

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

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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

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			<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>			

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			<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

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		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>			

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			<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>			

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			<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

