2	153	1.4	149	1.4	0.182	7.3	LOS A	0.9	6.3	0.07	0.43	0.07	42.8
2	T1	1469	4.8	1435	4.9	0.908	24.5	LOS B	26.9	195.8	0.46	0.56	0.60	15.2
Approach		1622	4.5	1584 ^{N1}	4.6	0.908	22.9	LOS B	26.9	195.8	0.43	0.55	0.55	17.8
East: Oxley Street (E)														
4	L2	147	0.7	147	0.7	0.844	75.2	LOS F	10.4	73.1	1.00	0.95	1.29	3.8
5	T1	153	1.4	153	1.4	0.386	49.0	LOS D	8.5	60.4	0.91	0.74	0.91	16.7
Approach		300	1.1	300	1.1	0.844	61.9	LOS E	10.4	73.1	0.95	0.84	1.10	10.1
North: Pacific Highway (N)														
7	L2	61	3.4	61	3.4	0.122	10.1	LOS A	1.1	8.1	0.18	0.43	0.18	33.2
8	T1	1629	9.2	1629	9.2	0.612	1.1	LOS A	2.9	22.2	0.07	0.07	0.07	53.7
Approach		1691	9.0	1690 ^{N1}	9.0	0.612	1.4	LOS A	2.9	22.2	0.07	0.08	0.07	52.5
West: Oxley Street (W)														
10	L2	72	8.8	72	8.8	0.550	66.9	LOS E	4.6	34.6	0.99	0.79	0.99	11.1
11	T1	91	1.2	91	1.2	0.229	47.2	LOS D	4.9	34.4	0.88	0.69	0.88	14.7
12	R2	59	1.8	59	1.8	1.084	164.0	LOS F	6.4	45.8	1.00	1.18	2.22	5.1
Approach		221	3.8	221	3.8	1.084	84.7	LOS F	6.4	45.8	0.94	0.85	1.27	9.2
All Vehicles		3834	6.2	3794 ^{N1}	6.2	1.084	20.0	LOS B	26.9	195.8	0.34	0.38	0.42	20.2

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PM Peak

MOVEMENT SUMMARY

Site: I-02 [I-02 Proposed PM-Pac Hwy][Oxley]

Network: 1 [Scenario 3 PM]

Pacific Highway / Oxley Street

Future Proposed PM

Site Category: (None)

Signals - Fixed Time Coordinated Cycle Time = 130 seconds (Network Site User-Given Phase Times)

Movement Performance - Vehicles														
Mov ID	Turn	Demand Flows		Arrival Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed
		Total veh/h	HV %	Total veh/h	HV %				Vehicles veh	Distance m				
South: Pacific Highway (S)														
1	L2	74	0.0	73	0.0	0.133	8.8	LOS A	1.1	8.0	0.13	0.36	0.13	42.2
2	T1	1289	5.6	1273	5.6	0.663	4.0	LOS A	9.3	68.3	0.22	0.22	0.22	40.0
Approach		1363	5.3	1345 ^{N1}	5.3	0.663	4.3	LOS A	9.3	68.3	0.22	0.23	0.22	40.3
East: Oxley Street (E)														
4	L2	154	0.0	154	0.0	0.543	58.0	LOS E	9.1	63.4	0.96	0.81	0.96	4.8
5	T1	101	1.0	101	1.0	0.199	40.0	LOS C	5.0	35.0	0.82	0.65	0.82	19.1
Approach		255	0.4	255	0.4	0.543	50.9	LOS D	9.1	63.4	0.90	0.75	0.90	10.5
North: Pacific Highway (N)														
7	L2	75	1.4	75	1.4	0.128	10.5	LOS A	1.5	10.4	0.17	0.40	0.17	33.2
8	T1	1399	3.2	1399	3.2	0.642	2.0	LOS A	4.4	32.0	0.11	0.11	0.11	49.3
Approach		1474	3.1	1474	3.1	0.642	2.4	LOS A	4.4	32.0	0.11	0.13	0.11	48.2
West: Oxley Street (W)														
10	L2	118	1.8	118	1.8	0.521	58.4	LOS E	7.0	49.7	0.96	0.80	0.96	12.3
11	T1	216	0.0	216	0.0	0.483	42.8	LOS D	11.3	79.4	0.88	0.73	0.88	15.7
12	R2	119	0.0	119	0.0	1.027	130.6	LOS F	11.5	80.4	1.00	1.26	1.92	6.4
Approach		453	0.5	453	0.5	1.027	70.0	LOS E	11.5	80.4	0.93	0.89	1.17	10.8
All Vehicles		3544	3.4	3526 ^{N1}	3.4	1.027	15.3	LOS B	11.5	80.4	0.32	0.31	0.35	23.8

Crows Nest SIDRA traffic analysis checklist
Site Visit: 25 October 2016 by Chris Chun
Model Name/Revision: CN - Scenario X RevC
Date of checklist: 19 September 2019

No.	Topic	Sub Topic	Status	Response
0	General setting			
0a		Current setup – “New South Wales”	✓	Checked
0b		Parameter Settings - Site level of service method – “Delay (RTA NSW)”	✓	Checked
0c		Confirm original data source (traffic/pedestrian volume, signal timing)	✓	<ul style="list-style-type: none"> Existing traffic data at intersections was collected from the primary traffic surveys in October 2016. Existing and future pedestrian volumes (Nov 2015) from the EIS at the Pacific Highway / Oxley Street intersection. Intersection signal history data was obtained from the SCATS system for all signalised intersections within the study area.
0d		Calibration/validation process as per RMS modelling guidelines	✓	The validation process of the SIDRA models was undertaken by adopting SCATS signal control data. After the initial modelling results produced for base models, a calibration process was undertaken by matching the queueing vehicles and traffic behaviour observation from the peak hour site inspections.
0e		Pre analysis site visit (queue lengths, lane lengths, phasing, cycle times etc.)	✓	Site inspections were conducted during traffic surveys (Tuesday 25 October 2016) to make observations to assist with model development. While on site observations were made of: the function of the adjacent road network, existing traffic movement, traffic signal operation, pedestrian and cyclist movements and vehicle queueing.
0f		Software package and version	✓	Version 8.0.2.7846
1	Intersection & Lane Geometry			
1a		Approach and exit distances checked	✓	Network models were developed based on the geometry identified

				in aerial imagery from Nearmap as well as observations from the site inspections.
1b		Arrivals profiles	✓	
1c		Length of short lane	✓	
1d		Median island	✓	
1e		Lane configuration	✓	
1f		Lane utilisation ratio	✓	Lane utilisation was adjusted based on observed traffic behaviour and lane use during the site inspection
1g		Lane discipline (for bus only lanes)	✓	
1h		Parking lane assumptions / coding	✓	Confirmed at site visit
2	Movement Definitions			
2a		Additional vehicles types	✓	
2b		Banned movements	✓	Confirmed at site visit
3	Pedestrians			
3a		Crossing location (full/slip lane)	✓	
3b		Volumes	✓	
3c		Crossing distance (if manual input required)	✓	Crossing distance was measured from Nearmap
3d		Walking speed – change to 1.2m/s	✓	Pedestrian walking speed of 1.2m/sec was adopted for all sites.
4	Volumes			
4a		Traffic data checked & fit for use?	✓	
4b		Pedestrian data checked & fit for use?	✓	
4c		Cyclist data checked & fit for use?	✓	
4d		HV, bus & other data checked?	✓	
4e		Peak flow factor	✓	Default parameters
4f		Growth rate applied / justification	✓	No background growth was assumed for future scenarios, based on nearby RMS traffic count stations indicating stable traffic volumes in the peak periods.
5	Priorities			
5a		Setting between traffic and pedestrians	✓	Priority was given to pedestrian crossing over turning traffic movements for signalised intersections.
6	Gap acceptance			
6a		Check if any parameters have been adjusted.	✓	Default parameters
7	Vehicle movement data			

7a		Applied speed	✓	Existing speed limit (60 or 50 km/h)
7b		Signal co-ord /common control group?	✓	Arrival types were coded to match the observed co-ordinated traffic flow between closely located signalised intersections. There is no common control group (CCG) operating within the developed network models
7c		Signals – applied start loss or late start	✓	Pedestrian protection time observed during site inspection was implemented in SIDRA models by allocating additional start/loss time for opposed turning movements.
8	Phasing & Timing			
8a		Applied cycle time / justification	✓	The signal phasing and cycle time of 132 seconds for AM peak and 130 seconds for PM Peak was utilised in SIDRA intersection modelling.
8b		Source of phasing information	✓	Intersection signal history data was obtained from the SCATS system for all signalised intersections within the study area. The signal sequences, timing and cycle times adopted in the existing base models were maintained in the future models. Where adjustments required, the phase times have been manually adjusted within the minimum and maximum phase times that are provided in the SCATS data to ensure each approach gets the appropriate green time. The overall cycle times remained unchanged.
8c		Phase transition	✓	Not required.
9	Results			
9a		Results in “Movement Summary” and “Lane Summary”	✓	Network model outputs were checked and reported
9b		Adopted cycle time setting in “Phasing Summary”	✓	
9c		Lane utilisation and Capacity adjustment % in “Lane Summary”	✓	
9d		Ensure sufficient delay time has been applied to traffic movement against pedestrian	✓	

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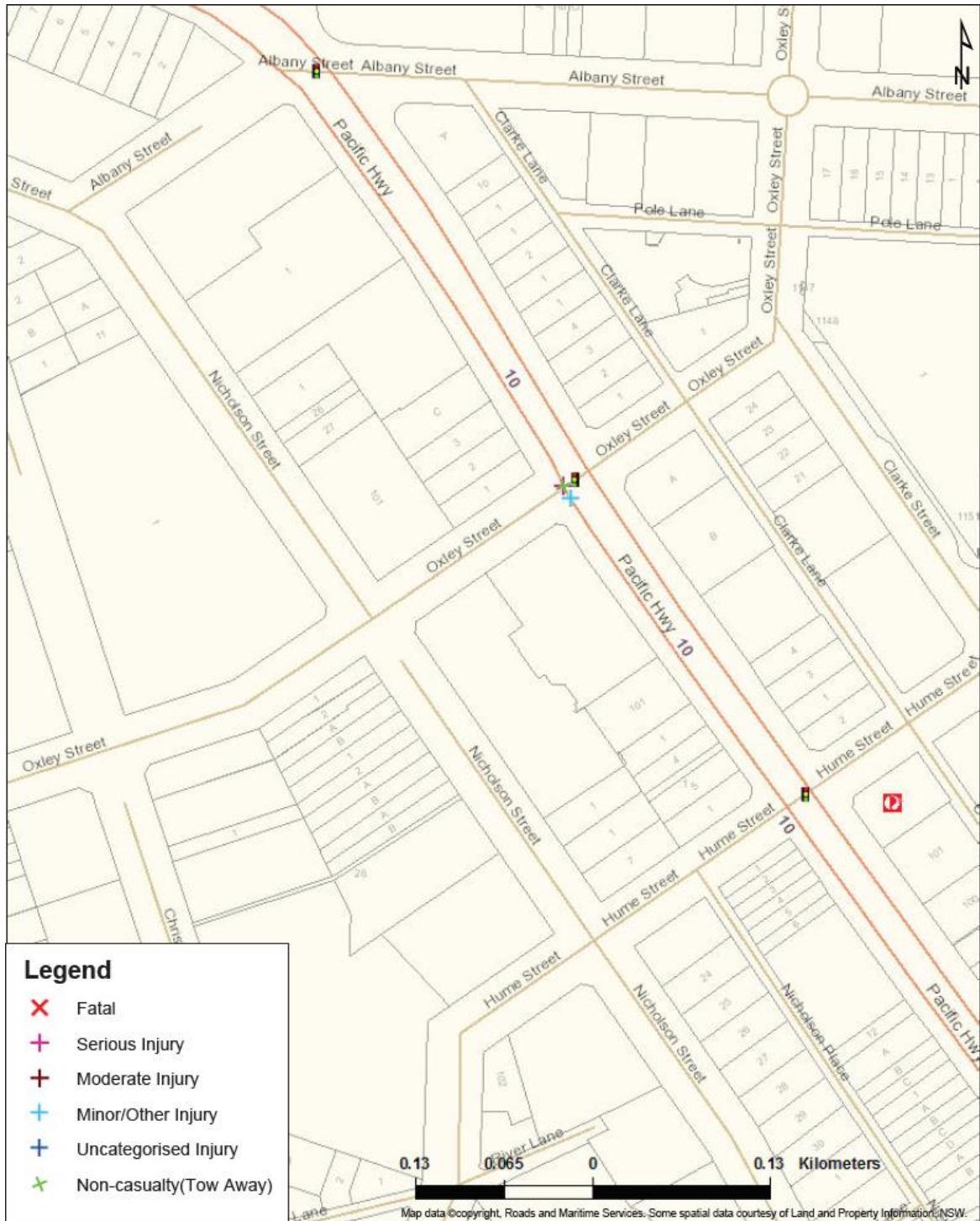
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		crossing in "Movement timing"		
9e				
10	Network Model			
10a		Site level of service method – "Delay (RTA NSW)"	✓	Checked
10b		Cycle time	✓	Network Site User-Given Phase Times of 132 seconds for AM Peak and 130 seconds for PM peak were applied at existing intersections.
10c		Signal offsets – Program or User given offsets	✓	Observed signal offset during site inspections were adopted in base models and this setting was retained unchanged for the future models
10d		Network routes	✓	
10e		Network configuration – check network layout	✓	
10f				

Appendix 4 – Crash Data

TfNSW CrashLink map (Centre for Road Safety) – all crashes at intersection of Pacific Highway and Oxley Street, 1 July 2013 to 30 June 2017.





Summary Crash Report



# Crash Type		Contributing Factors		Crash Movement		CRASHES		CASUALTIES	
Car Crash	4	100.0%	Speeding	0	0.0%	Intersection, adjacent approaches	2	50.0%	2
Light Truck Crash	1	25.0%	Fatigue	0	0.0%	Head-on (not overtaking)	0	0.0%	0
Rigid Truck Crash	0	0.0%	Alcohol	0	0.0%	Opposing vehicles: turning	0	0.0%	0
Articulated Truck Crash	0	0.0%	Weather	3	75.0%	U-turn	0	0.0%	0
Heavy Truck Crash	(0)	(0.0%)	Wet	0	0.0%	Rear-end	1	25.0%	1
Bus Crash	0	0.0%	Rain	0	0.0%	Lane change	0	0.0%	0
Heavy Vehicle Crash	(0)	(0.0%)	Overcast	1	25.0%	Parallel lanes: turning	0	0.0%	0
Emergency Vehicle Crash	0	0.0%	Fog or mist	0	0.0%	Vehicle leaving driveway	0	0.0%	0
Motorcycle Crash	0	0.0%	Other	0	0.0%	Overtaking: same direction	0	0.0%	0
Pedal Cycle Crash	0	0.0%	Road Surface Condition	4	100.0%	Other	0	0.0%	0
Pedestrian Crash	1	25.0%	Dry	0	0.0%	Hit railway train	0	0.0%	0
Location Type		Natural Lighting		Hit pedestrian		Permanent obstruction on road		Hit animal	
Intersection	4	100.0%	Dawn	0	0.0%	Off road, on straight	0	0.0%	0
Non Intersection	0	0.0%	Daylight	3	75.0%	Off road, on curve	0	0.0%	0
Collision Type		Darkness		Out of control on straight		Out of control on curve		Out of control on curve	
Single Vehicle	0	0.0%	Darkness	0	0.0%	Off road, on curve	0	0.0%	0
Multi Vehicle	4	100.0%	Darkness	0	0.0%	Other crash type	0	0.0%	0
Road Classification		Speed Limit		Hit animal		Hit animal		Hit animal	
Freeway/Motorway	0	0.0%	40 km/h or less	0	0.0%	Off road, on straight	0	0.0%	0
State Highway	4	100.0%	50 km/h zone	0	0.0%	Out of control on straight	0	0.0%	0
Other Classified Road	0	0.0%	60 km/h zone	4	100.0%	Off road, on curve	0	0.0%	0
Unclassified Road	0	0.0%	70 km/h zone	0	0.0%	Other crash type	0	0.0%	0
Day of the Week		WEEKEND		WEEKEND		WEEKEND		WEEKEND	
Monday	1	25.0%	Wednesday	1	25.0%	Friday	0	0.0%	0
Tuesday	0	0.0%	Thursday	2	50.0%	Saturday	0	0.0%	0
Wednesday	1	25.0%	Friday	1	25.0%	Sunday	0	0.0%	0
Thursday	2	50.0%	Saturday	0	0.0%	WEEKDAY	4	100.0%	4
Friday	1	25.0%	Sunday	0	0.0%	WEEKEND	0	0.0%	0
Saturday	0	0.0%	WEEKDAY	4	100.0%	WEEKEND	0	0.0%	0
Sunday	0	0.0%	WEEKEND	0	0.0%	WEEKDAY	0	0.0%	0
WEEKDAY	4	100.0%	WEEKEND	0	0.0%	WEEKDAY	4	100.0%	4
WEEKEND	0	0.0%	WEEKDAY	4	100.0%	WEEKEND	0	0.0%	0
WEEKDAY	4	100.0%	WEEKEND	0	0.0%	WEEKDAY	4	100.0%	4
WEEKEND	0	0.0%	WEEKDAY	4	100.0%	WEEKEND	0	0.0%	0
WEEKDAY	4	100.0%	WEEKEND	0	0.0%	WEEKDAY	4	100.0%	4
WEEKEND	0	0.0%	WEEKDAY	4	100.0%	WEEKEND	0	0.0%	0
WEEKDAY	4	100.0%	WEEKEND	0	0.0%	WEEKDAY	4	100.0%	4
WEEKEND	0	0.0%	WEEKDAY	4	100.0%	WEEKEND	0	0.0%	0
WEEKDAY	4	100.0%	WEEKEND	0	0.0%	WEEKDAY	4	100.0%	4
WEEKEND	0	0.0%	WEEKDAY	4	100.0%	WEEKEND	0	0.0%	0
WEEKDAY	4	100.0%	WEEKEND	0	0.0%	WEEKDAY	4	100.0%	4
WEEKEND	0	0.0%	WEEKDAY	4	100.0%	WEEKEND	0	0.0%	0
WEEKDAY	4	100.0%	WEEKEND	0	0.0%	WEEKDAY	4	100.0%	4
WEEKEND	0	0.0%	WEEKDAY	4	100.0%	WEEKEND	0	0.0%	0
WEEKDAY	4	100.0%	WEEKEND	0	0.0%	WEEKDAY	4	100.0%	4
WEEKEND	0	0.0%	WEEKDAY	4	100.0%	WEEKEND	0	0.0%	0
WEEKDAY	4	100.0%	WEEKEND	0	0.0%	WEEKDAY	4	100.0%	4
WEEKEND	0	0.0%	WEEKDAY	4	100.0%	WEEKEND	0	0.0%	0
WEEKDAY	4	100.0%	WEEKEND	0	0.0%	WEEKDAY	4	100.0%	4
WEEKEND	0	0.0%	WEEKDAY	4	100.0%	WEEKEND	0	0.0%	0
WEEKDAY	4	100.0%	WEEKEND	0	0.0%	WEEKDAY	4	100.0%	4
WEEKEND	0	0.0%	WEEKDAY	4	100.0%	WEEKEND	0	0.0%	0
WEEKDAY	4	100.0%	WEEKEND	0	0.0%	WEEKDAY	4	100.0%	4
WEEKEND	0	0.0%	WEEKDAY	4	100.0%	WEEKEND	0	0.0%	0
WEEKDAY	4	100.0%	WEEKEND	0	0.0%	WEEKDAY	4	100.0%	4
WEEKEND	0	0.0%	WEEKDAY	4	100.0%	WEEKEND	0	0.0%	0
WEEKDAY	4	100.0%	WEEKEND	0	0.0%	WEEKDAY	4	100.0%	4
WEEKEND	0	0.0%	WEEKDAY	4	100.0%	WEEKEND	0	0.0%	0
WEEKDAY	4	100.0%	WEEKEND	0	0.0%	WEEKDAY	4	100.0%	4
WEEKEND	0	0.0%	WEEKDAY	4	100.0%	WEEKEND	0	0.0%	0
WEEKDAY	4	100.0%	WEEKEND	0	0.0%	WEEKDAY	4	100.0%	4
WEEKEND	0	0.0%	WEEKDAY	4	100.0%	WEEKEND	0	0.0%	0
WEEKDAY	4	100.0%	WEEKEND	0	0.0%	WEEKDAY	4	100.0%	4
WEEKEND	0	0.0%	WEEKDAY	4	100.0%	WEEKEND	0	0.0%	0
WEEKDAY	4	100.0%	WEEKEND	0	0.0%	WEEKDAY	4	100.0%	4
WEEKEND	0	0.0%	WEEKDAY	4	100.0%	WEEKEND	0	0.0%	0
WEEKDAY	4	100.0%	WEEKEND	0	0.0%	WEEKDAY	4	100.0%	4
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WEEKEND	0	0.0%	WEEKDAY	4	100.0%	WEEKEND	0	0.0%	0
WEEKDAY	4	100.0%	WEEKEND	0	0.0%	WEEKDAY	4	100.0%	4
WEEKEND	0	0.0%	WEEKDAY	4	100.0%	WEEKEND	0	0.0%	0
WEEKDAY	4	100.0%	WEEKEND	0	0.0%	WEEKDAY	4	100.0%	4
WEEKEND	0	0.0%	WEEKDAY	4	100.0%	WEEKEND	0	0.0%	0
WEEKDAY	4	100.0%	WEEKEND	0	0.0%	WEEKDAY	4	100.0%	4
WEEKEND	0	0.0%	WEEKDAY	4	100.0%	WEEKEND	0	0.0%	0
WEEKDAY	4	100.0%	WEEKEND	0	0.0%	WEEKDAY	4	100.0%	4
WEEKEND	0	0.0%	WEEKDAY	4	100.0%	WEEKEND	0	0.0%	0
WEEKDAY	4	100.0%	WEEKEND	0	0.0%	WEEKDAY	4	100.0%	4
WEEKEND	0	0.0%	WEEKDAY	4	100.0%	WEEKEND	0	0.0%	0
WEEKDAY	4	100.0%	WEEKEND	0	0.0%	WEEKDAY	4	100.0%	4
WEEKEND	0	0.0%	WEEKDAY	4	100.0%	WEEKEND	0	0.0%	0
WEEKDAY	4	100.0%	WEEKEND	0	0.0%	WEEKDAY	4	100.0%	4
WEEKEND	0	0.0%	WEEKDAY	4	100.0%	WEEKEND	0	0.0%	0
WEEKDAY	4	100.0%	WEEKEND	0	0.0%	WEEKDAY	4	100.0%	4
WEEKEND	0	0.0%	WEEKDAY	4	100.0%	WEEKEND	0	0.0%	0
WEEKDAY	4	100.0%	WEEKEND	0	0.0%	WEEKDAY	4	100.0%	4
WEEKEND	0	0.0%	WEEKDAY	4	100.0%	WEEKEND	0	0.0%	0
WEEKDAY	4	100.0%	WEEKEND	0	0.0%	WEEKDAY	4	100.0%	4
WEEKEND	0	0.0%	WEEKDAY	4	100.0%	WEEKEND	0	0.0%	0
WEEKDAY	4	100.0%	WEEKEND	0	0.0%	WEEKDAY	4	100.0%	4
WEEKEND	0	0.0%	WEEKDAY	4	100.0%	WEEKEND	0	0.0%	0
WEEKDAY	4	100.0%	WEEKEND	0	0.0%	WEEKDAY	4	100.0%	4
WEEKEND	0	0.0%	WEEKDAY	4	100.0%	WEEKEND	0	0.0%	0
WEEKDAY	4	100.0%	WEEKEND	0	0.0%	WEEKDAY	4	100.0%	4
WEEKEND	0	0.0%	WEEKDAY	4	100.0%	WEEKEND	0	0.0%	0
WEEKDAY	4	100.0%	WEEKEND	0	0.0%	WEEKDAY	4	100.0%	4
WEEKEND	0	0.0%	WEEKDAY	4	100.0%	WEEKEND	0	0.0%	0
WEEKDAY	4	100.0%	WEEKEND	0	0.0%	WEEKDAY	4	100.0%	4
WEEKEND	0	0.0%	WEEKDAY	4	100.0%	WEEKEND	0	0.0%	0
WEEKDAY	4	100.0%	WEEKEND	0	0.0%	WEEKDAY	4	100.0%	4
WEEKEND	0	0.0%	WEEKDAY	4	100.0%	WEEKEND	0	0.0%	0
WEEKDAY	4	100.0%	WEEKEND	0	0.0%	WEEKDAY	4	100.0%	4
WEEKEND	0	0.0%	WEEKDAY	4	100.0%	WEEKEND	0	0.0%	0
WEEKDAY	4	100.0%	WEEKEND	0	0.0%	WEEKDAY	4	100.0%	4
WEEKEND	0	0.0%	WEEKDAY	4	100.0%	WEEKEND	0	0.0%	0
WEEKDAY	4	100.0%	WEEKEND	0	0.0%	WEEKDAY	4	100.0%	4
WEEKEND	0	0.0%	WEEKDAY	4	100.0%	WEEKEND	0	0.0%	0
WEEKDAY	4	100.0%	WEEKEND	0	0.0%	WEEKDAY	4	100.0%	4
WEEKEND	0	0.0%	WEEKDAY	4	100.0%	WEEKEND	0	0.0%	0
WEEKDAY	4	100.0%	WEEKEND	0	0.0%	WEEKDAY	4	100.0%	4
WEEKEND	0	0.0%	WEEKDAY	4	100.0%	WEEKEND	0	0.0%	0
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WEEKDAY	4	100.0%	WEEKEND	0	0.0%	WEEKDAY	4	100.0%	4
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WEEKDAY	4	100.0%	WEEKEND	0	0.0%	WEEKDAY	4	100.0%	4
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WEEKDAY	4	100.0%	WEEKEND	0	0.0%	WEEKDAY	4	100.0%	4
WEEKEND	0	0.0%	WEEKDAY	4	100.0%	WEEKEND	0	0.0%	0
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WEEKEND	0	0.0%	WEEKDAY	4	100.0%	WEEKEND	0	0.0%	0
WEEKDAY	4	100.0%	WEEKEND	0	0.0%	WEEKDAY	4	100.0%	4
WEEKEND	0	0.0%	WEEKDAY	4	100.0%	WEEKEND	0	0.0%	0
WEEKDAY	4	100.0%	WEEKEND	0	0.0%	WEEKDAY	4	100.0%	4
WEEKEND	0	0.0%	WEEKDAY	4	100.0%	WEEKEND	0	0.0%	0
WEEKDAY	4	100.0%	WEEKEND	0	0.0%	WEEKDAY	4	100.0%	4
WEEKEND	0	0.0%	WEEKDAY	4	100.0%	WEEKEND	0	0.0%	0
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5.4. Traffic Delegations

AUTHOR: Narelle Lamond, Traffic Operations Officer

ENDORSED BY: Duncan Mitchell, Director Engineering and Property Services

ATTACHMENTS:

1. 5.04 Attach Traffic Delegations [5.4.1 - 9 pages]

PURPOSE:

To report to the Committee matters given approval under delegated authority to the Manager Traffic & Transport Operations.

EXECUTIVE SUMMARY:

Attached is a list of projects given approval under delegated authority to the Manager Traffic & Transport Operations. Approval was given subject to concurrence of Transport for NSW, the NSW Police and the local State Members.

FINANCIAL IMPLICATIONS:

There are no direct financial implications arising from this report.

RECOMMENDATION:

1. **THAT** the information regarding Delegated Authority items be received

LINK TO COMMUNITY STRATEGIC PLAN

The relationship with the Community Strategic Plan is as follows:

2. Our Built Infrastructure

2.1 Infrastructure and assets meet diverse community needs

2.4 Efficient traffic mobility and parking

CONSULTATION REQUIREMENTS

Community engagement is not required.

**APPROVAL FOR PROJECTS UNDER
DELEGATED AUTHORITY TO THE TRAFFIC & TRANSPORT OPERATIONS MANAGER
550th TRAFFIC COMMITTEE – 14 October 2022**

No.	Street	Location	Precinct, Ward, Electorate	Issue	Recommendation	Appr	Date	ECM	Comments
Resident Parking									
Nil									
Temporary Road Closures									
22-075	Broughton	Broughton St	Milson, Cammeraygal, North Shore	Temporary Road Closure - 07.09.22 & 09.09.22	1.THAT Council raise no objection to the temporary road closure of Broughton St, Milson Point on Broughton St between Fitzroy St, and Pitt St on 07.09.22 & 09.09.22, from 12am-5am for the purpose of slew crane for harbour bridge maintenance, as per the submitted application and council's standard road closure conditions. Approval is subject to managed access to all affected properties and the applicant notifying all affected residents/tenants as per Council's standard conditions of approval. 2.THAT should Council receive an application for an extension or alternative date/s to carry out these works due to inclement weather or operational delays, that application be approved, subject to Police Permit approval.	Yes	17.08.22	8998462	
22-076	Miller St	181-189 Miller St, North Sydney	CBD, Cammeraygal, North Shore	Temporary Road Closure	1THAT Council approve the temporary closure and two-way traffic arrangements in Denison Street as outlined in the attached approved Construction Traffic Management Plan for approximately 6 months commencing from 23.08.22-02.11.22	Yes	24.08.22	9006817	

No.	Street	Location	Precinct, Ward, Electorate	Issue	Recommendation	Appr	Date	ECM	Comments
					<p>and subject to Council's standard conditions of closure including but not limited to community notification, police approval, and payment of relevant fees.</p> <p>2.THAT existing parking spaces on the north-eastern side of Denison Street be removed to accommodate for the proposed 2-way traffic subject to receipt of Work Zone application and payment of relevant fees</p> <p>3.THAT should Council receive an application for an extension or alternative dates to carry out these works due to inclement weather or operational delays, that the application be approved, subject to Police Permit approval.</p> <p>4.THAT should Council receive an application for an extension or alternative date/s to carry out these works due to inclement weather or operational delays, that application be approved, subject to Police Permit approval.</p>				
22-077	Waters Ln	12-14 Waters Rd, Neutral Bay	Neutral, Cammeraygal, North Shore	Temporary Road Closure 21.09.2022	1.THAT Council raise no objection to the temporary road closure of Waters Lane, Neutral Bay between Grosvenor St, and Grosvenor Ln for 21.09.22, from 7am-5pm for the purpose of excavating disconnection of power to building, as per the submitted application and council's standard road closure conditions. Approval is subject to managed access to all affected properties and the applicant notifying all affected residents/tenants as per	Yes	29.08.22	9000580	

No.	Street	Location	Precinct, Ward, Electorate	Issue	Recommendation	Appr	Date	ECM	Comments
					Council's standard conditions of approval. 2.THAT should Council receive an application for an extension or alternative date to carry out these works due to inclement weather or operational delays, that application be approved, subject to Police Permit approval.				
22-078	Willoughby Rd	Willoughby Rd, Crow's Nest	Registry, St Leonards, Willoughby	Temporary Road Closure 16.10.2022	1.THAT Council raise no objection to the temporary road closure of Willoughby Rd, Crow's Nest for 16.10.22, from 9am-6pm for the purpose of Community Street Event, as per the submitted application and council's standard road closure conditions. Approval is subject to managed access to all affected properties and the applicant notifying all affected residents/tenants as per Council's standard conditions of approval. 2.THAT should Council receive an application for an extension or alternative date to carry out these works due to inclement weather or operational delays, that application be approved, subject to Police Permit approval.	Yes	29.08.22	9014794	
22-080	Burton St	7 Bridges Walk, Milsons Point	Milson, Cammeraygal, North Shore	Temporary Road Closure 23.10.2022	1.THAT Council raise no objection to the temporary road closure of Burton St, Milson Point off Alfred St South on 23.10.22, from 6am-4pm for the purpose of the Seven Bridges Walk, as per the submitted application and council's standard road closure conditions. Approval is subject to managed access to all affected	Yes	26.08.22	9015095	

No.	Street	Location	Precinct, Ward, Electorate	Issue	Recommendation	Appr	Date	ECM	Comments
					<p>properties and the applicant notifying all affected residents/tenants as per Council's standard conditions of approval.</p> <p>2.THAT should Council receive an application for an extension or alternative date/s to carry out these works due to inclement weather or operational delays, that application be approved, subject to Police Permit approval.</p>				
22-082	North Sydney for the Spring Cycle	<p>NORTH SYDNEY 0400 till 1100</p> <ul style="list-style-type: none"> •Angelo Street between McLaren Street and Berry Street •Arthur Street between Berry Street and Mount Street •Berry Street between Pacific Highway and Arthur Street North *1 •Blue Street between Pacific Highway and Miller Street west bound •Bullivant Lane from Berry Street •Carlow Street between West Street and Miller Street •Denison Street between Berry 	CBD, Cammeraygal, North Shore	Temporary Road Closure of several roads in North Sydney for the Spring Cycle - 16.10.22	<p>1. THAT Council raise no objection to the temporary road closures in North Sydney on 16.10.22, from 4am-11am for the purpose of the Spring Cycle, as per the submitted application and council's standard road closure conditions. Approval is subject to managed access to all affected properties and the applicant notifying all affected residents/tenants as per Council's standard conditions of approval.</p> <p>2. THAT should Council receive an application for an extension or alternative date/s to carry out these works due to inclement weather or operational delays, that application be approved, subject to Police Permit approval.</p>	Yes	30.08.22	9017415	

No.	Street	Location	Precinct, Ward, Electorate	Issue	Recommendation	Appr	Date	ECM	Comments
		Street and Spring Street *2 •Little Spring Street from Berry Street to Spring Street •Little Walker Street from Berry Street to Mount Street •Miller Street between Falcon Street and Pacific Highway *3 •Mount Street between Arthur Street North and Cahill Expressway •Ward Street from Berry Street Notes: 1. Cross Berry Street via Walker Street. 2. Local access available from Spring Street to Denison Street. No access to Berry Street from Denison Street. 3. Cross Miller Street via Ridge Street and McLaren Street from 4am to 6am and from 9am to 11am							
22-085	Yeo Lane	Yeo St, Cremorne	Cremorne Point, Cammeraygal, North Shore	Temporary Road Closure 25.09.2022	1.THAT Council raise no objection to the temporary closure of Yeo Lane, Neutral Bay, for events as per the submitted Traffic Control Plan, subject to Council's standard conditions of	Yes	07.09.22	8987754	

No.	Street	Location	Precinct, Ward, Electorate	Issue	Recommendation	Appr	Date	ECM	Comments
					closure including the applicant providing copies of NSW Police Permit and notification to affected properties. 2.THAT should Council receive an application for an extension or alternative date/s to carry out these works due to inclement weather or operational delays, that application be approved, subject to Police Permit approval.				
22-087	Dind St	38 Alfred St, Milsons Point	Milson, Cammeraygal, North Shore	Temporary Road Closure 9.10.2022	1.THAT Council raise no objection to the temporary closure of Dind St, Milson Point between Northcliff St and Mary Wollstonecraft Ln, for Crane Works as per the submitted Traffic Control Plan, subject to Council's standard conditions of closure including the applicant providing copies of NSW Police Permit and notification to affected properties. 2.THAT should Council receive an application for an extension or alternative date/s to carry out these works due to inclement weather or operational delays, that application be approved, subject to Police Permit approval.	Yes	08.09.22	9024648	
22-089	Clark Ln South	521 Pacific Hwy Crow's Nest	Registry, St Leonards, Willoughby	Temporary Road Closure 10.09.22- 11.09.22	1.THAT Council raise no objection to the temporary road closure of Clark Ln from 10.09.22-11.09.22, for 24/7 for the purpose of tower crane set up, as per the submitted application and council's standard road closure conditions. Approval is subject to managed access to all affected properties and the applicant notifying all affected residents/tenants as per Council's standard conditions of approval.	Yes	12.09.22	9028949	

No.	Street	Location	Precinct, Ward, Electorate	Issue	Recommendation	Appr	Date	ECM	Comments
					2.THAT should Council receive an application for an extension or alternative date/s to carry out these works due to inclement weather or operational delays, that application be approved, subject to Police Permit approval.				
22-091	Upper Pitt St	74-76 Upper Pitt St, Kirribilli	Milson, Cammeraygal, North Shore	Temporary Road Closure 10.10 & 17.10	1.THAT Council raise no objection to the temporary road closure of Upper Pitt St, Kirribilli between Parkes St, and Peel St on 10.10.22 & 17.10.22 from 7am to 7pm for the purpose of telecommunication work, as per the submitted application and council's standard road closure conditions. Approval is subject to managed access to all affected properties and the applicant notifying all affected residents/tenants as per Council's standard conditions of approval. 2.THAT should Council receive an application for an extension or alternative date/s to carry out these works due to inclement weather or operational delays, that application be approved, subject to Police Permit approval.	Yes	15.09.22	9042803	
Special Use Zones									
22-071	Bent St	62-64 Bent St Neutral Bay NSW 2089	Neutral, Cammeraygal, North Shore	Works Zone – increase size of Works Zone (ref to 22-057)	THAT 62-64 Bent Street, Neutral Bay NSW 2089 re: 20 metres 'Works Zone 7am-5pm Mon-Fri 8am-1pm Sat' be installed as shown on the attached plan, subject to the attached conditions, including truck size limit of 8.8 medium rigid vehicle (MRV), for an initial period of 69.30 weeks.	Yes	25.08.22	9008072	

No.	Street	Location	Precinct, Ward, Electorate	Issue	Recommendation	Appr	Date	ECM	Comments
22-092	Carabella St	Crescent Lane, Kirribilli	Milson, Cammeraygal, North Shore	Install 7 metre Works Zone	1.THAT 7 metres 'Works Zone 7am-5pm Mon-Fri 8am-1pm Sat' be installed at the rear of property in Crescent Place as shown on the attached plan, subject to the attached conditions for an initial period of 35.85 weeks. relocate with ½ P 8.30am-10pm Mon-Sun Permit holders excepted Area 3	Yes	20.09.22	9047289	
Regulatory Signs									
22-074	Clark Rd	Clark Rd & McDougall St, Kirribilli	Milson, Cammeraygal, North Shore	Update signage for 4 car spaces	THAT Council convert the existing parking restriction (approximately 4 spaces) on the eastern side of Clark Road, Kirribilli adjacent to HNo.40 from 1/2P 8.30am-10pm Mon-Fri, 8.30-12.30pm Sat to 1/2P 8.30-10pm Mon - Sun	Yes	06.09.22	9006188	
22-081	Alexander St	47 Alexander St, Crow's Nest	Registry, St Leonards, Willoughby	No Right Turn Signage	THAT an additional No Right Turn sign be installed at the exit of the Woolworths car park on Alexander Street, Crow's Nest	Yes	07.09.22	9016010	
22-083	Miller St	Miller St at Abbott St, Cammeray	CBD, Cammeraygal, North Shore	Install Pedestrian Refuge Island Signage	THAT Pedestrian Refuge Island Signage be installed on Miller St before Abbott St, Cammeray	Yes	30.08.22	9018784	
22-084	Harrison St	Harrison Street and Rangers Lane, Neutral Bay	Neutral, Cammeraygal, North Shore	No Stopping	THAT Council installs a "No Stopping" sign on the northwest side of T-intersection of Harrison Street and Rangers Lane to emphasise the 10m intersection no parking rule.	Yes	30.08.22	9019960	
22-086	Robertson Lane	Robertson Lane, Kirribilli	Milson, Cammeraygal, North Shore	Motorbike parking space signs	THAT motorbike parking space signs and lines be installed between the existing driveway of 10 Parker Street and the existing 'No Stopping' sign in Robertson Lane, Kirribilli	Yes	07.09.22	9024281	
22-088	Alfred St, North	Alfred St North across the road from Darley St	CBD, Cammeraygal, North Shore	"Left Turn Only" sign	THAT Council install an additional "Left Turn Only" sign in Alfred St North across	Yes	07.09.22	9031311	

No.	Street	Location	Precinct, Ward, Electorate	Issue	Recommendation	Appr	Date	ECM	Comments
					the road from Darley St to emphasis the one-way street				
Signs Across Driveways									
Nil									
Warning Signs									
Nil									
Construction Management Plan									
22-073	Wheatleigh Street,	23-27 Wheatleigh Street, Crow's Nest		CTMP & Works Zone	1. THAT the traffic aspects of the Construction Traffic Management Plan dated 10.8.22 prepared by Loka Consulting Engineers of the approved development (Development Consent 205/21) at 23-27 Wheatleigh Street, Crow's Nest be approved subject to the conditions of approval. 2. That the 11m long Works Zone on Wheatleigh Street in this CTMP is approved under delegated authority of Council's Traffic Engineer, with the same conditions pending lodgement of a Work Zone application and payment of all applicable fees.	Yes	17.08.22	8999449	
Australian Road Rules Compliance Signs									
Nil									
Traffic Facilities									
Nil									
Council Decisions									
Nil									

5.5. Jacaranda Season – Residents Feedback - McDougall Street, Kirribilli

AUTHOR: Bec Thomas, Road Safety Co-ordinator

ENDORSED BY: Duncan Mitchell, Director Engineering and Property Services

ATTACHMENTS: Nil

PURPOSE:

To outline feedback received from a notification letter outlining the VMS locations to residents in McDougall Street, McDougall Street, Hipwood Street, Bradley Avenue and Broughton Street.

To outline and address traffic and pedestrian management in McDougall Street, Kirribilli during the annual jacaranda blooming season.

EXECUTIVE SUMMARY:

Each year between September and November the jacarandas that line both sides of McDougall Street in Kirribilli come into flower for a period of approximately 6 weeks. Crowd control measures are implemented to improve safety in the area.

This report is to outline resident feedback that was received from the notification letter sent on 9 September 2022 to approx. 350 residents in the area of McDougall Street. It also includes Council responses/suggestions to this feedback. This notification letter was sent out as per the Traffic Committee and Council recommendation below.

On 2 September 2022 Traffic Committee approved and on 26 September 2022 Council approved:

1.THAT Council finalise the crowd management actions identified within the report for the 2022 Jacaranda flowering season in McDougall Street by ways of:

- a. Installation of Council-owned Variable Message Sign (x2) to provide safety messaging stating “Slow Down” and “Watch out for Pedestrians”.
- b. Temporary directional footpath signage by installation of pavement stickers stating “Take care, be Car Aware” as implemented during the Jacaranda season in 2019.
- c. Following further consultation with affected properties in McDougall Street, Hipwood Street, Bradley Avenue and Broughton Avenue and with the local area Command.

2. **THAT** Council notes the cost of the crowd management activities identified in the financial implications of this report.

FINANCIAL IMPLICATIONS:

As per previous Traffic Committee report on 2 September 2022:

The cost of crowd management activities identified for the six-week Jacaranda season in McDougal Street is approximately \$6,000 and will be funded between Traffic Operation and Environmental Services. The budget breakdown is as follows:

- \$500 for Council owned VMS,
- \$1000 for Temp directional Footpath,
- \$3000 for Hire of 3 porta loos and
- \$1100 for cleaning of porta loos and park toilets

RECOMMENDATION:

1. **THAT** Council proceeds with the 2 September Traffic Committee's recommendation for the 2022 Jacaranda flowering season in McDougall Street.

LINK TO COMMUNITY STRATEGIC PLAN

The relationship with the Community Strategic Plan is as follows:

2. Our Built Infrastructure

2.4 Efficient traffic mobility and parking

4. Our Social Vitality

4.1 North Sydney is connected, inclusive, healthy and safe

5. Our Civic Leadership

5.3 Community is engaged in what Council does

BACKGROUND

Each year between September and November the jacarandas that line both sides of McDougall Street in Kirribilli come into flower for a period of approximately 6 weeks. This seasonal occurrence which generally peaks around mid-November has become a growing attraction for local North Sydney residents and tourists in recent years who wish to photograph themselves amongst the jacarandas which form a spectacular flowering avenue for the length of McDougall Street adjacent to Milson Park.

On 2 September 2022 Traffic Committee approved and on 26 September Council approved:

THAT Council finalise the crowd management actions identified within the report for the 2022 Jacaranda flowering season in McDougall Street by ways of:

- a. Installation of Council-owned Variable Message Sign (x2) to provide safety messaging stating "Slow Down" and "Watch out for Pedestrians".
- b. Temporary directional footpath signage by installation of pavement stickers stating "Take care, be Car Aware" as implemented during the Jacaranda season in 2019.
- c. Following further consultation with affected properties in McDougall Street, Hipwood Street, Bradley Avenue and Broughton Street and with the local area Command. (5.3)

2. **THAT** Council notes the cost of the crowd management activities identified in the financial implications of this report.

CONSULTATION REQUIREMENTS

Community engagement is not required.

Relates to ECM No:

Standard or Guideline Used: RMS TDT 2005/02b, TfNSW Instructions for the use of portable variable message signs May 2021

Signs & Lines Priority:

Precinct and Ward: Milsons Point and Lavender Bay Precincts

Impact on Bicycles: Nil

Impact on Pedestrians: Nil

Impact on Parking: Reduction of two spaces

DETAIL

Consultation

A notification letter was sent to approx. 350 residents in McDougall Street, Hipwood Street, Bradley Avenue and Broughton Street which outlines the VMS locations on McDougall Street the notification offered feedback in regard to the locations.

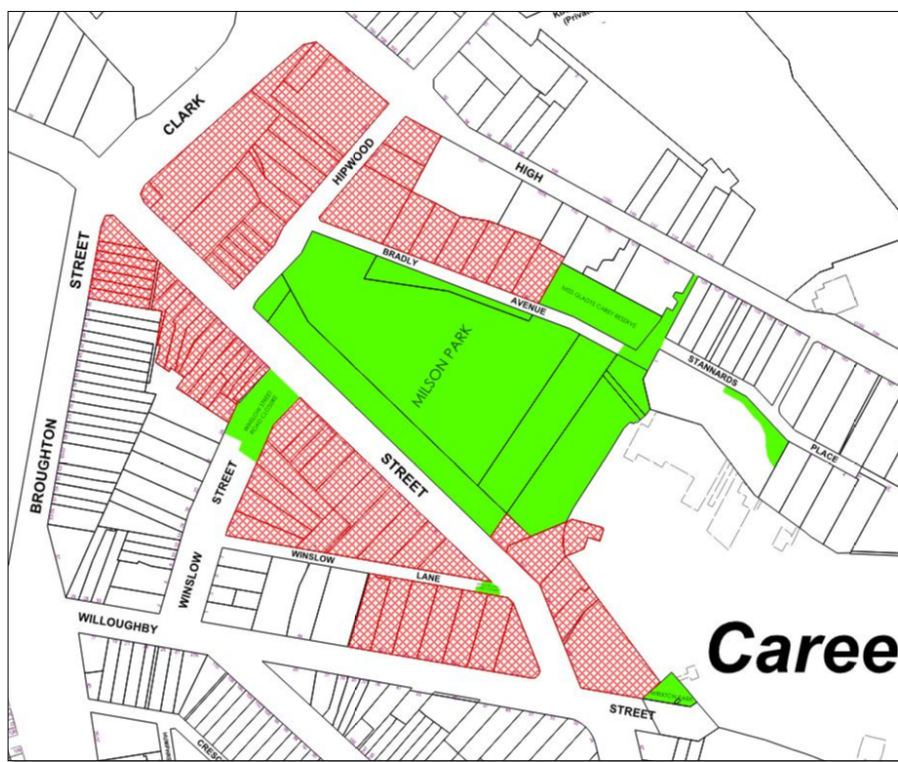


Image 1: Notification area shown in red

The notification letter outlined the 2 locations of the Variable Message Signs (VMS) and included a map of the preferred locations (see image 2 and 3 below) at both ends of McDougall Street. The letter also explained that:

The VMS signs cannot be located on the footpath due to their size and for the safety of pedestrians, therefore must be located on the road, in the parking area. This means the temporary loss of two parking spaces during the period.

Temporary directional footpath pavement stickers will also be placed along the length of the area to remind pedestrians to “take care, be car aware”.



Image 2 and 3: Preferred locations map on McDougall Street sent with notification letter

Contrary to what the concerns are in regards to loss of parking and also comments on that the signs are ineffective, there is still a need to warn drivers and also pedestrians of the possibility of pedestrians on the road and to slow down. There is still a need to also remind pedestrians to watch for cars with the pavement stickers. These stickers are a non-slip material which is the same material that is used for pavement stickers installed by TfNSW.

The location of the VMS signs in both locations were chosen as per advice from the documents: Technical Direction RMS TDT 2005/02b, TfNSW Instructions for the use of portable variable message signs May 2021.

With the Technical direction and TfNSW instruction on portable VMS, the locations for the VMS were chosen to maximize drivers ability to read them, they are not located at a decision point (intersection) and also limits the amount of loss of parking spaces.

A suggestion of the relocation of the VMS to the corner of an intersection is not supported as this a 'decision point' (an example was near the EzyMart). Being able to read a sign and navigate a round-about as well as being near a pedestrian crossing is not a safe option to place a VMS due to it being a distraction and its ability to be read. The location would have to be further along Clarke Road and Broughton Street. If the option was considered to relocate the VMS on to Willoughby Street, Clark Road, Broughton Street then 4 VMS signs would be needed and the removal of 4 parking spots would be required.

Submissions Report

There were approx. 350 notification letters distributed to residents.

There were Seven (7) submissions that were received in regard to the VMS locations, including a submission from the Milsons Point Precinct with minutes from a meeting they held in May 2022 (stating that there were 33 residents present).

All of the 7 submissions didn't support the VMS or plan of management, with comments on that in previous years this strategy didn't work as the behaviours still occurred or claim that the VMS don't address the issue or problem. Objections were also over loss of parking. Some submissions suggested other locations for the VMS or closing the end part of McDougall Street.

The main concerns were:

- Loss of parking
- Speeding cars & beeping horns
- Locations of VMS
- Safety of pedestrians on the road/near misses
- Stickers on the footpath are distracting/slippery
- Changing the traffic to one way
- Closing of the end of the road
- Traffic controllers/rangers

The summary of the feedback and concerns received and the response to these are outlined below:

Issue	Summary Feedback/Comments from Residents	Council Response
Parking	<ul style="list-style-type: none"> • Objections to loss of parking in a busy time of the year, taking up limited and valuable parking, with most houses not having off street parking. 	<ul style="list-style-type: none"> • There is a need for VMS to warn drivers of the presence of pedestrians on the road and to slow down.
VMS/VMS locations	<ul style="list-style-type: none"> • Objections that the VMS can't be seen at those locations, that drivers have already encountered pedestrians on the road before they entre McDougall Street and the VMS warns drivers after the fact. • Suggested location should be on footpath outside EzyMart and near pedestrian crossing. • That drivers can already see the dangers on the road that the VMS are not needed at all and create an eye sore and create a distraction. • They are ineffective and haven't worked in past years to stop the behaviours or solve the problem. 	<ul style="list-style-type: none"> • As per the Technical direction and TfNSW instruction on portable VMS, the locations for the VMS were chosen to maximize drivers' ability to read them, they are not located at a decision point (intersection) and also limits the amount of loss of parking spaces.
Pedestrian safety	<ul style="list-style-type: none"> • Issues with people on the road, concerns about some people even lying on the road or standing in the middle of the road. Issues with pedestrians standing on the road at the entrance to McDougall at Clark Road/Broughton. • There have been many near misses, aggressive behaviour from both Pedestrians and drivers. • A sign should be made to manage visitor/pedestrian behaviour rather than vehicle movements. 	<ul style="list-style-type: none"> • In addition to the VMS "Pavement stickers" will also be placed on the footpath with the message reading "TAKE CARE BE CAR AWARE".
One way system	<ul style="list-style-type: none"> • One way traffic flow along McDougall Street via with a change of parking direction along the street. • Closure of the road and entrance to McDougall Street (between round about and Hipwood Street). Cars to enter via Willoughby Street and exit via Hipwood Street and High Street. This closure could be done with just barricades, not traffic management or controllers and "local traffic only signs" for the residents in that section of road. This would allow people to stand in the middle of the road to take photos. 	<ul style="list-style-type: none"> • These suggestions are noted and will be considered for future Jacaranda events.
Pavement stickers	<ul style="list-style-type: none"> • Concerns that they will be slippery, create a distraction by pedestrians looking down, ugly when left on pavement. That they create more danger than they solve. 	<ul style="list-style-type: none"> • Stickers are non-slippery and are placed on footpath

Traffic Control Rangers Police	<ul style="list-style-type: none"> • Traffic controllers in place at busy/peak times around school times and weekends to slow traffic and take control of the number of cars. Rangers to be present to stop illegal car parking. Police to control illegal car movements and move people on/off the road. 	<ul style="list-style-type: none"> • Traffic controllers are not included in this year's Jacaranda season; however, Rangers will be on duty to assist with enforcement of non-complying matters
Public Transport	<ul style="list-style-type: none"> • That promotion should be done by council to visitors to use public transport to access the area instead of driving. Working with the state Government to encourage this. 	<ul style="list-style-type: none"> • This suggestion is noted for consideration at the future Jacaranda events.

Table 1: Summary of feedback from residents

5.6. Pacific Highway, St Leonards - Parking changes - Survey results

AUTHOR: Report of Acting Manager Traffic & Transport Operations, Iman Mohammadi

ENDORSED BY: Duncan Mitchell, Director Engineering and Property Services

ATTACHMENTS:

PURPOSE:

To outline feedback received from community consultation in relation to parking changes in Pacific Highway, St Leonards.

EXECUTIVE SUMMARY:

At the North Sydney Traffic Committee meeting held on 2 September 2022 the request for parking changes in Pacific Highway between Albany Street and Oxley Street, St Leonards was considered.

Mr Crisdell, the owner of Forty Winks addressed the Committee advising that since the completion of developments around his business over the last 6 to 7 years, he noticed their foot traffic has declined by 70% to a point where they have considered closing. Mr Crisdell stated that around 70% of his business happens on the weekend and due to the occupied unrestricted parking spaces on Pacific Highway, his clients are unable to find parking to visit his business. Mr Crisdell requested if Council could convert the existing parking restriction to 7 days, so on-street parking is available to visitors to businesses on weekend.

At the 2 September 2022 Traffic Committee meeting it was resolved to recommend:

***THAT** Council undertake consultation with the affected residents and business owners to extend the existing parking restriction in Pacific Highway between Albany Street and Oxley Street to weekends. (Approximately 10 spaces).*

Community consultation took place from 12 September until 28 September 2022. The outcomes of the community consultation are provided in this report.

FINANCIAL IMPLICATIONS:

The cost of additional signs will be funded from Traffic Operation budget.

RECOMMENDATION:

- 1. THAT** the first three (3) parking spaces immediately after the Bus Zone in Pacific Highway between Albany Street and Oxley Street, be converted from "1P Meter 10am-6pm Mon-Fri, 8:30am-12:30pm Sat" to "1P Meter 10am-6pm Mon-Sun".
- 2. THAT** the affected residents and business owners be notified of changes prior to implementation.

LINK TO COMMUNITY STRATEGIC PLAN

The relationship with the Community Strategic Plan is as follows:

2. Our Built Infrastructure

2.1 Infrastructure and assets meet community needs

2.4 Improved traffic and parking management

BACKGROUND

At the North Sydney Traffic Committee meeting held on 2 September 2022 the request for parking changes in Pacific Highway between Albany Street and Oxley Street, St Leonards was considered.

Mr Crisdell, the owner of Forty Winks addressed the Committee advising that since the completion of developments around his business over the last 6 to 7 years, he noticed their foot traffic has declined by 70% to a point where they have considered closing. Mr Crisdell stated that around 70% of his business happens on the weekend and due to the occupied unrestricted parking spaces on Pacific Highway, his clients are unable to find parking to visit his business. Mr Crisdell requested if Council could convert the existing parking restriction to 7 days, so on-street parking is available to visitors to businesses on weekend.

At the 2 September 2022 Traffic Committee meeting it was resolved to recommend:

***THAT** Council undertake consultation with the affected residents and business owners to extend the existing parking restriction in Pacific Highway between Albany Street and Oxley Street to weekends. (Approximately 10 spaces).*

Community consultation took place from 12 September until 28 September 2022.

The outcomes of the community consultation are provided in this report.

CONSULTATION REQUIREMENTS

Consultation has been undertaken in accordance with Council's Community Engagement Protocol.

Relates to ECM No: 9038002

Standard or Guideline Used: AS2890.5; AS1742.11; NSC Resident Parking Permit Policy

Signs & Lines Priority: 2

Precinct and Ward: Holtermann, Wollstonecraft/Tunks, Wollstonecraft

Impact on Bicycles: Nil

Impact on Pedestrians: Nil

Impact on Parking: Change to

DETAIL

The owner of Forty Winks located raised concerns over the current parking restrictions on Pacific Highway which provide unrestricted parking on weekends after 12pm on Saturdays.

It was claimed that Since 2016, the area has seen massive change with thousands of new apartments being built causing a 70% decline in foot traffic into the store since 2017.

A total of 307 letters were distributed by mail/letter box drop to the affected residents and business owners on 12 September 2022. The survey was also available online. Residents were given until the 28 September 2022 to respond. A total of 20 responses were received. This represents a response rate of 6.5%, which is below the average response rate of 10 to 12%.

The result of community consultation revealed majority of community are against the changes to the current parking restrictions.

To assist the businesses and provide a balance of available on-street parking spaces, it is recommended:

1. **THAT** the first three (3) parking spaces immediately after the Bus Zone in Pacific Highway between Albany Street and Oxley Street, be converted from “1P Meter 10am-6pm Mon-Fri, 8:30am-12:30pm Sat” to “1P Meter 10am-6pm Mon-Sun”.
2. **THAT** the affected residents and business owners be notified of changes prior to implementation.

Feedback Summary

Support

The parking is detrimental to support the businesses along this strip and with the already impacted retail business trade we need to provide as many opportunities to the tenants as possible for their customers.

Objection

- Very inconvenient to business to park at this location if this parking is changed.
- Awful idea, and not at all community minded
- Residents are already suffering from the effects of metro building works. This proposal is grossly inappropriate.
- it is not fare to tighten restrictions and take additional parking fees especially considering increasing cost of leaving and inflation!
- This Forty Winks business has opening hours by 5pm only, so why the proposal goes until 6pm? Feels like the council uses the opportunity to collect more revenue in parking fees/fines. Please keep this part of street as it is, for the council rate paying residents to enjoy.Thanks.
- I'm a resident of nearby residential units. This change will mean that friends and family will not be able to park to visit over the weekend.

- We have no visitor parking in our building and street parking is already limited. Weekends are a time we'd like to have family/friends over but it's going to become even more challenging to do so with even less parking available
- The public would prefer that this is not done as Sunday is a day where people can come and enjoy the cafes here and if forty winks think that they can limit this for their customer la, this is ludicrous and selfish of them to do so
- Do not support this idea and it is wrong
- I really do not like this change at all as I feel that Sundays are days that would allow for free parking.
- there are other restaurants etc that rely on people being able to park for free on sunday afternoon. Parking in and around crows nest is expensive and limited.
- This is just another con approach by local council to enable revenue and screw the working class residents of crows nest. There is already significant issues with NS Council not being able or willing to do anything about illegal parking in the area, this is just a revenue tactic.
- Limited free street parking in St Leonards. Removing 10 more spaces from Saturday afternoon & Sunday will be very inconvenient for residents in the area.
- Other users require longer time periods eg restaurant visits and basketball games at Norths generally take 1.5 hours. The shorter period over weekends would materially impact the ability of younger age children to access weekend games. Suggest two hour zones so businesses get the turnover of all day parkers, restaurants are not adversely affected, and children get reasonable supported access to sports health facilities.
- When Residents there invest their property there, the existing policy is a benefit for us. That is one of the reasons we chose to be a buyer there.

6. Informal Items for Consideration

6.1. Standing Item - Blues Point Road - Vehicle Noise & Traffic Issues

AUTHOR: Lizzie Cheng, Traffic & Transport Engineer

ENDORSED BY: Duncan Mitchell, Director Engineering and Property Services

ATTACHMENTS:

1. Attach Blues Point Road Table 1 Summary of previous Traffic Committ [6.1.1 - 4 pages]

PURPOSE:

The purpose of this report is to provide an update on previous Council resolutions in regard to traffic management in Blues Point Road, McMahons Point.

EXECUTIVE SUMMARY:

At the Traffic Committee meeting on 19 March 2021, it was recommended that the matter of vehicle noise and traffic issues in Blues Point Road, McMahons Point be kept as a standing item at the Traffic Committee meetings.

This report provides an update on previous Council resolutions in relation to this matter.

FINANCIAL IMPLICATIONS:

Financial implications will be outlined for any proposed measures prior to the matter being considered by Council for adoption.

RECOMMENDATION:

1. **THAT** the updates concerning Standing Item - Blues Point Road – Vehicle Noise & Traffic Issues be received.

LINK TO COMMUNITY STRATEGIC PLAN

The relationship with the Community Strategic Plan is as follows:

2. Our Built Infrastructure

2.4 Improved traffic and parking management

BACKGROUND

A petition was tabled at the Traffic Committee meeting on 12 June 2020 from residents of McMahons Point concerning vehicle noise, illegal parking and street racing in Blues Point Road near Blues Point Reserve. Council has received representations concerning this issue since that time and the matter has been considered by the Traffic Committee on numerous occasions since then. A report was considered at the Traffic Committee meeting on 5 February 2021 where the Traffic Committee recommended a number of interventions for further investigation.

At the Traffic Committee meeting on 19 March 2021, it was recommended that the matter of vehicle noise and traffic issues in Blues Point Road, McMahons Point be kept as a standing item at the Traffic Committee meetings.

CONSULTATION REQUIREMENTS

Community engagement will be undertaken in accordance with Council's Community Engagement Protocol.

Relates to ECM No: 8525770; 8446599; 8272680

Standard or Guideline Used: Austroads Guide to Traffic Management Part 8: Local Street Management

Signs & Lines Priority: N/A

Precinct and Ward: Lavender Bay, Wollstonecraft

Impact on Bicycles: Nil

Impact on Pedestrians: Nil

Impact on Parking: Impacts as outlined in reports.

DETAIL

The list of Council resolutions relating to Blues Point Road traffic management and latest updates since the previous Traffic Committee meeting is attached.

Table 1 Summary of previous Traffic Committee recommendations and Council resolutions

Traffic Committee Recommendation / Council Resolution	Status
Traffic Committee: 5-Feb-2021 / Council Meeting: 22-Feb-2021 https://www.northsydney.nsw.gov.au/Council_Meetings/Meetings/Committees/Traffic_Committee/2021/5_February_2021	
1. THAT Council consults with the affected community with regard to the speed cushion traffic calming scheme for Blues Point Road between Princes Street and Blues Point Reserve as shown in the attached plans. (4.3)	<i>Consultation was undertaken between 4 May to 6 June 2021. The community engagement outcomes are detailed in the report to the Traffic Committee 23 July 2021.</i>
2. THAT Council request police enforcement of excessive noise from vehicles, illegal parking and street racing as raised by local residents, particularly on Friday and Saturday evenings between 9pm and 4am. (4.3)	<i>Police enforcement requested through discussions at the Traffic Committee</i>
3. THAT Council request TfNSW install a speed camera in Blues Point Road between East Crescent Street and Blues Point Reserve. (4.3)	<i>Online request submitted through the Safer NSW website on 15/4/21</i>
4. THAT the traffic calming proposal be included in any funding applications for the McMahons Point (Blues Point Road) Public Domain Upgrade Masterplan and vice versa. (4.3)	<i>Council will continue to seek funding opportunities for both projects.</i>
5. THAT a site inspection be held ASAP with the Mayor, Councillor Keen, the Director Open Space and Environmental Services and Manager Traffic & Parking to determine: a) where new line marking can be painted to clearly delineate legal parking spaces eastern side of Blues Point Road; b) how signage can be made more effective and efficient; c) where extra lighting can be installed. d) where short term parking can be provided (4.3)	<i>A site meeting was held on 18 March 2021.</i>
6. THAT the Committee give in principle approval for CCTV on Blues Point Road and report to next Traffic Committee on how these measures can proceed. (4.3)	<i>Investigations continuing. Blues Point Road closed in association with Sydney Metro works for approx.. 3 months from August 2021 & current public health orders prohibit gatherings. Will review the situation after November 2021.</i>
Traffic Committee: 19-Mar-2021 / Council Meeting: 26-Apr-2021 https://www.northsydney.nsw.gov.au/Council_Meetings/Meetings/Committees/Traffic_Committee/2021/19_March_2021	
THAT Blues Point Road be kept as a standing item on the Agenda. (7.9)	<i>Standing item added from 30 April 2021 meeting onwards.</i>

Traffic Committee Recommendation / Council Resolution	Status
Traffic Committee: 30-Apr-2021 / Council Meeting: 24-May-2021 https://www.northsydney.nsw.gov.au/Council_Meetings/Meetings/Committees/Traffic_Committee/2021/30_April_2021	
1. THAT the updates concerning Standing Item - Blues Point Road - Vehicle Noise & Traffic Issues be received. (5.4)	<i>For noting.</i>
2. THAT line marking be reinstated urgently to clearly delineate the 4 angle parking spots at the end of Blues Point Road. (5.4)	<i>Postponed due to Sydney Metro occupation of Blues Point Road. Review after November 2021.</i>
3. THAT urgent investigation be undertaken to improve the lighting in the same vicinity at the end of Blues Point Road. (5.4)	<i>A lighting consultant will be engaged to assess lighting levels at this location and advise Council on proposed lighting. This has been postponed due to Sydney Metro occupation of Blues Point Road. Review after November 2021.</i>
4. THAT signage at the end of Blues point Road be reviewed with the aim to make it clearer and more effective. (5.4)	<i>To be actioned</i>
5. THAT in response to residents concerns, Council fast-track the implementation of the 40KM/hr HPAA initiatives to ensure traffic speed and calming on Blues Point Road can be addressed.	<i>Implications outlined in report to the Traffic Committee 23 July 2021.</i>
Traffic Committee: 11-Jun-2021 / Council Meeting: 28-Jun-2021 https://www.northsydney.nsw.gov.au/Council_Meetings/Meetings/Committees/Traffic_Committee/2021/11_June_2021	
1. THAT the updates concerning Standing Item - Blues Point Road – Vehicle Noise & Traffic Issues be received.	<i>For noting.</i>
2. THAT a letter be sent to Felicity O’Brien giving her an update on Blues Point Road and thank her for her ongoing involvement and advocating on behalf of residents on Blues Point Road.	<i>Email sent 19/7/21</i>
Traffic Committee: 23-Jul -2021 / Council Meeting: 23-Aug-2021 https://www.northsydney.nsw.gov.au/Council_Meetings/Meetings/Committees/Traffic_Committee/2021/11_June_2021	
5. THAT that Council apply to TfNSW for a 40km/h speed zone on Blues Point Road between Lavender Street and Blues Point Reserve. The scheme should incorporate the traffic and pedestrian upgrades identified in the McMahons Point (Blues Point Road) Public Domain Upgrade Masterplan, and as minimal use of raised flat top thresholds as possible between Princes	<i>To be actioned.</i>

<i>Traffic Committee Recommendation / Council Resolution</i>	<i>Status</i>
<p>Street and Blues Point Reserve to address the TfNSW criteria for the proposed 40km/h speed zone. (5.3)</p> <p>6. THAT the raised flat top threshold be used instead of speed cushions. (5.3)</p> <p>7. THAT if the scheme cannot be implemented with a maximum of two raised flat top thresholds, then the matter be brought back to the Committee. (5.3)</p> <p>8. THAT following discussions with TfNSW on the proposed scheme, a report be brought back to Council outlining the proposed scheme, the cost implications of the proposed scheme, potential funding, proposed schedule and details of further community engagement if required. (5.3)</p> <p>12. THAT the application for Blues Point Road 40km/h speed zone ensures that there is no loss of parking. (5.3)</p>	
<p>10. THAT Council be included in the consultation process for the beautification works in Blues Point Reserve following the completion of the Metro works. (5.3)</p>	<i>Referred to Council's Director Open Space and Environment.</i>
<p>11. THAT Council seeks clarification on the timeline and status of the Metro works in the North Sydney LGA. (5.3)</p>	<i>See Standing Item – Sydney Metro – Project Update</i>
<p>13. THAT the previous resolution of the 30th April Traffic Committee (Item 5.4) regarding line marking and signage on Blues Point Road be prioritised (subject to Public Health Orders). (5.3)</p>	<p><i>See Resolution No. 2 TC 30/4/21</i></p> <p><i>Postponed due to Sydney Metro occupation of Blues Point Road. Review after November 2021.</i></p>
<p><i>Traffic Committee: 15-Oct-2021 / Council Meeting: 25-Oct-2021</i></p> <p>https://www.northsydney.nsw.gov.au/Council_Meetings/Meetings/Committees/Traffic_Committee/2021/15_October_2021</p>	
<p><i>1. THAT</i> the updates concerning Standing Item - Blues Point Road – Vehicle Noise & Traffic Issues be received</p>	<i>For noting</i>
<p><i>2. THAT</i> Council proceed with CCTV monitoring immediately after Blues Point Road is reopened.</p>	<i>To be actioned.</i>

<i>Traffic Committee Recommendation / Council Resolution</i>	<i>Status</i>
<p data-bbox="331 328 898 355"><i>Traffic Committee: 18-Mar-2022: 28-Mar-2022</i></p> <p data-bbox="331 363 1722 391">https://www.northsydney.nsw.gov.au/Council_Meetings/Meetings/Committees/Traffic_Committee/2022/18_March_2022</p>	
<p data-bbox="331 437 1200 496"><i>THAT the updates concerning Standing Item – Blues Point Road – Vehicle Noise & Traffic Issues be received</i></p>	<p data-bbox="1245 437 1973 496"><i>According to the Sydney Metro website update in August 2022, the Blues Point Road project is still ongoing.</i></p>

6.2. Standing Item - Western Harbour Tunnel & Warringah Freeway Upgrade

AUTHOR: Iman Mohammadi, Acting Manager Traffic and Transport Operations

ENDORSED BY: Duncan Mitchell, Director Engineering and Property Services

ATTACHMENTS:

1. 6.02 Attach Map of temp electrical services Wollstonecraft , Waverton [6.2.1 - 3 pages]

PURPOSE:

The purpose of this report is to provide an update on current works and impacts associated with the Transport for NSW Western Harbour Tunnel and Warringah Freeway Upgrade project (SSI 8863).

EXECUTIVE SUMMARY:

The Western Harbour Tunnel and Warringah Freeway Upgrade project SSI 8863 was approved by the Minister for Planning and Public Spaces on 21 January 2021. The project is being undertaken by Transport for NSW.

Warringah Freeway Upgrade Early Works commenced in April 2021 and impact on a number of Council roads adjacent to and alongside the Warringah Freeway. Transport for NSW has exercised functions of a roads authority under the Roads Act 1993 for those roads.

This report provides a high-level overview of the current work sites and summary of complaints received by Council.

FINANCIAL IMPLICATIONS:

There are no direct financial implications arising from this report.

RECOMMENDATION:

1. THAT the information concerning the Western Harbour Tunnel and Warringah Freeway Upgrade project be received.

LINK TO COMMUNITY STRATEGIC PLAN

The relationship with the Community Strategic Plan is as follows:

- 2. Our Built Infrastructure
 - 2.1 Infrastructure and assets meet community needs
 - 2.4 Improved traffic and parking management
- 5. Our Civic Leadership
 - 5.2 Council is well governed and customer focused
 - 5.3 Community is informed and consulted

BACKGROUND

The Western Harbour Tunnel and Warringah Freeway Upgrade project SSI 8863 was approved by the Minister for Planning and Public Spaces on 21 January 2021. The project is being undertaken by Transport for NSW.

Warringah Freeway Upgrade Early Works commenced in April 2021. The works impact on a number of Council roads adjacent to and alongside the Warringah Freeway. All community notifications are available on the Western Harbour Tunnel and Warringah Freeway Upgrade webpage at <https://caportal.com.au/rms/wht/documents-and-notifications>

CONSULTATION REQUIREMENTS

As this is a state government project, Transport for NSW are responsible for all community engagement relating to the project.

DETAIL

Relates to ECM No:

Standard or Guideline Used:

Signs & Lines Priority: N/A

Precinct and Ward: Hayberry/ Registry/ Stanton/ Neutral/ Anderson/ CBD; Tunks/ Victoria/ Wollstonecraft

Impact on Bicycles: Local cycling access may be impacted adjacent to and around the WHT/WFU work sites under traffic management

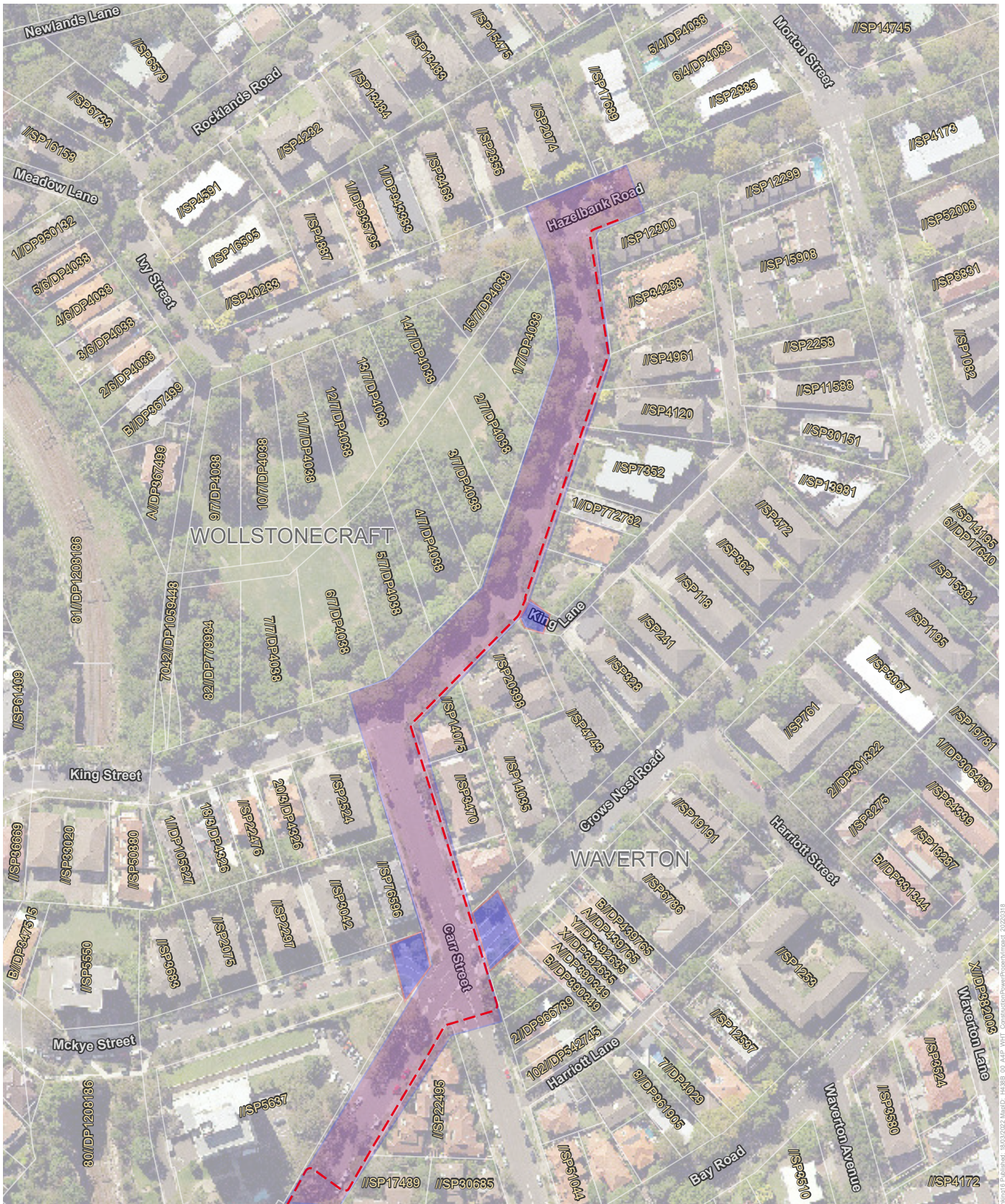
Impact on Pedestrians: Local pedestrian access may be impacted adjacent to and around the WHT/WFU work sites under traffic management

Impact on Parking: Approximately 75 parking spaces on Alfred Street North; 35 spaces on Cammeray Avenue and 10 spaces on Ridge Street have so far been removed by TfNSW to facilitate the works.

The Western Harbour Tunnel Project requires installation of electricity supply cables within various public roads to provide power to its various Project worksites. The works area is shown on the attached map. It is expected that works are completed by 31 March 2023.

The works on Active Transport Link (ATL) within the Cammeray Golf Course connecting Ernest Street to Warringah Road is complete. The Works on the Amherst Noise wall has also been commenced and almost Complete.

Council has received numerous notices from Transport for NSW under 64(1A) of the Roads Act 1993 of their intention to exercise functions of a road's authority. This means that TfNSW has the same powers under the Roads Act 1993 as Council for the roads listed in each notice.



WESTERN HARBOUR TUNNEL - TEMPORARY CONSTRUCTION POWER PROPERTY IMPACTS

Waverton - 1

- KEY**
- Lot
 - HV underground proposed

Works Area

Traffic Control Work and Regulation Zone

0 25 50 100 m

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WESTERN HARBOUR TUNNEL - TEMPORARY CONSTRUCTION POWER PROPERTY IMPACTS

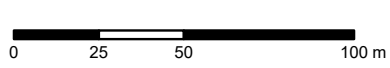
Waverton - 2

KEY

- Lot
- HV underground proposed

Works Area

Traffic Control Work and Regulation Zone



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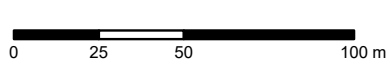
WESTERN HARBOUR TUNNEL - TEMPORARY CONSTRUCTION POWER PROPERTY IMPACTS

Waverton - 3

KEY

- Lot
- HV underground proposed
- HV sub proposed

- Works Area
- Traffic Control Work and Regulation Zone



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6.3. Standing Item - Sydney Metro - Project Update

AUTHOR: Iman Mohammadi, Acting Manager, Traffic and Transport Operations

ENDORSED BY: Duncan Mitchell, Director Engineering and Property Services

ATTACHMENTS: Nil

PURPOSE:

The purpose of this report is to update the North Sydney Traffic Committee on the current status of the Metro City & South-West (Metro) project and upcoming works affecting local roads.

Updates are also provided on the Sydney Metro website at <https://www.sydneymetro.info/>

EXECUTIVE SUMMARY:

Consent for the Metro City & South-West (Metro) project was granted by the Department of Planning and Environment on 9 January 2017. The consent can be viewed in full at www.majorprojects.planning.nsw.gov.au.

The project will deliver new railway infrastructure for Sydney, including two new Metro stations within the North Sydney Local Government Area - at Crows Nest and Victoria Cross (North Sydney Centre). Construction commenced in early 2017, with train operations expected to be underway by 2024.

In accordance with the various conditions of consent, a Traffic and Transport Liaison Group (TTLG) has been established to inform traffic and transport measures during construction and operation of the project. The TTLG is chaired by the Sydney Coordination Office (SCO) and comprises representatives from the relevant Road Authorities, which includes North Sydney Council. The TTLG meets monthly and a smaller group of representatives known as the Traffic Control Group (TCG) meets weekly to discuss impending construction-related traffic management matters.

The Construction Traffic Management Plans (CTMPs) must be developed in consultation with the TTLG. TfNSW is the approval authority for the CTMPs, following endorsement by the SCO.

FINANCIAL IMPLICATIONS:

There are no direct financial implications arising from this report.

RECOMMENDATION:

1. THAT the information concerning Sydney Metro City & South-West Construction Update be received.

LINK TO COMMUNITY STRATEGIC PLAN

The relationship with the Community Strategic Plan is as follows:

2. Our Built Infrastructure

2.1 Infrastructure and assets meet community needs

2.4 Improved traffic and parking management

5. Our Civic Leadership

5.2 Council is well governed and customer focused

5.3 Community is informed and consulted

BACKGROUND

Consent for the Metro City & South-West (Metro) project was granted by the Department of Planning and Environment on 9 January 2017. The consent can be viewed in full at www.majorprojects.planning.nsw.gov.au.

The project will deliver new railway infrastructure for Sydney, including two new Metro stations within the North Sydney Local Government Area - at Crows Nest and Victoria Cross (North Sydney Centre). Construction commenced in early 2017, with train operations expected to be underway by 2024.

CONSULTATION REQUIREMENTS

As this is a state government project, Transport for NSW are responsible for all community engagement relating to the project.

DETAIL

Relates to ECM No: N/A

Standard or Guideline Used: N/A

Signs & Lines Priority: N/A

Precinct and Ward: Various precincts, St Leonards & Cammeraygal Wards

Impact on Bicycles: Local cycling access maintained and managed through traffic guidance schemes

Impact on Pedestrians: Local pedestrian access may be impacted adjacent to and around the Sydney Metro work sites and managed through traffic guidance schemes.

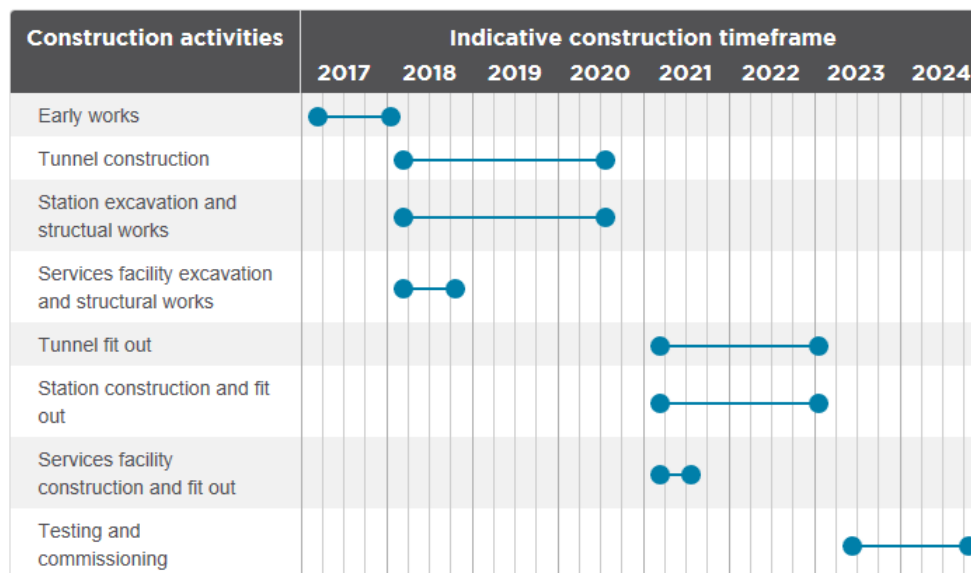
Impact on Parking: Parking adjacent to each construction site has been removed under applications throughout the project to facilitate construction.

There are four (4) construction sites within the North Sydney LGA associated with the Metro project.

1. **Victoria Cross Station (VC2)** – includes 155-189 Miller Street bounded by Miller Street, Berry Street and Denison Street.
2. **Victoria Cross North (VC1)** –site for the services building and additional access point at 52 McLaren Street (vacant site on northern corner of Miller Street and McLaren Street intersection).
3. **Crows Nest Station (CN)** – includes 497-521 Pacific Highway bounded by Pacific Highway, Oxley Street, Clarke Lane and Hume Street; 14 Clarke Street (Beaurepaires site); and 477-495 Pacific Highway bounded by Pacific Highway, Hume Street and Clarke Lane.
4. **Blues Point Reserve (BP)** – Temporary construction site, including creation of a shaft for the delivery and extraction of tunnel boring equipment.

The City & Southwest (Chatswood to Sydenham) project has been split into stages. Each stage is subject to separate contracts and may be undertaken by different contractors. An indicative timeline for the full City & Southwest portion is provided below.

Indicative timeline



Source: Sydney Metro website 26/5/17

Works at each site are currently at station construction/ fit out and linewise trackworks. The key activities are summarised below.

Update on sites within North Sydney Council area

Victoria Cross South

[Vic Cross – Construction Updates](#)

Excavation works, formwork steel fitting, deliveries, concrete pouring. Installation of hoardings, site accommodation and tower cranes on Miller Street frontage. Deliveries via Miller Street Work Zone.

Miller Street – major stormwater upgrade works located within southbound, establishment of one-way contra flow – staged night works from March 2022 until first week of May (approx. 4 weeks total). This works is now complete and it is anticipated that further Stormwater works to be undertaken in Denison Street in July 2022 with partial closure of Denison Street and conversion of street to one way traffic for approximately 6-8 weeks

Victoria Cross North

[Vic Cross – Construction Updates](#)

Temporary fencing for the McLaren St footpath closure and occupation of parking spaces for pedestrian access during installation of B-Class scaffold in McLaren Street, east of Miller Street.

Crows Nest Station

[Crows Nest – Construction Updates](#)

Deliveries occurring from Pacific Highway “logistics lane” – footpath occupation - pedestrians diverted to western side of Pacific Highway. Some concrete pours occurring from Clarke Lane.

Hume Street fully closed to traffic between Pacific Highway and Clarke Lane until 31 December.

Once Hume Street demolition works commence, 12m of footpath from the end of the site towards North will be closed to store construction materials and the remaining will be used for logistics deliveries as per approved ROL from TMC. This arrangement is proposed for 4 months with the provision of B-Class Hoarding to maintain safe pedestrian access.

Blues Point

[Blues Point – Construction Updates](#)

DPIE granted modification for continued use of Blues Point site for additional 12 months from December 2020 for linewide track fitout.

Existing parking spaces at Blues Point Road will be temporary removed and Blues Point Road be closed to traffic at the reserve to enable commencement of the reconfiguration of Blues Point from Henry Lawson Avenue to the reserve. These works are expected to be carried out from 22 May till 30 Sep 2022.



7. Local Development Advisory Committee Items for Consideration

Nil

8. General Business

9. Closure