



AGENDA

Council Chambers
7 October 2021

A **MEETING of Traffic Committee** will be held at the Council Chambers, 200 Miller Street, North Sydney at 10:00 AM on Friday 15 October 2021.

The agenda is as follows.

Ken Gouldthorp
GENERAL MANAGER



North Sydney Council is an Open Government Council. The records of Council are available for public viewing in accordance with this policy, with the only exception being made for certain confidential documents such as legal advice, matters required by legislation not to be divulged, and staff matters.

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1. Confirmation of Minutes

The Minutes of the previous meeting held on 3 September 2021, copies of which had been previously circulated, be 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. Traffic Delegations

AUTHOR: Maria Coyne, Traffic Operations Officer

ENDORSED BY: Duncan Mitchell, Director Engineering and Property Services

ATTACHMENTS:

1. 4 01 Attach Traffic Delegations [5.1.1 - 5 pages]

PURPOSE:

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

EXECUTIVE SUMMARY:

Attached is a list of projects given approval under delegated authority to the Traffic & Transport Operations Manager. 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 community needs
 - 2.4 Improved traffic and parking management
- 3. Our Future Planning
 - 3.5 North Sydney is regulatory compliant

**APPROVAL FOR PROJECTS UNDER
DELEGATED AUTHORITY TO THE TRAFFIC & TRANSPORT OPERATIONS MANAGER
543rd TRAFFIC COMMITTEE – 15 October 2021**

No.	Street	Location	Precinct, Ward, Electorate	Issue	Recommendation	Appr	Date	ECM	Comments
Resident Parking									
Nil									
Temporary Road Closures									
21-108	Broughton Street, Milsons Point	Sydney Harbour Bridge, between Fitzroy Street and Pitt Street	Bradfield, Victoria, North Shore Electorate	Temporary Road Closure	<p>1. THAT Council raise no objection to the temporary road closure of Broughton St, Milsons Point between Fitzroy St and Pitt St for 15.09.21 & 17.09.21, from 12am-5am for the purpose of crane works on the harbour bridge, 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	8/9/21	8612460	
Special Use Zones									
Nil									
Regulatory Signs									
Nil									
Signs Across Driveways									
Nil									

No.	Street	Location	Precinct, Ward, Electorate	Issue	Recommendation	Appr	Date	ECM	Comments
Warning Signs									
21-109	Lytton Street, Cammeray	Between Falcon Street and Ernest Street	Registry, Tunks, Willoughby Electorate	Install No Trucks Signage.	THAT Council install “No Trucks” signage on Falcon Street and Ernest Street at the entry to Lytton Street as shown on the attached plan.	Yes	22/9/21	N/A	
Construction Management Plan									

No.	Street	Location	Precinct, Ward, Electorate	Issue	Recommendation	Appr	Date	ECM	Comments
21-105	Blues Point Road, McMahons Point	Sydney Metro Blues Point Site Operations	Lavender Bay, Wollstonecraft, North Shore Electorate	CTMP & Temporary Road Closure for 3 months	<p>1. THAT the traffic aspects of the <i>Sydney Metro Blues Point Site Operations – Construction Traffic Management Plan Rev. 3</i> prepared by Systems Connect dated 2 August 2021 for Sydney Metro line-wide, acoustic shed removal, and site restoration works is approved under delegated authority of Council’s Traffic Engineer subject to the attached conditions.</p> <p>2. THAT Council approve the temporary closure of Blues Point Road as outlined in the Construction Traffic Management Plan for approximately 3 months commencing from August 2021 (subject to NSW Public Health Order restrictions) and subject to Council’s standard conditions of closure including but not limited to receipt of an application form, community notification, police approval, 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 and Council approval.</p> <p>4. THAT the Work Zone(s) as outlined in the CTMP be approved subject to the attached conditions, application to Council and payment of relevant fees.</p>	Yes	13/8/21	8599069	

No.	Street	Location	Precinct, Ward, Electorate	Issue	Recommendation	Appr	Date	ECM	Comments
21-110	Kurraba Road, Kurraba Point	85 Kurraba Road,	Kurraba, Victoria, North Shore Electorate	CTMP	1. THAT the traffic aspects of the amended Construction Traffic Management Plan dated August 2021 prepared by Traffix Traffic & Transport Planners for the approved development (Development Consent 34/19) at 85 Kurraba Road, Kurraba Point be approved subject to the conditions of approval. 2. THAT the Works Zone on Kurraba Road as described 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	17/9/21	8633184	
21-114	Upper Pitt Street, Kirribilli	St Aloysius' College – 47 Upper Pitt Street	Bradfield, Victoria, North Shore Electorate	CTMP	THAT Council raises no objection to the traffic aspects of the Construction Traffic Management Plan dated 31 August 2021 prepared by Rhino Traffic Control Services for the approved State Significant Development (SSD8669) at 47 Upper Pitt Street, Kirribilli (St Aloysius' College) subject to the attached conditions.	Yes	22/9/21	8648488	
Australian Road Rules Compliance Signs									
	Nil								
Traffic Facilities									
21-107	Abbott Street and Palmer Street, Cammeray	Palmer Street at the intersection of Abbott Street	Bridgeview , Tunks, Willoughby Electorate	Pedestrian refuge and speed cushions	THAT Council installs a pedestrian refuge and speed cushions at the intersection of Abbott Street and Palmer Street, Cammeray, after the affected properties are notified by letterbox delivery.	No	10/8/21	N/A	TfNSW declined this TDA and a new proposal will be submitted at a later date

No.	Street	Location	Precinct, Ward, Electorate	Issue	Recommendation	Appr	Date	ECM	Comments
Council Decisions									
Nil									

5.2. Burton Street, Kirribilli - Raised Pedestrian Crossing - Survey Results

AUTHOR: Report of Traffic & Transport Engineer, Iman Mohammadi

ENDORSED BY: Duncan Mitchell, Director Engineering and Property Services

ATTACHMENTS:

1. Submission Summary
2. Raised Pedestrian Crossing Plan

PURPOSE:

Upgrade the existing pedestrian crossing on Burton Street at Humphrey Place, Kirribilli.

EXECUTIVE SUMMARY:

Council has received Federal Government Stimulus Road Safety Program (School Zone Infrastructure) funding, to upgrade the existing pedestrian crossing on Burton Street at Humphrey Place, Kirribilli. The proposal is to raise the pedestrian crossing to footpath level and install kerb extensions on both sides of the pedestrian crossing to increase visibility of approaching drivers, slow down traffic and reduce the crossing distance. The proposal will result in the loss of one parking space on the southern side of Burton Street as shown on the attached plan to comply with TfNSW safety requirements.

The loss of parking will be offset by providing an additional on-street parking space on south side of Willoughby Street, west of Elamang Ave.

In addition, St Aloysius College has requested Council to provide additional pick up/drop off spaces in Burton Street and extend the drop off hours from 7am during school times. Council is proposing to:

- change the drop off (No Parking) time to commence at 7am (currently 8am) on the southern side of Burton Street;
- change the "1/2 Hour Parking" commence at 9am (currently 8.30am) on the northern side of Burton Street and;
- install new drop-off "No Parking 7am-9am, 2:30pm-4pm Mon-Fri" on the northern side of Burton Street.

Community consultation took place from 23 July until 29 August 2021. The consultation period was extended to 5 September 2021. The outcomes of the community consultation are attached.

FINANCIAL IMPLICATIONS:

The cost for this project is estimated to be \$150,000 which can be funded by Federal Government Stimulus Road Safety Program (School Zone Infrastructure) funding 2021/2022.

RECOMMENDATION:

- 1. THAT** Council proceeds with the upgrade of the existing pedestrian crossing to footpath level on Burton Street at Humphrey Place, Kirribilli and install kerb extensions on both sides of the pedestrian crossing to increase visibility of approaching drivers, slow down traffic and reduce the crossing distance as per the attached plan as part of the 2021/22 Federal Government Stimulus Road Safety Program (School Zone Infrastructure).
- 2. THAT** the “4P 8.30am-midnight Mon-Sun Permit Holders Excepted Area 3 (R)” and “No Stopping (L)” signs on the southern side of Willoughby Street, west of Elamang Avenue be relocated approximately 5.5 metres east (reduce No Stopping distance from 24.5m to 19m from Elamang Avenue) to offset the loss of one parking space in Burton Street.
- 3. THAT** Council retain existing parking restriction on the northern side of Burton Street.

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

As part of the 2021/22 Federal Government Stimulus Road Safety Program (School Zone Infrastructure) it is proposed to upgrade the existing pedestrian crossing on Burton Street at Humphrey Place, Kirribilli to a raised pedestrian crossing with kerb extensions.

The project was identified through the 2020 Pedestrian Crossing Audit reported to the Traffic Committee meeting on 20 March 2020 where it was recommended and Council subsequently resolved, inter alia:

THAT each of the existing flush pedestrian crossings in the priority list attached to this report be added to the LATM Action Plans to upgrade to raised pedestrian crossings and three crossings per year be funded from the annual Traffic Facilities Program for upgrade.

Community consultation took place from 23 July until 5 September 2021. The consultation period was extended to 5 September 2021. The outcomes of the community consultation are attached.

CONSULTATION REQUIREMENTS

Community engagement has occurred in accordance with Council's *Community Engagement Protocol*. The detail of this report provides the outcomes from the engagement for Council to consider prior to adoption.

Relates to ECM No: 8585178

Standard or Guideline Used: AS1742.10

Signs & Lines Priority: N/A

Precinct and Ward: Milson/Bradfield, Victoria

Impact on Bicycles: Nil

Impact on Pedestrians: The proposal improves pedestrian safety in the street adjacent to local school.

Impact on Parking: Raising the pedestrian crossing and construction of kerb build out will result in net loss of 1 on-street parking space which will be offset with a new parking space to be created on south side of Willoughby Street, west of Elamang Avenue.

The community engagement also sought feedback on changes to parking restrictions on the northern side of Burton Street to allow for additional drop-off and pick-up spaces opposite St Aloysius College.

DETAIL

The proposal to raise the existing pedestrian crossing and construction of kerb build out on both sides of the pedestrian crossing was distributed to residents and businesses in Burton Street and surrounding streets from 23 July until 5 September 2021. A total of 124 letters were mailed to residents, property owners, St Aloysius College, Milsons and Bradfield precincts. A total of 12 responses were received which represents a response rate of 10.3% which is at the typical response rate of 10-12% for traffic surveys.

The respondents were required to indicate if they support the proposed raised pedestrian crossing and parking changes in Burton Street. Of the responses received, 9 (75%) were in support and 3 (25%) were opposed to the proposed raised pedestrian crossing. 5 respondents (42%) supported and 7 (58%) were opposed to the proposed parking changes in Burton Street.

At the time of writing Council had not received a response from St Aloysius College.

In general respondents were concerned over parking changes and loss of parking in the street.

A detailed summary of the submissions is attached.

Given that the majority of respondents were supportive of the proposed pedestrian crossing upgrade, it is recommended that Council proceed with the upgrade of the crossing.

The result of community consultation revealed majority of community are against the additional drop off/pick up spaces on the northern side of Burton Street and as such it is recommended to retain the existing parking restrictions at this location.

Burton Street, Kirribilli – Raised Pedestrian Crossing
Summary of submissions received during public exhibition period
(23 July 2021 - 5 September 2021)

The following criteria are used to analyse all submissions received, and to determine whether or not the plan/policy would be amended:

1. The Draft (plan/policy title) **would be** amended if the point:

- a provided additional information of relevance.
- b indicated or clarified a change in government legislation, Council’s commitment or management policy.
- c proposed strategies that would better achieve or assist with Council’s objectives.
- d was an alternate viewpoint received on the topic and is considered a better option than that proposed in the Draft Plan/Policy or;
- e indicated omissions, inaccuracies or a lack of clarity.

2. The Draft (plan/policy title) **would not be** amended if the point:

- a addressed issues beyond the scope of the Plan/Policy.
- b was already in the plan/policy or will be considered during the development of a subordinate plan/procedure (prepared by Council).
- c offered an open statement, or no change was sought.
- d clearly supported the draft proposals.
- e was an alternate viewpoint received on the topic but the recommendation of the draft plan was still considered the best option.
- f was based on incorrect information.
- g contributed options that are not possible (generally due to some aspect of existing legislation or government policy) or; involved details that are not appropriate or necessary for inclusion in a document aimed at providing a strategic community direction over the long term.

No.	Name and Address	Issue/Theme	Key Points Raised	Council Response	Recommended Action	Criteria
1	Robin Low 41 Willoughby Street (rear entrance on Carabella Street)	Support for construction of Raised Pedestrian Crossing – and leaving parking spaces un-changed	North Sydney Council should be working to remove school drop offs, as far as possible, from Kirribilli. There is perfectly good public transport. The parents, who do not live in the suburb have turned Kirribilli into a twice daily car park. Extending the hours is encouraging them. It should be made very difficult for them. Pedestrian crossing is sensible. It will make it safer for when they walk from the bus or the station.	Noted		2E
2	Alex Jones 31 Willoughby Street	Support for construction of Raised Pedestrian Crossing – and change on parking spaces	let's hope it's permanent	Noted		2D
3	Susanne Greeves 137 Carabella Street	Support for construction of Raised Pedestrian Crossing – and leaving parking spaces un-changed	Re. the installing of "no parking 7am-9am and 2:30-4pm Mon-Friday on the no northern side of Burton Street: This proposal would restrict parking for local residents even further. No I am absolutely not in favour of one more attempt to take more spaces away even temporarily. No	Noted		2E
4	Carol Lee 72A Carabella Street	Support for construction of Raised Pedestrian Crossing – and leaving parking spaces un-changed	I object to schools taking up more parking spaces, officially and unofficially. Moreover, the impact on residents of the presence of 3 schools dropping off and picking up students is already substantial.	Noted		2E

No.	Name and Address	Issue/Theme	Key Points Raised	Council Response	Recommended Action	Criteria
5	Henry Russell 72 Hayberry St	Support for construction of Raised Pedestrian Crossing – and change on parking spaces	No Comments Provided	Noted		2D
6	Charlie Christie 119 Carabella Street	<p>Opposing proposal due to concerns over impacts on traffic flow, loss of parking, poor sight distance and safety issues.</p> <p>Suggestion for Burton St between Humphrey and Broughton be converted to one-way traffic</p>	<p>I am concerned that the broader traffic flow through the St Aloysius pick up zone hasn't been properly considered with the current proposal of both the extended green verge for the raised crossing, and the parking changes to the Nth side of Burton St.</p> <p>With the proposed closure of Burton Street from Broughton St, parent traffic coming to pick up on the Nth side of Burton will be coming through Humphrey Place to turn across the narrowed crossing. I don't believe this will have good sightlines, especially with additional chaos generated by both sides being pick up zones. Having two sides as pick up zones might also change children's behaviour to be more reckless, such as trying to chat with a friend and then running across the street to meet a parent etc.</p> <p>The narrowed crossing space and extended green verges limits car behaviour, including a successful pick up not being able to navigate around a slower one, while other cars are attempting to turn left from Humphrey Place. I believe that if Burton St between Humphrey and Broughton were still accessible as one-way traffic, this plan might be more viable, and safer for the boys.</p>	<p>Noted</p> <p>Converting Burton St to one-way traffic is out of scope of this project</p>		2E, 2A

No.	Name and Address	Issue/Theme	Key Points Raised	Council Response	Recommended Action	Criteria
			<p>I am unsure if the extended green verge will be successful. The loss of a car space on the school gate side seems to be unhelpful, and not made up for by any success from the green verge. The loss of a space on the Nth side is also not helpful overall.</p> <p>More likely the verge will expand the places a driver will have to scan to see a child crossing (as kids will walk on the garden beds), making behaviour more erratic. Pick up being on both sides, and the inevitable parent car backup turning from Humphrey Place, will increase the number of kids crossing, as well as trying to get into cars further back in the line-up.</p> <p>I object to the current proposal as it stands, as I do not believe the proposed traffic patterns have properly accounted for children acting like children.</p>			
7	Tom Watson 34 John Street	Support for construction of Raised Pedestrian Crossing – and change on parking spaces	I'd be happy for the parking to be removed entirely to widen the footpaths	Noted		2D
8	Jillian Christie PO Box 704 Milsons Point (Milsons Precinct)	Opposing proposal until further traffic studies are undertaken after the covid restrictions are lifted.	<p>1. Burton St. Pedestrian Crossing feedback only extended till 5.9.21 after notification on the NSC website stated 19.12.2021 (informally said to be a mistake).</p> <p>Discussion: The decision on this matter should be delayed until November or December 2021 to allow parents input as well as seeing how needed it will be, given the Burton Street trial closure, with changed</p>	Noted		2E

No.	Name and Address	Issue/Theme	Key Points Raised	Council Response	Recommended Action	Criteria
			<p>traffic conditions and movements to get into and out of Kirribilli.</p> <p>Decisions should not be made until after further traffic studies, as advised during the initial Kirribilli Masterplan consultation, are undertaken during the trial closure period.</p> <p>We request that these studies are not undertaken until after normal school traffic resumes, post Covid Public Health Orders to stay at home and home school.</p> <p>MOTION: Milson Precinct requests that the decision on this Burton Street Pedestrian Crossing is deferred until the Burton Street trial with the changed traffic movements are analysed, after schools resume and that the advertised time of 19.12.21 be the appropriate closing date not 5.9.21.</p> <p>Moved: TW Seconded: TB Voting For: Unanimous</p> <p>At the 5th Aug Precinct Meeting:</p> <ol style="list-style-type: none"> Burton Street Pedestrian Crossing – St. Aloysius Junior School – with loss of one car space on school side, and changed parking opposite, with school pick up zone on both sides from 7 am. <p>Council has received Federal Government Stimulus Road Safety Program (School Zone Infrastructure) funding, to upgrade the existing pedestrian crossing on Burton Street at Humphrey Place, Kirribilli. The proposal is to raise the pedestrian crossing to</p>			

No.	Name and Address	Issue/Theme	Key Points Raised	Council Response	Recommended Action	Criteria
			<p>footpath level and install kerb extensions on both sides of the pedestrian crossing to increase visibility of approaching drivers, slow down traffic and reduce the crossing distance. The proposal will result in the loss of one parking space on the southern side of Burton Street to comply with TfNSW safety requirements. In addition, St Aloysius College has requested Council to provide additional pick up/drop off spaces in Burton Street and extend the drop off hours from 7am during school times.</p> <p>MOTION: Milson Precinct raises concerns about NSC's readiness to give over community spaces for schools to freely use those spaces to manage their school business; there should be no loss of parking spaces, parking for residents should be preserved; there should be no loss of the disability parking space during school drop off & pickup times; there is support for this crossing if an appropriate traffic management plan, with traffic person, is in place, especially given the pedestrianisation of the adjacent section of Burton Street.</p> <p>Moved: TB Seconded: VB Voting: For: 16 Unanimous</p>			
9	Sarah Reed 27 Willoughby St	Support for construction of Raised Pedestrian Crossing – and change on parking spaces	<p>1) Any traffic assessment should be done (after) the Covid lock down and (after) school resumes because otherwise you will not get an accurate indication of impact on school run</p> <p>2) Any traffic assessment should assess the increase of traffic on Crescent Place due to closure of Burton Street from Broughton St. Crescent Place is very tight and we have sustained garage door damage in the</p>	Noted		2D

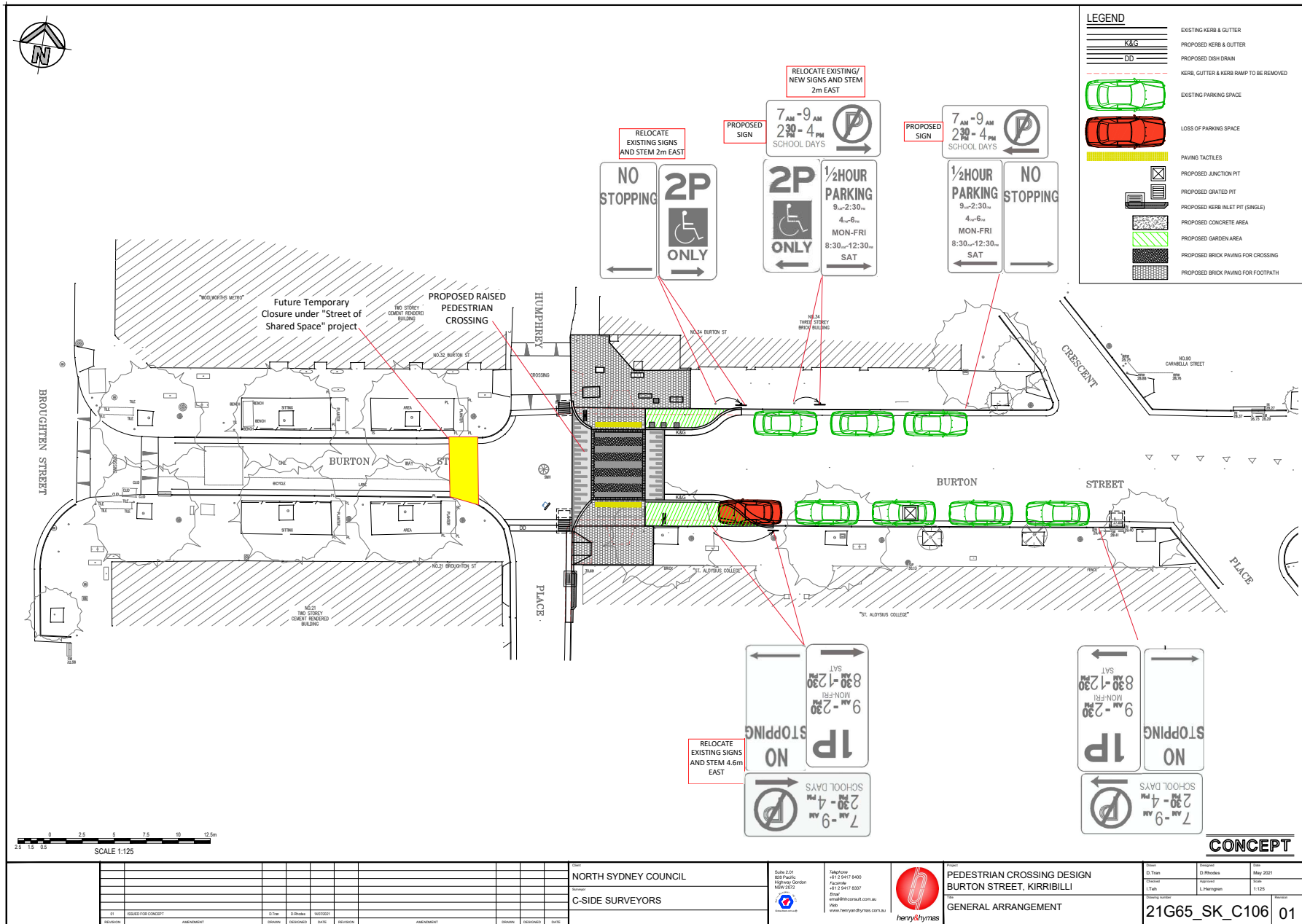
No.	Name and Address	Issue/Theme	Key Points Raised	Council Response	Recommended Action	Criteria
		requests for further traffic assessment after the covid restrictions are lifted.	past. We don't want any increase in Traffic or risk on Crescent Place			
10	Meagan Smith 20 Peel Street	Support for construction of Raised Pedestrian Crossing – and change on parking spaces Concerns over traffic flow	To Whom It May Concern, I love the changes that have commenced on Burton Street, Kirribilli. It will be better for the school kids when they return. What I am concerned about is the flow of traffic around Aloysius. Could there be better signage directing cars. I love this idea, hoping that the businesses surrounding the new plaza get to use it, it won't just become the Burton Street Bakery / Morgan's plaza.	Noted		2D
11	Jillian Christie 119 Carabella Street	Opposing proposal due to concerns over impacts on traffic flow and, loss of parking. Further consultation with parents after school is re-opened and the 6-month trial of the Broughton St closure is ended.	1. WITH PEDESTRIANISED Burton Street from Broughton St to Humphrey Place, there is no longer the need to raise this Pedestrian Crossing, as you have cut down the traffic movements on the street significantly. NSC had agreed to doing new and further traffic studies, during the trial time, as the full traffic movements inclusive of buses and trucks, were not completed prior to the decision to close and pedestrianisation of Burton Street. 2. Traffic Flow directions will be changed due to closure of Burton Street – As people will not be able to turn into Burton Street from Broughton St., it will cause an increased use of Crescent Place off Broughton St. This will then mean that some parents	Noted Relocation of Pedestrian crossing to another location may result in loss of more on-street parking space/s		2E

No.	Name and Address	Issue/Theme	Key Points Raised	Council Response	Recommended Action	Criteria
		Suggestion for relocation of pedestrian crossing in Burton to a more appropriate place.	<p>dropping off will be using Humphrey Place as the access point to Burton St & the school. The difficulty to turn into and out of Humphrey place with the raised pedestrian crossing and extended gardens into the roadway will have an impact on this changed traffic route of parents. The school should manage this by advising the parents to effectively make a 'one-way loop' for traffic – parents to continue along Crescent Place, to then turn right into Burton St, to drop or collect, then left into Humphrey Place after the school, to then exit the area via right into Bligh street, as they currently do.</p> <p>3. There should be NO Loss of PARKNG spaces – with this proposed raised crossing, your plan shows there is a loss of one parking space on the school side of the road, which gives one less pull in space for parents to drop or collect from. Effectively, by moving the disabled car space opposite the school down by 2 metres, you have also removed another car parking space. Often 4 cars are able to park there, if they are considerate parkers. So, you would be taking out another parking space on the northern side of the road too. This would be a loss of 2 parking spaces, as well as less 'kiss and drop' space on the school side. This is NOT acceptable, taking away parking for residents, to support a school business that does not pay Any Rates.</p> <p>4. Signage changes - I OBJECT to the school being able to utilise both sides of the road for the school drop off and collection times. It should be limited to the</p>			

No.	Name and Address	Issue/Theme	Key Points Raised	Council Response	Recommended Action	Criteria
			<p>school side of the road only. I also think that this school should not get 'special' times for drop off, earlier each school day. The signs should be consistent for all schools across NSW and especially for all schools within our LGA. Changing of signs, that people are not aware of, increases the risk of fines for residents, which has caused some residents several hundred dollars' worth of fines recently, due to changing of times on signs. Especially as there was no notification that the signs were different – if people have been parking in the same roads areas for years, they are not expecting the changes, and get hit with fines. As this is nearest the bakery and coffee places, it is a section of road, that people call into to patronise the local businesses.</p> <p>5. Children should ONLY be accessing vehicles on the school side of the road. It is far safer for younger children to only be dropped or collected from cars, on the same side of the road as the junior school. Otherwise you may get children spotting a car they know and running across the street, to their detriment. If the 'one-way traffic loop' is implemented, it will be safer for the children, and then the opposite side of the road is not needed.</p> <p>6. Decision on this should be postponed. I feel that the school parents have not had an opportunity to have input on this proposal, as they have NOT been attending school because of the Health orders to Stay at Home & home schooling ... I appreciate that the funding for this pedestrian crossing came into council in the last financial year, and that it has already been</p>			

No.	Name and Address	Issue/Theme	Key Points Raised	Council Response	Recommended Action	Criteria
			<p>extended into this financial year. Therefore, it should not be a disaster to wait on this decision until parents return to school in mid fourth term. This would also allow for some time of the 6 months trial for the closure of Burton St being underway, to better understand the impact of this road closure on this crossing's position. You would then have a better idea of the need or otherwise for this pedestrian crossing, when linked with the pedestrianisation of Burton Street and the changed traffic movements.</p> <p>7. Change of position of the Pedestrian Crossing may be more appropriate and needed. After further analysis of the changed traffic movements in the area after the closure of Burton Street, as has been committed to by NSC, it may be realised that a raised crossing so close to the closed section of Burton St., might cause more safety issues for children crossing Humphrey Place, to then access the pedestrianised section of Burton St. It might be realised that a pedestrian crossing is needed more across Humphrey Place, in this instance, rather than in the current position on Burton Street.</p> <p>8. BEST to Wait and See - until after the changes to Burton St are implemented — even on the trial basis. Council and the Community would be better served by waiting to assess Humphrey Place traffic movements, before deciding on placement of this pedestrian crossing. Lets' have the old attitude of "Measure Twice and Cut Once" rather than spend good money and not get it right the first time.</p>			

No.	Name and Address	Issue/Theme	Key Points Raised	Council Response	Recommended Action	Criteria
12	Stephen Grenville 34 Elamang Avenue	Support for construction of Raised Pedestrian Crossing – and leaving parking spaces un-changed	I object to the reallocation of parking space on the northern side of Burton Street (opposite the school) for school drop off, and to the extended hours for drop-off on the southern side. If the school has adequate wardens managing the drop off, they should not need to use both sides of the road. The time that they are given exclusive use of our precious parking space should be kept at a minimum, and the existing hours should be adequate. If this is not so, the School should provide some evidence that they need the extra space and the longer hours.	Noted		2E



5.3. 65 Kirribilli Avenue, Kirribilli - Install new motor bike parking space

AUTHOR: Lizzie Cheng, Traffic & Transport Engineer

ENDORSED BY: Duncan Mitchell, Director Engineering and Property Services

ATTACHMENTS:

1. OPTION 2 MK v 2 - Kirribilli Ave, K - Motor bike parking [5.3.1 - 1 page]

PURPOSE:

To convert an existing on-street parking space on the southern side of Kirribilli Ave, Kirribilli to a motor bike parking space.

EXECUTIVE SUMMARY:

Council staff have identified an on-street parking concern near 65 Kirribilli Avenue, Kirribilli regarding damage to the jacaranda tree which overhangs the on-street parking space.

The overhang tree branch presents a hazard to the parked vehicles that are higher than the branch. It is recommended that to install a motor bike parking space adjacent to the tree.

FINANCIAL IMPLICATIONS:

The cost of the signs can be funded from Council's signs and lines budget.

RECOMMENDATION:

1. **THAT** Council replace approximately 3 metres of 2 Hour parking with motor bike parking on the southern side of Kirribilli Avenue between No.65 to No.69 as shown on the attached plan.

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
- 5. Our Civic Leadership
 - 5.3 Community is informed and consulted

BACKGROUND

Council staff have identified an on-street parking concern near 65 Kirribilli Avenue, Kirribilli regarding damage to the jacaranda tree which overhangs the on-street parking space.

The overhang tree branch presents a hazard to the parked vehicles that are higher than the branch. There were three options been considered for treatment and Council proceeded with the option of install a motor bike parking space for the resident consultation.

CONSULTATION REQUIREMENTS

Community engagement has occurred in accordance with Council's *Community Engagement Protocol*. The detail of this report provides the outcomes from the engagement for Council to consider prior to adoption.

Relates to ECM No: 8651203

Standard or Guideline Used: N/A

Signs & Lines Priority: N/A

Precinct and Ward: Bradfield, Victoria

Impact on Bicycles: No impact on bicycles.

Impact on Pedestrians: N/A

Impact on Parking: Yes, loss of one on-street parking space.

DETAIL

Kirribilli Avenue has a width of 8.6 metres from kerb to kerb with majority of the street having on-street parking on both sides of the road. The surrounding development consists of medium to high density apartments. It is an area with very high on-street parking demand.

There is an existing motor bike parking space located 20 metres west of the proposed motor bike parking space. That space which is located between two driveways is too small to convert to a full size on-street parking space.

In July 2021 Council staff identified this on-street parking issue with the jacaranda tree and referred it to the traffic team. There were three treatment options been considered:

1. Remove the existing on-street parking space with 'No Stopping'
2. Remove the jacaranda tree
3. Install motor bike parking in the existing on-street parking space

As the demand for on-street parking in Kirribilli is very high, option one has not been considered. Similarly, to option two removing of the jacaranda tree is less favourable in comparison to option three. Consequently, option three has been considered and proposed in the resident consultation.

The residents who live approximately 50 metres in radius next to the proposed site has been notified with letters. There were 290 copies of letters been distributed and invited for comments from 27 September 2021 to 13 September 2021 (two weeks).

A total of two comments received during the consultation period, this represents a response rate of 1%, which is below the average response rate of 10%-12%. Both comments indicated objection to the proposed motorbike parking space with the reason of loss of one on-street parking space. One resident has especially stated that there is an existing motor bike parking space 20 metres west to the proposed motor bike parking. Council has considered the conversion of that existing motor bike parking space back to a normal car space to compensate the loss of parking however, due to the length of that space it is unable to offset the parking loss.

If the parking is retained, the tree will continue to present a hazard to parked vehicles and may present a liability for Council. The motorbike parking is the preferred option to restrict parking in the vicinity to appropriate, smaller vehicles without having to fully remove parking or the tree.

Given the above, it is recommended Council to proceed with the installation of a motor bike parking space as shown in the attachment.

5.4. Thrupp Street, Neutral Bay – between Aubin Street and Kurraba Road

AUTHOR: Nathan Wu, Traffic & Transport Engineer

ENDORSED BY: Duncan Mitchell, Director Engineering and Property Services

ATTACHMENTS: Nil

PURPOSE:

Investigate traffic and parking issues in Thrupp Street between Aubin Street and Kurraba Road.

EXECUTIVE SUMMARY:

The matter concerning a request to covert Thrupp Street between Aubin Street and Kurraba Road to one-way has been investigated on a number of occasions. Most recently, the matter was considered at the traffic committee meeting on 11 June 2021 where the following recommendation was made:

- 1. THAT** the recommendations made for minor traffic investigations be received.
- 2. THAT** Council acknowledge the site meeting that occurred in Thrupp Street on the 3 May 2021, the attendance of residents and the concerns raised at the traffic meeting on the 11 June 2021.
- 3. THAT** a report be brought back to the Traffic Committee as soon as possible on the issues and possible solutions for Thrupp Street, whether Council should introduce restricted parking and that parking be allocated for residents only.
- 4. THAT** Ms Bournazos be thanked for attending the meeting and raising these issues.

At the site meeting held on 3 May 2021, the residents presented stated the road was closed on occasions due to construction works during the traffic count period between 21 May -27 May. Therefore, an additional traffic count was undertaken in Thrupp Street from 2 June – 8 June.

A further analysis of the traffic count results has been undertaken with excluding the days where partial or full road closure occurred in the vicinity of Thrupp Street that might affect the traffic flow conditions. The results of the analysis are attached in this report.

Based on the recorded traffic speeds and volumes, it can be concluded that the traffic conditions in Thrupp Street are not considered problematic. Furthermore, based on the consistent volume of traffic flow in both directions, it is difficult to justify for the need to convert the street to one-way.

Additionally, Council has received representations from the residents in Thrupp Street regarding difficulty in finding parking in the area due to the spaces being taken up by

construction staff and vehicles parked on the road all day because of the current lockdown restrictions.

Since Council is unable to increase the supply of on-street parking, the only equitable way to manage the parking in the area and give residents and visitors fair access to the resource, is to place time restrictions on the available parking spaces.

Therefore, a resident survey is being prepared and will be distributed to the residents in Thrupp Street and the surrounding streets as soon as practical to determine their views on the installation of parking restrictions.

FINANCIAL IMPLICATIONS:

Nil

RECOMMENDATION:

- 1. THAT** Council does not support the one-way or road closure proposal at the lower end of Thrupp Street between Kurraba Road and Aubin Street.
- 2. THAT** a report be brought back to the Traffic Committee regarding the results of the community consultation on the installation of parking restrictions in Thrupp Street.

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

The matter concerning a request to covert Thrupp Street between Aubin Street and Kurraba Road to one-way has been investigated on a number of occasions. Most recently, the matter was considered at the traffic committee meeting on 11 June 2021 where the following recommendation was made:

- 1. THAT the recommendations made for minor traffic investigations be received.*
- 2. THAT Council acknowledge the site meeting that occurred in Thrupp Street on the 3 May 2021, the attendance of residents and the concerns raised at the traffic meeting on the 11 June 2021.*
- 3. THAT a report be brought back to the Traffic Committee as soon as possible on the issues and possible solutions for Thrupp Street, whether Council should introduce restricted parking and that parking be allocated for residents only.*
- 4. THAT Ms Bournazos be thanked for attending the meeting and raising these issues.*

At the site meeting held on 3 May 2021, the residents presented stated the road was closed on occasions due to construction works during the traffic count period between 21 May -27 May. Therefore, an additional traffic count was undertaken in Thrupp Street from 2 June – 8 June.

A further analysis of the traffic count results has been undertaken with excluding the days where partial or full road closure occurred in the vicinity of Thrupp Street that might affect the traffic flow conditions. The results of the analysis are attached in this report.

Additionally, Council has received representations from the residents in Thrupp Street regarding difficulty in finding parking in the area due to the spaces being taken up by construction staff and vehicles parked on the road all day because of the current lockdown restrictions

CONSULTATION REQUIREMENTS

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

Relates to ECM No: 8275244, 8386980

Standard or Guideline Used: AS1742.13, AS2890.5

Signs & Lines Priority: N/A

Precinct and Ward: Hayes, Victoria

Impact on Bicycles: Nil

Impact on Pedestrians: Nil

Impact on Parking: time restricted parking may be installed subject to community consultation.

DETAIL

Thrupp Street - Traffic issues

Traffic counts were undertaken in Thrupp Street on several occasions. At the site meeting held on 3 May 2021, the residents presented stated the road was closed on occasions due to construction works during the traffic count period between 21 May -27 May. Therefore, it was agreed to undertake additional traffic count in Thrupp Street from 2 June – 8 June.

The results from the most recent traffic counts undertaken in Thrupp Street between Aubin Street and Kurraba Road are summarised in the tables below:

19 Feb – 25 Feb 2021

Speed limit 50km/h	50 th percentile speed	85 th percentile speed	5-day avg. daily traffic volume	7-day avg. daily traffic volume
South	31	38	231	231
North	27	36	263	263
Combined	29	37	494	494

21 May – 27 May 2021

Speed limit 50km/h	50 th percentile speed	85 th percentile speed	5-day avg. daily traffic volume	7-day avg. daily traffic volume
South	29	38	233	232
North	27	36	260	251
Combined	28	37	493	483

2 June – 8 June 2021

Speed limit 50km/h	50 th percentile speed	85 th percentile speed	5-day avg. daily traffic volume	7-day avg. daily traffic volume
South	30	38	263	250
North	28	37	283	271
Combined	29	37	547	521

It is evident from the above traffic count results that the speed and volume of vehicles travelling in Thrupp Street are fairly consistent with a slight increase of traffic volume between 2 June – 8 June.

Considering there are construction works in the area, a further analysis of the traffic count data was undertaken with excluding the days where partial or full road closure occurred in the vicinity of Thrupp Street that might affect the traffic flow conditions.

A review of Council records revealed the following Stand plant applications for private developments in the months of May and June:

- 14 Thrupp Street - 8/6/21-10/6/21
- 147 Kurraba Road - 7/6/21
- 14 Thrupp Street - 5/6/21
- 147 Kurraba Road - 1/6/21-4/6/21
- 14 Thrupp Street - 27/5/21-31/5/21
- 182 Kurraba Road - 7/6/21-11/6/21
- 147 Kurraba Road - 25/5/21

Excluding the data of the above dates from the traffic count results revealed the following:

21-24 May & 26 May 2021

Speed limit 50km/h	50th percentile speed	85th percentile speed	average daily traffic volume
South	30	37	205
North	27	34	206
Combined	29	36	411

6 June 2021

Speed limit 50km/h	50th percentile speed	85th percentile speed	average daily traffic volume
South	30	37	194
North	28	36	214
Combined	29	35	408

The above results indicate that there is little difference in terms of the traffic speed and volume between the days with and without full or partial road closures.

Additionally, the traffic counts indicate that the number of trucks accessing Thrupp Street ranges from 1-5%. The difference in heavy vehicle movement percentage may correlate with the different stages of the development construction. Generally, there are higher truck

movements during the phases of excavation stage and major concrete pours. Heavy vehicle movements are expected to reduce as the development progresses.

Generally, a local road will accommodate a speed limit of 50km/h and up to 2000 vehicles per day. Based on the recorded traffic speeds and volumes, it can be concluded that the traffic conditions in Thrupp Street are not considered problematic. Furthermore, based on the consistent volume of traffic flow in both directions, it is difficult to justify for the need to convert the street to one-way.

It is to be highlighted that, the benefits of two-way configuration are that flexibility is retained for all users, alternative option is available if street is temporarily blocked at one end, speeds are generally lower due to the presence (or expectation) of opposing traffic, signage is minimised, motorists expectations are better met etc.

Thrupp Street - Parking issues

Parking in Thrupp Street is mostly unrestricted along the entire length. Residents have also raised concerns with difficulty in finding parking in the area due to the spaces being taken up by construction staff and vehicles parked on the road all day because of current lockdown restrictions.

Since Council is unable to increase the supply of on-street parking, the only equitable way to manage the parking in the area and give residents and visitors fair access to the resource, is to place time restrictions on the available parking spaces.

Therefore, a resident survey is being prepared and will be distributed the residents in Thrupp Street and the surrounding streets as soon as practical to determine their views on the installation of parking restrictions.

5.5. Spofforth Street, Cremorne – Proposed Intersection Upgrades at Holt Avenue and Florence Street

AUTHOR: Nathan Wu, Traffic & Transport Engineer

ENDORSED BY: Duncan Mitchell, Director Engineering and Property Services

ATTACHMENTS:

1. Holt Ave- Holt Ave at Spofforth St - Pedestrian refuge - Concept Plan [5.5.1 - 1 page]
2. Holt Ave- Holt Ave at Spofforth St - Pedestrian refuge - 8.8m MRV - Swept Paths - Left Turn [5.5.2 - 1 page]
3. Holt Ave- Holt Ave at Spofforth St - Pedestrian refuge - 8.8m MRV - Swept Paths - Right Turn [5.5.3 - 1 page]
4. Holt Ave at Spofforth St - Pedestrian refuge - B85 Swept Path - Driveway [5.5.4 - 1 page]
5. Holt Ave at Spofforth St - Original Concept Plan [5.5.5 - 1 page]
6. Florence St at Spofforth St - Pedestrian refuge - Detailed Plan [5.5.6 - 1 page]

PURPOSE:

Investigate the viability of a pedestrian refuge on the North Sydney Council/western side of Holt Avenue at the intersection of Spofforth Street with costings and the suitability of the refuge.

EXECUTIVE SUMMARY:

The results of community consultation regarding the proposed intersection upgrades along Spofforth Street was considered at the Traffic Committee meeting on 11 June 2021 where the following recommendation was adopted:

- 1. THAT** this matter be deferred until a report be brought back to the Traffic Committee as soon as possible on the viability of a pedestrian refuge on the North Sydney Council/western side of Holt Avenue at the intersection of Spofforth Street with costings and the suitability of the refuge .
- 2. THAT** Council request our State Member, Felicity Wilson liaise with the Chairperson of the Mosman Traffic Committee and resolve this long term for the benefit of the community.
- 3. THAT** that Council acknowledge Ms Clarke for attending the meeting with this issue.

Accordingly, an investigation into the viability of a pedestrian refuge on the western side of Holt Avenue at the intersection of Spofforth Street has been undertaken.

It is proposed that a pedestrian refuge island be installed on Holt Avenue at and nearest the intersection of Spofforth Street with kerb extensions be installed on the southern side of Holt Avenue to further reduce the crossing distance and minimise parking loss.

The pedestrian refuge proposal will result in a loss of minimum 2 parking spaces on the northern side of Holt Avenue to meet the mandatory sight distance requirement in accordance with TfNSW technical direction.

The cost for the implementation of the pedestrian refuge with kerb extensions is estimated to be \$90,000.

Alternatively, the original kerb buildouts option at the intersection of Holt Avenue and Spofforth Street that was placed on community consultation incorporating a concrete median on the centre of road provides some level of sheltering for pedestrians while reducing the crossing distance to minimum.

The safety of the intersection could be further enhanced with the optional raised threshold similar to the existing treatment on the eastern side of Holt Avenue at the intersection of Spofforth Street. The proposal will not result in any parking loss.

The cost estimate for the original kerb buildouts option is approximately \$93,000.

As discussed in the report of 11 June Traffic Committee, the proposal for Spofforth Street and Florence Street is wholly within the North Sydney Council area. While issues at this intersection were not as prevalent in community representations as Holt Avenue and Rangers Road, there is nonetheless strong community support for the proposal and it is recommended that Council proceed with the works. The concept plan achieves a net gain of one parking space with the bus stop retained.

The cost estimate for this proposal is approximately \$80,000.

FINANCIAL IMPLICATIONS:

The cost estimate for the implementation of the pedestrian refuge with kerb extensions on the western side of Holt Avenue at the intersection of Spofforth Street is approximately \$90,000.

The cost estimate for the original kerb buildouts option without pedestrian refuge is approximately \$93,000.

North Sydney Council has submitted both options to the 2022-23 Federal Blackspot program for funding.

The cost estimate for the proposed pedestrian refuge and kerb-buildouts in Florence Street at Spofforth Street is approximately \$80,000.

If funding from the 2022-23 Federal Blackspot program is unsuccessful, it is expected that the above proposals be sourced from North Sydney Council LATM Traffic Facilities Budget.

RECOMMENDATION:

1. THAT Council proceed with community consultation on the proposed pedestrian refuge and kerb buildouts on the western side of Holt Avenue at the intersection of Spofforth Street.

2. THAT Council approve the proposed pedestrian refuge and kerb-buildouts in Florence Street at Spofforth Street as per the attached plan with the following amendments, and detailed design and timing of construction dependent on cost estimate, availability of funding from the LATM Traffic Facilities budget and project priorities within the LATM Actions:

- i) the existing Bus Stop 209052 to be retained (net gain of one parking space only)
- ii) a Stop sign to be incorporated on Florence Street at Spofforth Street.

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

The results of community consultation regarding the proposed intersection upgrades along Spofforth Street was considered at the [Traffic Committee meeting on 11 June 2021](#) where the following recommendation was recommended and subsequently adopted at the Council meeting on 28 June 2021:

- 1. THAT** *this matter be deferred until a report be brought back to the Traffic Committee as soon as possible on the viability of a pedestrian refuge on the North Sydney Council/western side of Holt Avenue at the intersection of Spofforth Street with costings and the suitability of the refuge .*
- 2. THAT** *Council request our State Member, Felicity Wilson liaise with the Chairperson of the Mosman Traffic Committee and resolve this long term for the benefit of the community.*
- 3. THAT** *that Council acknowledge Ms Clarke for attending the meeting with this issue.*

Accordingly, an investigation into the viability of a pedestrian refuge on the western side of Holt Avenue at the intersection of Spofforth Street has been undertaken.

CONSULTATION REQUIREMENTS

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

Relates to ECM No: 7643177

Standard or Guideline Used: AS1742.10; RMS Supplement to Australian Standards 1742.10.

Signs & Lines Priority: N/A

Precinct and Ward: Harrison, Victoria

Impact on Bicycles: The proposed refuge island and kerb extensions have been designed to cater for potential cycleways in future.

Impact on Pedestrians: provision of pedestrian refuge will assist pedestrians in crossing Holt Avenue in two stages. Kerb extensions will also reduce the crossing distance and improve sight distance.

Impact on Parking: The option of pedestrian refuge may result in a loss of 2 parking spaces. The option of kerb extensions will result in no loss of parking.

DETAIL

Holt Avenue at Spofforth Street

Holt Avenue has a width of approximately 12.65m from kerb to kerb on the western side of Spofforth Street. According to TfNSW technical direction TDT 2011/01a, a pedestrian refuge shall have a minimum width of 2m with a crossing width of 3m and travel lane width of 3.7m in either direction. The refuge island must be 6m in length unless it's at and nearest an intersection which may be reduced to 2m.

Applying the above requirements, the existing carriageway width of Holt Avenue is considered adequate to accommodate a pedestrian refuge island.

It is considered most appropriate to install a pedestrian refuge island on Holt Avenue at and nearest the intersection of Spofforth Street to link with the existing pedestrian desire line with kerb extensions be installed on the southern side of Holt Avenue to further reduce the crossing distance and minimise parking loss.

Kerb extensions will also be installed on the western side of Spofforth Street at the intersection of Holt Avenue to improve driver sight distance.

The pedestrian refuge proposal will result in a loss of minimum 2 parking spaces on the northern side of Holt Avenue to meet the mandatory sight distance requirement in accordance with TfNSW technical direction.

The cost estimate for the implementation of the pedestrian refuge with kerb extensions is approximately \$90,000.

A review of the past 5 years of available TfNSW crash data (2015-2019) revealed 7 crashes at the intersection of Spofforth Street and Holt Avenue including 5 crashes resulting in injuries. 5 of the crashes were "cross traffic" type involving vehicles entering the intersection from adjacent approaches and 2 were classified as "other adjacent" type crashes. It is to be noted that, the pedestrian refuge proposal has been submitted to the 2022-23 Federal Blackspot program for funding.

A concept plan for the pedestrian refuge proposal is attached in this report.

Alternatively, the original kerb buildouts option at the intersection of Holt Avenue and Spofforth Street that was placed on community consultation incorporating a concrete median on the centre of road provides some level of sheltering for pedestrians while reducing the crossing distance to minimum.

The safety of the intersection could be further enhanced with the optional raised threshold similar to the existing treatment on the eastern side of Holt Avenue at the intersection of

Spofforth Street. The proposal will not result in any parking loss. However pedestrians may be less protected from vehicles turning into Holt Avenue that tend to cut the corner, compared to the pedestrian refuge option.

The cost estimate for the original kerb buildouts option (limited to the western side of Spofforth Street) is approximately \$93,000.

Mosman Traffic Committee at its meeting on 6 July 2021, resolved to adopt the following recommendation:

***THAT** this item be deferred to the next available Traffic Committee meeting to provide an opportunity for the Committee Members to discuss this matter with Council's Engineers and other subject matter experts due to concerns about crashes and near misses and the risks to pedestrian and vehicle safety.*

Subsequently, North Sydney Council wrote to Mosman Council on 16 July 2021 requesting that North Sydney Council being informed of their investigations and resolution with regard to this matter.

Latest response from Senior Traffic Engineer of Mosman Municipal Council advised that

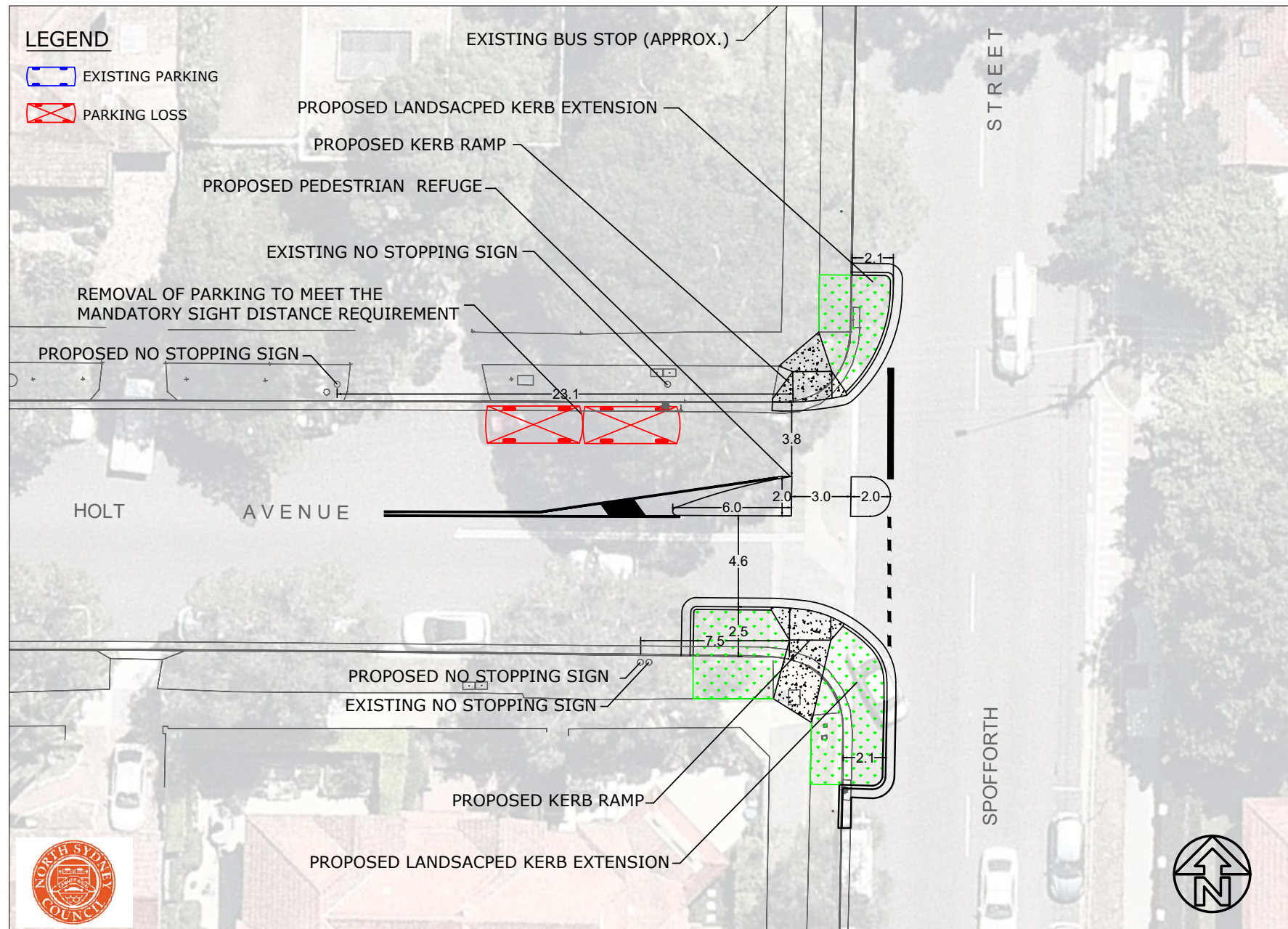
“Following a request from the Traffic Committee. it has been decided to list this matter for consideration at the next available LTC meeting. It is expected that the next meeting will be held in November 2021. The same report will be submitted to the LTC meeting in November. I will keep you updated on the progress.”

Florence Street at Spofforth Street

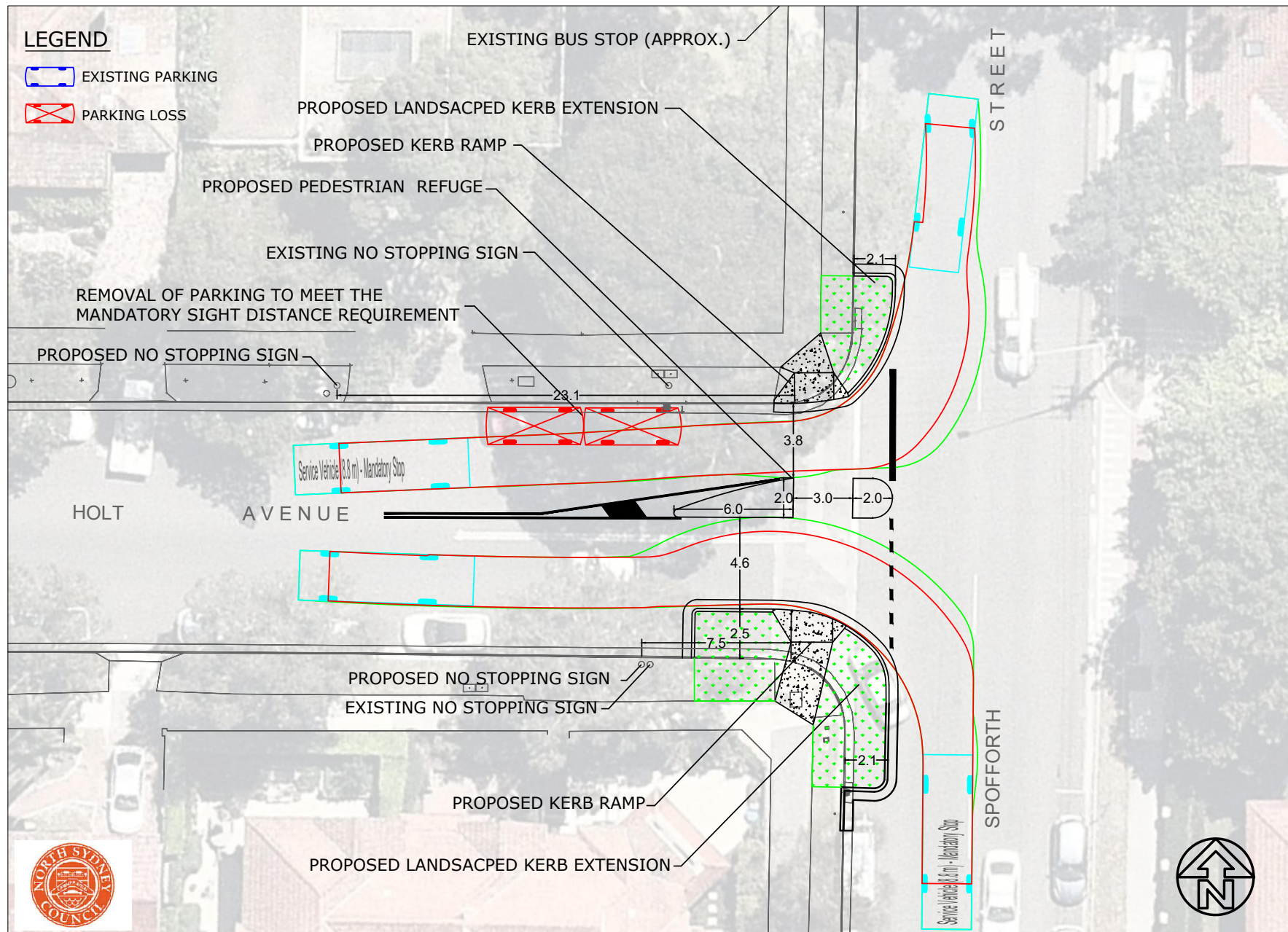
Additionally, as discussed in the [report of 11 June Traffic Committee](#), the proposal for Spofforth Street and Florence Street is wholly within the North Sydney Council area. While issues at this intersection were not as prevalent in community representations as Holt Avenue and Rangers Road, there is nonetheless strong community support for the proposal and it is recommended that Council proceed with the works. The concept plan achieves a net gain of one parking space with the bus stop retained.

The cost estimate for this proposal is approximately \$80,000.

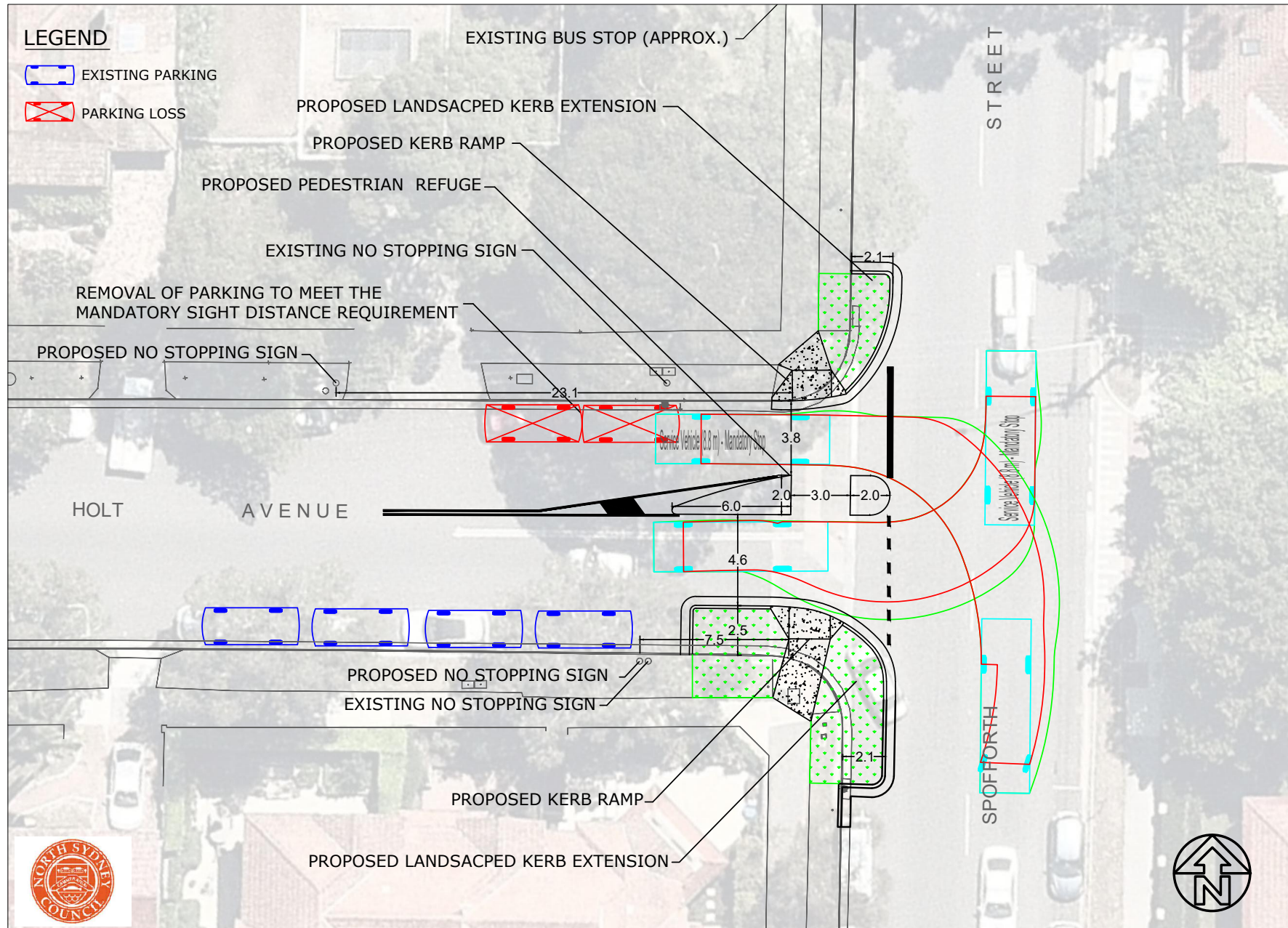
HOLT AVENUE AT SPOFFORTH STREET - PEDESTRIAN REFUGE - CONCEPT PLAN



HOLT AVENUE AT SPOFFORTH STREET - PEDESTRIAN REFUGE - 8.8M MRV SWEEP PATHS - LEFT TURN



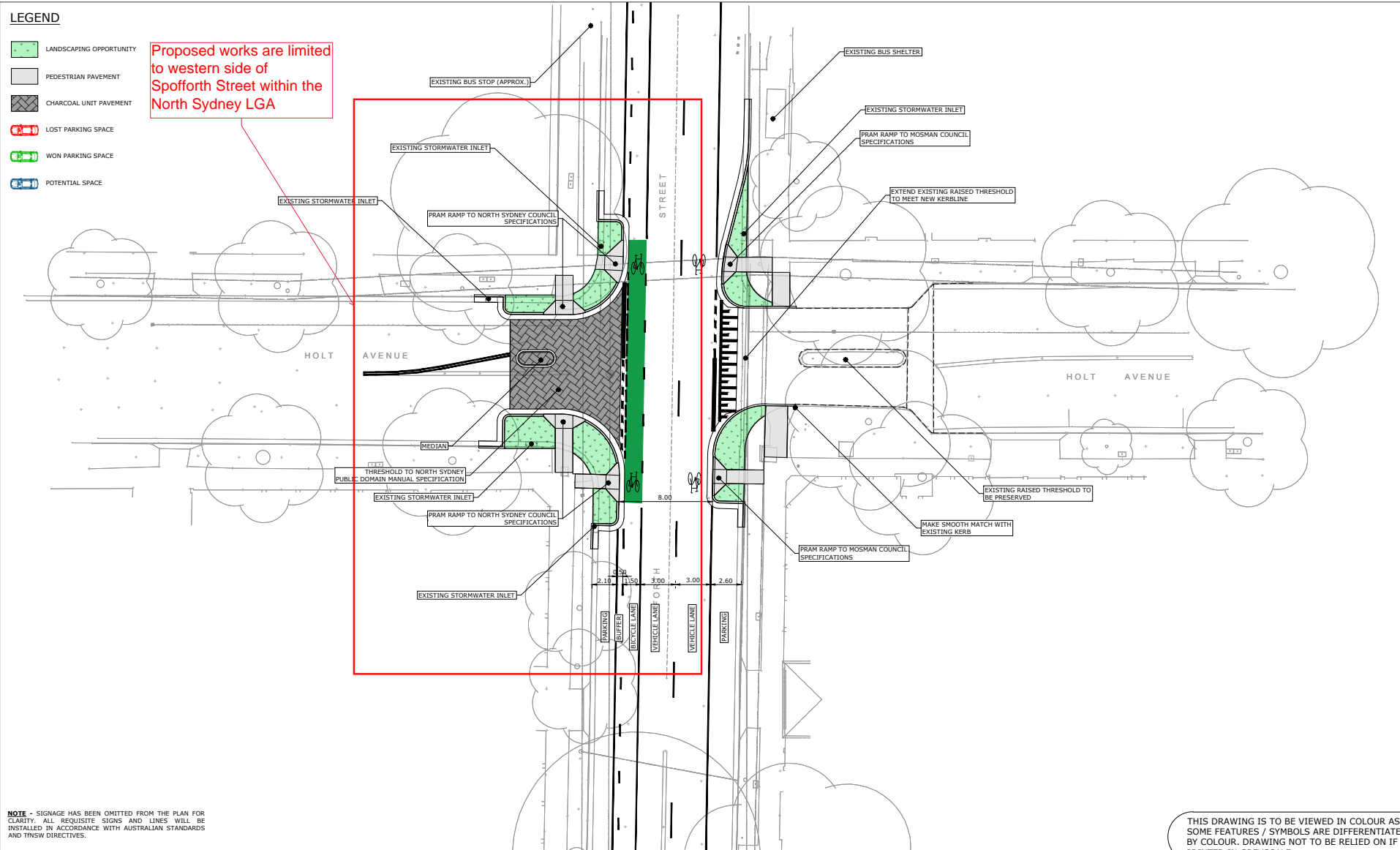
HOLT AVENUE AT SPOFFORTH STREET - PEDESTRIAN REFUGE - 8.8M MRV SWEEP PATHS - RIGHT TURN



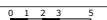
LEGEND

-  LANDSCAPING OPPORTUNITY
-  PEDESTRIAN PAVEMENT
-  CHARCOAL UNIT PAVEMENT
-  LOST PARKING SPACE
-  WON PARKING SPACE
-  POTENTIAL SPACE

Proposed works are limited to western side of Spofforth Street within the North Sydney LGA



NOTE - SIGNAGE HAS BEEN OMITTED FROM THE PLAN FOR CLARITY. ALL REQUISITE SIGNS AND LINES WILL BE INSTALLED IN ACCORDANCE WITH AUSTRALIAN STANDARDS AND TNSW DIRECTIVES.



1:150 (A1); 1:300 (A3)
100mm ON ORIGINAL DRAWING - DO NOT SCALE DRAWING

SHEET SIZE
A1



COORDS: MG94 ZONE 56
DATUM: ALL LEVELS TO A.H.D.

SCALE: 1:150

SURVEYED/PROJECT SURVEYORS
SURVEY DATE: 13/08/2019

APPROVED / PROJECT LEADER

DATE DES. DWN. BRAYDON AMES

PUBLIC UTILITIES:
THE SERVICES SHOWN ARE DERIVED FROM PLANS OBTAINED FROM THE RELEVANT SERVICE AUTHORITIES. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO ARRANGE WITH THE RELEVANT SERVICE AUTHORITIES FOR CONFIRMATION OF SERVICES AND THEIR LOCATION BEFORE EXCAVATION WORK COMMENCES.



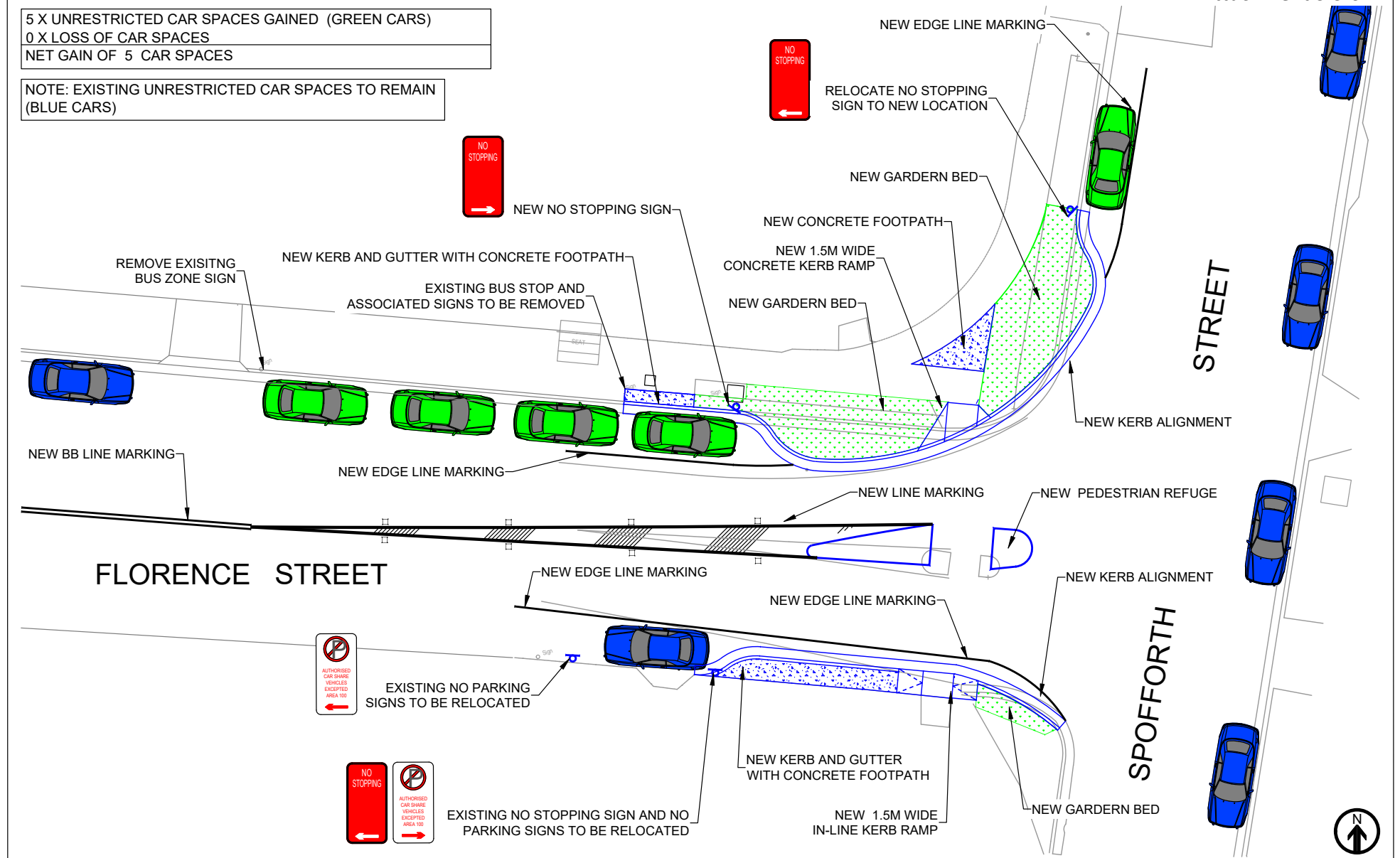
PRELIMINARY

NORTH SYDNEY COUNCIL
SPOFFORTH STREET UPGRADES
SPOFFORTH STREET & HOLT AVENUE
KERB BUILDOUTS

FILENAME: 20190977_101.DWG PROJECT NUMBER: 20190977 DRAWING NUMBER: 101 REVISION: F

5 X UNRESTRICTED CAR SPACES GAINED (GREEN CARS)
 0 X LOSS OF CAR SPACES
 NET GAIN OF 5 CAR SPACES

NOTE: EXISTING UNRESTRICTED CAR SPACES TO REMAIN (BLUE CARS)



UPGRADE OF PEDESTRIAN REFUGE
 INTERSECTION OF FLORENCE AND SPOFFORTH ST, MOSMAN
 NOT TO SCALE

5.6. Interim Traffic Committee Arrangements Over the Caretaker Period and the Seasonal Break

AUTHOR: Maria Coyne, Traffic Operations Officer

ENDORSED BY: Duncan Mitchell, Director Engineering and Property Services

ATTACHMENTS: Nil

PURPOSE:

To report to the Committee how traffic matters will be handled during the period Council is in caretaker mode and over the seasonal break.

EXECUTIVE SUMMARY:

The caretaker period commences on 5 November 2021, before the Council elections on 4 December 2021. The last Traffic Committee meeting for 2021 is scheduled for 27 November 2021. Given that this meeting falls within the caretaker period and is very close to the Council election date, it is recommended that the 27 November 2021 Traffic Committee meeting is cancelled. In this case, the last Traffic Committee meeting for 2021 will be 15 October 2021 and the next meeting is not scheduled until February 2022.

In the event that an urgent traffic issue should arise over this period it is recommended that the General Manager or his delegate be authorised to vote on behalf of Council and a delegation email be sent to the NSW Police, Transport for NSW and the local State Member for their approval. Any matters considered during this period will be included in a report to the first Traffic Committee meeting of 2022.

FINANCIAL IMPLICATIONS:

There are no direct financial implications arising from this report.

RECOMMENDATION:

- 1. THAT** the cancellation of the 27 November 2021 Traffic Committee meeting be noted.
- 2. THAT** Council authorise the General Manager or his delegate to vote on behalf of Council in the event that an urgent traffic issue arises over the caretaker period and holiday break, noting that a delegation email would be sent to the NSW Police, Transport for NSW and the local State Member for approval, as well as the Mayor to be notified for information and a report on the issue arising would also be referred to the first Traffic Committee meeting of the new year.

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

3. Our Future Planning

3.5 North Sydney is regulatory compliant

CONSULTATION REQUIREMENTS

Community engagement is not required.

5.7. Traffic Committee Meeting Dates for 2022

AUTHOR: Maria Coyne, Traffic Operations Officer

ENDORSED BY: Duncan Mitchell, Director Engineering and Property Services

ATTACHMENTS: Nil

PURPOSE:

To provide to the Traffic Committee the proposed dates for the meeting in 2022.

EXECUTIVE SUMMARY:

The meetings of North Sydney Traffic Committee (NSTC) for 2022 are proposed to commence on 4 February 2022 and then to be held every sixth Friday after that. The scheduled NSTC meeting dates including the Agenda closing dates are shown on the table below. All Traffic Committee minutes/recommendations have to be approved by Council. At the time of writing this report the Council meeting dates for 2022 had not been set therefore the minutes/recommendation will be reported to the first available Council meeting after the Traffic Committee minutes have been finalised.

The Traffic Committee meetings will be held in the Council Chambers at 10.00am.

<u>NORTH SYDNEY TRAFFIC COMMITTEE 2022</u>	
Traffic Committee Agenda Closing Date	Traffic Committee Meeting Dates
10 January 2022	4 February 2022
21 February 2022	18 March 2022
4 April 2022	29 April 2022
16 May 2022	10 June 2022
27 June 2022	22 July 2022
8 August 2022	2 September 2022
19 September 2022	14 October 2022
24 October 2022	18 November 2022

FINANCIAL IMPLICATIONS:

There are no direct financial implications arising from this report.

RECOMMENDATION:

- 1. THAT** the proposed North Sydney Traffic Committee meeting dates for 2022 be adopted.

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
- 3. Our Future Planning
 - 3.5 North Sydney is regulatory compliant

CONSULTATION REQUIREMENTS

Community engagement is not required.

6. Informal Items for Consideration

6.1. Standing Item - Pedestrian Safety

AUTHOR: Michaela Kemp, Manager Traffic & Transport Operations

ENDORSED BY: Duncan Mitchell, Director Engineering and Property Services

ATTACHMENTS:

1. Pedestrian Safety Items 15 October 2021 [6.1.1 - 6 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.

DETAIL

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.

Standing Item - Pedestrian Safety

Traffic Committee 15 October 2021

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.	Bligh Street Shared Zone is listed in Council's Zone 7 LATM Action Plan as a long term priority (T.17). Bligh Street Shared Zone is also listed in Council's Draft 40km/h and 10km/h Shared Zone Masterplan as a long term priority. A Shared Zone for Bligh Street is being implemented as part of the DPIE Streets as Shared Spaces Program.	
20/02	Various	Various	8/7/20	Blackspot Grant Funded Projects 2020/21	Council was successful with grant funding applications for 4 locations under the Federal Black Spot Program. Design, consultation and construction is scheduled for 2020/21 financial year.	Projects include: 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) 2. Kurraba Road near Hayes St - raise existing pedestrian crossing 3. Lavender St at Walker St - raise existing pedestrian crossing (TC 5/2/21 - Item 4.7) 4. Ben Boyd Road between Lindsay Street and Kurraba Road - traffic calming (TC 19/3/21 - Item 4.4)	
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.	Crossings to be upgraded in 2020/21 include: 1. Clark Road at Margaret Street 2. Ben Boyd Road at Hardie Street 3. Carabella Street at Fitzroy Street (TC 5/2/21 - Item 4.8) Crossings to be upgraded in 2021/22 include: 1. Burton Street at St Aloysius Junior School, Kirribilli 2. Clarke Street at Willoughby Road, Crows Nest 3. Waters Road at Grosvenor Street, Cremorne 4. Morton Street at Rocklands Road, Wollstonecraft	
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.	

Item	Street	Location	First TC	Summary	Problem/Request	Comments	ECM
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: <i>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.</i> <i>2. THAT Council urgently remark the pedestrian crossing at Gerard Street and Macpherson Street to make it more visible in accordance with TfNSW standards.</i> <i>3. THAT the crossing at Gerard Street and Macpherson Street be included in the maintenance schedule more frequently.</i> <i>4. THAT Council examine alternative methods of increasing visibility at the crossing at Gerard Street and Macpherson Street within TfNSW standards.</i> <i>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 Committee.</i>	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 UNDER CONSTRUCTION - 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 - St Aloysius College Junior School: Raise existing crossing on Burton Street, Kirribilli. - Redlands: Raise existing crossing on Waters Road at Grosvenor Street, Neutral Bay - North Sydney Public School: Raise existing crossing on Morton St at Rocklands Rd, Wollstonecraft - North Sydney Public School: Construct pedestrian refuge islands and kerb buildouts on Crows Nest Road at McHatton Street, Waverton 	
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.	

Item	Street	Location	First TC	Summary	Problem/Request	Comments	ECM
21/05	Grosvenor Lane, Neutral Bay	At Young Street	30/4/21	Pedestrian safety	The Traffic Committee recommended: 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)	16/8/21: Signage changes completed 29/7/21. Further reviews to be undertaken when public health orders permit.	8525757
21/07	Miller Street at Amherst Street, Camberay	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 next Traffic Committee meeting to be held on Friday, 23 July 2021.	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> 27/9/21: Variable Messaging Sign (VMS) installed in Amherst Street near Miller Street temporarily to alert motorists to watch for pedestrians.	8606280

Item	Street	Location	First TC	Summary	Problem/Request	Comments	ECM
21/08	Miller Street, Cammeray	Mid-block pedestrian signals at Cammeray al 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.	

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

AUTHOR: Michaela Kemp, Manager Traffic & Transport Operations

ENDORSED BY: Duncan Mitchell, Director Engineering and Property Services

ATTACHMENTS:

1. TfNSW WHT/WFU Road Authority Notice maps [6.2.1 - 3 pages]
2. Complaints Register WH T- WFU 15 October 2021 [6.2.2 - 1 page]

PURPOSE:

The purpose of this report is 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: 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.

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 roads authority. This means that TfNSW has the same powers under the Roads Act 1993 as Council for the roads listed in each notice.

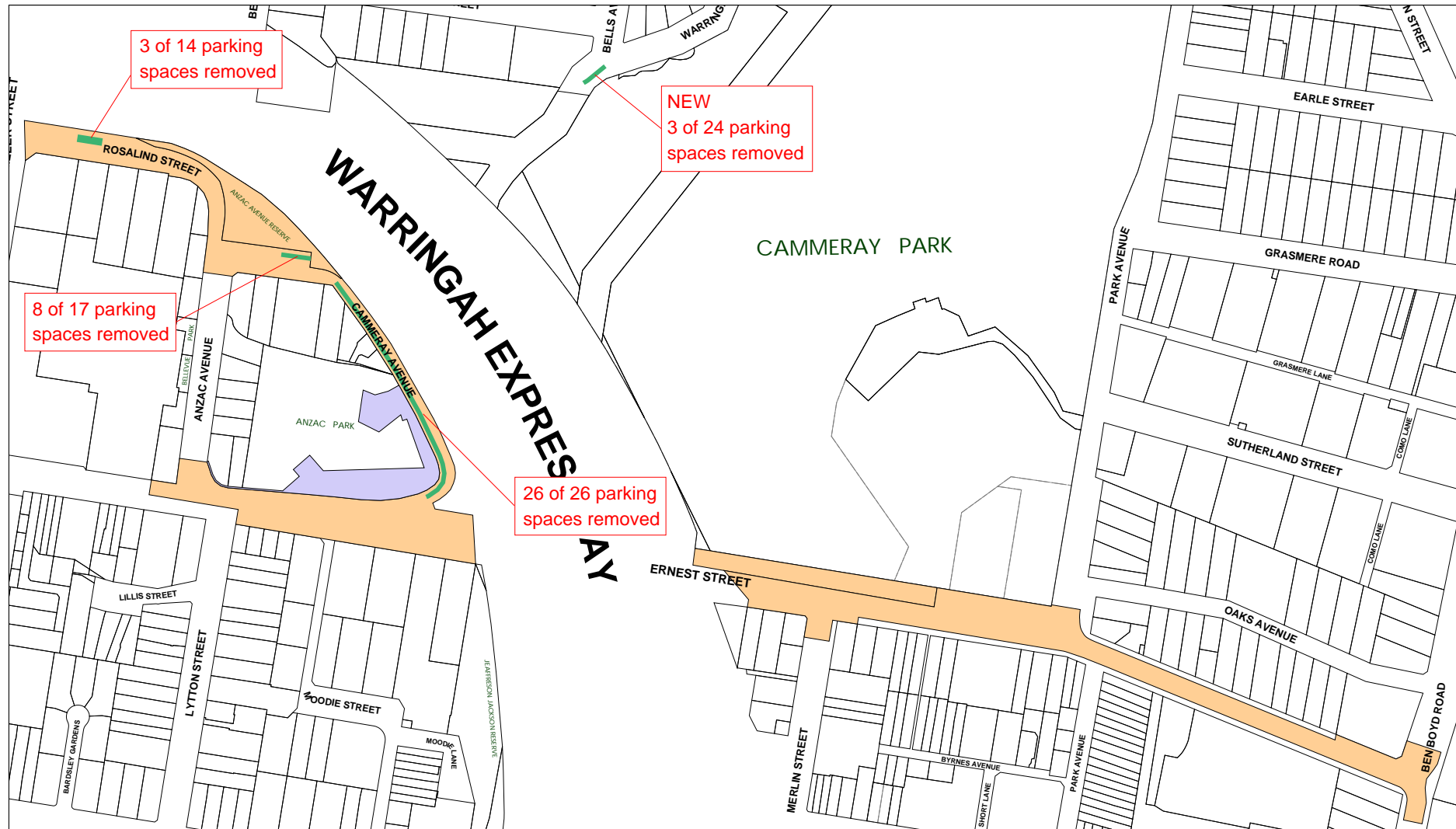
Maps of the roads where TfNSW has enacted these powers at the time of writing this report are attached. The maps are being continuously updated when similar notices are received. The updated maps will be provided at each subsequent Traffic Committee meeting.

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.

Council also receives various complaints from residents concerning traffic and parking impacts associated with the project. These complaints are responded to that TfNSW are responsible for the project and its impacts; or the complaints are forwarded to the TfNSW project team at whtbl@transport.nsw.gov.au

A register of the complaints received by Council is being maintained and is attached for information.

TfNSW WHT & WFU Road Authority Notices Locations - 6 July 2021

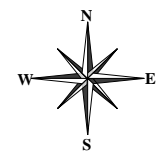
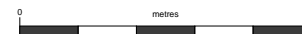


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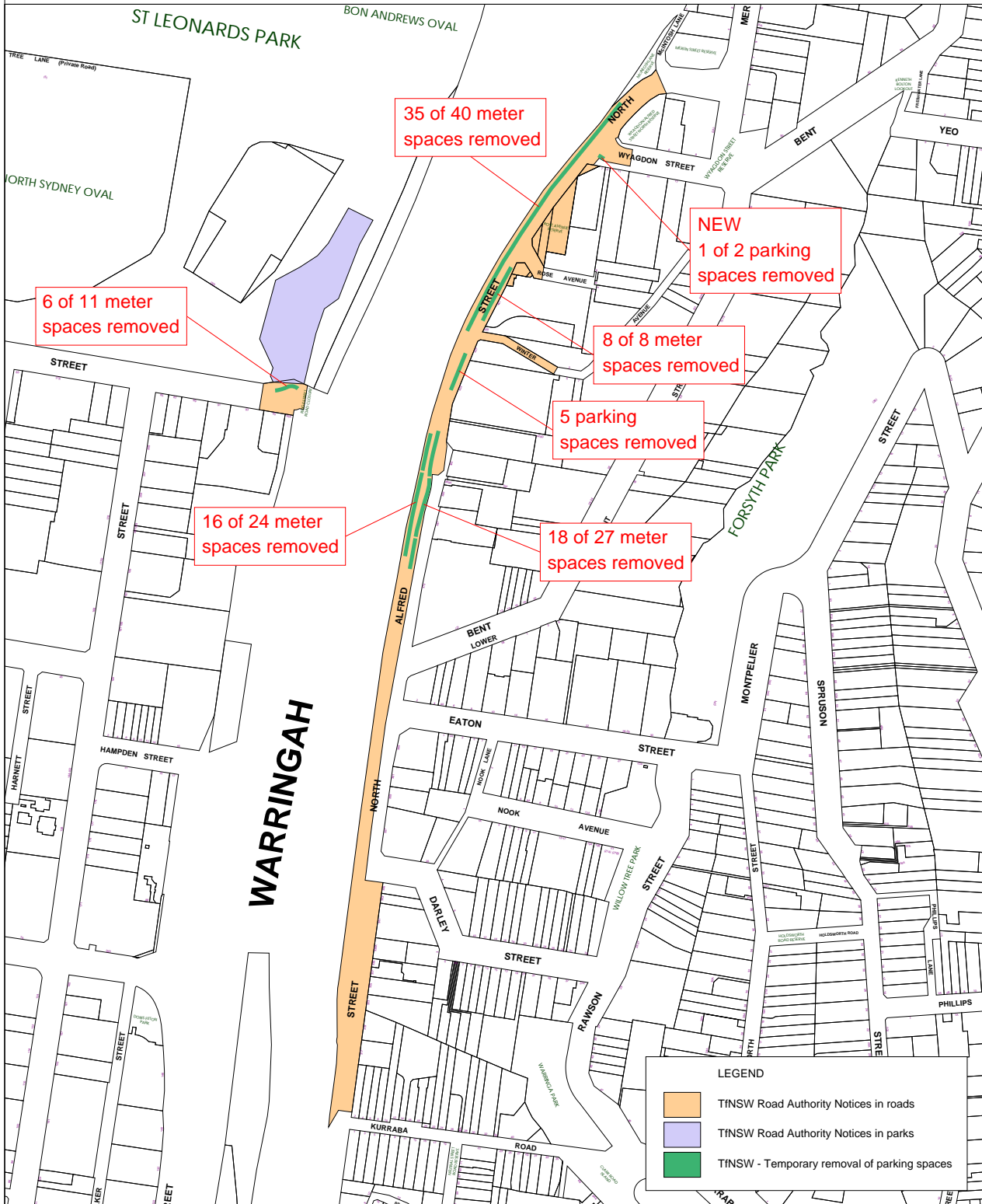
LEGEND

- TfNSW Road Authority Notices in roads
- TfNSW Road Authority Notices in parks
- TfNSW - Temporary removal of parking spaces



TfNSW WHT & WFU - North Sydney and Neutral Bay

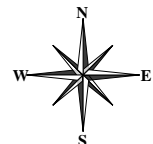
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North Sydney Council

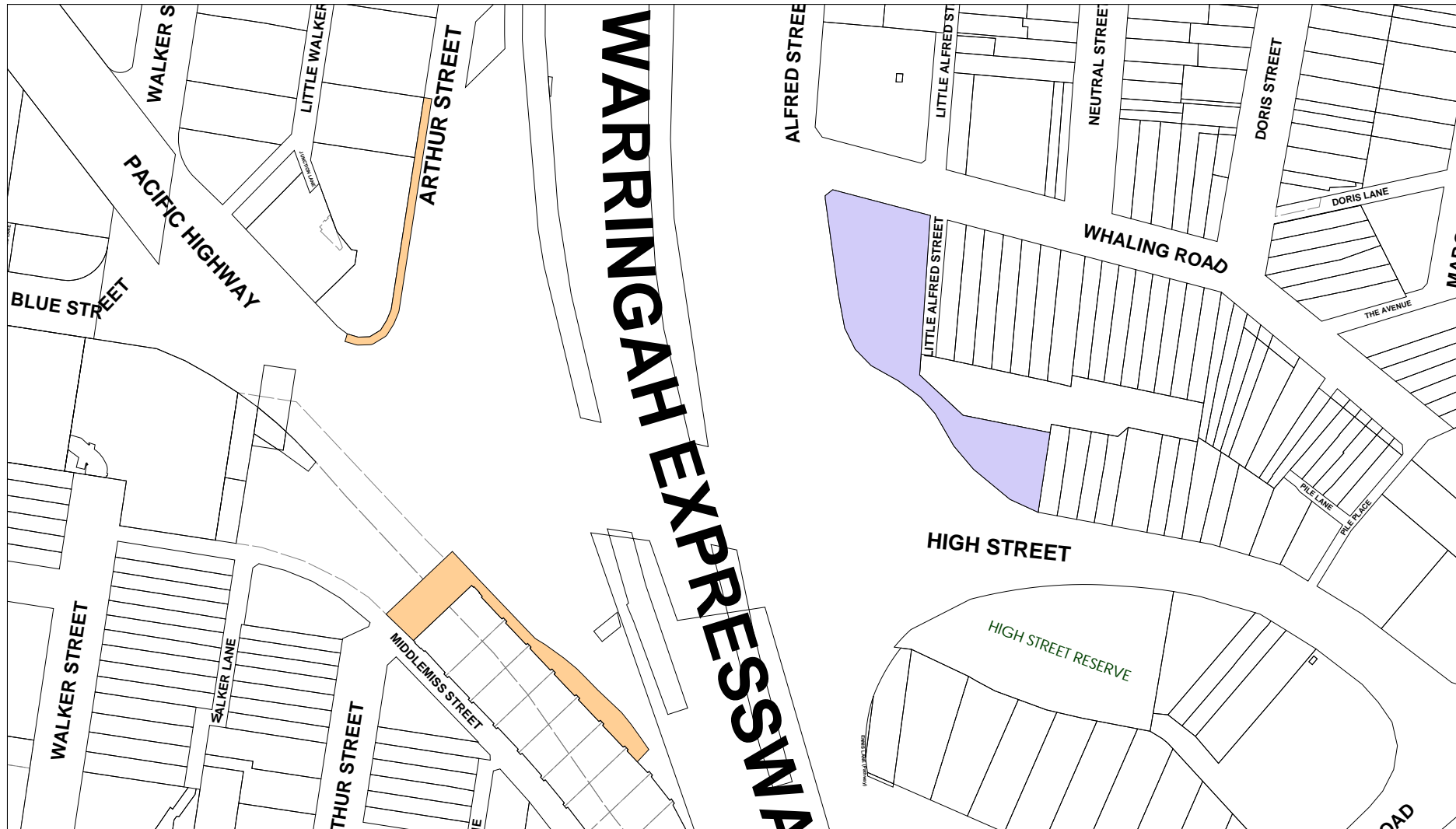
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TfNSW north sydney and neutral bay.swd

TfNSW WHT & WFU Road Authority Notices Locations - 6 July 2021

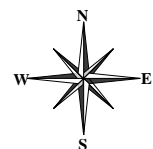
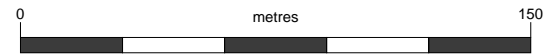


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LEGEND

- TfNSW Road Authority Notices in roads
- TfNSW Road Authority Notices in parks
- TfNSW - Temporary removal of parking spaces



Complaints Register - Western Harbour Tunnel & Warringah Freeway Upgrade

Date	ECM	Location	Issue summary	Referred to WHT Project Team? (By customer or Council)
12/05/2021	8506793	Alfred Street North	Traffic control/ resident access	Yes - by customer
5/05/2021	8499145	Rosalind Street Anzac Park Primary School Cammeray Avenue	Traffic Management Parking Issues Impacts on school	Yes - by customer
20/05/2021	8515006	Alfred Street North	Parking Issues	Yes - by Council
16/06/2021	8543867	Cammeray Avenue	Parking Issues	Yes - by Council
26/05/2021	8528548	Rosalind Street	Truck access/ safety	Yes - by Council
26/05/2021	Registry Preinct	Anzac Park	Traffic Management	Yes - by Council
26/05/2021	Registry Preinct	Cammeray Avenue	Parking Issues	Yes - by Council
16/09/2021	8640565	Amherst Street	Increased traffic/ heavy vehicles from detours	Yes - by Council

6.3. Standing Item - Sydney Metro - Project Update

AUTHOR: Michaela Kemp, Manager Traffic & Transport Operations

ENDORSED BY: Duncan Mitchell, Director Engineering and Property Services

ATTACHMENTS:

1. Sydney Metro - Crows Nest Pacific Highway - road authority notice map [6.3.1 - 1 page]

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:

Standard or Guideline Used:

Signs & Lines Priority: N/A

Precinct and Ward:

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.

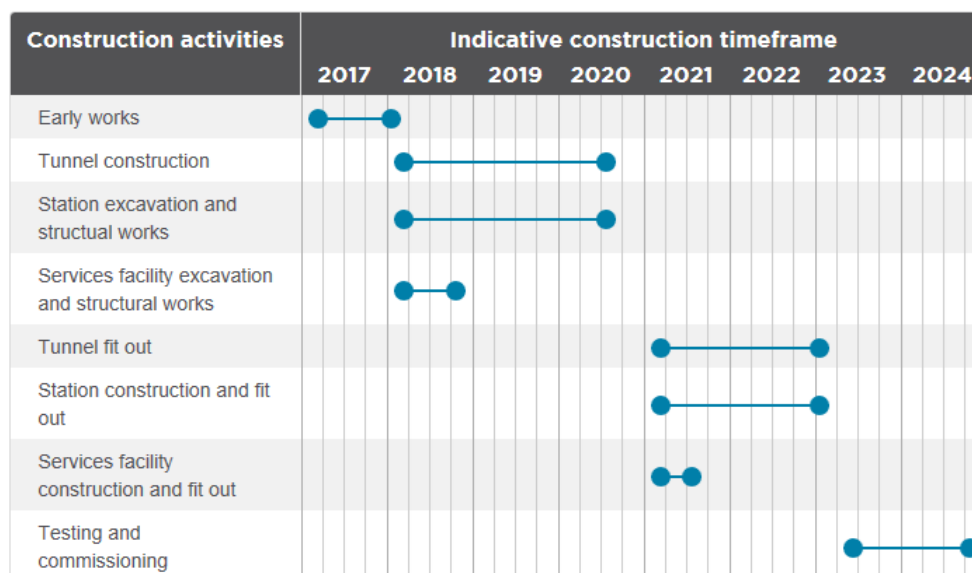
Impact on Parking: Parking adjacent to each construction site has been removed under applications throughout the project to facilitate construction.

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.

Denison Street – major stormwater upgrade works including early works, establishment of two-way traffic flow – staged works from August 2021 (approx. 6 months total).

Victoria Cross North

[Vic Cross – Construction Updates](#)

Deliveries and tower crane operations within site boundary. Access via McLaren 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 for up to 9 months from July 2021.

Blues Point

[Blues Point – Construction Updates](#)

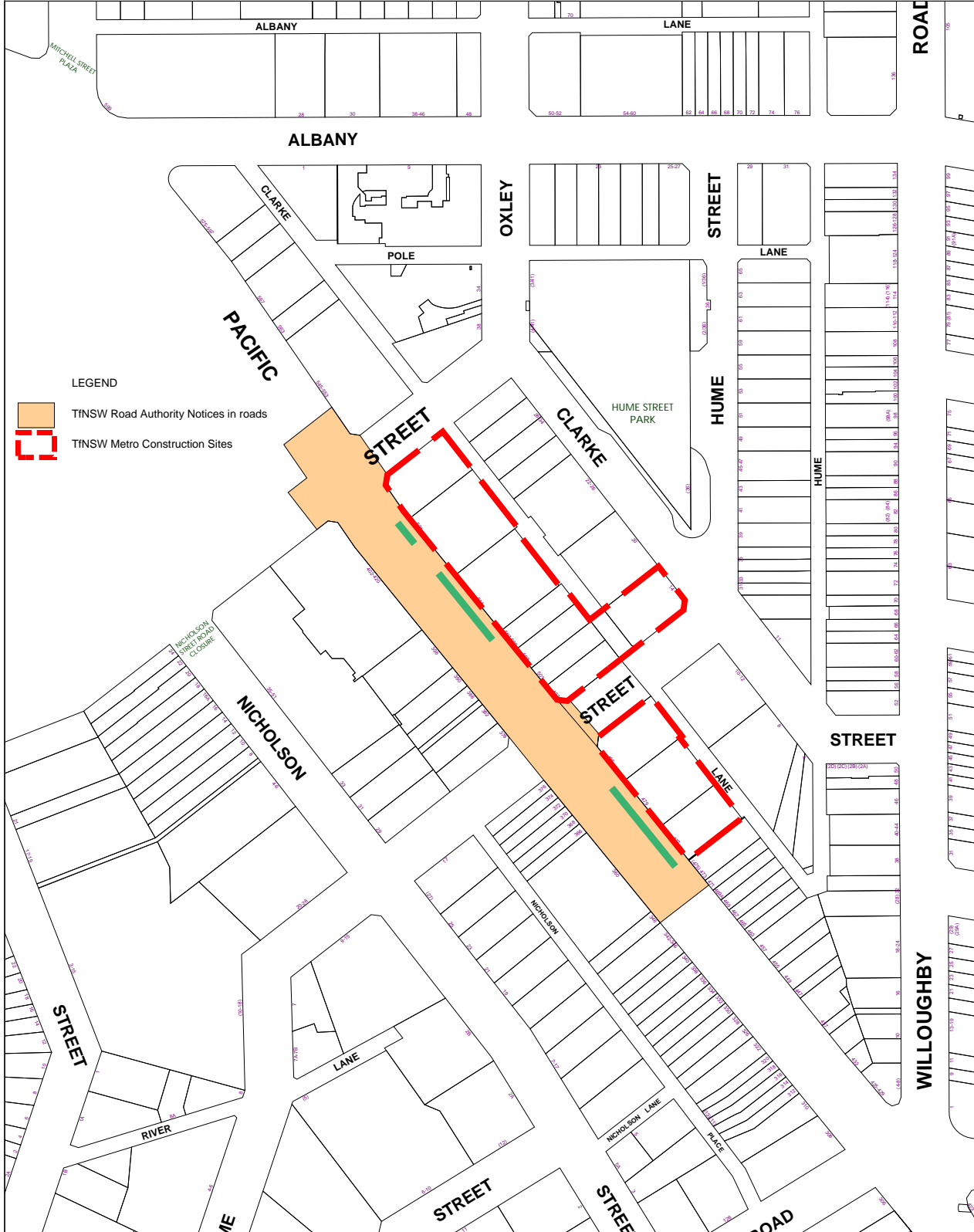
DPIE granted modification for continued use of Blues Point site for additional 12 months from December 2020 for linewide track fitout.

Works are currently underway to remove the site acoustic shed by December 2021.

A site compound has been established on Blues Point Road to facilitate and expedite these works. Blues Point Road south of Henry Lawson Avenue was closed to traffic from 16 August 2021 for an initial period of 3 months. Pedestrian access to Blues Point Reserve maintained with temporary pathway.

Park reinstatement works in Henry Lawson Reserve will continue into 2022.

TfNSW Sydney Metro Road Authority Notice - Crows Nest



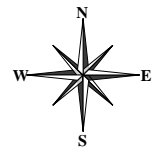
- LEGEND
-  TfNSW Road Authority Notices in roads
 -  TfNSW Metro Construction Sites



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TfNSW crows nest.swd

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

AUTHOR: Michaela Kemp, Manager Traffic & Transport Operations

ENDORSED BY: Duncan Mitchell, Director Engineering and Property Services

ATTACHMENTS:

1. Summary of previous Resolutions - Blues Point Road [6.4.1 - 3 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>

6.5. Abandoned Vehicles and Unattended Boat Trailers Processed Report

AUTHOR: Yvonne Watt, Infringe and Impound Officer

ENDORSED BY: Duncan Mitchell, Director Engineering and Property Services

ATTACHMENTS:

1. Traffic Committee Report - 15 October 2021 (A V's & Boat Trailers) [6.5.1 - 4 pages]

PURPOSE:

Provide information to the Traffic Committee.

EXECUTIVE SUMMARY:

Report to the Traffic Committee regarding Ranger and Parking Activities relevant to abandoned vehicles and boat trailers.

FINANCIAL IMPLICATIONS:

Nil.

RECOMMENDATION:

1. THAT the information concerning the Abandoned Vehicles and Unattended Boat Trailers Processed Report 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

Report of Abandoned Vehicles and Unattended Boat Trailers processed during the reporting period of 31 July 2021 to 24 September 2021.

Year to date (2021) Council had investigated 210 reports of abandoned vehicles

Year to date (2021) Council had investigated Nil reports of unattended boat trailers

CONSULTATION REQUIREMENTS

Community engagement is not required.

Relates to ECM No: Nil

Standard or Guideline Used: As per Impounding Act

Signs & Lines Priority: Nil

Precinct and Ward: All areas

Impact on Bicycles: Nil

Impact on Pedestrians: Nil

Impact on Parking: Occupying available parking spaces

Report of Manager Ranger and Parking Services, Mark Richardson

(1)

Re: Abandoned Vehicles and Unattended Boat Trailers Processed.

ABANDONED VEHICLES PROCESSED DURING THE PERIOD FROM 31 July 2021 TO 24 September 2021

Ref # * indicates completed	Location	Reported	Not Abandoned			Actioned as an Abandoned Vehicle		
			Advised by owner not abandoned	Moved so cannot be considered abandoned	Unregistered but not abandoned. Referred to Police for enforcement action	Impound process commenced	Impounded	Disposed at Auction
126/20	Brothers Ave, Cammeray (Tunks Park)	22/6/20				23/6/20 ongoing	17/7/20	
032/21*	37 Reynolds St, Cremorne	29/1/21				29/1/21	19/3/21	22/6/21
112/21*	49 Aubin St, Neutral Bay	17/4/21				19/4/21	4/6/21	6/8/21
122/21*	Mitchell St, St Leonards (cnr Atchison St)	28/4/21		✓				
130/21*	Opp 36 Carlow St, North Sydney	3/5/21				4/5/21	4/6/21	6/8/21
145/21*	89 Bellevue St, Cammeray	4/6/21		✓				
153/21	Phillips St, Neutral Bay (cnr Ben Boyd Rd)	16/6/21				17/6/21 ongoing		
155/21	Opp 10 Hodgson Ave, Cremorne Point	17/6/21				17/6/21 ongoing		
164/21	15 Langley Ave, Cremorne	25/6/21				29/6/21 ongoing		
165/21*	Margaret St, North Sydney (cnr Whaling Rd)	26/6/21		✓				
166/21	12 Parkes St, Kirribilli	13/7/21				14/7/21 ongoing	19/7/21	
167/21	44 Crows Nest Rd, Waverton	4/8/21				6/8/21 ongoing		
168/21*	Opp 10 Bennett St, Neutral Bay	4/8/21	✓					
169/21*	114 Milson Rd, Cremorne Point	4/8/21	✓					
170/21*	30 Murdoch St, Cremorne Point	4/8/21	✓					
171/21*	Opp 10 McKye St, Waverton	4/8/21	✓					
172/21*	60 Crows Nest Rd, Waverton	4/8/21	✓					

Report of Manager Ranger and Parking Services, Mark Richardson
 Re: Abandoned Vehicles and Unattended Boat Trailers Processed.

(2)

Ref # * indicates completed	Location	Reported	Not Abandoned			Actioned as an Abandoned Vehicle		
			Advised by owner not abandoned	Moved so cannot be considered abandoned	Unregistered but not abandoned. Referred to Police for enforcement action	Impound process commenced	Impounded	Disposed at Auction
173/21*	3 Cranbrook Ave, Cremorne	4/8/21	✓					
174/21*	16 Grasmere Rd, Cremorne	5/8/21	✓					
175/21	Brightmore St, Cremorne (cnr Levick St)	5/8/21				6/8/21 ongoing		
176/21*	Opp 10 Wilson St, Cammeray	5/8/21	✓					
177/21	Cammeray Rd, Cammeray (Green Park)	5/8/21				6/8/21 ongoing		
178/21*	8A Ellalong Rd, Cremorne	5/8/21		✓				
179/21*	3 Illiliwa St, Cremorne	5/8/21	✓					
180/21	6 Spruson St, Neutral Bay	5/8/21				6/8/21 ongoing		
181/21*	52 Shellcove Rd, Kurraba Point	5/8/21	✓					
182/21	19 Montpelier St, Neutral Bay	5/8/21				6/8/21 ongoing		
183/21*	Opp 56 Willoughby St, Kirribilli	5/8/21	✓					
184/21*	Angelo St, North Sydney, (cnr Berry St)	7/8/21		✓				
185/21*	10 Cliff St, Milsons Point	7/8/21	✓					
186/21*	107 Holtermann St, Crows Nest	7/8/21		✓				
187/21*	50 Milray Ave, Wollstonecraft	7/8/21	✓					
188/21	Opp 2 Powell St, Neutral Bay	14/8/21				26/8/21 ongoing		
189/21	Opp 6-10 Warringa Rd, Cammeray	19/8/21				26/8/21 ongoing		
190/21	44 Cremorne Rd, Cremorne Point	26/8/21				26/8/21 ongoing	2/9/21	

Report of Manager Ranger and Parking Services, Mark Richardson
 Re: Abandoned Vehicles and Unattended Boat Trailers Processed.

(3)

Ref # * indicates completed	Location	Reported	Not Abandoned			Actioned as an Abandoned Vehicle		
			Advised by owner not abandoned	Moved so cannot be considered abandoned	Unregistered but not abandoned. Referred to Police for enforcement action	Impound process commenced	Impounded	Disposed at Auction
191/21	32 Grasmere Rd, Cremorne	1/9/21				2/9/21 ongoing		
192/21*	24 Gerard L, Cremorne	3/9/21	✓					
193/21*	155 Ernest St, Crows Nest	3/9/21	✓					
194/21*	Opp 21 Pine St, Cammeray	4/9/21	✓					
195/21	38 Holtermann St, Crows Nest	4/9/21				6/9/21 ongoing		
196/21*	8 Rosalind St, Cammeray	4/9/21	✓					
197/21	Brothers Ave, Cammeray (Tunks Park)	5/9/21				6/9/21 ongoing		
198/21*	Opp 18 Fitzroy Ave, Kirribilli	6/9/21	✓					
199/21*	Opp 3 Crows Nest Rd, Waverton	7/9/21	✓					
200/21	Opp 24 Young L, Cremorne	15/9/21				15/9/21 ongoing		
201/21	Opp 13 Wyagdon St, Neutral Bay	15/9/21				15/9/21 ongoing		
202/21	49 Cowdroy Ave, Cammeray	17/9/21				20/9/21 ongoing		
203/21	2 Belmont Ave, Wollstonecraft	20/9/21				20/9/21 ongoing		
204/21*	93 Ben Boyd Rd, Neutral Bay	22/9/21	✓					
205/21*	130 Holt Ave, Cremorne	22/9/21	✓					
206/21	100 Alexander St, Crows Nest	28/9/21				28/9/21 ongoing		

Report of Manager Ranger and Parking Services, Mark Richardson
 Re: Abandoned Vehicles and Unattended Boat Trailers Processed.

(4)

Ref # * indicates completed	Location	Reported	Not Abandoned			Actioned as an Abandoned Vehicle		
			Advised by owner not abandoned	Moved so cannot be considered abandoned	Unregistered but not abandoned. Referred to Police for enforcement action	Impound process commenced	Impounded	Disposed at Auction
207/21	Opp 2 Union St, McMahons Point	29/9/21				30/9/21 ongoing		
208/21*	139 Cremorne Rd, Cremorne Point	29/9/21	✓					
209/21*	125 Cremorne Rd, Cremorne Point	29/9/21	✓					
210/21*	35 Richmond Ave, Cremorne	30/9/21	✓					

UNATTENDED BOAT TRAILERS PROCESSED DURING THE PERIOD FROM 31 July 2021 TO 24 September 2021

Ref # * indicates completed	Location	Month Reported	Moved so cannot be considered unattended	Actioned as an Unattended Boat Trailer		
				Impound process commenced	Impounded	Disposed at Auction

7. Local Development Advisory Committee Items for Consideration

Nil

8. General Business

9. Closure