



AGENDA

Council Chambers
15 July 2021

I wish to inform you that a Meeting of the **Traffic Committee** will be held in the Council Chambers, 200 Miller Street, North Sydney at **10:00 AM** on Friday 23 July 2021 when your attendance is requested.

Your attention is directed to the accompanying statement of the business proposed to be transacted at the meeting.

KEN GOULDTHORP
GENERAL MANAGER



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1. Confirmation of Minutes

The Minutes of the previous meeting held on 11 June 2021, copies of which had been previously circulated, are to 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. Delegated Authority

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 - 10 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

CONSULTATION REQUIREMENTS

Community engagement is not required.

**APPROVAL FOR PROJECTS UNDER
DELEGATED AUTHORITY TO THE TRAFFIC & TRANSPORT OPERATIONS MANAGER
541st TRAFFIC COMMITTEE – 23 JULY 2021**

No.	Street	Location	Precinct, Ward, Electorate	Issue	Recommendation	Appr	Date	ECM	Comments
Resident Parking									
Nil									
Temporary Road Closures									
21-062	Premier Street, Neutral Bay	14-20 Premier Street, between Montpelier Street and Ben Boyd Road	Neutral, Victoria, North Shore Electorate	Temporary Road Closure	1. THAT Council raises no objection to the temporary road closure of Premier St, Neutral Bay between Montpelier St and Ben Boyd Rd for 30.07.21, from 7am-5pm for the purpose of dismantling crane, as per the submitted application and council's standard road closure conditions. Approval is subject to managed access to all affected properties and the applicant notifying all affected residents/tenants as per Council's standard conditions of approval. 2. THAT should Council receive an application for an extension or alternative date/s to carry out these works due to inclement weather or operational delays, that application be approved, subject to Police Permit approval.	Yes	19/5/21	8503329	
21-064	Illiliwa Street, Cremorne	18 Illiliwa Street, between Benelong Road and Grasmere Road	Brightmor e, Tunks, Willoughb y Electorate	Temporary Road Closure	1. THAT Council raises no objection to the temporary road closure of Illiliwa St, Cremorne between Benelong Rd and Grasmere Rd for 07.06.21, from 7am-5pm for the purpose of installing tower crane, as per the submitted application and council's standard road closure conditions. Approval is subject to managed access to all affected properties and the applicant notifying all affected residents/tenants as per Council's standard conditions of approval.	Yes	19/5/21	8483972	Response was not received from the local MP's office

No.	Street	Location	Precinct, Ward, Electorate	Issue	Recommendation	Appr	Date	ECM	Comments
					2. THAT should Council receive an application for an extension or alternative date to carry out these works due to inclement weather or operational delays, that application be approved, subject to Police Permit approval.				
21-065	Illiliwa Street, Cremorne	18 Illiliwa Street, between Benelong Road and Grasmere Road	Brightmore, Tunks, Willoughby Electorate	Temporary Road Closure	<p>1. THAT Council raises no objection to the temporary road closure of Illiliwa St, Cremorne between Benelong Rd and Grasmere Rd for 09.06.21, from 7am-5pm for the purpose of installing tower crane, 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 to carry out these works due to inclement weather or operational delays, that application be approved, subject to Police Permit approval.</p>	Yes	25/5/21	8512132	Response was not received from the Police
21-067	Balls Head Drive, Waverton	1 Balls Head Drive, between Balls Head Road and Balls Head Drive	Waverton, Wollstonecraft, North Shore Electorate	Temporary Road Closure	<p>1. THAT Council raises no objection to the temporary road closure of Balls Head Dr for 02.06.21-04.06.21, from 7am-5pm for the purpose of truck access, 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>	Yes	26/5/21	8515644	

No.	Street	Location	Precinct, Ward, Electorate	Issue	Recommendation	Appr	Date	ECM	Comments
					2. THAT should Council receive an application for an extension or alternative date/s to carry out these works due to inclement weather or operational delays, that application be approved, subject to Police Permit approval.				
21-068	Clarke Lane, Crows Nest	Crows Nest Metro, between Hume Street and Oxley Street	Holtermann, Tunks Willoughby Electorate	Temporary Road Closure	1. THAT Council raises no objection to the temporary road closure of Clark Ln for 29.05.21, from 8am-1pm for the purpose of Gantry Installation, as per the submitted application and council's standard road closure conditions. Approval is subject to managed access to all affected properties and the applicant notifying all affected residents/tenants as per Council's standard conditions of approval. 2. THAT should Council receive an application for an extension or alternative date/s to carry out these works due to inclement weather or operational delays, that application be approved, subject to Police Permit approval.	Yes	28//5/21	N/A	
21-070	Little Spring Street, North Sydney	88 Walker Street, Between Berry Street and Spring Street	CBD, Wollstonecraft, North Shore Electorate	Temporary Road Closure	1. THAT Council raises no objection to the temporary road closure of Little Spring St between Berry St and Spring St for 28.06.21-30.06.21 & 05.07.21-07.07.21 & 12.07.21-14.07.21, from 9:30pm-5am for the purpose of installing Ausgrid ducts, as per the submitted application and council's standard road closure conditions.	Yes	1/6/21	8523568	

No.	Street	Location	Precinct, Ward, Electorate	Issue	Recommendation	Appr	Date	ECM	Comments
					Approval is subject to managed access to all affected properties and the applicant notifying all affected residents/tenants as per Council's standard conditions of approval. 2. THAT should Council receive an application for an extension or alternative date/s to carry out these works due to inclement weather or operational delays, that application be approved, subject to Police Permit approval.				
21-076	Burlington Lane, Crows Nest	83 Ernest Street, between West Street and Sophie Street	Holtermann, Tunks North Sydney Electorate	Temporary Road Closure	1. THAT Council raises no objection to the temporary road closure of Burlington Ln, Crows Nest between West St and Sophie St for 02.07.21, from 7am-5pm for the purpose of installing tower crane, as per the submitted application and council's standard road closure conditions. Approval is subject to managed access to all affected properties and the applicant notifying all affected residents/tenants as per Council's standard conditions of approval. 2. THAT should Council receive an application for an extension or alternative date to carry out these works due to inclement weather or operational delays, that application be approved, subject to Police Permit approval.	Yes	15/6/21	8534867	
21-078	Hume Street, Crows Nest	Crows Nest Metro, between Pacific Highway and Clarke Lane	Holtermann, Tunks, North Shore Electorate	Temporary Road Closure	THAT Council raises no objection to the temporary closure of Hume Street, Crows Nest between Clarke Lane and Pacific Highway for a period of 9 months commencing from July 2021 for the purposes of the Hume Street bridge	Yes	23/6/21	8544760	

No.	Street	Location	Precinct, Ward, Electorate	Issue	Recommendation	Appr	Date	ECM	Comments
					reconstruction at Sydney Metro Crows Nest site as per the submitted TMP and subject to Council's standard road closure conditions. Approval is subject to managed access to all affected properties, community notification, separate TfNSW and Police approval as required, and payment of relevant fees as per Council's standard conditions of approval.				
21-080	Miller Street, North Sydney	Victoria Cross Metro, between Pacific Highway and Berry Street	CBS Wollstone craft, North Shore Electorate	Temporary Road Closure	<p>1. THAT Council raises no objection to the temporary closure of Miller Street, North Sydney between and Pacific Highway and Berry St from 25.06.21-28.06.21 for the purposes of the tower crane erection as per the submitted TMP and subject to Council's standard road closure conditions. Approval is subject to managed access to all affected properties, community notification, separate TfNSW and Police approval as required, and payment of relevant fees 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	24/6/21	8548021	
21-082	Broughton Street, Kirribilli	Harbour Bridge, between Pitt Street and Fitzroy Street	Bradfield, Victoria, North Shore Electorate	Temporary Road Closure	<p>1. THAT Council raises no objection to the temporary road closure of Broughton St, Milsons Point between Fitzroy St and Pitt St for 19.07.21, 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</p>	Yes	28/6/21	8548619	

No.	Street	Location	Precinct, Ward, Electorate	Issue	Recommendation	Appr	Date	ECM	Comments
					<p>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>				
Special Use Zones									
21-063	The Boulevarde, Cammeray	1 The Boulevarde, between Miller Street and Rowlinson Parade	Bay, Tunks, Willoughby Electorate	No Stopping	THAT Council relocate the “No Stopping (R)” from its current position, 28m east of Miller Street, approximately 9m further east, so that it is adjacent to the western side of the driveway at HNo. 1 The Boulevarde.	Yes	19/5/21	8488670	
21-066	Harriette Street, Neutral Bay	Harriette Street cul-de-sac section close to Wycombe Street	Bennett, Victoria, North Shore Electorate	90° Angle Parking	<p>1. THAT the existing two unrestricted parking spaces at the cul-de-sac section of Harriette Street, adjacent to the car share space be signposted with “90° ANGLE PARKING – FRONT OR REAR TO KERB - VEHICLES UNDER 6M ONLY” to alleviate confusion amongst the road users;</p> <p>2. THAT all three (3) parking spaces (including the Car Share space) be line marked with parking bay marking;</p> <p>3. THAT the approx. 2.8m long area between the Angle parking and parallel parking spaces on the south side of street be painted with hatch line marking to maintain clearance for vehicle’s manoeuvring to and from the parking space.</p>	Yes	21/5/21	8480549	

No.	Street	Location	Precinct, Ward, Electorate	Issue	Recommendation	Appr	Date	ECM	Comments
21-071	Spruson Street, Neutral Bay	13 Spruson Street,	Hayes, Victoria North Shore Electorate	Motor Bike Parking	THAT Council installs motorbike parking on the eastern side of Spruson Street adjacent to the driveway of No. 13, so that they are consistent with Council guidelines.	Yes	1/6/21	8520045	
21-072	Doohat Avenue, North Sydney	160 Pacific Highway – Doohat Avenue entrance, Between Pacific Highway and Doohat Lane	Edward, Wollstonecraft, North Shore Electorate	Car Share Parking	THAT two spaces of car share parking on the southern side of Doohat Avenue be relocated to the northern side of the street to bays 1 and 2 of meter 4408 as shown on the attached plan for the duration of the development at 160 Pacific Highway.	Yes	3/6/21	8524231	
21-073	Blue Street, North Sydney	2-4 Blue Street, Between William Street and Miller Street	CBD, Wollstonecraft, North Shore Electorate	Works Zone	1. THAT the hours of operations for the Works Zones for 2-4 Blue Street be extended to 7am-7pm Mon-Fri, 8am-1pm Sat as approved by Council on 20 May 2021. 2. THAT the unrestricted parking space next to the approved Works Zone in Blue Street be converted to No Parking for the duration of the development.	Yes	3/6/21	8521624	
21-074	Merlin Street, Neutral Bay	21 Merlin Street, Between Falcon Street and Wyagdon Street	Neutral, Victoria, North Shore Electorate	Disable Parking	THAT a disabled parking space be installed on the eastern side of Merlin Street positioned in front of 21 Merlin Street as shown on the attached plan.	Yes	15/6/21	8478558	
21-075	Pine Street, Cammeray	49 & 51 Pine Street, Between North Avenue and Orissa Lane	Bay, Tunks, Willoughby Electorate	Motor Bike Parking	THAT motor bike parking space signs be installed between the existing driveway of 49 & 51 Pine Street, Cammeray as shown on the attached plan.	Yes	18/6/21	8506453	
Regulatory Signs									
Nil									

No.	Street	Location	Precinct, Ward, Electorate	Issue	Recommendation	Appr	Date	ECM	Comments
Signs Across Driveways									
21-059	Grasmere Lane, Cremorne	82 Grasmere Lane	Parks, Tunks, Willoughby Electorate	Driveway Line Marking	THAT Council install a driveway line marking on the eastern side of the driveway to property no. 82 Grasmere Lane, Cremorne.	Yes	19/5/21	8504244	
21-061	Merlin Street, Neutral Bay	27 Merlin Street	Parks, Tunks, Willoughby Electorate	Driveway Signs and Line Marking	THAT Council install “No Parking” signs and linemarking either side of the driveway at 27 Merlin Street as shown in the attached plan to assist with access and visibility.	Yes	19/5/21	8496600	
21-079	Ben Boyd Road, Neutral Bay	176 Ben Boyd Road	Neutral, Victoria, North Shore Electorate	Driveway Line Marking	THAT Council install driveway line markings across the driveway to no. 176 Ben Boyd Road, Neutral Bay.	Yes	17/6/21	8541754	
21-083	Bent Street, Neutral Bay	20 Bent Street	Neutral, Victoria, North Shore Electorate	Driveway Signs and Line Marking	1. Install No Parking signs and line markings across the driveway to no. 20 Bent Street, Neutral Bay approximately 500mm from the driveway wings. 2. Relocate the existing No Stopping and 1/2 Hour Parking sign further south to maintain the length of the parking space adjacent to the driveway.	Yes	28/6/21	8526494	
Warning Signs									
21-069	Faith Bandler Place, North Sydney	Exiting to McLaren Street	Stanton, Wollstonecraft, North	Relocate No Stopping sign	THAT council install a “Stop” sign on the western side of Faith Bandler Pl near McLaren Street as shown in the attached plan to assist pedestrian safety.	Yes	15/6/21	8503559	

No.	Street	Location	Precinct, Ward, Electorate	Issue	Recommendation	Appr	Date	ECM	Comments
			Shore Electorate						
21-081	Hume Street, Crows Nest	At Clarke Street	Holterman n, Tunks, Willoughb y Electorate	No U-Turn Sign	THAT Council approve installation of two “No U-turn” signs, on Hume St and Clarke St, one facing north and one facing south as shown in the attached plans.	Yes	23/6/21	8546382	
Construction Management Plan									
21-053	Rocklands Road, Wollstonecraft	35 Rocklands Road	Wollstone craft, Wollstone craft, North Shore Electorate	CTMP	THAT the traffic aspects of the Construction Traffic Management Plan prepared by “Colston Budd Rogers & Kafes Pty Ltd” dated May 2021, for Development Application 359/17 at 35 Rocklands Rd, Wollstonecraft be approved subject to the conditions of approval.	No	16/6/21	N/A	TfNSW has added conditions to this CTMP
21-077	McKye Street, Waverton	4-6 McKye Street	Waverton, Wollstone craft, North Shore Electorate	CTMP	1. THAT the traffic aspects of the Construction Traffic Management Plan prepared by “Stanbury Traffic Planning” dated June 2021, for Development Application 29/18/2 at 4-6 Mckye St, Waverton be approved subject to the conditions of approval. 2. THAT 12 metres of unrestricted parking spaces be converted to 12 metres of Works Zone 7am-5pm Mon-Fri 8am-1pm Sat as shown on the attached plan, subject to the attached conditions.	Yes	21/6/21	N/A	

No.	Street	Location	Precinct, Ward, Electorate	Issue	Recommendation	Appr	Date	ECM	Comments
Australian Road Rules Compliance Signs									
21-084	Burton Street & Humphrey Place, Kirribilli	At the intersection of Burton Street and Humphrey Place	Bradfield, Victoria North Shore Electorate	No Right Turn & No Left Turn	1. Install a No Right Turn sign at the northern intersection of Burton Street with Humphrey Place, for vehicles travelling west on Burton Street. 2. Install a No Left Turn sign at the intersection of Humphrey Place with Crescent Place, for vehicles travelling north on Humphrey Place.	No	28/6/21	N/A	The Police have object to this TDA
Traffic Facilities									
21-058	Carter Street, Cammeray	At Colin Street	The Plateau, Tunks, Willoughby Electorate	Installation of Raised Pedestrian Crossing	THAT Council convert the existing marked foot crossing on Carter Street at Colin Street to a raised pedestrian crossing, after the affected properties are notified by letterbox delivery.	Yes	19/5/21	N/A	
Council Decisions									
Nil									

5.2. Moodie Street, Cammeray – Footpath design and Parking Re-arrangement, Community Consultation

AUTHOR: Iman Mohammadi, Traffic & Transport Engineer

ENDORSED BY: Duncan Mitchell, Director Engineering and Property Services

ATTACHMENTS:

1. 4 02 Attach Moodie Street Submissions summary dotx [LRFF] [5.2.1 - 39 pages]
2. 4.02 Attach Moodie Street CONCEPT PLAN [5.2.2 - 1 page]

PURPOSE:

To report the community engagement outcomes on the Footpath design and Parking Re-arrangement in Moodie Street, Cammeray.

EXECUTIVE SUMMARY:

Council received representations from residents of Moodie Street concerning speeding and rat-running and requests for Moodie Street to be converted to one-way northbound due to the restricted carriageway. Residents have also requested a footpath in Moodie Street from Ernest Street to the start of the bend. The matter was raised at the Traffic Committee meeting on 27 November 2020. Subsequently, at the 3741st Council meeting on 22 February 2021 it was resolved:

1. *THAT Council progress as soon as possible the construction of a footpath in the northern section of Moodie Street and offset some of the parking loss by converting the parallel parking in the central section of Moodie Street to angle parking.*
2. *THAT Council proceed with community consultation as soon as practicable.*
3. *THAT a report be submitted to the next Traffic Committee on the design and estimated cost of this work.*

A copy of the report to the 27 November 2020 is available at:

https://www.northsydney.nsw.gov.au/Council_Meetings/Meetings/Committees/Traffic_Committee/2020/27_November_2020

A further report in response to the resolutions of 22 February 2021 was prepared and considered at the 537th Traffic Committee on 5 February 2021. Subsequently, at the 3741st Council meeting on 22 February 2021 it was resolved:

1. *THAT residents of Moodie Street be consulted on the proposed footpath and parking re-arrangement and the result of this consultation be reported to the next available Traffic Committee.*
2. *THAT it be noted that the Moodie Street footpath and parking re-arrangement is a medium-term priority in the LATM Action Plan Zone 2 and funding allocations for 2021/22 will be determined based on funding availability and respective priorities of projects within the 7 LATM Zones.*

A copy of the report to the 5 February 2021 Traffic Committee is available at:

https://www.northsydney.nsw.gov.au/Council_Meetings/Meetings/Committees/Traffic_Committee/2021/5_February_2021

Following Council's resolution of 5 February 2021, Council consulted with residents of Moodie Street regarding the footpath and parking re-arrangement design plan. Community engagement took place from 7 May until 6 June 2021. This report details the outcomes of the community engagement.

FINANCIAL IMPLICATIONS:

The cost for this project is estimated to be \$100,000. The proposal is ranked as a medium-term priority in the LATM Action Plan Zone 2. Funding allocations for 2021/22 will be determined based on funding availability and respective priorities of projects within the 7 LATM Action Plans.

RECOMMENDATION:

1. THAT Council construct footpath in the northern section of Moodie Street and offset some of the parking loss by converting the parallel parking in the central section of Moodie Street to angle parking.

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

Residents of Moodie Street raised concerns over existing traffic issues in Moodie Street, mainly vehicles speeding, and rat run in the street. In addition, provision of a footpath in the street was requested.

These matters were presented to the traffic Committee on 27th November 2020 and 5th February 2021.

CONSULTATION REQUIREMENTS

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

Relates to ECM No: 8446600

Standard or Guideline Used: AS1742.2, 2890.5

Signs & Lines Priority: N/A

Precinct and Ward: Registry/ Tunks

Impact on Bicycles: Nil

Impact on Pedestrians: The proposal improves pedestrian safety in the street

Impact on Parking: Construction of footpath in Moodie Street and proposed parking re-arrangement will result in net loss of 9 on-street parking spaces.

DETAIL

Following Council's resolution of 5 February 2021, Council consulted with residents of Moodie Street regarding the footpath and parking re-arrangement design plan. The proposed plan included the following:

- Removal of 12 parking spaces in the northern section of Moodie Street and construction of a minimum 1.0m wide footpath on the western side with a 4.9m two-way travel lane.
- Construction of a landscaped kerb extension on the northern side of Moodie Street at the eastern end of the bend, and replace 13 parallel parking spaces on both sides with 16 x 90-degree angle parking spaces on the northern side
- Overall net loss of 9 parking spaces.

Community engagement took place from 7 May until 6 June 2021. A total of 360 letters were mailed to residents, property owners in Moodie Street. A total of 77 responses were received which represents a response rate of 21.4% which is above the typical response rate of 10-12% for traffic surveys.

Community Engagement Outcomes

The respondents were required to indicate if they support the proposed footpath construction and parking re-arrangements in Moodie Street. Of the 77 submissions received, 39 (50.65%) were in favour of the proposal and 38 (49.35%) were opposed. The survey responses are summarised in Table 1.

Table 1 Summary of Moodie Street survey responses

Respondent street address	I am in favour of the proposed footpath installation and re-arrangement of parking in Moodie Street				Total	
	Yes		No			
	No.	%	No.	%	No.	%
Residents within survey area						
Ernest St	5	71.43%	2	28.57%	7	100.00%
Falcon St	1	33.33%	2	66.67%	3	100.00%
Lytton St		0.00%	2	100.00%	2	100.00%
Moodie St	31	55.36%	25	44.64%	56	100.00%
Duplicate		0.00%	1	100.00%	1	100.00%
Outside Survey Area	1	12.50%	7	87.50%	8	100.00%
Total	38	49.35%	39	50.65%	77	100.00%

General Feedback

A detailed summary of the submissions received during the community engagement is attached.

29 submissions raised concerns over pedestrian safety including 3 who were opposed to the proposal and 26 who were supportive of the proposal.

29 submissions raised concerns about the loss of nine (9) parking spaces arising from the proposal and 26 submissions requested converting Moodie Street to one-way traffic.

Discussion

The suggestion to convert Moodie Street to one-way traffic was previously investigated and a traffic impact assessment was reported to the Traffic Committee meeting on [27 November 2020](#). The one-way suggestion was not supported by the Traffic Committee due to impacts on the surrounding road network including Lytton Street, potential for vehicle speeds to increase due to motorists not expecting to encounter opposing traffic, and that the proposal alone does not address the pedestrian safety concerns that prompted the investigation.

The parking occupancy rate at this section of Moodie Street is above 80% which demonstrates a high occupancy rate. Parking removal at this location may impact residents and other road users who rely on the on-street parking, however the proposal will benefit pedestrians.

**Moodie Street proposed footpath and parking re-arrangement
Summary of submissions received during public exhibition period
(7 May – 6 June 2021)
Prepared July 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	Michael Wiseman 30 A Moodie St	Opposing proposal Concerns about parking losses and suggestion of parking proposals on the south side of Moodie St	I am an owner on Moodie street and dont support the loss of 36% of street parking (9/25) for Moodie St. I do support the addition of 16 spaces in the middle section and see this could be done with the loss of only 7 spaces if the southern kerb was moved south slightly. Removing the parking spaces on the western side of moodie street southern leg will only encourage more traffic to use the street as a rat run between Ernest and Falcon Street.	Removal of parking on the western side of Street is essential for construction of footpath.		2E
2	Mary Cuy 3 /1 Moodie St	Support construction of Footpath – suggesting leaving parking spaces un-changed	This needs to occur for pedestrian safety reasons. To not complete the footpath when repeatedly advised of the ongoing risks taking place would be a serious breach of duty of care. In anticipation that some residents have objections to the parking changes — Could the parking situation just remain the same, and the footpath created by decreasing the gutter on one side slightly, thus widening the road slightly, and then putting a 1 m footpath in?	Noted		2D
3	Daniel Thackray 32 /20 Moodie St	Opposing proposal due to Loss of parking	This proposal has been brought about by an extremely small, but vocal number of residents (who are new to the street). When they bought in to this area, they should have been aware of the nature of traffic flows through this street. The single largest issue facing residents in this area is access to reliable on-street parking. The removal of ANY spaces is not considered appropriate. I DO NOT support this proposal and recommend leaving the street design as it currently is.	Removal of parking on the western side of Street is essential for construction of footpath		2E

No.	Name and Address	Issue/Theme	Key Points Raised	Council Response	Recommended Action	Criteria
			I have lived in this street for near 20 years. There is no greater traffic related risk today than back then. Do not make these changes as it will create significant challenges to existing residents & have negative impacts to all residents.			
4	Joanna Mansfield 10 /20 Moodie st	Support construction of Footpath	It's pretty dangerous at the moment - especially with a pram (I have 2 young kids, live on Moodie st and we have to duck behind the parked cars to get to earnest st).	Noted		2D
5	Nicolette Thackray 20 Moodie st	Opposing proposal due to Loss of parking	"I do not support this proposal. I do not support this proposal. It is hard enough today to park a car today. With the removal of 9 spaces (36% of current spaces) this will become impossible. There is already a significant number of people who use the PCYC to attend classes parking in our street. How is this going to work for residents when these spaces are lost forever? Do not makes these changes, please.	Removal of parking on the western side of Street is essential for construction of footpath		2E
6	NeilD'Alton 20 Moodie St	Opposing proposal due to Loss of parking	The removal of any car parking spaces in this small street is not supported. The path would be nice, but not at the expense of the ability to park a car on the street. It is very difficult now to find a space near your home, we don't need to make this more difficult. I do not support this proposal.	Removal of parking on the western side of Street is essential for construction of footpath		2E
7	Lynda Richards 14 /20 Moodie Street	Support construction of Footpath - Opposing	Action is required because Moodie Street is very unsafe for pedestrians, given the absence of proper footpaths approaching Ernest Street requires pedestrians to walk on the road. Please note this may be unnecessary if Moodie Street was closed to	Removal of parking on the western side of Street is essential for construction of footpath		2D, 2E

No.	Name and Address	Issue/Theme	Key Points Raised	Council Response	Recommended Action	Criteria
		proposal due to Loss of parking Suggests converting Moodie Street to One-Way	through traffic and available to residents traffic only OR if it was to be made a one way street only. The removal of parking spaces to widen the footpath is not the only solution.			
8	Alex Peutherer 11 Moodie St	Support construction of Footpath	The current situation is very dangerous, especially for children, as cars speed through Moodie Street to access the Bridge and other main roads accessible from Falcon Street. There is presently not enough space for pram or wheelchair access on the side of the road. Most people are forced to walk on the main road between cars travelling in both directions within one lane space. This is going to get even more hazardous with the long term proposed works on Ernest St and nearby. The new situation would provide a safe solution to access Ernest Street including the nearby Anzac Park Primary School.			2D
9	Chris Bell 9 MOODIE STREET	Opposing proposal Suggests converting Moodie Street to One-Way	Moodie Street needs to be made one way traffic flow and parallel parking retained on the southern side of the wider central section of Moodie Street.	Removal of parking on the western side of Street is essential for construction of footpath Converting Moodie Street to One-Way was not supported at the 536 th Traffic Committee meeting on 27 Nov 2020		2E
10	Jennifer Hayne 11 /231 Ernest Street	Opposing proposal – Suggestions on	Change for the sake of change - Moodie Street has been functioning for a very long time. Repair existing footpaths (No 1 Moodie Street)	Noted – “No Truck” signs have already been installed at		2E, 2A

No.	Name and Address	Issue/Theme	Key Points Raised	Council Response	Recommended Action	Criteria
		weight/size limit on trucks and Speed limit of 40k	and extend footpath through right of way at 231 Ernest Street to corner - now lawn/concrete/lawn/concrete/lawn. Much more traffic now but it works with a bit of give and take. Should be a weight/size limit on trucks. Speed limit of 40k would slow speedsters down. Quite a few motor bikes which are very noisy.	the entrance to Moodie Str at Falcon Street and Ernest St Create 40km/h local area speed zone in Moodie Street is already in the LATM Action Plan – Action T.35b		
11	Thomas Tym 11 Moodie St	Opposing proposal due to safety issues Suggests converting Moodie Street be partially made one way (from Falcon St to the bend)	Hello North Sydney Council / Traffic Committee, I do not support this proposal. <ul style="list-style-type: none"> It is a false and dangerous decoy to the actual solution to the various safety issues experienced on Moodie St. It does not provide an answer and will make the overall situation worse. Rat-run traffic is the single root cause of the various issues. This proposal does not address this single root cause which continues to prompt residents' calls for real action. The outcome from the earlier council submission which led to this proposed design and survey, does not provide a direction for addressing the Moodie St safety and usability issues. This issue continues to take an unacceptable amount of time to resolve, resulting in real danger every day. A car cutting the southern inner corner lost control and landed on the footpath on the southern section of Moodie St last year, missing a pedestrian by about 10cms. Photos of the damaged car which needed to be towed, skid marks 	Converting Moodie Street to One-Way was not supported at the 536 th Traffic Committee meeting on 27 Nov 2020		2E

No.	Name and Address	Issue/Theme	Key Points Raised	Council Response	Recommended Action	Criteria
			<p>on footpath and the general scene were submitted to the previous council process but were not acknowledged. The traffic engineer's report said do accidents had been reported. He referenced a data period ending several years prior to the report, inaccurate and untrue with respect to the issues at hand.</p> <p>Actual Solution: Root cause solution to all issues (safety and usability) – Stop/remove the Falcon St and freeway down ramp bound traffic which enters Moodie St from Ernest St.</p> <ul style="list-style-type: none"> • A partial one-way traffic configuration is required. The southern section/third of Moodie St should be northbound only, i.e., entry to Moodie St from Falcon St allowed, not exit from Moodie St to Falcon St. • This has been requested by many Moodie St residents. • It will remove the root cause of the safety concern (rat-run traffic) while not severely impacting the usability of the street for residents (entry & exit, traffic volumes and dangers posed by racing rat runners). • This partial one-way configuration would remove the root cause of all safety concerns (including pedestrian and vehicular) which is the traffic using Moodie St as a rat-run to Falcon St and onto the freeway down ramp. The attitude, behaviour and speed of many motorists is to cut all corners, driving on the wrong side of the road, resulting in many near miss and several incidents 			

No.	Name and Address	Issue/Theme	Key Points Raised	Council Response	Recommended Action	Criteria
			<p>along with daily road rage when frequent deadlocks are experienced.</p> <p>Not Supported: Proposed parking configuration – Will increase danger and risk - Will further reduce safety.</p> <ul style="list-style-type: none"> • Without the partial one-way vehicular traffic flow configuration, this parking proposal will increase the volume of the already real and near misses of head on accidents at the southern corner of Moodie St. This is due to the proposed rear to curb parking narrowing the usable road width/space which will force south bound motorists further to the middle of the road, placing them in a head on alignment with the traffic heading north from Falcon St along the southern section of Moodie St. • Moodie St is already tight for parking. Reducing spaces by approximately 33% is counterproductive and would impose a further cost to long suffering residents, all due to the rat-run issue. <p>Not Supported: Proposed footpath along the northern section of Moodie St – Will increase danger and risk - Will further reduce safety.</p> <ul style="list-style-type: none"> • The footpath will only safely work if the Falcon St to freeway ramp rat-run traffic is removed. This is because it would remove the vast majority of dangerous traffic, the racing, deadlock inducing and aggressive elements, i.e., only residents/visitors/deliveries/workers would be entering from Ernest St, no aggressive rat runners 			

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			<p>who are the sole cause of incidents and near misses, etc.</p> <ul style="list-style-type: none"> The cars that currently park along the Northern section of Moodie St provide a safety buffer/barrier between people and the many ducking and weaving cars coming from both south and north. If the carparking is removed, there will not be a 'safety barrier' between the road/cars and the people. I have seen cars on the grass along this section of Moodie St as drivers have failed to safely avoid near misses or have overshot the corner. 			
12	Jon DUGGAN 52 /20 Moodie Street,	<p>Opposing proposal</p> <p>Suggests converting Moodie Street to One-Way</p>	<p>North Sydney Council would be aware that the southern end (Ernest Street) of Moodie Street is significantly narrower than other lanes/roads/streets in the municipality including Alexander Lane, Bent Street, Cliff Street, Denison Street, Kirribilli Avenue, Middlemiss Street, Little Spring Street, Sophia Street, etc., and these are One Way Traffic.</p> <p>I firmly believe that the cheapest, most effective solution for North Sydney Council is to make Moodie Street ONE WAY TRAFFIC from Falcon Street to Ernest Street (south to north) and reduce the Speed Limit to say 20kph as this would mean that most of the traffic that would use the street would be local residents who would be aware that the northern end was shared with pedestrians (including the aged, disable & children) and proceed accordingly given there was NO FOOTPATH.</p>	<p>Converting Moodie Street to One-Way was not supported at the 536th Traffic Committee meeting on 27 Nov 2020</p>		2E

No.	Name and Address	Issue/Theme	Key Points Raised	Council Response	Recommended Action	Criteria
13	Tanya 11 Moodie St	Support construction of Footpath without Loss of parking Suggests converting Moodie Street to One-Way	Agree with footpath installation but not losing 9 car spaces in exchange. Parking is already very difficult for residents on Moodie St with neighbouring PCYC clients. Furthermore, with the upcoming Northern Beaches tunnel truck and construction traffic will lead to even further reduction of the current parking spaces in neighbouring streets. Parking for residents will become impossible with the proposed reduction of 9 parking spaces. I implore council to explore other options such as: 1. a narrower footpath for single file walkers (1m instead of 1.2m) which may allow the current 12 car spaces on the western part of Moodie St (in front of Block No. 231, 1, 3) to remain 2. keeping the current 6 car spaces on the southern part of Moodie St (in front of Block No. 7, 9, 13) by narrowing the current footpath there. This has been possible on neighbouring Lytton st 3. making Moodie st one way which may allow the current 12 car spaces on the western part of Moodie St (in front of Block No. 231, 1, 3) to remain	Removal of parking on the western side of Street is essential for construction of footpath Converting Moodie Street to One-Way was not supported at the 536 th Traffic Committee meeting on 27 Nov 2020		2E
14	Valda Ryan 7 Moodie Street	Support construction of Footpath Suggests converting Moodie Street to One-Way	From a pedestrian safety point of view I very much support the proposed footpath and parking re-arrangement. However, I have two concerns: (1) The suitability for two-way traffic of this narrow, northern end of the Street. I question whether it complies with Australian Standards. (2) There appears from the design that no additional provision for stormwater drainage has been taken into account. A few years ago Council diverted all the stormwater drainage from Falcon Street and Moodie	Converting Moodie Street to One-Way was not supported at the 536 th Traffic Committee meeting on 27 Nov 2020		2E, 2A

No.	Name and Address	Issue/Theme	Key Points Raised	Council Response	Recommended Action	Criteria
		Request for additional drainage works	Lane to the Western Section (No's. 11-5). In heavy rain we now have a wide, fast moving stream that jumps the curb and floods the basement carpark between No's 5a & 3. A video of this is attached.			
15	Maria Blackledge 1 /5 Moodie Street	Opposing proposal due to Loss of parking Suggests converting Moodie Street to One-Way	There is already significant parking availability and restrictions in Moodie Street, taking away 9 parking spots would only increase this issue. If you are looking to improve safety in Moodie Street, I would propose making Moodie Street into a one way - going from Falcon Street to Ernest Street. The amount of non-local traffic that speeds up Moodie Street is substantial. Making it one way would reduce this to local/residents traffic and create a safer street for pedestrians.	Converting Moodie Street to One-Way was not supported at the 536 th Traffic Committee meeting on 27 Nov 2020		2E
16	Graham Maynard 10 Moodie Street	Support construction of Footpath Suggests converting Moodie Street to One-Way	YES. Provided that the footpath is a minimum width of 1.5m so that a parent with stroller/pram plus one younger child at their side, (in hand) and possibly two plus dog can negotiate it. N.B. The safety of children and residents MUST have PRIORITY over traffic, particularly the "rat-runners" in our street. Moodie Street must then be made ONE-WAY from Falcon St to Ernest St and then resident and casual parking can be retained. Thank you GM	Converting Moodie Street to One-Way was not supported at the 536 th Traffic Committee meeting on 27 Nov 2020		2E
17	Ellie Nicholls 231 Ernest St	Opposing proposal due to Loss of parking	I am a resident of 231 Ernest St that has its entrance on Moodie st. I do not support this removal of parking spaces as the parking down the side of Moodie st is integral to being able to live in this	Converting Moodie Street to One-Way was not supported at the		2E

No.	Name and Address	Issue/Theme	Key Points Raised	Council Response	Recommended Action	Criteria
		Suggests converting Moodie Street to One-Way	location. Our building has 1 tiny parking space per apartment and we need this parking to allow for us residence that have larger vehicles as well as apartments that have multiple cars. Being in this location, bordered by Falcon st and Ernest st, both very busy main roads with extremely limited parking, this removal of the parking spots down moodie st will be detrimental to the people living on Moodie St and in my building. As well as this, I believe the new proposed parking spots will cause even more traffic jams and confusion than already apparent down Moodie st. Instead of increasing footpath space for this street, it would be far more beneficial to turn Moodie st into a one way street as many people only use it as a cut through between Falcon and Ernest st. This causes crashes (as i have just been in one because of the two way nature of the street) as well as difficulty parking for the residence. Moodie St is not a walking street and doesnt need to be. Lytton st has a perfectly good footpath that most people use anyway and this change would be causing unnecessary damage to the residence and the realestate of the street.	536 th Traffic Committee meeting on 27 Nov 2020		
18	Yue Peng 2 Moodie Street	Support the proposal Also raised concerns on safety issues	Currently when cars in opposite direction meet at the west end of Moodie street, we use those empty space between parked cars to give way to each other so the traffic could float. If those spaces are removed, how cars from both side can navigate the remaining narrow street, if it is not changed to be one way? And we have lots of trucks (removal companies, delivery truck, construction trucks) using the mid section of Moodie street to reverse when	noted		2C

No.	Name and Address	Issue/Theme	Key Points Raised	Council Response	Recommended Action	Criteria
			they discover the west side is too narrow for them to exit, with the angled parking in mid section, they could be stuck with no way out, or they could try to drive backwards to get to Falcon Street. Love the idea as we had been walking our kid to school the long way via Lytton street cause Moodie street is not safe.			
19	Jonathan Hawke 24 /238 Falcon St	Support the proposal	Strongly support. I think the 16 parking spots remaining will easily cater for residential requirements. The improvement in pedestrian safety is very significant.	noted		2D
20		Opposing proposal	I have lived in Moodie Street for 8 years and have a home office that overlooks the Ernest Street end and the middle portion of Moodie Street. I have never seen any risk to pedestrian safety. Vehicles drive slowly along the street (due to the narrowness) and any pedestrian using basic common sense is perfectly safe. This proposal is a waste of money and a substantial inconvenience to residents and their visitors. (Name and address to be withheld)	Noted		2E
21	Robert & Lynn Pamplin 24 Moodie Street	Support the proposal	Hopefully this will make the street easier to drive through.	Noted		2D
22	Belinda Hines 4 /233-237 Ernest Street	Opposing proposal Safety issues, low pedestrian activity,	I believe this proposal will make the situation in Moodie street worse! Firstly it will heighten the blind corner (first bend from Falcon street), which is already dangerous with near misses of head on collisions frequently.	Removal of parking on the western side of Street is essential for construction of footpath Converting Moodie Street to One-Way was		2E

No.	Name and Address	Issue/Theme	Key Points Raised	Council Response	Recommended Action	Criteria
		Loss of parking and Suggests converting Moodie Street to One-Way	<p>Secondly this street is does not have a huge pedestrian flow, this is a dangerous street to both drive and walk in. By widening the path and removing parking, this will only encourage more passing through traffic. We need to reduce traffic flow down this street. Traffic should be encouraged to go down Lytton street, which is much safer for both cars and pedestrians. I propose Moodie street to be one way heading north from Falcon to Ernest Street (after the s bend). This would limit traffic, making it safer for all and eliminate the need to change footpaths/parking.</p> <p>There is also significant loss of parking, which is already highly sought after. The elimination of all day parking, and parking in general at the Ernest Street end will be heavily felt. With no parking directly outside properties this will make deliveries and removalist a nightmare.</p> <p>I believe these are strong reasons to Not go ahead with the current proposal. In an already dangerous street, don't make the situation worse! Make it one way heading north!</p> <p>Please use all of my submission and points in any arguments against this proposal.</p>	not supported at the 536 th Traffic Committee meeting on 27 Nov 2020		
23	Angeline Oyang Unit 18 /20 Moodie St	Support the proposal	I agree with the proposal as the current walkway towards Ernest ST is a pedestrian hazard.	Noted		2D

No.	Name and Address	Issue/Theme	Key Points Raised	Council Response	Recommended Action	Criteria
24	William Paterson 24 Beagle Street	Opposing proposal - Suggests converting Moodie Street to One-Way	With increased two-way traffic through Moodie Street, itself a significant problem, the absence of a footpath from Ernest Street is highly dangerous to pedestrians. The proposed changes, given the unavailability of alternative options, would represent a significant - and urgent - safety improvement. Making Moodie Street one-way to vehicle traffic should also be considered. The loss of parking spaces is minimal and the likely improvement to safety compelling.	Converting Moodie Street to One-Way was not supported at the 536 th Traffic Committee meeting on 27 Nov 2020		2E
25	Samia Kamal Unit 21/20 Moodie St	Opposing proposal due to Loss of parking	Losing 9 parking spaces on Moodie st will make living here a nightmare as it is already very difficult for guests and carers to find parking. I have carers come twice a week and they already often can't find parking..	Removal of parking on the western side of Street is essential for construction of footpath		2E
26	Jean tyacke unit 9 /20 Moodie Street	Opposing proposal due to Loss of parking	there is such limited parking in moodie as is , and will move people parking legally in our vistors parking at 20 moodie	Removal of parking on the western side of Street is essential for construction of footpath		2E
27	Belinda Tiffen 24 Moodie Street	Opposing proposal Sufficient room for pedestrians, unsuitable 90-degree parking, loss of parking	As a resident of Moodie Street I strongly oppose this proposal. While there is no formal footpath on the section of Moodie Street between Ernest Street and 11 Moodie St where a new footpath is proposed there is ample room for pedestrians to walk off the roadway. It is also not heavily used by pedestrians. Is the concern about pedestrian safety in any way supported by evidence? The plan to replace parallel parking with 90-degree parking in the section of Moodie Street that runs parallel to Falcon and Ernest Streets is also	Removal of parking on the western side of Street is essential for construction of footpath		2E

No.	Name and Address	Issue/Theme	Key Points Raised	Council Response	Recommended Action	Criteria
			<p>unsuitable. It would appear to significantly reduce the width of the road at this critical point, noting this is a section of the street with the highest density of residential properties. Necessary access and parking for residents as well as deliveries, trades etc will become almost impossible and it seems likely there would be a consequent increase in traffic congestion.</p> <p>I also note the unnecessary expense of this project and the overall loss of parking spaces in an area already suffering from a lack of street parking as other reasons to oppose this proposal.</p>			
28	Lucy Nitschinsk 28 Moodie St	<p>Support construction of Footpath</p> <p>Suggests converting Moodie Street to One-Way</p>	<p>Whilst I support the footpath installation and re-arrangement of parking in Moodie St, it is subject to approval from TfNSW and is an expensive option that doesn't completely fix the problem. The issue is that the street is two-way and too narrow with sharp bends - not suitable for two-way traffic. Commuters frequently speed through the street from North to South (Ernest to Falcon) to access Military Rd and the motorway and this is what creates an unsafe space for pedestrians to walk. Additionally - as a driver that lives in the street, it is dangerous to navigate the tight bends and 'one-way' sized streets.</p> <p>The easiest, cheapest and most effective solution would be to make the street one-way in the South to North direction (Falcon to Ernest). This would restrict the street to Local Traffic Only and significantly reduce the volume of traffic making it safe for everyone to walk and drive. I note there</p>	Converting Moodie Street to One-Way was not supported at the 536 th Traffic Committee meeting on 27 Nov 2020		2E

No.	Name and Address	Issue/Theme	Key Points Raised	Council Response	Recommended Action	Criteria
			would not be a designated walkway for pedestrians but with the reduced volume of traffic and traffic only entering from one direction - pedestrian safety and mobility would be significantly improved.			
29	Sam Lambropoulos 1 /233 Ernest St	Support construction of Footpath Suggests converting Moodie Street to One-Way Installation of Mirror	The proposal does not call out the reduction to the width of the western part of Moodie street aside from saying that there will be a 1.2 metre footpath. My view is that the better solution would be establishing a footpath in western Moodie and also a one way change to traffic from south to west to deal with the issues on the other end. In isolation however, the solution for the western part of Moodie street is promising, as long as the footpath is wide enough for the purpose it is being widened and also assuming that with no parked cars in that part of the street two way traffic is safe and comfortable drivers. A mirror should also be placed opposite our driveway into Ernest street so that we can see cars coming from the south part of Moodie towards Ernest. It is not possible to see traffic at this point in time and the only option is to move out and hope that someone will stop.	Converting Moodie Street to One-Way was not supported at the 536 th Traffic Committee meeting on 27 Nov 2020 The image of an approaching vehicle reflected in a convex safety mirror is inverted, appears smaller, further away and travelling at a slower speed. These distortions can result in drivers misinterpreting the image and can be potentially dangerous especially in the case of a speeding vehicle.		2E, 2A
30	Anna Scobie 2/11 Lytton St	Support construction of Footpath Suggests converting Moodie Street to One-Way	The lack of footpath is dangerous - it's a busy cut-through road and lots of people walk on the road along the stretch nearest to Ernest St as the path is too narrow. (I also believe Moodie St should be one-way; even entering and leaving is a bit dangerous, especially with cars that don't realise it's two-way and turn into the middle of the street!). Thank you	Converting Moodie Street to One-Way was not supported at the 536 th Traffic Committee meeting on 27 Nov 2020		2E

No.	Name and Address	Issue/Theme	Key Points Raised	Council Response	Recommended Action	Criteria
31	J-smailes 10 /231 Ernest street	Opposing proposal due to Loss of parking	<p>It is very unfair to take more parking spaces away from residents in Moodie Street. There are so many units in Moodie ,there is not enough parking at the moment.</p> <p>I think a 1.2 metre wide footpath is un necessary, if you really want to put one in why not on the existing path 80 cm would be wide enough.</p> <p>Why in North Sydney Council so keen to take parking spaces away from residents.</p>	Removal of parking on the western side of Street is essential for construction of footpath		2E
32	Upul Indios Gamlath, Gamlath Ralalage 3 /238 Falcon St	<p>General support</p> <p>Suggestions:</p> <p>Installation of Mirror</p> <p>Installation of traffic calming devices</p> <p>Additional parking within private properties</p>	<p>As there are two blind corners, there will need to be mirrors and warning signs installed on both bends in Moodie st. With the removal of parking there is a risk that it will be come a higher speed thoroughfare, so speed bumps or chicanes would help to reduce this. The risk of this will be higher when the warringah freeway work happens as there is more chance that vehicles will use Moodie st to run between falcon and Ernest depending on the revised freeway access options.</p> <p>I would also suggest that there are council incentives for the existing blocks of units to be encourages to pave and install additional parking on their land to compensate for the removal of spaces.</p>	<p>The image of an approaching vehicle reflected in a convex safety mirror is inverted, appears smaller, further away and travelling at a slower speed. These distortions can result in drivers misinterpreting the image and can be potentially dangerous especially in the case of a speeding vehicle.</p> <p>Moodie St does not meet the requirement for installation of speed humps/cushions due to all recorded 85th Percentile speeds at or below 38km/h</p>		2D, 2A

No.	Name and Address	Issue/Theme	Key Points Raised	Council Response	Recommended Action	Criteria
33	Nick Marston 24 Moodie Street	<p>Opposing proposal but Support construction of Footpath – Speeding cars due to parking removal</p> <p>Loss of parking</p> <p>Kerb and gutter in front of 24 and 26 Moodie St</p>	<p>I support the need for a compliant width pathway however I do have the following concerns by the proposed changes:</p> <p>CAR SPEEDS Moodie Street is used as a 'rat run' between Ernest and Falcon Streets. Cars come at speed along the sections No 1-3 and 4-16 Moodie St and round into the middle section of Moodie St. By removing car parks along the stretch No. 1-3 Moodie, this will only allow increased speed along this section and round the bend. When they turn the bend they will be confronted with a narrower street and cars trying to park (reversing) into perpendicular parking bays. I would object to speed bumps however this should be considered along the stretches 1-3 and 4-16 to calm the speed and possibly deter the 'rat run'.</p> <p>REDUCED NUMBER OF BAYS Parking is already at a premium particularly on weekends and after hours when people are attending the PCYC gym.</p> <p>PERPENDICULAR PARKING Perpendicular parking on slopes rarely are user friendly, particularly if standard widths are applied.</p> <p>K&G OUTSIDE 24 & 26 MOODIE ST There is no mention of new K&G outside 24 and 26 Moodie St. My view is that (if this was to proceed), I would strongly urge you to consider the levels to make sure that they provide 'usable' perpendicular parking.</p>	Removal of parking on the western side of Street is essential for construction of footpath		2E

No.	Name and Address	Issue/Theme	Key Points Raised	Council Response	Recommended Action	Criteria
34	Marko Jankulovski 2 /236 Falcon St	<p>Opposing proposal due to Loss of parking and speeding cars</p> <p>Suggests: Residents with onsite parking not allowed to park on street</p> <p>Use private property lands to construct footpath</p>	<p>'- There is little parking on Moodie St to begin with. My apartment only has street parking and I often have to park many blocks away. I do not support anything that will reduce the number of parking spots.</p> <p>- Walking down the western side of Moodie St was a bit tight but when walking single-file there were never any issues.</p> <p>ALTERNATIVE SUGGESTIONS: 1) Moodie St parking fills up because many cars from the larger unit blocks that have under cover parking do not use their parking and park on the street (S.P. 64494, 54620, 54519, 7443). I suggest not allowing them to apply for a parking permit if their property already has parking. 2) This one may be wishful thinking, keep the parking spots on the western park of Moodie st but increase the width of the footpath by building into S.P. 7664, 9672, 5722. The buildings are further back and this will only involve knocking down the brick fence.</p>	Noted		2E
35	Lee-Ann Googan 5 Moodie Street	<p>Opposing proposal due to Loss of parking and speeding cars</p>	<p>The main problem on Moodie St is the increased car and truck traffic flow, and rat runs. Whilst extending the footpath would be ideal it does not solve this main problem. A footpath shouldn't be at the expense of 1) less street parking spaces 2) giving even easier access for greater car traffic to speed through. Without the cars parked along the western side of Moodie St, trucks and cars will speed even more. Finally I do not believe it is fair for residents of #1-3 Moodie and #231 Ernest St to lose that much</p>	Removal of parking on the western side of Street is essential for construction of footpath		2E

No.	Name and Address	Issue/Theme	Key Points Raised	Council Response	Recommended Action	Criteria
			street parking when they have no onsite parking. The spaces allocated outside 20, 24, 28 block units will just be used by the second cars of those residents.			
36	Robyn Harper 5A Moodie St	Opposing proposal due to Loss of parking and speeding cars Suggests converting Moodie Street to One-Way	<p>Firstly, I am in complete agreement that a footpath is needed down the western side of Moodie St, for the safety of our residents as well as the increasing number of families and children who now use this road on foot to access ANZAC Park school.</p> <p>However, it seems a missed opportunity to improve the safety of drivers in the local area at the same time. The narrow width of the street already makes it a real hazard as it cannot handle two-way traffic, and these days more and more cars seem to use Moodie St as a rat-run* to get to Falcon St to gain access to the west-bound ramp onto the freeway.</p> <p>You should take this opportunity to make Moodie St a one-way street, from Falcon St through to Ernest St. With the extra footpath width in place, I foresee more congestion and issues for drivers at the intersection with Ernest St. As it currently stands, if a car attempts to enter Moodie St from Ernest St when another car is exiting, the car/s on Ernest St are either forced to queue there, or if one turns in they must wait right at the entry to allow room for the exiting car to pass. Will the newly narrowed street allow for this manoeuvre at all? Or will it be another botch-up like at the intersection of Merlin St and Ernest St, which was not left wide enough for two lanes to exit left and right?</p>	Converting Moodie Street to One-Way was not supported at the 536 th Traffic Committee meeting on 27 Nov 2020		2E

No.	Name and Address	Issue/Theme	Key Points Raised	Council Response	Recommended Action	Criteria
			<p>Not only would imposing a one-way restriction make the street safer for all users, but it could also provide us with more parking. My suggestion is to use 45-degree angled parking down both sides of the wide section of Moodie St (which works when it is taking one-way traffic), or at a minimum you could maintain the current 6 parking spaces on the southern side.</p> <p>If the street is not made one-way, then I do not support the loss of parking spaces as per your proposal.</p> <p>* I have a photograph taken on a recent weekday morning at 8.30am, when there were 9 or 10 cars queued up to access Falcon St (attached)</p>			
37	Eliza Leung 8 Moodie Street	Opposing proposal	It is not addressing the problem facing the residents of Moodie Street. Moodie street is not capable of handling the peak traffic flow safely. Over the past month most of us have witnessed near misses as cars speed through the area hoping they don't get blocked by traffic in the opposite direction.	Noted		2E
38	Daniel 20 Mood street	Opposing proposal due to Loss of parking	There is already a lack of parking in Moodie street, deleting 9 spaces will only make the situation worse. if pedestrians need access there is a pedestrian footpath through Jeaffreson Jackson reserve.	Removal of parking on the western side of Street is essential for construction of footpath		2E
39	George Baczocha 8 Moodie St	Opposing proposal	Only partially addresses the problem. The residents complaints are regarding the volume of traffic on a road that would not meet safety standards for one	Noted		2E

No.	Name and Address	Issue/Theme	Key Points Raised	Council Response	Recommended Action	Criteria
			way let alone two way traffic. Over the past months I have witnessed a number of incidents and near misses with drivers rushing through hoping that by doing so they will avoid delays due to traffic from the opposite direct.			
40	jessica 233 Ernest Street	Opposing proposal	<p>No!!! When i review survey questions like this i honestly wonder whether the council thinks rate payers have money to burn!!!! There are pathways to Ernest street one on either side of Moodie street which are extremely safe for pedestrians to walk down (one is a park with NO TRAFFIC). The alternate avenues are equally as direct!! There is zero reason for pedestrians not use these paths!!</p> <p>This is a needless waste of time and money causing noise, disruption and not to mention the mental toll of additional construction which residents DO NOT NEED... the dust the noise and the impact on the structural security of our homes and our rights to quiet enjoyment trespassed upon by needless work!! When did it become the prerogative of council to spend rate payers funds to undertake superfluous construction to compensate for the general laziness and stupidity of the population. If you have children and you want to walk them to school... exercise some personal responsibility as a parent or guardian and take the street with a footpath .. they are a 30 second detour either side of Moodie street!!!! NO MORE NEEDLESS CONSTRUCTION AND MONEY WASTING!!!</p>	Noted		2E

No.	Name and Address	Issue/Theme	Key Points Raised	Council Response	Recommended Action	Criteria
41	Johann Krugell 1 /4 Moodie Street	Support construction of Footpath Suggestion for pedestrian facility at Lytton St to ANZAC School	We have two kids, one and five years old. We cannot walk down the street to Anzac Park public school due to the narrow foot path. The plans look fantastic! Also another traffic light or pedestrian crossing from the bottom of Lytton to Anzac Park school would be great. It is a very busy road and kids crossing dangerously everyday.	Noted		2D, 2A
42	Edwin antonian 3 /1 Moodie st	Support construction of Footpath	'Footpath necessary to ensure safety of pedestrians, we have seen a number of close calls - we cannot safely enter our property on foot!!! - pedestrians are literally walking themselves and their children through our front yard for lack of safe passage - no option for those with prams or wheelchairs to safely travel on the road - people are using Moodie as a speedway/rat run with no concern for resident's safety. In the narrow section it barely qualifies as a lane (let alone a 2 way thoroughfare connecting 2 main roads), yet we don't even have a footpath.	Noted		2D
43	Natalie September 20 Moodie Street	Opposing proposal due to Loss of parking	Loss of parking in the street (9 parks) will make parking in the street extremely difficult, parking is already difficult for residents. The use of Moodie St as a pedestrian thoroughfare is minimal and limited to just the residents of the street as Lytton Street and the walkway through Jeaffreson Jackson Reserve are more convenient. Residents would be sacrificing parking for the	Removal of parking on the western side of Street is essential for construction of footpath		2E

No.	Name and Address	Issue/Theme	Key Points Raised	Council Response	Recommended Action	Criteria
			pedestrian route which is not a reasonable compromise.			
44	Catherine Hallinan 1 Moodie St	Opposing proposal due to Loss of parking Suggests converting Moodie Street to One-Way	This proposal impacts disproportionately and unfairly on residents in Moodie St, particularly at the Ernst St end. Residents here will have no safe, proximate parking for deliveries, visitors, tradespeople, or, in the case of residents of No 3, their own cars. The three untimed and 9 timed spaces proposed to be lost are extremely well utilised and much needed. There is already a chronic shortage of parking in the area, recently exacerbated by the capture of parking spaces in Anzac Avenue and Cammeray Avenue for construction work. The proposal for non-parallel parking at a blind corner is very dangerous. The vast majority of pedestrians can use alternative footpath routes at little inconvenience. The proposal is a very inferior solution. Making Moodie St one way and having a modest footpath that preserves the parking is a much better solution to this problem.	Removal of parking on the western side of Street is essential for construction of footpath		2E
45	Sophie Campbell 1 Moodie Street	Support construction of Footpath	As a resident at 1 Moodie street with a 9month old baby I find it very unsettling not having a footpath to access. Cars speed extremely fast up the street and majority of cars passing are using it to access falcon street. Coming and going from our property feels very unsafe as I have to weave my baby in the pram around parked vehicles and try to avoid on coming cars from both directions. This is not easy as there are blind spots to both sides. I therefore strong	Noted		2D

No.	Name and Address	Issue/Theme	Key Points Raised	Council Response	Recommended Action	Criteria
			support and advocate for the installation of the footpath.			
46	Meagan	Support construction of Footpath	I use this street alot to visit a friend. Its so unsafe with a pram.	Noted		2D
47	Jennifer Winstone 94-96 Wycombe road	Support the proposal	Extremely unsafe with the cars on this road. An accident waiting to happen for pedestrians	Noted		2D
48	Rachel Gajic 29 Yeo St	Support the proposal	It is currently unsafe to push a pram along this street.	Noted		2D
49	David Campbell 1 Moodie street	Support construction of Footpath	As a resident at 1 Moodie street with a 9month old baby I find it very unsettling not having a footpath to access. Cars speed extremely fast up the street and majority of cars passing are using it to access falcon street. Coming and going from our property feels very unsafe as I have to weave my baby in the pram around parked vehicles and try to avoid on coming cars from both directions. This is not easy as there are blind spots to both sides. I therefore strong support and advocate for the installation of the footpath.	Noted		2D
50	Rosalind Raine 1 Moodie Street	Support construction of Footpath	As a regular visitor to no 1 Moodie Street I very much support the proposed footpath. I regularly care got my grandson who lives there and find manoeuvring his pram on the road extremely dangerous.	Noted		2D

No.	Name and Address	Issue/Theme	Key Points Raised	Council Response	Recommended Action	Criteria
51	Travis Miles 1 /28 Moodie st	Opposing proposal Suggests converting Moodie Street to One-Way	While the addition of a wider footpath will make Moodie St safer for pedestrians, the main issue has been not been addressed here. Its non local traffic using Moodie St as a rat run that still causes safety issues to both local drivers and pedestrians alike. The current plan to amend Moodie St would be more affective and safer for local residents if the street is made one way (entry via Falcon St and Exiting via Ernest St).	Converting Moodie Street to One-Way was not supported at the 536 th Traffic Committee meeting on 27 Nov 2020		2E
52	Denise van Beek 13 /20 Moodie Street	Opposing proposal Suggests converting Moodie Street to One-Way	Firstly, I am in complete agreement that a footpath is needed down the western side of Moodie St, for the safety of our residents as well as the increasing number of families and children who now use this road on foot to access ANZAC Park school. However, it seems a missed opportunity to improve the safety of drivers in the local area at the same time. The narrow width of the street already makes it a real hazard as it cannot handle two-way traffic, and these days more and more cars seem to use Moodie St as a rat-run to get to Falcon St to gain access to the west-bound ramp onto the freeway. You should take this opportunity to make Moodie St a one-way street, from Falcon St through to Ernest St. With the extra footpath width in place, I foresee more congestion and issues for drivers at the intersection with Ernest St. As it currently stands, if a car attempts to enter Moodie St from Ernest St when another car is exiting, the car/s on Ernest St are either forced to queue there, or if one turns in	Converting Moodie Street to One-Way was not supported at the 536 th Traffic Committee meeting on 27 Nov 2020		2E

No.	Name and Address	Issue/Theme	Key Points Raised	Council Response	Recommended Action	Criteria
			<p>they must wait right at the entry to allow room for the exiting car to pass. Will the newly narrowed street allow for this manoeuvre at all? Or will it be another botch-up like at the intersection of Merlin St and Ernest St, which was not left wide enough for two lanes to exit left and right?</p> <p>Not only would imposing a one-way restriction make the street safer for all users, but it could also provide us with more parking. My suggestion is to use 45-degree angled parking down both sides of the wide section of Moodie St (which works when it is taking one-way traffic), or at a minimum you could maintain the current 6 parking spaces on the southern side.</p> <p>If the street is not made one-way, then I do not support the loss of parking spaces as per your proposal."</p>			
53	Colin Bonnar 20 Moodie St	Opposing proposal – Suggests converting Moodie Street to One-Way	This street needs to be set to one way into Ernest Street FIRST as this street is too narrow for two way and the traffic coming in from Earnest street always take the corner wide and could hit cars or people walking down this street. See Attached for suggestion	Converting Moodie Street to One-Way was not supported at the 536 th Traffic Committee meeting on 27 Nov 2020		2E
54	Pamela Bell 9 Moodie Street	Support construction of Footpath	Please note that residents of North Gate ,unlike all other residents of Moodie St ,have their OWN private footpath to access Ernest ST therefor any opposal from them re installation of a footpath MUST be discounted . The sole reason for the	Converting Moodie Street to One-Way was not supported at the 536 th Traffic Committee meeting on 27 Nov 2020		2E

No.	Name and Address	Issue/Theme	Key Points Raised	Council Response	Recommended Action	Criteria
		Suggests converting Moodie Street to One-Way	request for a footpath is because of the lack of safety for pedestrians needing to access Ernest St or from Ernest thru to Moodie St. I accept the need for angle parking in the middle section but NOT for both sides of the street. This would exacerbate the existing situation eg the existing rat run of traffic from Ernest taking the blind corners in a narrowed section of roadway. It's bad enough at the Northern end where it is plainly ridiculous to say that in addition to the footpath that this is wide enough for two way traffic. Please don't add to our difficulties! If Moodie St was to be made one way from Falcon thru to Ernest then I would endorse angle parking on both sides This would be best solution for safety aspects rather than waiting for an accident to happen.			
55	Ben 24 Moodie Street	Opposing proposal due to Loss of parking Suggestion for installation of speed humps	Parking is limited on Moodie Street as it is and the removal of multiple spaces will mean parking several blocks away. A possible alternative could be installing speed humps to slow traffic creating a safer shared pedestrian/car zone.	Removal of parking on the western side of Street is essential for construction of footpath Moodie St does not meet the requirement for installation of speed humps/cushions due to all recorded 85 th Percentile speeds at or below 38km/h		2E
56	Joshua Peacocke 2 /3 Moodie St,	Support construction of Footpath	I understand the need for a footpath but the loss of 9 car spaces on Moodie St will make life very difficult for me and my family on a street which is already extremely difficult at night time to find a space.	Converting Moodie Street to One-Way was not supported at the		2E

No.	Name and Address	Issue/Theme	Key Points Raised	Council Response	Recommended Action	Criteria
		Suggests converting Moodie Street to One-Way	<p>Parking in nearby streets is not an option as they are also limited due to the PCYC classes which take place from mid afternoon through to the late evening.</p> <p>Please make Moodie St one way from Falcon to Ernest to ensure safety for pedestrians, vehicles and to keep the car spaces along the opposite side of the planned front/ rear facing 16 spaces.</p> <p>When the new turn off from the highway on Ernest st is complete Moodie St will be the first left on satnavs towards the city and will become very busy and dangerous. Turning left from Moodie on to Ernest is currently very dangerous as cars swing around at speed to drive up Moodie st often many cars blocking the view of any oncoming cars on Ernest St and most vehicles do not wait to see if it is clear and safe and one day there will be collisions or worse, Especially as now it is planned to make Moodie St even slimmer due to the footpath.</p> <p>I also currently have an ongoing Injury and disability with my ankle and cannot park far away and walk a long distance home.</p>	536 th Traffic Committee meeting on 27 Nov 2020		
57	Althea Barry 2 /5 Moodie street	<p>Support construction of Footpath</p> <p>Suggests converting Moodie Street to One-Way</p>	<p>A footpath is essential for pedestrian safety, especially the young children living in this street.</p> <p>An additional consideration would be making the street a one way, thereby reducing the frustration of drivers and related danger to pedestrians</p>	Converting Moodie Street to One-Way was not supported at the 536 th Traffic Committee meeting on 27 Nov 2020		2E

No.	Name and Address	Issue/Theme	Key Points Raised	Council Response	Recommended Action	Criteria
58	Vanessa Thomas 2 /28 Moodie Street	Opposing proposal due to Loss of parking and safety issues Suggestions: converting Moodie Street to One-Way and combine footpaths on both side of Moodie St to one footpath	Whilst I am strongly in favour of actions being taken to improve pedestrian safety on Moodie Street, unfortunately I believe the current proposal is not suitable for 2 key reasons : 1/ Insufficient parking for residents. The net loss of 9 parking spaces, including the only 5 that are untimed is unworkable. My husband and I both own a vehicle as we are health care workers both working various shift times (so public transport not always an option) and we have a toddler. Due to the current zoning, as a 2BR apt with 1 garage we are ineligible for a parking permit. As such, it is often very difficult to find a park for our 2nd car where we don't need to move our car every 2 hours. The construction of a huge school (Anzac Park) with completely insufficient parking for staff and the reduction of local parking in Cammeray Ave due to the warringah freeway upgrade and tunnel works already have made parking very difficult for us. I'm not sure how many kilometers away from our house council expects us to park with a 2 year old under the new arrangements? 2/ Safety. Unfortunately Moodie street has become a major rat run and large volumes of cars are travelling through at huge speeds (around already blind corners) as they travel from the Ernest street end out on to Falcon street. It is an accident waiting to happen. The proposal for front/rear to curb parking would be very dangerous with the speeds that cars are travelling into this wide section of road. I have 2 alternate solutions that I believe would both achieve the desired outcome of improved	Removal of parking on the western side of Street is essential for construction of footpath Converting Moodie Street to One-Way was not supported at the 536 th Traffic Committee meeting on 27 Nov 2020 Combining footpath on both sides of street is not feasible due to the significant increase in the project cost		2E

No.	Name and Address	Issue/Theme	Key Points Raised	Council Response	Recommended Action	Criteria
			<p>pedestrian safely.</p> <p>1/ Make the narrow section of Moodie street from Ernest to the 1st corner (i.e. where new the footpath is proposed) one way (in the direction towards Ernest). This would completely eradicate the rat run, whilst maintaining 2-way flow for the remainder of the street for resident convenience. If only residents were travelling out of Moodie on to Ernest, traffic volumes would be slashed dramatically. This would mean pedestrians with prams could walk on the street (as they currently are required to do), but safety of doing this would be significantly improved as cars would only be travelling in 1 direction; would be far fewer in number; and would likely be travelling slower as they're residents not people flying through taking short-cuts. This is my preferred solution.</p> <p>Alternatively:</p> <p>2/ Currently there are 2 half footpaths on either side of the road. Instead of making a really wide footpath, could the space that the 2 halves are taking effectively be combined to produce 1 normal size footpath on one side of the road without any loss of parking space?</p> <p>Thanks for your consideration. Regards, Vanessa (Owner/Occupier) of Unit 2/28 Moodie Street</p>			
59	Chris and Lucille Hattingh	Support construction of	Moodie St Cammeray – Proposed footpath and parking re-arrangement. We are in favor of the proposed new pedestrian	Converting Moodie Street to One-Way was not supported at the		2E

No.	Name and Address	Issue/Theme	Key Points Raised	Council Response	Recommended Action	Criteria
	Townhouse 6 /11 Moodie Street	Footpath only with converting Moodie Street to One-Way	<p>footpath on the Western Side down on Moodie Street as there is currently no safe walkway for pedestrians. However, our support is pivotal upon the following:</p> <p>The only way this footpath would safely work and in harmony with vehicular traffic is to make the subject section a one way for traffic, still enabling cars (mostly local residents) to enter from Moodie Street precinct into Ernest Street. Blocking cars entering from Ernest Street will prevent potential accidents and alleviate the traffic chaos and dangerous driving conditions generally along Moodie Street. The Southern side of Moodie Street (entering into Falcon Street) should remain a two-way street allowing mostly local residents to still enter and exit Moodie Street precinct. We do not support the motion to make Moodie Street entirely a one way entering from Falcon Street down to Ernest Street. We will, however, agree to this as a second option, if our proposal having the Northern Side of Moodie Street a one way deems unsuitable.</p> <p>If the section along the proposed footpath remains a two-way street, we will not support the proposed changes in entirety.</p> <p>The proposed parallel parking re-arrangement along the wider section of Moodie Street is supported by us as there is ample space for this provision and it will not be detrimental to traffic flow along Moodie Street. It will be a good solution to compensate the car spaces lost due to the proposed Footpath. We do not however, agree that the parking spaces on</p>	536 th Traffic Committee meeting on 27 Nov 2020		

No.	Name and Address	Issue/Theme	Key Points Raised	Council Response	Recommended Action	Criteria
			<p>the Southern Side of the proposed parrallel parking should be omitted.</p> <p>I would also like to propose the following:</p> <p>Since the Anzac School opened and more students enrolled, traffic congestion became increasingly a huge problem in the afternoon in Ernest Street (traveling West towards Miller Street) due to more cars attempting to turn right out of Ernest Street into Anzac Parade. This creates a huge build-up of cars travelling towards Miller Street as cars can't pass due to cars legitimately parked on the side of the road. This section of the road should also be a clearway in the afternoon (or at least during School Pick-up hours) as it is indeed in the morning.</p> <p>What used to be a safe, peaceful road when we moved here in 2006 has now become an extremely dangerous racetrack style shortcut for speeding cars and large trucks entering from Ernest Street, proceeding through our narrow street, cutting blind corners, in order to enter the Warringah freeway from Falcon Street. This was hugely due to the changed traffic conditions on Ernest Street after the Lane Cove Tunnel was opened in 2007. This problem was also the concern aired by the then RTA (now RMS) survey (conducted in 2006) following the anticipated increase in traffic after the Lane Cove Tunnel was opened.</p> <p>You are welcome to contact us for further</p>			

No.	Name and Address	Issue/Theme	Key Points Raised	Council Response	Recommended Action	Criteria
			<p>consultation.</p> <p>PS. In previous consultations/discussions relating to the traffic chaos in Moodie street, the suggestion was made by Council representatives that no traffic incidents occurred or were reported. However, I can confirm this is not correct as three separate incidents were reported by myself to police and they promptly advised that unless there were injuries they are not interested and we need not report such incidents.</p>			
60	Mercedes Torres 43 /20 Moodie St	Support the proposal and suggestion for converting Moodie Street to One-Way	As a resident of Moodie Street, this street should be converted into a one way street to avoid or prevent any accidents	Converting Moodie Street to One-Way was not supported at the 536 th Traffic Committee meeting on 27 Nov 2020		2E
61	Jo Pope 4 /11 Lytton St	Support the proposal and suggestion for converting Moodie Street to One-Way	<p>I feel this has become a “rat run” for motorists travelling from Ernest St to Falcon St to access the Falcon St ramp heading north. The situation is very dangerous with a build up of cars trying to use thoroughfare in a two way street.</p> <p>I think it is an opportunity to make Moodie Street one way from Falcon to Ernest Street, by doing this you could maintain the parallel parks in Moodie St opposite</p> <p>The proposed rear to curb parks in Moodie St. The garage for 11 Lytton St is in Moodie St and I am impacted by the dangerous situation daily. Anzac primary school has increased pedestrian use and</p>	Converting Moodie Street to One-Way was not supported at the 536 th Traffic Committee meeting on 27 Nov 2020		2E

No.	Name and Address	Issue/Theme	Key Points Raised	Council Response	Recommended Action	Criteria
			young families are impacted by the dangerous situation as well. Moodie St as a one way street would become a normal local street with local use instead of a busy rat run.			
62	Leya Hainsworth 20 Moodie Street	Opposing proposal	<p>I don't agree with the proposal. The car spaces on Moodie Street are constantly being used and are almost at capacity - especially on weekends. I don't believe the foot traffic on that end of the street is high enough to warrant the loss of car spaces.</p> <p>I also don't agree if there is a proposal to make Moodie Street a one way street. This would be extremely inconvenient. For example (Depending on the way the one way is set), if we want to drive to Crows Nest, we would have to drive into Neutral Bay and do a large detour / u-turn to go back into Cammeray / Crows Nest.</p>	<p>Removal of parking on the western side of Street is essential for construction of footpath</p> <p>Converting Moodie Street to One-Way was not proposed on the recent survey as it was not supported at the 536th Traffic Committee meeting on 27 Nov 2020</p>		2E
63	Philipp Thurner 20 Moodie Street	Opposing proposal due to Loss of parking	<p>I do not support the loss of those spaces. The car spaces are constantly being used on Moodie Street. I also do not support the proposal of turning Moodie Street into a one way street (if there is a proposal for this as well).</p> <p>The would make things very inconvenient. It would mean driving a fair long way around the block / into Neutral Bay just to head into the direction you wish to go .</p>	<p>Removal of parking on the western side of Street is essential for construction of footpath</p> <p>Converting Moodie Street to One-Way was not supported at the 536th Traffic Committee meeting on 27 Nov 2020</p>		2E




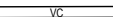









No.	Name and Address	Issue/Theme	Key Points Raised	Council Response	Recommended Action	Criteria
64	Sharon Mesiti 16 /20 Moodie Street	Support the proposal	<p>1. Please PLEASE PLEASE make sure that you mark out all the parking spots on the street so that no one takes up more than one space</p> <p>2. Please make sure you measure out the spots so there is enough room to open doors etc</p> <p>3. Please do not put the markings so close to the entry/exit of 20 Moodie St, sometimes when people park there now, they park so close to the entry/exit</p> <p>4. Please make sure that when you widen the footpath that 2 cars can still pass each other, as this will then defeat the purpose of taking away all the car spots</p>	Noted		2D
65	Daniel Ma 30 B Moodie St	Support construction of Footpath Opposing proposal due to Loss of parking	<p>Whilst I support the installation of wider footpath in principle, I do not support the proposed parking layout because:</p> <p>* A substantial amount of cars already use Moodie Street particularly during the morning peak period. to widen the street could encourage an increase in traffic.</p> <p>* the loss of 9 spaces is significant. could the 12 lost spaces on the western side be retained by reducing the width of the proposed footpath?</p> <p>* the proposed car spaces at right angle to the street could result in a more dangerous corner where the street changes direction.</p>	Removal of parking on the western side of Street is essential for construction of footpath		2D
66	Virginia Mackay	Support construction of Footpath	<p>Dear concerned residents of Moodie Street and Mayor Jilly Gibson</p> <p>Thank you to all for your contributions regarding Moodie Street. – the footpath and one way proposals. Below are my thoughts on this matter.</p>	Removal of parking on the western side of Street is essential for construction of footpath		2E














No.	Name and Address	Issue/Theme	Key Points Raised	Council Response	Recommended Action	Criteria
		<p>Opposing proposal due to Loss of parking</p> <p>Suggests converting Moodie Street to One-Way</p> <p>Suggests for speed limit of 25km/h</p> <p>Shorten/remove nature strip and convert to parking space</p>	<p>1. Footpath in northern section of Moodie Street</p> <p>I support the provision of a footpath in the northern section of Moodie Street as the way the traffic moves both ways and very often far too fast makes it very dangerous to pedestrians, and indeed to other motorists. To me a footpath is no-brainer.</p> <p>My experiences here have made me extremely cautious navigating the dangerously narrow entrances at either end of Moodie Street, and once in drive slowly, but see many drivers tempt fate with high speed, cutting corners with poor visibility, and driving as if they think there are no other vehicles let alone pedestrians in the street .On several occasions I have been abruptly cut off by speeding cars while attempting to enter my driveway (on one of the 90 degree bends), although indicating that I was doing so.</p> <p>Chris and Pam Bell and other residents in that part of the street have my sympathy.</p> <p>However I am dismayed at the proposed loss of 9 parking spaces as it is already difficult for us and our visitors and tradespeople etc to park in our street. This will worsen shortly when, as we have been notified, Cammeray Avenue is to be closed off with the loss of 35 spaces, surely bringing more people seeking parking in Moodie Street.</p> <p>As the central section of Moodie Street already has</p>	<p>Converting Moodie Street to One-Way was not supported at the 536th Traffic Committee meeting on 27 Nov 2020</p> <p>Create 40km/h local area speed zone in Moodie Street is already in the LATM Action Plan – Action T.35b</p> <p>Shorten/removal of nature street and convert to parking space is not feasible due to the significant increase in the project cost.</p>		

No.	Name and Address	Issue/Theme	Key Points Raised	Council Response	Recommended Action	Criteria
			<p>footpaths and nature strips on both sides it should be feasible to remove one nature strip – ie remove the grass, but not the trees – which should enable angle parking on both sides of this section rather than on just one side as Council proposes, while retaining the trees on both sides and a nature strip on one side. There are many streets in Sydney where parking is enabled this way while retaining trees. I support Council’s tree retention policy, while I believe we can still accommodate vehicle parking.</p> <p>Furthermore, if parking in the southern section of Moodie Street was relocated to the other side (western side) of the street more parking spaces could be added as there are fewer car entrances on that side. I am puzzled as to why this has not already be done.</p> <p>2. Moodie Street as a one way street</p> <p>In the interests of safety I wholeheartedly support the proposition that Moodie Street becomes one way from Falcon to Ernest Street The benefits to safety in a very narrow street are obvious. It would be but a very small inconvenience of merely a few minutes extra for motorists to access from Ernest Street the tunnel or the freeway going north if Moodie Street becomes one way north.</p> <p>It would also be safer accessing the tunnel as currently there is only a very short distance to cross</p>			

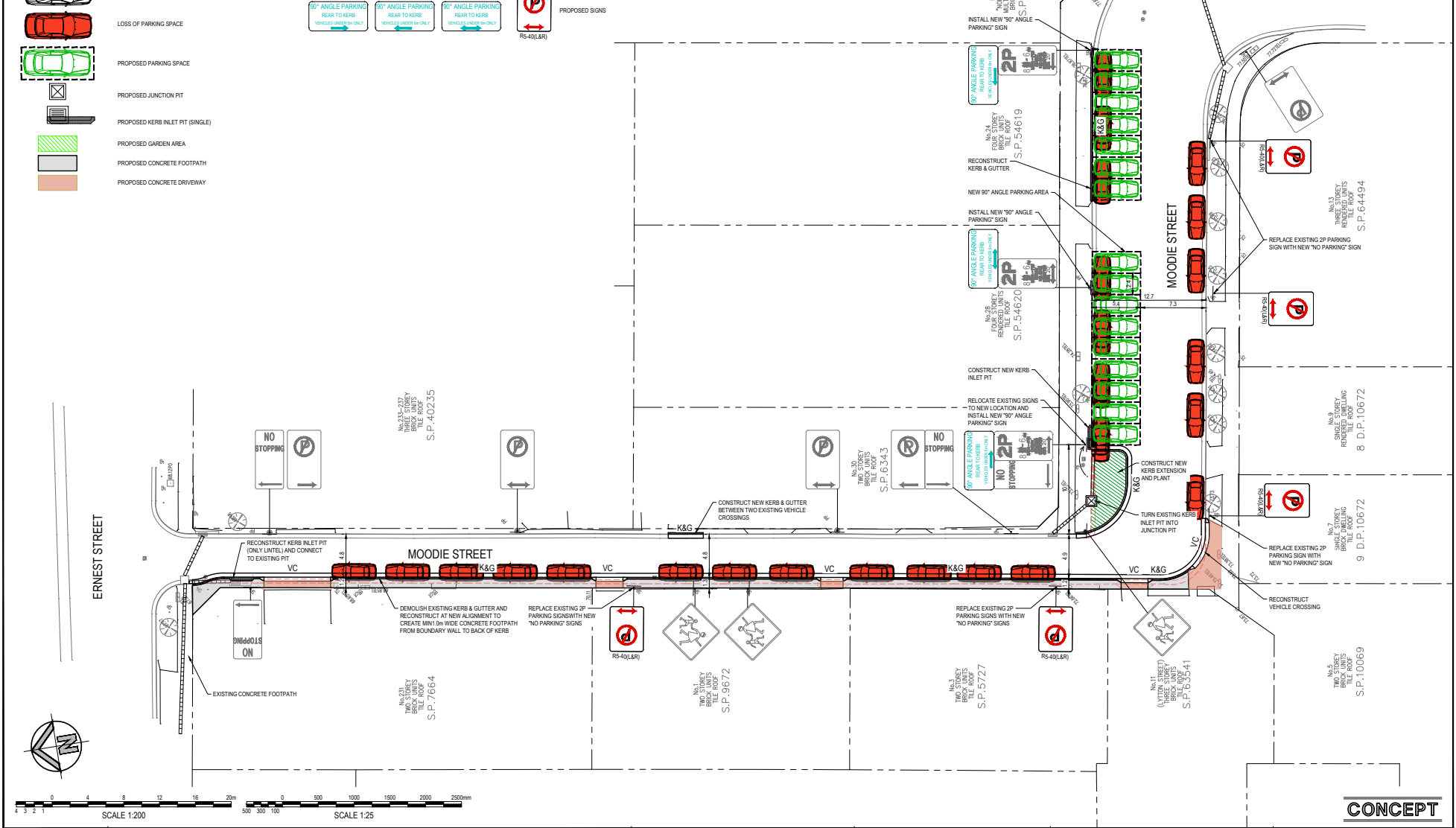
No.	Name and Address	Issue/Theme	Key Points Raised	Council Response	Recommended Action	Criteria
			<p>several lanes of traffic in Falcon Street when entering from Moodie Street</p> <p>A two way Moodie Street will become even more hazardous in the future than it is now when access from Ernest Street to the tunnel and the freeway is ended due to the proposed roadworks, as our street will become an even worse rat run than at present.</p> <p>The speed limit should be 25 kph.</p> <p>I urge Council to place urgent and pressing safety considerations above all others regarding traffic and traffic flows. I am dismayed that consideration for relatively small individual personal convenience might outweigh safety concerns in general, and appeal to all residents to support the safety of our fellow human beings.</p> <p>3. Street meeting</p> <p>I support this but hope it could be on a weekend, not on a week day or on a chilly winter evening.</p>			
67	Raymonde/Pauline White 28 /20 Moodie St	Opposing converting Moodie Street to One-Way	Do not Support One-Way" Traffic	Converting Moodie Street to One-Way was not supported at the 536 th Traffic Committee meeting on 27 Nov 2020		2A

LEGEND

-  EXISTING STORMWATER PIPE
-  PROPOSED STORMWATER PIPE
-  PROPOSED KERB & GUTTER
-  PROPOSED VEHICLE CROSSING
-  KERB & GUTTER TO BE REMOVED
-  RETAINED PARKING SPACE
-  LOSS OF PARKING SPACE
-  PROPOSED PARKING SPACE
-  PROPOSED JUNCTION PIT
-  PROPOSED KERB INLET PIT (SINGLE)
-  PROPOSED GARDEN AREA
-  PROPOSED CONCRETE FOOTPATH
-  PROPOSED CONCRETE DRIVEWAY

-  NO STOPPING
-  NO STOPPING
-  P
-  P
-  2P
-  2P
-  2P
-  EXISTING SIGNS
-  PROPOSED SIGNS
-  RS-40(L&R)
-  90° ANGLE PARKING
REAR TO KERB
VEHICLE UNDER 6m ONLY
-  90° ANGLE PARKING
REAR TO KERB
VEHICLE UNDER 6m ONLY
-  90° ANGLE PARKING
REAR TO KERB
VEHICLE UNDER 6m ONLY

CAR SPACES - MOODIE STREET	
EXISTING	8 No (FROM No.20 MOODIE STREET TO No.28 MOODIE STREET) 28 No (FROM No.13 MOODIE STREET TO ERNEST STREET) TOTAL: 28 No
PROPOSED RETAINED	17 No (FROM No.20 MOODIE STREET TO No.28 MOODIE STREET) 9 No (FROM No.13 MOODIE STREET TO ERNEST STREET) TOTAL: 17 No
LOSS	9 NO



CONCEPT

SURVEY INFORMATION	
HORIZONTAL SYSTEM	MOGA 2002
COORDINATE	MARKS ADAPTED
MAGNETIC	E 333 000 000
NORTH	N 600 000 000
VERTICAL SYSTEM	
DATUM	AD 85
BM	AD 100

AMENDMENT	ORIGIN	DESIGNED	DATE

Client: **NORTH SYDNEY COUNCIL**

Contract: **C-SIDE SURVEYORS**

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Project: **CIVIL AND DRAINAGE WORKS DESIGN MOODIE STREET, CAMMERAY**

The **GENERAL ARRANGEMENT**

Drawn	Designed	Checked	Approved	Scale
D.Tran	D.Rhodes	L.Tan	S.Harrison	As shown
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5.3. Blues Point Road - Proposed Traffic Calming Survey Results

AUTHOR: Michaela Kemp, Manager Traffic & Transport Operations

ENDORSED BY: Duncan Mitchell, Director Engineering and Property Services

ATTACHMENTS:

1. Blues Point Road speed cushions Concept Plans [5.3.1 - 5 pages]
2. Blues Point Road Submissions Summary final [5.3.2 - 27 pages]

PURPOSE:

The purpose of this report is to report the community engagement outcomes to the Traffic Committee on the proposed speed cushions in Blues Point Road, McMahons Point and to provide a progress report on previous resolutions concerning traffic management in Blues Point Road.

EXECUTIVE SUMMARY:

At the Traffic Committee meeting on 5 February 2021, it was recommended and Council subsequently resolved:

- 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)*

The matter has been a standing item at the Traffic Committee meetings since April 2021 and the Traffic Committee has subsequently made several recommendations in regard to traffic management in Blues Point Road. Progress updates on each resolution are provided in this report.

Community engagement on the proposed speed cushions was carried out between 4 May 2021 to 6 June 2021. There were 188 respondents to the survey and 60% supported the proposed speed cushions; and 40% were opposed. Respondents from Blues Point Road were generally supportive of the speed cushions (76% versus 24% opposed).

Traffic count data for Blues Point Road shows that the majority of motorists on Blues Point Road are obeying the speed limit of 50km/h, with an 85th percentile speed of 39-47km/h. There is a desire from the community and Council has previously resolved to implement a 40km/h speed limit on Blues Point Road. Given that the speeds in some sections of Blues Point Road exceed 40km/h, some form of traffic calming would be required for TfNSW to approve the proposal.

FINANCIAL IMPLICATIONS:

The speed cushions are estimated to cost in the order of \$35,000. Cost implications of the McMahons Point (Blues Point Road) Public Domain Upgrade Masterplan were previously reported to Council. Funding has been partially allocated to the McMahons Point (Blues Point

Road) Public Doman Upgrade Masterplan in 2021/22. Additional funding is required to implement the full scheme.

RECOMMENDATION:

1. 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 Doman Upgrade Masterplan, and as minimal speed cushions as possible between Princes Street and Blues Point Reserve to address the TfNSW criteria for the proposed 40km/h speed zone.

2. 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.

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

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 it was recommended and Council subsequently resolved:

- 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)*

CONSULTATION REQUIREMENTS

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

DETAIL

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: Lower traffic speeds will provide safer environment for cyclists. Traffic calming scheme will comply with relevant standards and guidelines for cycling

Impact on Pedestrians: Lower traffic speeds will provide safer environment for pedestrians

Impact on Parking: Nil

Following representations from the community concerning vehicle noise, illegal parking and street racing in Blues Point Road, McMahons Point near Blues Point Reserve since 2020, the matter has been considered on numerous occasions at previous Traffic Committee meetings. A summary of the recommendations of the Traffic Committee and subsequent resolutions of Council, along with the current progress of each resolution is provided in Table 1.

Table 2 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	
<p>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)</p>	<p>Consultation was undertaken between 4 May to 6 June 2021. The community engagement outcomes are detailed in this report.</p>
<p>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)</p>	<p>Police enforcement requested through discussions at the Traffic Committee</p>
<p>3. THAT Council request TfNSW install a speed camera in Blues Point Road between East Crescent Street and Blues Point Reserve. (4.3)</p>	<p>Online request submitted through the Safer NSW website on 15/4/21</p>
<p>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)</p>	<p>Council will continue to seek funding opportunities for both projects.</p>
<p>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:</p> <ul style="list-style-type: none"> 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) 	<p>A site meeting was held on 18 March 2021.</p>
<p>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)</p>	<p>Investigations continuing.</p>
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	
<p>THAT Blues Point Road be kept as a standing item on the Agenda. (7.9)</p>	<p>Standing item added from 30 April 2021 meeting onwards.</p>

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	
<i>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>	To be actioned
<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.
<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 this report.
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	
<i>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>	To be actioned

At its meeting on 5 February 2021, the Traffic Committee recommended, in part, and on 22 February 2021 Council subsequently resolved:

- 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)*

Community engagement ran from 4 May 2021 and was extended to 6 June 2021. A total of 2,497 letters were sent to residents, businesses and property owners in Blues Point Road and surrounding streets to inform the community about the proposals and invite submissions. Letters were also sent to Transport for NSW (Sydney Buses), NSW Ambulance and NSW Fire and Rescue. Memorandums were also sent to Lavender Bay and Union Precinct Committees.

The concept plan and survey were published on Council's Your Say webpage (https://yoursay.northsydney.nsw.gov.au/traffic-surveys/survey_tools/blues-pt-2021) throughout the exhibition period. A copy of the concept plan is attached.

By the conclusion of the engagement period, there were 363 web page views, a total of 196 submissions were received, consisting of 191 survey responses from 188 contributors, 137 written submissions (132 survey comments; 3 email submissions and 2 submissions/comments from Lavender Bay Precinct and Union Precinct). This represents a response rate of 7.6%, which is below the typical response rate of 10-12% for traffic surveys. The survey results and submissions are summarised and discussed below.

Sydney Buses

The following comments were received from Sydney Buses requesting a :

STA would like to submit comment about the number of speed humps on Blues Point Road, maybe 4 or 5?

Lavender Bay Precinct Committee

Lavender Bay Precinct Committee provided a survey response and written submission (see Submissions Summary attached), and the following is an extract of the [minutes of their meeting on 27 May 2021](#):

The Traffic Committee meets every two months and includes a Police representative. The Deputy Mayor offered to take any suggestions directly to the Traffic Committee.

The meeting heard that viewing the issue as speeding misses the real issue, which is that the vehicles causing the problem include modified cars that can accelerate very rapidly. The proposed traffic calming will exacerbate the noise issue.

The meeting also heard that, if Blues Point Rd is made 40 km/h all the way down to the reserve and police patrols issue defect notices to just a small number of cars and motorbikes, there will be a quick change in the current situation. It is not speed that is the issue; it is noise. The cars congregating near Blues Point Reserve have been modified to be noisy. These cars and bikes are in violation of stated acceptable decibel levels.

It was suggested that Police presence will make a big difference as they will find many vehicles are not legal. The meeting heard that Police have only two patrol cars currently available because of COVID-19.

The following comments were also made:

- *Narrow the road in certain places, as has been done in other areas.*
- *Residents do not want speed bumps because of the additional noise.*
- *Traffic calming will affect locals negatively and is a disproportionate solution to the actual issue, as local residents abide by the road rules.*
- *Speed cameras with a 40 km/h limit are more desirous. Speed cameras have been requested by council and the request is now with Transport for NSW.*

- *The decision by the Traffic Committee to go with the speed cushions is the beginning of traffic calming with a view to the 40km/h limit as part of the [40 km/h and 10 km/h Shard Zone Masterplan](#).*

Precinct proposes that the Traffic Committee implement (a) speed cameras, (b) a 40 km/h speed limit along the entire stretch of Blues Point Road, and (c) spot Police patrols to issue defect notices.

Union Precinct Committee

The following is an extract of the minutes of the [Union Precinct Committee meeting held in June 2021](#).

The Lavender Bay Precinct had requested someone from Council attend its meeting to discuss the issues of speed cushions on Blues Point Road. In lieu of someone attending, Council sent answers to a number of questions asked. These were read out in the meeting (and attached to the minutes).

The meeting resolved to propose that the Traffic Committee implement

a) 40km speed limit along the entire stretch of Blues Point Road (this would assist with the noise as well as speed)

b) Speed cameras

c) spot Police patrols to issue defect notices.

Survey respondent demographics

Of the 188 survey respondents, 173 (92%) identified themselves as residents residing within McMahons Point or Lavender Bay; 4 (2.1%) were business owners; 1 (0.5%) was a shop manager; 1 (0.5%) was a part-time resident; 1 (0.5%) was a relative of a resident; 1 (0.5%) was a resident outside of the survey area; and 4 (2.1%) did not specify.

Survey Responses

The survey contained one question asking respondents to indicate whether they supported the proposed speed cushions on Blues Point Road. Survey respondents were also given the opportunity to provide comments to supplement their response. The survey responses are summarised in Table 2 and in the submissions summary attached.

<p>1. I support the proposed speed cushions on Blues Point Road between Princes Street and Henry Lawson Avenue, as shown on the concept plan (if 'No' please detail reasons in comments section) *</p> <p><input type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p> <p>2. Comments</p> <p>Please add your comment here...</p>

Table 3 Survey responses - support for proposed speed cushions by respondent street address

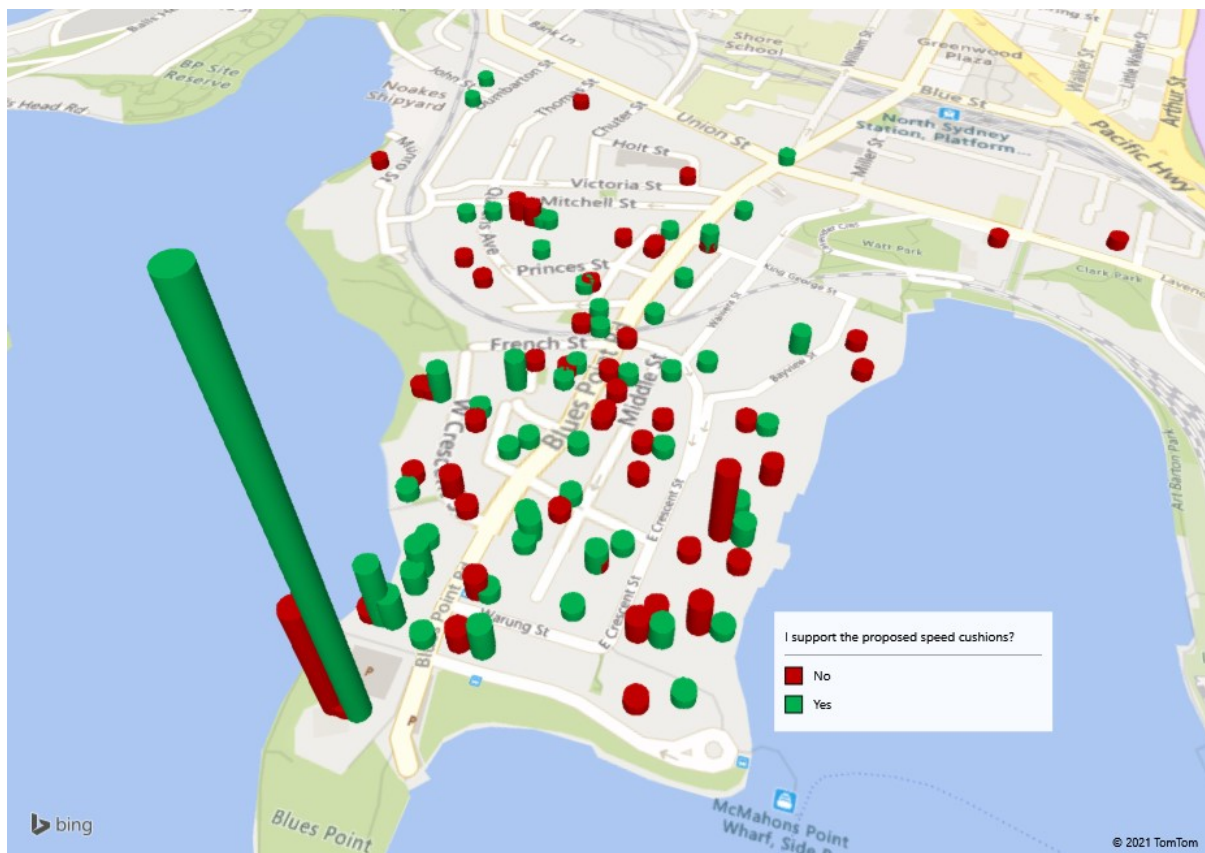
Q. I support the proposed speed cushions on Blues Point Road between Princes Street and Henry Lawson Avenue, as shown on the concept plan						
Respondent Suburb/ Street Address/ Affiliation	No		Yes		Grand Total	
McMahons Point	72	40%	106	60%	178	95%
Blues Point Road	23	24%	73	76%	96	51%
Resident	20	22%	70	78%	90	
Resident, Business Owner, School community	1	100%			1	
Business Owner	1	50%	1	50%	2	
Shop Manager	1	100%			1	
Property Owner			1	100%	1	
Part-time resident			1	100%	1	
Bay View Street	1	100%			1	1%
Resident	1	100%			1	
East Crescent Street	20	65%	11	35%	31	16%
Resident	18	69%	8	31%	26	
Business Owner	1	50%	1	50%	2	
Not specified	1	33%	2	67%	3	
French Street	1	100%			1	1%
Resident	1	100%			1	
Henry Lawson Ave	3	60%	2	40%	5	3%
Resident	3	75%	1	25%	4	
Property Owner			1	100%	1	
John Street			2	100%	2	1%
Resident			1	100%	1	
Not specified			1	100%	1	
King George Street	1	33%	2	67%	3	2%
Resident	1	33%	2	67%	3	
Lavender Bay Precinct Committee	1	100%			1	1%
Precinct Committee	1	100%			1	
Mitchell Street	4	50%	4	50%	8	4%
Resident	4	50%	4	50%	8	
Munro Street	1	100%			1	1%
Resident	1	100%			1	
Parker Street	1	50%	1	50%	2	1%
Resident	1	50%	1	50%	2	
Princes Street	2	50%	2	50%	4	2%
Resident	2	50%	2	50%	4	
Queens Avenue	2	100%			2	1%
Resident	2	100%			2	
Thomas Street	1	100%			1	1%
Resident	1	100%			1	
Victoria Street	1	100%			1	1%
Resident	1	100%			1	
Warung Street	4	50%	4	50%	8	4%
Resident	4	50%	4	50%	8	
West Crescent Street	6	55%	5	45%	11	6%
Resident	6	55%	5	45%	11	
Lavender Bay	4	50%	4	50%	8	4%
Bay View Street	2	40%	3	60%	5	3%
Resident	1	25%	3	75%	4	
Resident, Business Owner	1	100%			1	
East Crescent Street			1	100%	1	1%
Resident			1	100%	1	
Lavender Street	2	100%			2	1%
Resident	2	100%			2	
Cremorne			1	100%	1	1%
Spencer Road			1	100%	1	1%
Resident outside survey area			1	100%	1	
Northbridge			1		1	1%
Baringa Road			1	100%	1	1%
Relative of resident			1	100%	1	
Grand Total	76	40%	112	60%	188	100%

Note: 3 duplicate submissions were excluded from the table

In summary, 60% (112) of all survey respondents (n=188) supported the proposed speed cushions; and 40% (76) were opposed. Similarly of the 178 survey respondents from McMahons Point, 60% (106) supported the proposed speed cushions; and 40% (72) were opposed. There was a greater proportion of respondents of Blues Point Road (n=96) with 76% (73) in support of speed cushions and 24% (23) opposed. 45 (47% of Blues Point Road respondents and 24% of total respondents) were from Blues Point Tower at 14-28 Blues Point Road and 34 (76%) were supportive of the proposed speed cushions. However, the majority of respondents from other surrounding streets in McMahons Point (n=82) were generally opposed (59.7%).

The map in Figure 1 shows the geographical distribution and frequency of the survey responses.

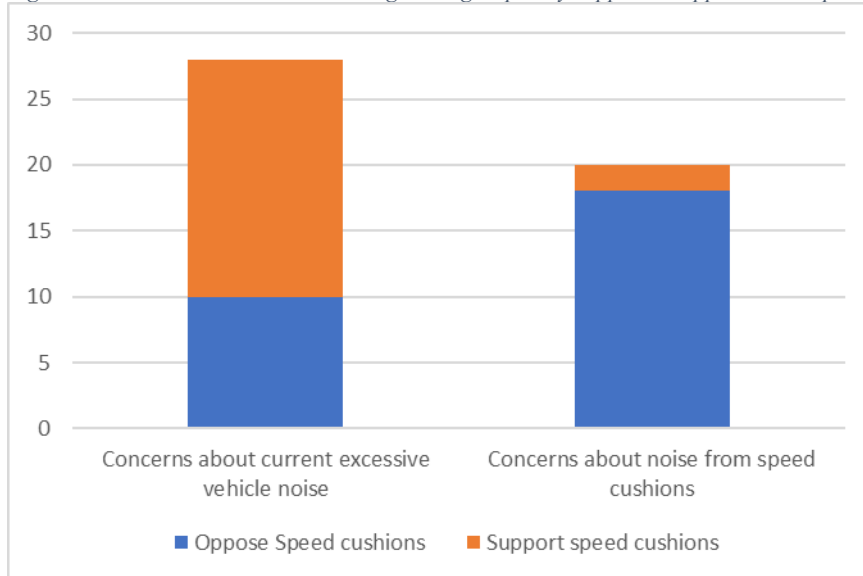
Figure 1 Geographical distribution and frequency of survey responses



General Feedback

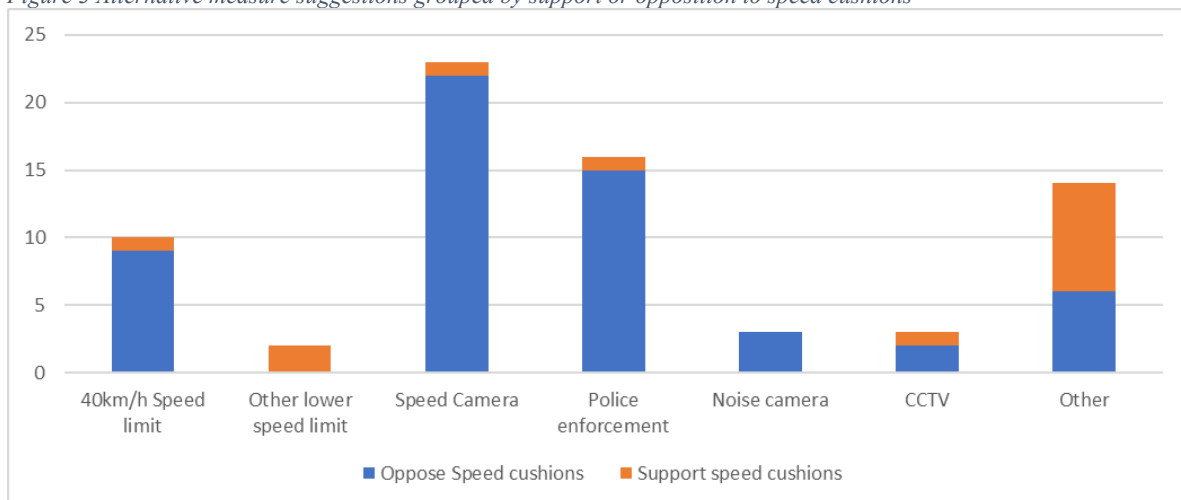
43 of the total 196 submissions (21.9%) raised concerns about noise. 28 (14.2%) raised concerns about current issues with excessive vehicle noise on Blues Point Road including noisy exhaust or accelerating vehicles. 20 (10.2%) raised concerns about anticipated noise increases from vehicles traversing or accelerating after the proposed speed cushions. These responses are presented graphically in Figure 2.

Figure 2 Comments received concerning noise grouped by support or opposition to speed cushions



There were 49 submissions (25%) that suggested one or more alternative measures in their comments or written submission. The most common suggestions were installation of a speed camera (n=23); police enforcement (n=16); implement a 40km/h speed limit (n=10); or other reduced speed limit (n=2); install noise activated camera (n=3) or CCTV (n=3). These themes are presented graphically in Figure 3.

Figure 3 Alternative measure suggestions grouped by support or opposition to speed cushions



Individual comments provided by from survey respondents and general submissions are provided in the attached Submissions Summary.

Traffic volume and speed data

Speed data for Blues Point Road was contained in the report to the Traffic Committee on 5 February 2021 and is reproduced below.

Traffic counts were obtained on Blues Point Road, between Lavender Street and Warung Street, over a two-week period in November 2020 to gauge the extent of the speeding issues and to inform the development of the proposed traffic calming scheme.

The traffic volume increases from south to north along Blues Point Road, ranging between 2653 vehicles per day to 6603 vehicles per day. Traffic speeds gradually increase along Blues Point Road with 85th percentile speeds of 39km/h to 47km/h from north to south. The 85th percentile speeds are below the default urban speed limit of 50km/h applicable to Blues Point Road. The traffic count data is summarised in Figure 4 and speed profile is shown in Figure 5.

Figure 4 Summary of Blues Point Road traffic count speed and volume data 5/11/20 to 19/11/20

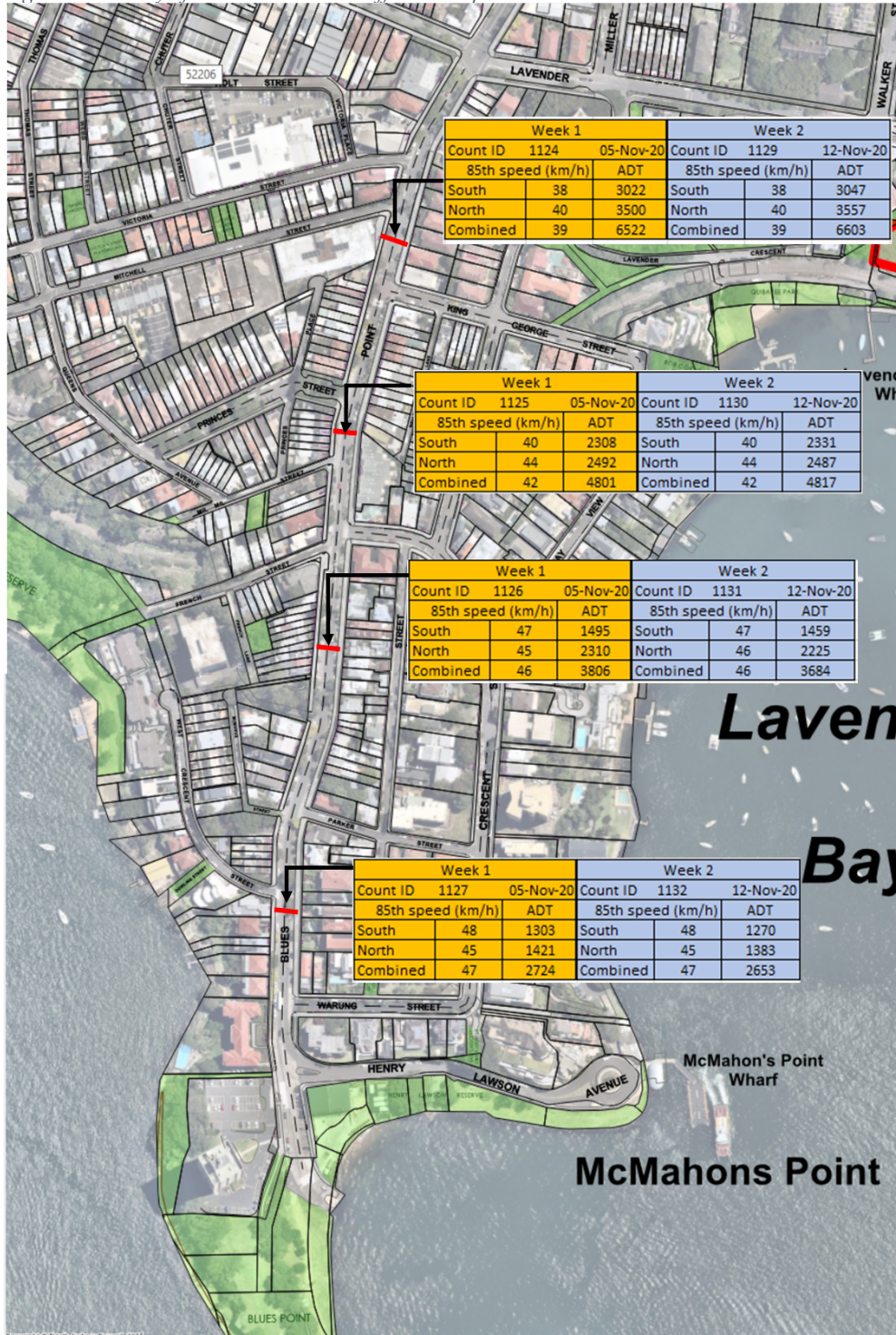
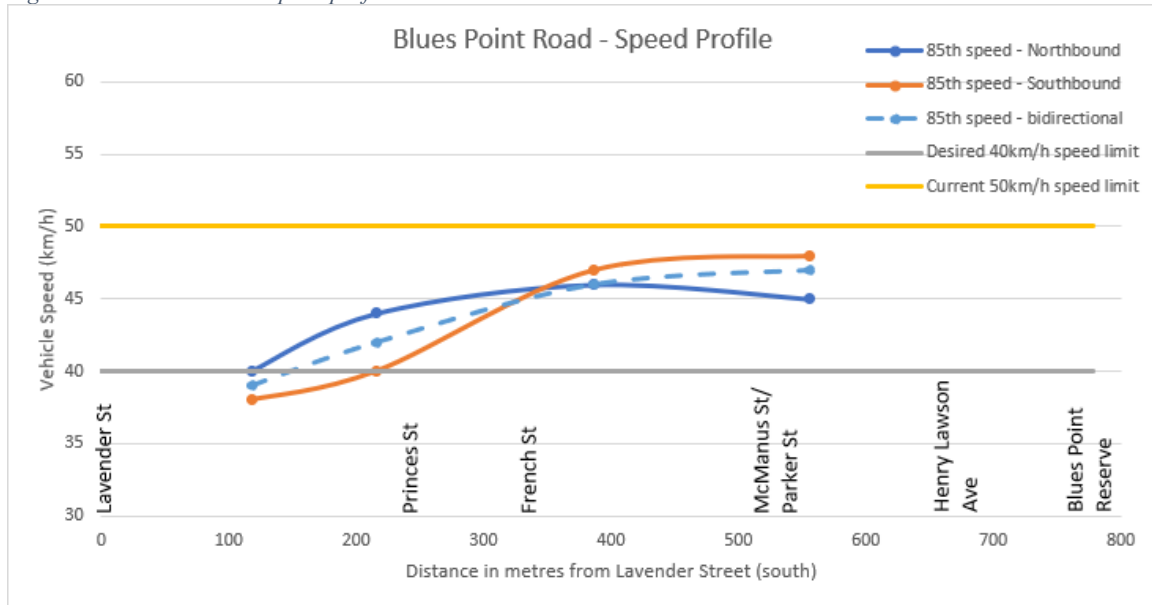


Figure 5 Blues Point Road speed profile

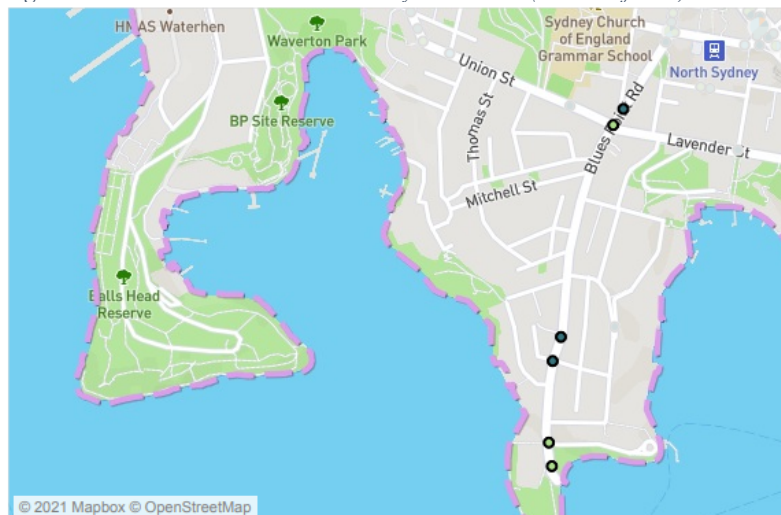


The speed counts demonstrate that the majority of motorists are complying with the current 50km/h default urban speed limit, and the 85th percentile speeds are between 40-50km/h.

Crash History

A review of the most recent 5-year TfNSW crash data revealed 6 crashes on Blues Point Road between Lavender Street and Blues Point Reserve including 3 casualty crashes. There were no crashes involving pedestrians or cyclists recorded. A summary of the crashes is outlined in Figure 6.

Figure 6 Blues Point Road crash summary 2015-2019 (Source TfNSW)



Degree of crash						
■ Fatal ■ Serious Injury ■ Moderate Injury ■ Minor/Other Injury						
Reporting ..	Crash ID	Degree of crash	RUM - code	RUM - description	Type of location	Natural light
2015	1075375	Serious Injury	42	Leaving parking	2-way undivided	Daylight
2016	1099727	Non-casualty (t.	44	Parking vehicles	T-junction	Daylight
	1122971	Non-casualty (t.	41	U turn into object	2-way undivided	Darkness
2017	1150503	Serious Injury	30	Rear end	2-way undivided	Daylight
2018	1163451	Non-casualty (t.	11	Right far	X-intersection	Dusk
2019	1212693	Serious Injury	10	Cross traffic	T-junction	Daylight

Discussion

The traffic count data reveals that the 85th percentile speed of 39-47km/h on Blues Point Road is below the 50km/h speed limit. Therefore, the majority of motorists on Blues Point Road are obeying the speed limit. Less than 5% of motorists are exceeding the speed limit, and as outlined above, this occurs at different times throughout the day, and is not concentrated to late night. It is possible that the perceived speeding concerns late at night is associated with particularly noisy vehicles, which is further exacerbated when they accelerate up Blues Point Road.

Whilst traffic calming is not likely to prevent such noise, it is noted that there is strong support from the community and the Traffic Committee for a reduced 40km/h speed limit on Blues Point Road. The desirable 85th percentile speed for Blues Point Road is 40km/h, as identified in the North Sydney 40km/h & 10km/h Shared Zone Masterplan. In order for Council to apply to TfNSW for a 40km/h speed limit, Council must be able to demonstrate that the road environment will be self-enforcing. Given that the free-flowing speed conditions under the existing road environment south of Princes Street are in the order of 44-48km/h, some form of traffic calming would still be required at least in this section of Blues Point Road to support the implementation of a 40km/h zone.

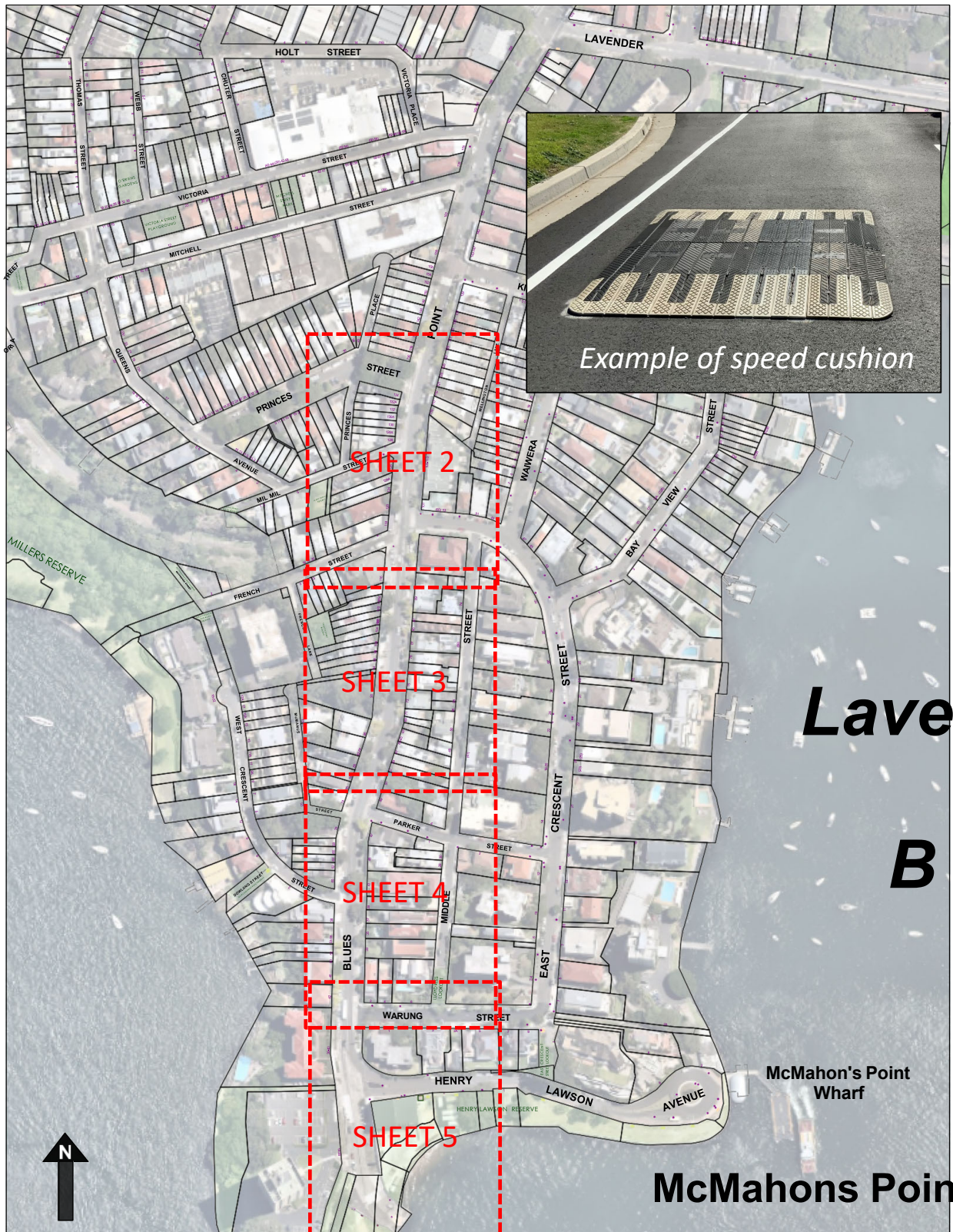
Angled slow-points, speed cushions and flat top road humps generally provide the most effective speed reductions. Angled slow points are unlikely to be suitable or effective in Blues Point Road due to the need for less deflection in order to accommodate buses which operate along the route. Similarly, speed cushions are preferred over flat top road humps on bus routes as they allow buses to straddle the devices.

However, it is possible that such devices could cause additional noise concerns as vehicles traverse over the devices and accelerate on departure from the device.

Given the mixed community support for speed cushions, it is recommended 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 speed cushions as possible between Princes Street and Blues Point Reserve to address the TfNSW criteria for the proposed 40km/h speed zone.

The specific vehicle noise, street racing and illegal parking issues are a matter for the Police and/or Council Rangers and given the nature of the concerns, it is recommended that Council continue to request Police enforcement to discourage illegal and anti-social activities.

Members of the community are also encouraged to report vehicles with noisy exhaust to the Environmental Protection Authority so that they can be investigated, and enforcement action can be taken if a breach is identified. The registration number is required to be reported. Reports can be submitted online at <https://www.epa.nsw.gov.au/your-environment/noise/vehicle-noise/reporting-noisy-vehicle-exhaust>



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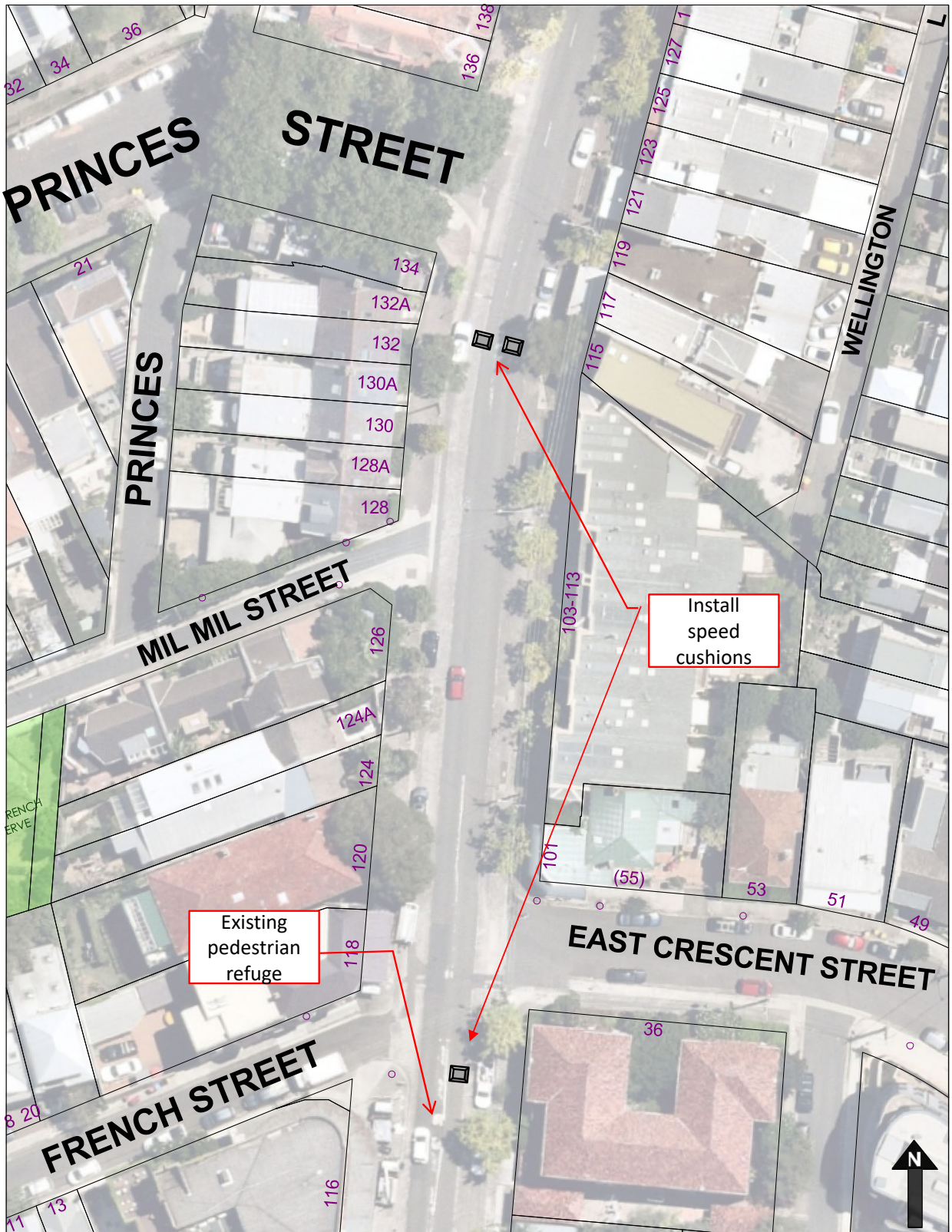
FOR CONSULTATION

Date: January 2021

Blues Point Road, McMahon's Point

Proposed Speed Cushions – Traffic Calming Scheme

Sheet 1 of 5 – General Arrangement



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Date: January 2021

Blues Point Road, McMahon's Point

Proposed Speed Cushions – Traffic Calming Scheme

Sheet 2 of 5



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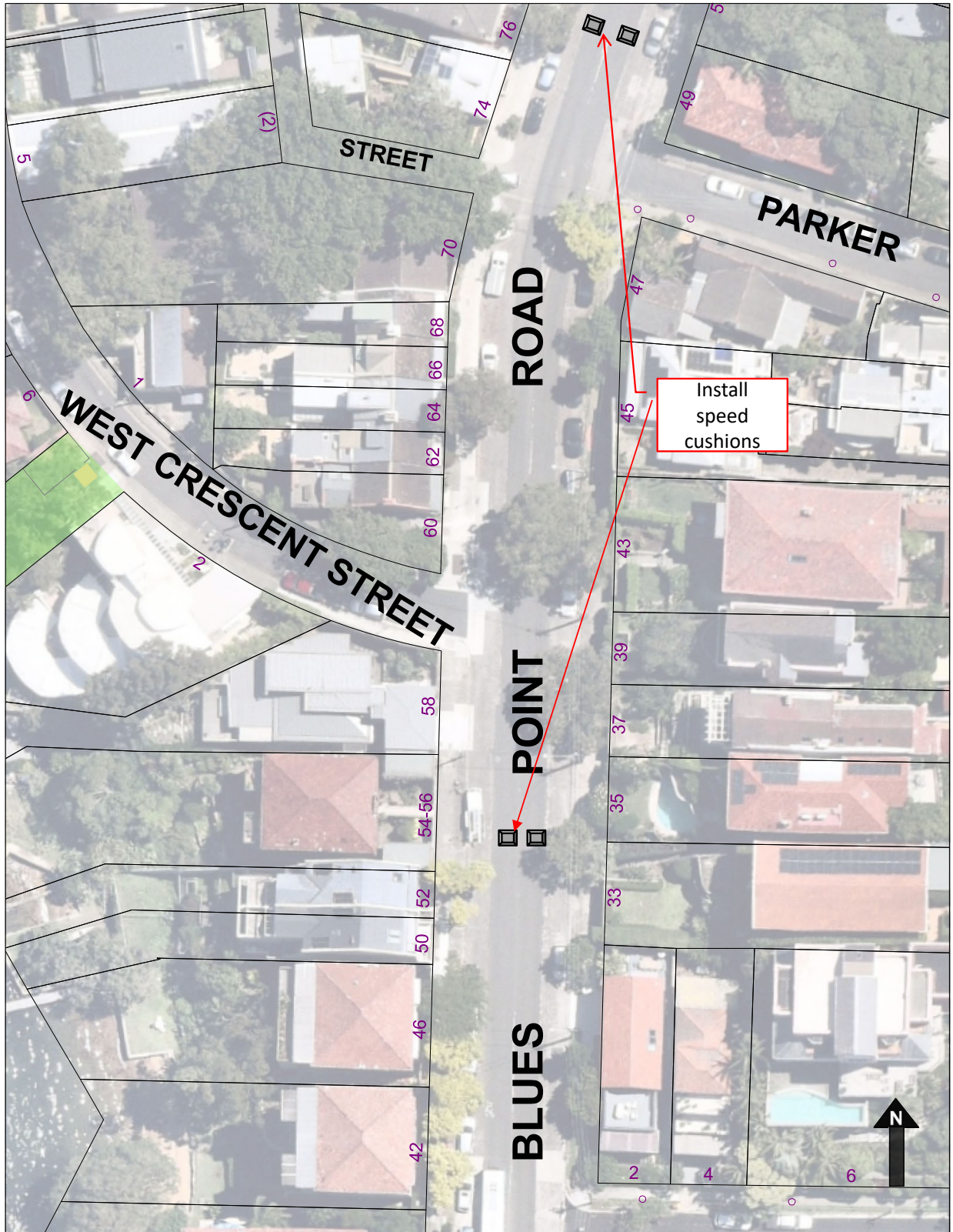
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Blues Point Road, McMahons Point

Proposed Speed Cushions – Traffic Calming Scheme

Sheet 3 of 5



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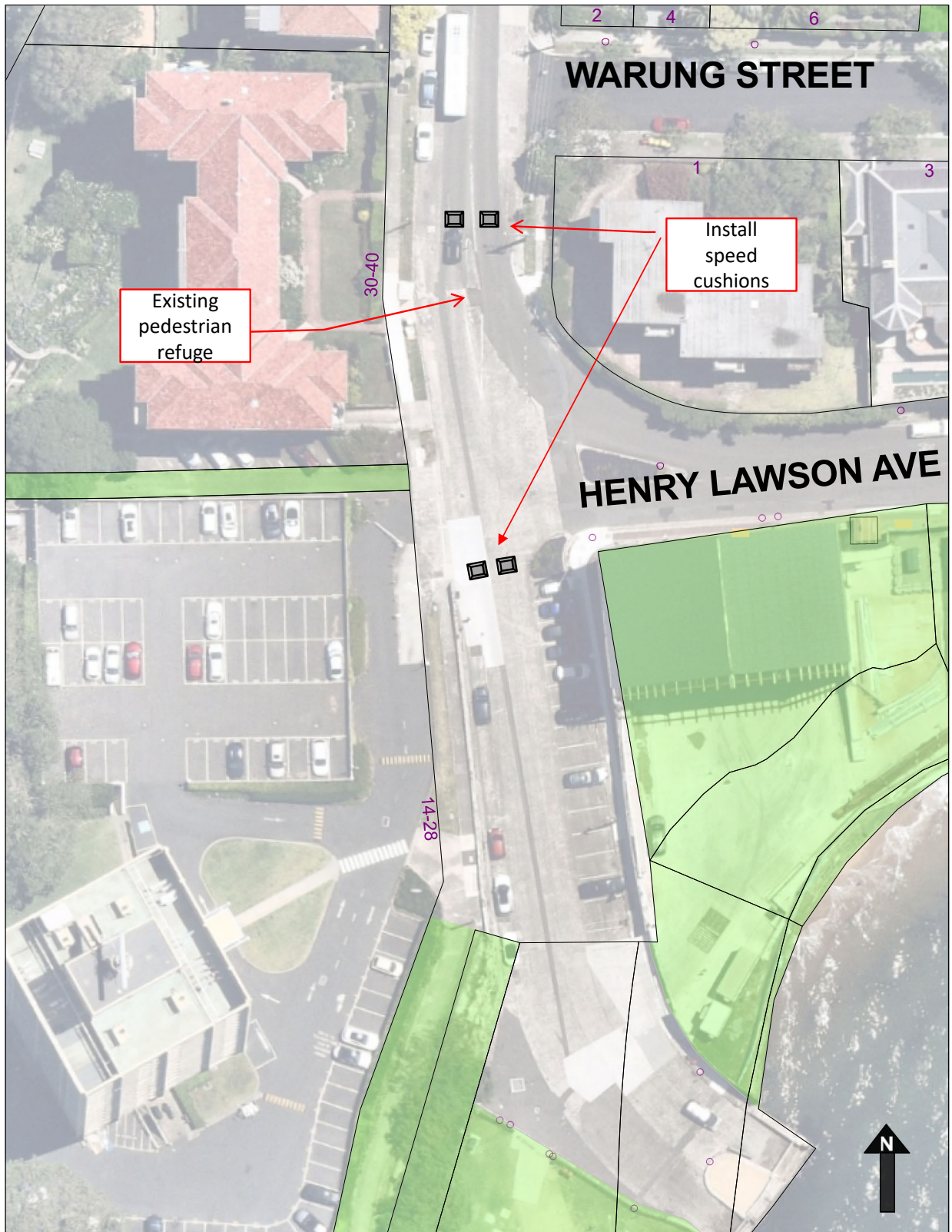
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Blues Point Road, McMahon's Point

Proposed Speed Cushions – Traffic Calming Scheme

Sheet 4 of 5



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FOR CONSULTATION

Blues Point Road, McMahon's Point

Proposed Speed Cushions – Traffic Calming Scheme

Sheet 5 of 5

Date: January 2021

Blues Point Road Proposed Speed Cushions
Summary of submissions received during public exhibition period
(4 May – 6 June 2021)

Prepared July 2021

No.	Name and Address	Issue/Theme	Key Points Raised
1	Egwin Herbert Traffic and Service Manager Northern & Western Region State Transit	Bus Impacts – request to reduce number of speed humps	STA would like to submit comment about the number of speed humps on Blues Point Road, maybe 4 or 5?
2	Jenny Rutter 128 Blues Point Road, McMahons Point	Object to speed cushions – noise & safety	I am a resident of Blues Point Road and my concern about the use of these speed humps is that my bedroom is on Blues Point Rd and I am going to be listening to the kaching kaching of vehicles as they go over these. Also, when I drive on Lavender street the cars in front of me always try to go around the speed hump so I don't see how this will be safe if people try to avoid them. Would a roundabout near the blues point pub be a better option?
3	Malcolm Smith Owner of apartment 36/90 Blues Point Road	Support speed cushions. Additional suggestion to remove parking at HNo. 90	I own an apartment at 90 Blues Point Road (BPR) the entrance to which sits between Princes Street and Henry Lawson Drive. I wholeheartedly support the installation of the proposed speed cushions (7) at approximately 70 – 80 metre spacing. It is extremely difficult to exit from the driveway at 90 BPR for two reasons: 1. The traffic in both directions is typically heavy and travelling over the speed limit. 2. Parking on either side of the entrance to 90 BPR is set ridiculously close to the entrance. a. This makes it almost impossible to sight traffic moving up and down BPR without moving out onto BPR, which makes it almost impossible to safely exit the building. b. The problem is further exacerbated by the fact that at the entrance to number 90 BPR, BPR itself has a (small) bend which further inhibits the ability to view traffic moving up and down I would therefore like to: o Support the proposal to install speed cushions. o Eliminate/remove one parking spot on either side of the entrance to 90 BPR.

No.	Name and Address	Issue/Theme	Key Points Raised
			o There are 70 apartments and car spaces at 90 BPR, this is not just one or two cars from a single residence. Thank you for the opportunity to comment on this proposal.
4	Lavender Bay Precinct Committee	Object to speed cushions Suggest alternative measures	Precinct proposes that the Traffic Committee implement (a) speed cameras, (b) a 40 km/h speed limit along the entire stretch of Blues Point Road, and (c) spot Police patrols to issue defect notices.
5	Union Precinct Committee	Object to speed cushions Suggest alternative measures	The meeting resolved to propose that the Traffic Committee implement a) 40km speed limit along the entire stretch of Blues Point Road (this would assist with the noise as well as speed) b) Speed cameras c) spot Police patrols to issue defect notices.
6	Christina Wood 3 John Street McMahons Point	Supports speed cushions	The speeding on Blues Point Road needs to be stopped. The risk of collision to pedestrians as well as cars turning onto Blues Point Road from the side streets is great. I have held my breath and turned into Blues Point Road many a time and almost been swiped. Especially turning from Parker St because of the bend in Blues Point Road. You have to turn fast because the cars race up and down and are on top of you in seconds.
7	Steve Douglas U5 157 Blues Point Road McMahons Point	Supports speed cushions	Long overdue and completely necessary. I'd recommend complete speed bumps (edge-to-edge) as although this will impact buses, the speed cushions do nothing to slow down the groups of motorcycles which speed up and down the road, as they simply pass between the cushions.
8	Felicity O'Brien U104 14 Blues Point Road McMahons Point	Supports speed cushions	I commend the plan for the following reasons The speed bumps at the southern end of Blues Point Road will hopefully help with the hooning cars. The speed humps in mid Blues Point Road will stop cars gathering speed as they do in that section The speed bumps near French Street (only a downside one) will be welcome for people at the cafe as the cars, having gained speed in the mid section of BP Rd, gain momentum and speed past the cafe. The speed bumps near Princes street will prevent the speeding through the village which is so dangerous. I believe the advantages for safety in our community far outweigh any disadvantages that some may claim.

No.	Name and Address	Issue/Theme	Key Points Raised
9	Daniel Flannery 144 Blues Point Road McMahons Point	Opposes speed cushions	I don't feel it's necessary and will provide excessive braking noise
10	Fiona Bernard U43 90 Blues Point Road McMahons Point	Supports speed cushions	I live at 90 Blues Point Road and would be in favour of traffic speed calming measures on Blues Point Road. It is however important that the humps used are 'kinder' than those used on Lavender Street which feel like they are damaging to ones vehicle and back even at low speed. This becomes an issue for local residents who may have to traverse the humps a few times every day. If attention is given to the quality of the humps in this regard then I would be in favour. Fiona Bernard
11	Trudy Delmenico- Gray U64 2A Henry Lawson Ave McMahons Point	Opposes speed cushions	This will detract from the village feel of the area and is a significant nuisance for local traffic, including public buses, to navigate. This is an extreme measure to instal costly speed cushions to address a minor number of offenders which have only occurred very recently. We feel policing is a better solution to stop the speed and night time gathering of car racing enthusiasts. It will make that part of Blues Point road a difficult stretch to navigate for all local residents and users, when for the greater part of the day there is no issue.
12	Shane Hill 4 Warung Street McMahons Point	Supports speed cushions	The current hooning that takes place is incredibly dangerous.
13	Warwick Hall U2 120 Blues Point Road McMahons Point	Supports speed cushions	Can they be temporary speed cushions installed on a trial basis? That way the impact could be monitored before making them permanent.
14	Susan Dutton U8 28 East Crescent Street McMahons Point	Opposes speed cushions	I am keen to deter the hot-rodders from using Blues Point Rd as a speedway but I think 7sets of cushions is over-kill. I think putting one outside Delicados is a dangerous additional obstacle in an area already made difficult due to parking on the that curve. Cars are often unable to park close to the curb due to the curve in the road. With people opening doors there, it is already difficult to get through. I think a speed cushion there would be another obstacle to navigate for ordinary drivers. It would be better placed closer to East Crescent St and take away the next one in line (before and after the pub). I think 3 sets from East Crescent down to Henry Lawson Drive is adequate to deter speeding cars. So perhaps 4 in total rather than seven.
15	Bruce Handmer 30-40 Blues Point Road McMahons Point	Supports speed cushions	Please extend them down into the parking turning area at the end of Blues Point Rd. This is where cars do burnouts and some 'pillows' or 'humps' would help to stop this, and a very slow speed for cars is needed here anyway due to the parked cars backing out and visitors and kids who cross the road and mill about, especially after events, like weddings of which there are often several on weekends.

No.	Name and Address	Issue/Theme	Key Points Raised
16	George Clark 89 Blues Point Road McMahons Point	Supports speed cushions	Buses should be instructed not to accelerate and decelerate at cushions
17	William Thompson 29-33 Mitchell Street McMahons Point	Supports speed cushions	There is a lot of racing up and down Blues Point road. I like the speed cushions on Lavender Road near Blues Point road as they do not harm tires or cause a jolt - but just require cars to slow down. That is why I support this solution.
18	Julius Chun 54 Blues Point Road McMahons Point	Supports speed cushions	I think it should be a full speed bump to really slow down traffic. The cushion is too easily avoidable with wider based vehicles. Also, the speed limit should be 30 because of the aging population in the area. Thank you.
19	Name and Address Withheld	Opposes speed cushions	Too many speed cushions. It will be thoroughly irritating driving over that many. Then there is the slow down and accelerate aspect which will be noticeable. Just put a couple of fixed speed cameras in and be done with it.
20	Li-Yen Kim U5 10 East Crescent Street McMahons Point	Supports speed cushions	Agree with plan to slow down speeding traffic but a dangerous junction is at Princess St/Blues Pt Rd where U-turning should be disallowed with proper large road signage.
21	Jeff Laytham 18-22 West Crescent Street McMahons Point	Opposes speed cushions	These measures are an unnecessary hinderance to traffic flow - I have been a resident of this area for several years and in that time am unaware of any traffic or pedestrian incidents in the proposed area sufficient to warrant such measures.
22	Thomas Whalley U4 54-56 Blues Point Road McMahons Point	Supports speed cushions	I would strongly support this - but request that the situation continues to be reviewed in relation to the dangerous driving which occurs on the road multiple nights each week. This is step 1. A lot more may be required to keep residents safe and able to enjoy their homes and local area without danger.
23	M J Simpson 30 Blues Point Road McMahons Point	Supports speed cushions	The neon signs erected are appreciated but, as far as I can discern, have had little effect. Thank you very much for these further proposals.
24	Name and Address Withheld	Supports speed cushions	Are you able to also add some speed cushions at the very end of Blues Point Road, down where people park, below Blues Point Tower, please? Sometimes the speedsters take their run off right from this very end. Would you please convey my thanks to everyone at council for moving on this and creating lasting change

No.	Name and Address	Issue/Theme	Key Points Raised
			that will benefit everyone, creating a safer and quieter environment? Greatly appreciated!
25	Dr John Pickett 112 Blues Point Road McMahons Point	Opposes speed cushions	1. This measure won't identify the culprits causing the current problems. Speed cameras with the appropriate photographic component will do this, WITHOUT the inconvenience to residents. 2. These proposed "cushions" sound suspiciously like those in Lavender Street, which are seriously bad news. The bus trip along Blues Point Road is uncomfortable enough, without any need to make it worse.
26	Julia Quinn 113 Blues Point Road McMahons Point	Supports speed cushions	I am supportive of actions to reduce the loud and disruptive visitor traffic from powerful motorbikes and cars late at night. The speed and aggressive behaviour of convoys of cars late at night is intimidating for residents along Blues Point Rd. My experience is that since I moved to the area in January 2019 the noise just keeps increasing - pandemic conditions during 2020 felt worse than the previous year. With a little relief in 2021, only to have incidents reoccur a few times since January.
27	Demi Hundt 156 Blues Point Road McMahons Point	Supports speed cushions	This will be fantastic to stop the noise and dangerous drivers coming down Blues Point Road.
28	Paul Sorrentino U5 2A Henry Lawson Ave McMahons Point	Opposes speed cushions	The speed cushions will be a major inconvenience for me whenever I leave my building. Also, motorcycles will be able to avoid them. NSW Police are a better option.
29	Mary Fengels U1 16 Bay View Street Lavender Bay	Supports speed cushions	This is very important and urgently needed before we have a fatality in Blues Point Road
30	Name and Address Withheld	Opposes speed cushions	Submission content withheld in accordance with Council's <i>Access to Information Policy</i>
31	Pam Wood U3 33 East Crescent Street McMahons Point	Opposes speed cushions	I drive this section of Blues Pt Rd many times a day from my home. A set of SEVEN! Speed cushions seems excessive and will make driving up Blues Point Rd very unpleasant in my small car, even when I slow down to under 15kph to go over them. I have not seen the rationale for this many speed cushions and wonder why this many is seen as appropriate. If this has to do with the reported hoon driving this area late at night surely consistent policing for a few months should deter these drivers. Making Blues Point Rd a very unpleasant

No.	Name and Address	Issue/Theme	Key Points Raised
			drive for residents every single day is excessive.
32	Murray Smith 33 Mitchell Street McMahons Point	Opposes speed cushions	People swerve around them and it's dangerous. I haven't noticed any speed issues on Blues Point Road anyway.
33	C Ellis 21 East Crescent Street McMahons Point	Opposes speed cushions	Speed cushions increase noise and pollution and discriminates smaller lower cars.
34	Uschy Suter U53 2-4 East Crescent Street McMahons Point	Supports speed cushions	I support anything that prevents the hoons from ruining the peace of our quiet suburb!!
35	Zoe Harvey U4 46 Blues Point Road McMahons Point	Supports speed cushions	Along with the installation of speed cushions there also needs to be a reduction in the speed limit to negotiate the speed cushions and for driver and pedestrian safety
36	Mark Klima U90 14-28 Blues Point Road McMahons Point	Opposes speed cushions	<p>Live in Blues Point Tower facing Blues Point Rd, and the issues with car noise (hoon noise) is over exaggerated from certain NIMBY residents with all sorts of issues with car noise, and "noise" people having FUN at Blues Point Reserve. It's similar to the NIMBY people who live at Milsons Point, and complain about Luna Park noise.</p> <p>Sometimes there is the odd evening louder car on a Fri/Sat/Sun evening, but it's gone quickly. To replace what is the infrequent and shorter instances of a few hoon idiots occasionally making some noise, with Speed Cushions that will cause some noise from every car, bus, truck that goes over them 24hrs a day, is an overreaction. I don't want the hassle of having to go over 7 speed cushion sections as a resident every time I go up Blues Point Rd, just because a few NIMBY residents (generally older with nothing else do but complain all day about various "issues" with everything with the road, and Blues Point Reserve).</p> <p>Similar Speed Cushions are installed along Lavender St, and people there have also complained about some hoon car noise occasionally, so clearly installing speed cushions does nothing for this, and only causes more noise from ALL cars, buses, etc going over the speed cushion themselves. It adds to the hoon noise, as the cars then spin the wheels after slowing down for every speed cushion.</p> <p>NO to install of speed cushions. Thanks</p>

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37	Jurgen Fengels U1 16 Bay View Street Lavender Bay	Supports speed cushions	Much needed to stop those 'hoons'
38	Colin Renouf U52 14-28 Blues Point Road McMahons Point	Supports speed cushions	I'm not sure this will stop the all night partying at the reserve though
39	Raymond Goopy U2 5 East Crescent Street McMahons Point	Opposes speed cushions	I already receive way to much wear and tear and damage to my vehicle from the unattended pot holes, falling debris from the metro construction site trucks, and impact from trades Ute's. Perhaps traffic monitoring cameras and fines for the perpetrators would be better than penalising the residents of the area!
40	Ingrid Atkins 14-28 Blues Point Road McMahons Point	Opposes speed cushions	Punishing residents who use the street constantly, not the few who cause noise and speed race late at night and generally on the weekends.
41	Aaron Lim-Behrend 14-28 Blues Point Road McMahons Point	Opposes speed cushions	This would be a nightmare for my kids while they're trying to sleep
42	Daniel Thim 24 East Crescent Street McMahons Point	Opposes speed cushions	Disturbing our customers in front of the cafe when vehicle/buses/motorbikes take off and slow down from speed bump. Please place else where from cafe.
43	Susan Butler U3 16-20 East Crescent Street McMahons Point	Opposes speed cushions	Blues point Rd has some traffic problems but it is not speed. It is flow. Enormous empty buses quite unsuitable to the size of the road with bus stops in all the wrong places are a hazard. To service the number of people on this route a minibus would suffice. People parallel parking stops traffic both ways. Parking in McMahons Point is so restricted that traffic is often forced to turn around and drive out. Speed cushions will just add to this mayhem. People never seem to get up to 50 the present speed limit. I find I can never drive along there at more than 40. And have no wish to. I am dismayed to see that you want to do this. People do not speed on this road. Have you done any proper studies on it? Or are you relying on random word of mouth?

No.	Name and Address	Issue/Theme	Key Points Raised
44	Leanne 142 Blues Point Road McMahons Point	Opposes speed cushions	Too much speed humps
45	David Priestley 13 West Crescent Street McMahons Point	Opposes speed cushions	Yes I do support traffic calming devices in Blues Point Road but have reservations about the type of device being proposed. They appear to be the cheapest and easiest to install, irrespective of the effectiveness (chicane deviation through gaps as in lavender street) or aesthetic impact to what is the gateway to Blues Point viewing of Sydney Harbour, the bridge and opera house. This avenue is used by visitors and tourist both national and international. For Australia's image we should resolve the issue of a few individuals who choose to flaunt the law, create danger and nuisance with effective devices that are commensurate with the area and not look as though the cheapest and most unattractive solution has been taken without due consideration. The devices in Alfred Street South Milsons Point constructed by North Sydney council appear to be a more fitting solution. Yes this would pose a higher financial cost and the design would have to be effective however this style of construction would match and blend well with the planned Blues Point Road Village Centre upgrade. Perhaps you could give this some thought.
46	Ian Blackburne 130 Blues Point Road McMahons Point	Supports speed cushions	We have lived in Blues Point Road for 20 years. Speeding has increased coming up-road from the harbour. Traffic courtesy has worsened. Drivers are failing to give way at the pedestrian crossing. This proposal is very timely.
47	Pamela Laughlin U37 14-28 Blues Point Road McMahons Point	Opposes speed cushions	We are the caretakers of this magical area. EASY ACCESS FOR ALL !!! should be our mantra !!! The area has NEVER BEEN QUIETER !! - I have lived in the road for 20 years. The only thing that has changed the mature members of BLUES POINT TOWER community that are usually away on cruise boats or OS travelling are now at home! (they are also anti dogs ,cats & children). Michaela can't you come up with a better idea ?? Everyone dislikes speed humps - they make peoples blood pressure rise ! ?? What about a HOON Camera from 10pm to 4am with a little flashing light under it so they know they are being monitored . I know we can do better than speed humps ! Looking forward too meeting you one day

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			<p>Pamela Laughlin</p> <p>14 Blues Point Road McMahons Point</p>
48	Mikal Preston U11 1 Warung Street McMahons Point	Supports speed cushions	<p>This is long overdue, the noise of modified cars and motorbikes utilising Blues Point Rd as a race track, particularly at night, is severely disruptive to residents trying to sleep and to the peaceful enjoyment of property in general to which all tenants are rightfully entitled.</p> <p>Further action needs to be taken by both Council and NSW Police to curb this, and other anti-social behaviour, particularly at the southern end of Blues Point Rd where groups of car enthusiasts and motorcycle riders congregate at night, revving their engines, playing music from their vehicles whilst parked at the reserve, and finally departing in a hail of noise as they destroy the peace with their overly loud and aggressive departure, as their remaining brethren scream for them to 'burn rubber'.</p> <p>The portable electronic billboard that currently sits at the bottom of the street warning against anti-social behaviour actually needs to be backed up with some action. A few police operations utilising unmarked vehicles and decibel readers on Friday and Saturday nights in particular would result in a multitude of fines and defect notices being issued, whilst regular patrols by marked cars could move on those who have come to drink in the park. Perhaps some monitored CCTV could direct police attendance to the area.</p>
49	Euan Russell 5 East Crescent Street McMahons Point	Supports speed cushions	<p>Fully support these proposals to be installed as soon as possible. I would question if the height of these goes far enough to stop cars from continuing to carry high speed up and down the road. I encourage the council to consider a full width roadway speed humps if not in full but part of this road.</p>
50	Patricia Rose U4 1 Bay View Street Lavender Bay	Supports speed cushions	<p>Vehicles, sometimes in convoy, travel at unacceptable speeds down to the end of Blues Pt Rd and up again. Apart from the obvious danger to residents the noise is very disrupting of conversations for diners along Blues Pt Rd and that is not fair to the restaurant/cafe owners. It is also very noisy for residents living on Blues Pt Road and inappropriate in this quiet peninsular.</p>
51	Paul Singh U 30 Blues Point Road McMahons Point	Supports speed cushions	<p>There so many rough people driving fast and loud vehicles all late hours so it is about time council and take a positive step, look at having finishing hours too as people fish 24/7 making noise all the time thx Paul</p>

No.	Name and Address	Issue/Theme	Key Points Raised
52	Jan McCredie U9 40 Blues Point Road McMahons Point	Supports speed cushions	I understand that there is something about the the inclination and length of Blues Point Road that attracts some car drivers to use it as a place to rev vehicles like a 'raceway' .This occurs at night and the irregular loud noise is disturbing to all residents.
53	Mr James Muirhead 1 West Crescent Street McMahons Point	Opposes speed cushions	The Blues Point road is an iconic piece of history in McMahons Pt. adding speed cushions will cause unnecessary traffic jams and congestion. It will also damage car tyres and undersides. It could also increase the volume of motorbikes / bikers. It will also make the area look more ugly and not be in keeping with the aesthetics of the area.
54	Haydn O'Brien 72 Baringa Road Northbridge	Supports speed cushions	My parents are long-term residents of Blues Point Road and I have become increasingly concerned at the speeds that some motorists drive on the road. My parents are elderly and when they alight from the bus and cross the road it can be very dangerous. The problem can be especially bad late in the evenings when groups of young people often gather with their vehicles and when leaving, drive off up the road at great speeds (and noise).
55	William Pidding U4 33 Mitchell Street McMahons Point	Opposes speed cushions	7 cushions 70-80 metres apart is excessive. I would support about 3 to 4 cushions.
56	christine thomson 1 King George Street McMahons Point	Opposes speed cushions	There are no speed cushions stopping the traffic which speeds down Blues Point Rd across the Lavender Street lights and does not stop at the pedestrian crossing at the top of Blues Pt Rd and King George Street. I have nearly been run down many times over the years and all my neighbours have had the same experience. It is frightening!!!! This is a must!!! Otherwise the crossing must be raised to a height to stop the speeding!!!
57	Jo-Ann Gilmour U5 42 Blues Point Road McMahons Point	Supports speed cushions	Fabulous thank you. I think the speed humps are spread too far apart and hooning and speeding will happen between this. Also the islands need to be fixed
58	Stephen Dixon 45 East Crescent Street Lavender Bay	Supports speed cushions	This is a very sensible measure as there has been a lot of speeding vehicles up and down the street. Speed limit should be 40 as well.

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59	Madeleine Balan 120 Blues Point Road McMahons Point	Opposes speed cushions	I am concerned about increased noise levels from acceleration/deceleration for street facing homes.
60	Susan Jarrett U1 43 Blues Point Road McMahons Point	Supports speed cushions	I would prefer speed bumps to be full width of street to prevent cars swerving to avoid them.
61	Birgitte Maibom U1 46 Blues Point Road McMahons Point	Supports speed restriction	I am in favour of measures being implemented to restrict speeding on Blues Point Road. Whether the proposed speed cushions are the best technical solution I cannot comment on.
62	Resident East Crescent Street McMahons Point	Opposes speed cushions	Speed cushions will ruin our cars and bikes and won't stop people or penalise who are actually speeding - it's a bad solution that adversely affects all residents as opposed to those doing the wrong thing. A better solution is to put a speed camera instead just before the main crossing (in front of the Moorish Blue restaurant).
63	Victoria Roy 14-28 Blues Point Road McMahons Point	Supports speed cushions	Cars and motorbikes racing up Blues Point Road causing noise is definitely a problem. Litter in the reserve and blowing into the children's playground is also a major problem. On weekend mornings I have to pickup litter before I can let my children play in the playground
64	Michael Gordon. U3 8-10 East Crescent Street McMahons Point	Opposes speed cushions	Cure worse than the disease.
65	Conway and Jill Restom Address Withheld	Supports speed cushions	Goons misbehave and regular drivers commonly exceed the speed limit on that stretch of road
66	Mary Weal 78 Blues Point Road McMahons Point	Supports speed cushions	Good idea but 7 is too many, 5 would be enough.

No.	Name and Address	Issue/Theme	Key Points Raised
67	Sylvia McNeall U22 14-28 Blues Point Road McMahons Point	Supports speed cushions	These devices are essential to control the bad behavior of drivers speeding up and down Blues Point Rd.
68	Bill Nicklin 8 Queens Avenue McMahons Point	Opposes speed cushions	I believe the speed cushions should be from atleast king George Street to Henry Lawson Avenue as the pedestrian activity in that proposed additional area is significant. The pedestrian crossing on Blue's Point Rd adjacent to King George St should also be elevated as drivers are more focused on finding a parking space rather than watching for pedestrians.
69	Wendy smith 89 Blues Point Road McMahons Point	Opposes speed cushions	Maybe a shared zone is better with clear signs! We love living here because it is NOT like a city. We love the community lifestyle..... But if speeding is a problem. I have not ever seen it in 20years..... so it must be night time only??? I dont want our street to loose the country feeling with no obstacles or damage to our own cars..... i drive up and down slowly up to 5 times per day. So i do not want to pay for other criminals.
70	Ruth Walsh U29 18-22 West Crescent Street McMahons Point	Supports speed cushions	Necessary for residents/public safety, too much speeding from Blues Point
71	Penelope Morris 14 Queens Avenue McMahons Point	Opposes speed cushions	Traffic is generally slow anyway other than a few hoons late in the evening / night and they'll just ignore the bumps anyway. Speed bumps will mean INCREASED noise of residents with braking / sound of truck loads bumping etc. Issue is the street racing that sometimes occurs so a speed camera would be a better idea.
72	Robin Tyrrell 43 Thomas Street McMahons Point	Opposes speed cushions	I feel a speed camera and 40 kph indicators are sufficient. Speeding cars are a rarity likewise motor bikes. I oppose the suggested speed humps.
73	Bill & JEANNE Muirhead 1 West Crescent Street McMahons Point	Opposes speed cushions	We do not want speed cushions on Blues Point Road

No.	Name and Address	Issue/Theme	Key Points Raised
74	Alistair Henchman 14-28 Blues Point Road McMahons Point	Opposes speed cushions	There seems to be an excessive number of speed cushions proposed - I think it would be better to delete the ones near the pedestrian refuges and just retain the others. People already slow down at the pedestrian refuges. Would be better for Council to implement the masterplan as previously exhibited - this would have a more significant impact on traffic behaviour and pedestrian safety.
75	Anne Grunsell U149 14-28 Blues Point Road McMahons Point	Opposes speed cushions	Not necessary
76	Moirira McAllister 42 Blues Point Road McMahons Point	Supports speed cushions	A fabulous plan!! However, I trust they don't create just the same noise over the cushions!!!! I think they will work better than Lavender st as there will be cars parked along BPR so they can't avoid them. I am hoping this will be reviewed in say, 7 months, to assess its effectiveness.
77	Martin Richards U4 40 Blues Point Road McMahons Point	Opposes speed cushions	Speed cushions do not prevent hoon/bad driving behaviour....appropriate policing and enforcement does.
78	Name and Address Withheld	Supports speed cushions	Cars and motorcycles are speeding. The crossing at post office to near corner of Princes Street should also be a pedestrian crossing. The buses should also adhere to speed requirements as they drive too fast sometimes
79	Andrew John Bloxham 2 Warung Street McMahons Point	Opposes speed cushions	I believe speed bumps will mean every vehicle will create unwanted noise. THUMP-THUMP for every car, bus, light truck. I estimate less than 1 in 500 cars currently create excess noise. Speed bumps will likely make noise more impactful. The problem is cars with modified exhaust going from zero to 50km/h. Almost no cars go over 50km/h. Please consider other means to address the vehicle noise issue (which is bad on Friday and Saturday nights). Thank you.
80	Philip Mark Dawson U1 126 Blues Point Road McMahons Point	Supports speed cushions	I would also be happy to see the cushion humps extend the width of the road.

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81	Name and Address Withheld	Opposes speed cushions	Speed cushions may increase vehicle noise. As people slow as speed up. In addition these types of humps are unnecessary wear on vehicles. The speed limit is clearly marked.
82	Cheryl Grant U2 24 East Crescent Street McMahons Point	Supports speed cushions	The cushions will allow the safety of pedestrians to be a much higher priority and also add to the lovely village community
83	Nick Aitken U10 1 Warung Street McMahons Point	Supports speed cushions	I support any measure to control the speed and noise of drivers along the lower portion of Blues Point Road as I live above its intersection with Henry Lawson Avenue. Motorbikes, buses and souped-up cars are the main noise offenders both on Henry Lawson Avenue and Blues Point Road. The proposal appears to be lacking in two respects. Firstly, noisy motorbikes will still be able to speed up Blues Point Road by driving around the speed cushions and secondly noisy cars and motorbikes will still be able to speed along Henry Lawson Avenue (which most of them currently do before turning onto Blues Point Road and speeding up it). Therefore, I am not sure that the current proposal will fully meet the objective of addressing this anti-social and dangerous behaviour.
84	Anja Bless U50 14-28 Blues Point Road McMahons Point	Supports speed cushions	The increased police presence has improved the issue but I feel this will be a more sustainable long term solution and make our streets safer.
85	Dean Atgemis 23A Bay View Street Lavender Bay	Opposes speed cushions	The problem is not so great as to make residents that drive this street several times a day have to negotiate the annoyance of these devices. It's rare to see a car traveling too fast in this area and I don't believe that all cars, drivers and passengers should be subjected to the constant stress and annoyance of these devices.
86	Margaret Keelty U116 21 East Crescent Street McMahons Point	Opposes speed cushions	As identified in the attached photos the issue in our area is noise and antisocial behaviour. Speed humps will not reduce the noise from mufflers. In fact there is a risk that after slowing to cross the humps there will be increased noise as they roar off again. Vehicles makes less noise when they travel at a consistent slow speed. Speed humps are called that (even though a different term is used) because vehicles slow to go them and then accelerate to proceed down the street. Those currently displaying antisocial behaviour would simply roar off making more noise not less. Anyone living near an intersection will support this and there would no doubt be research showing it. Acceleration is when noise is made and vehicles making noise and displaying antisocial behaviour will continue to accelerate between humps. In the event this useless misdirected proposal does go ahead I strongly oppose the position of the speed

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			<p>humps north of Parker street. Due to to bend in the road to the south and since the removal of the bus stop to the north of Parker street it is very difficult to see and a challenge to exit Parker street. Placing the 2 speed humps would make this even more difficult.</p> <p>I hope the council will look at addressing the real issues of noise and antisocial behaviour rather than taking a quick just to be seen action of speed humps which will not address those issues.</p>
87	Ursula schappi U71 21 East Crescent Street McMahons Point	Opposes speed cushions	It will not decrease the traffic and the speed cushions simply make it worse for people walking/dining along Bluespoint Road.
88	John Keelty U116 21 East Crescent Street McMahons Point	Opposes speed cushions	<p>I wish to object in the strongest possible terms to the thought of putting speed cushions (humps) on Blues Point Road .</p> <p>Given the number of residents that live in the McMahons point area Blues Point Road must be treated as a high traffic road because for a start look at the Government Bus time tables, when covering the both directions it carries well over 100 journeys daily in addition to the other traffic that a high rise area experiences.</p> <p>Has anyone considering this idea ever been the passenger in a Bus when it runs over one of these humps and don't say they are narrow enough for a Bus to avoid because on many occasions they are not and I cite Lavender Street as an example. Has anyone on the Council ever been in a bus when it runs over one, It throws the passengers all over the place.</p> <p>I have been a resident of McMahons Point for over 50 years and during that period there has never been a traffic problem but it seems recently some "Hoons" who do not live in the area appeared on the scene and for a short while upset some of the very vocal local residents who have complained to NorthSydney Council for this idea to come about.</p> <p>Actually it is my understanding the main problem is noise and if there is a problem about speeding, which personally I do not think there is, Speed Cameras could be installed. Anything else the Police should be able to look after. If thought speeding is a problem which as a resident who uses Blues Point Road numerous times on a daily basis I repeat I do not think it is, then the Council could consider installation of a speed camera or even 2 and this will not only control the speed of the traffic it could pay for itself by the revenue gained in the way of fines. For proof that this works you can use Oxford Street Darlinghurst as an example.</p>
89	Graham Bennett 77 Blues Point Road McMahons Point	Opposes speed cushions	<p>I strongly oppose the installation of speed cushions in Blues Point Road.</p> <p>Speed has always been a concern, but the recent intrusion of hoons with noisy mufflers has brought the problem to a head.</p> <p>Blues Point Road carries a lot of traffic at all times, from the three bus routes serving the ferries, to</p>

No.	Name and Address	Issue/Theme	Key Points Raised
			<p>commuters, tradies and construction vehicles.</p> <p>At present the traffic noise is in the background, penetrated on occasions by a bus, heavy truck, hoon or motor bike.</p> <p>The installation of speed cushions will change this pattern. Every bus and heavy truck coming up the hill will slow down then accelerate at each cushion. Your subconscious will register this rise in pitch and wait for the next, and the next. This will go on day and night, every day.</p> <p>The current intrusions are intermittent and unpredictable.</p> <p>Speed cushions which do not extend the full width of the roadway do not slow down motor bikes. Spend some time in Lavender Street.</p> <p>The obvious alternative is one or two speed cameras. They are unobtrusive. They do not hinder the traffic flow and the presence of a warning sign is sufficient deterrent.</p> <p>Speed cameras do not delay emergency vehicles and bus drivers and their passengers will not get exasperated.</p> <p>Speed cushions NO Speed cameras YES</p> <p>Thanks for this opportunity to be involved in the conversation.</p>
90	Di Collins U1 1 Warung Street McMahons Point	Opposes speed cushions	I think cameras (preferably noise activated) should be installed first.
91	Amanda Gibson 14-28 Blues Point Road McMahons Point	Supports speed cushions	Please, please proceed with this proposal. The noise from cars revving their way up Blues Point Rd disturbs our peace and sleep.
92	G Simon U14 19 East Crescent Street McMahons Point	Opposes speed cushions	Installation of the proposed speed cushions on Blues Point Road may just promote the use of East Crescent Street as an alternative vehicular thoroughfare.
93	Murilo zilli Gomes de carvalho U53 17 East Crescent Street McMahons Point	Opposes speed cushions	I don't think we have an issue with speeding in blues point road, specially in the south part where I walk by every day and I have never seen any accident here and there's already a speed bump/cushion in the place where we get most street crossing close to the Piato restaurant which the biggest majority of drivers respect. I feel blues point road is pretty quiet for a road and i find it odd that the Cushions are set on the south part of the road instead of the north after the road that goes to milsons point which is a much busier part of the road. I believe its a waste of money to install and give maintenance to it and an annoyance to drivers as again

No.	Name and Address	Issue/Theme	Key Points Raised
			that area is already pretty quiet and most people can cross it anytime anywhere. I believe if people are thinking cars are going too fast, maybe reduce the speed limit to 40km/h as most drivers already drive under that anyway.
94	Allan Marks 114 Blues Point Road McMahons Point	Supports speed cushions	It has got progressively worse over the past year. P platers having races at night. Cars without proper exhausts. Someone will get hurt . Please stop it!!
95	Michael Absell U73 21 East Crescent Street McMahons Point	Opposes speed cushions	Completely overkill for a completely non-issue!
96	Danyah Preston 1 Warung Street McMahons Point	Supports speed cushions	This is such a relief. We recently moved into Warung street and have been absolutely blown away by the reckless and careless driving that frequently takes place of an evening on Blues Point road, and is routine every Friday and Saturday. Lots of P platers, motorbikes and cars with modified exhausts. I'm not sure the speed cushion will stop the noise unfortunately, but hopefully it slows them down and lessens the likelihood of anyone getting hurt. I suspect the motorbikes will speed right between the cushions for a thrill. I don't suppose there is any chance of installing a decibel reader, as these vehicles are surely breaking noise restrictions?
97	Sally Gibb- Cumming 65 Blues Point Road McMahons Point	Supports speed cushions	It will deter noisy acceleration of selfish drivers at all hours especially at 3am.
98	Penelope Troon U20 14-28 Blues Point Road McMahons Point	Supports speed cushions	This would help to solve the ongoing problem of cars using Blues Point Road as a speedway at all times of the day eg revving up the hill with customised exhaust systems. It is not just single cars but also convoys of up to 20 cars which assemble in the Blues Point Reserve car park at night to noisily drive up the road. And when not speeding up the road, they are dangerous speeding down the road. I have witnessed several near collisions with cars from Parker Street turning into Blues Point Road as well as near misses of cars turning up the hill from Henry Lawson Drive. Indeed on Saturday night's traffic has stopped at that intersection as drivers get out of their cars to berate each other over the near miss collisions. The speed bumps are an effective way to help solve this ongoing and increasing traffic problem and is welcomed by the majority of residents who actually live on Blues Point Road as opposed to those who don't live on Blues Point Road. Especially as the police are unable to police this traffic problem on a daily/nightly basis due to lack of staff. This solution will also help the occasional worry of speeding buses down the hill. Some residents have suggested speed

No.	Name and Address	Issue/Theme	Key Points Raised
			cameras instead of speed bumps but that won't solve the problem of screeching cars and tyre burning which don't need great speeds for drivers to burn their tyres or rev up the road using their noisy customised exhaust systems. For all the above reasons this is why I support the speed bump solution. Thank you for reading my submission.
99	Ian Curdie 32 Lavender Street Lavender Bay	Opposes speed cushions	Before Council spends money on speed cushions along Blues Point Rd, I hope speed cameras and effective police noise testing can be trialled. The cushions in Lavender St are an example of the majority of road users being discomforted while the few continue to speed. Determined speedsters just go around the cushions. Blues Point Road is used as a processional route for convoys of motorcycles and souped up cars which even individually are a noise nuisance. Multiplied by dozens, as is often the case, the noise nuisance, especially late at night, is intolerable. If the Police would issue defect notices on the clearly non-compliant vehicles and cycles, then the noise problem might go away - at no cost to Council.
100	Susan Colyer U115 21 East Crescent Street McMahons Point	Opposes speed cushions	I don't believe traffic is sufficiently busy to warrant this. I think people are naturally conscious of pedestrians. I think there may be a negative impact on cars and the humps will distract drivers paying attention to what's in front of them.
101	Emily Liu 14-28 Blues Point Road McMahons Point	Opposes speed cushions	I do not support the plan. It doesn't help to reduce the car speed just like Lavender bay street. And it will increase the backache by going through 7 cushions
102		Supports speed cushions	The noise from the selfish & consistent hooners is intolerable. I support the speed humps to protect the safety and noise especially at night for all residents of McMahons Pt.
103	Joanne Woodward U142 14-28 Blues Point Road McMahons Point	Opposes speed cushions	Car damage is severe
104	Aaron 14-28 Blues Point Road McMahons Point	Supports speed cushions	They need to be high enough to damage the hooners cars. I am happy to go over them Slowly.

No.	Name and Address	Issue/Theme	Key Points Raised
105	Vanessa Clarke U16 14-28 Blues Point Road McMahons Point	Opposes speed cushions	This is not a fix for the problem. Seven sets of speed cushions is utterly ridiculous and overkill for the situation. As a mother of toddlers, we live in the immediate problem area of the antisocial driving and speeding issue, we use the children's park daily and 7 speed cushions are not appropriate for the area as this only affects the residents
106	Angelene U35 14-28 Blues Point Road McMahons Point	Opposes speed cushions	I support initiatives and efforts to reduce speeding and noise (thank you council), however I don't think speed cushions are the best solution. 1. A significant amount of noise is generated by motorcycle riders and these speed cushions will not slow them down, as they will just navigate around them potentially creating a more dangerous scenario swerving etc (they may even find it a 'fun challenge'). 2. The cushions 'penalise' those doing the right thing, a suggestion would be to install acoustic and speed cameras (which would also generate income for council) https://www.motoring.com.au/acoustic-cameras-developed-to-fine-noisy-vehicles-118917/ https://www.acoustics.asn.au/conference_proceedings/INTERNOISE2014/papers/p137.pdf Thank you for all your efforts though, please keep up the good work and hopefully with the community's support, together we can come up with a brilliant solution (I just don't think speed cushions will effectively resolve the problem and will lead to further ongoing community concern and work for council later on down the line).
107	Kerry Butcher 30 Blues Point Road McMahons Point	Supports speed cushions	Our bedroom is on Blues Point Rd, the speeding engine noise through the night is just horrible.
108	Zena Sari 14-28 Blues Point Road McMahons Point	Opposes speed cushions	No one speeds down these roads. The issue isn't the speed of cars, the issue are visitors arriving late at night playing loud music. So i cannot understand the need for speed bumps. In my whole time living here, I have never seen any speeding drivers. Speed bumps will be a waste of money, and don't address the real issues in the area, and that is noise of loud music played by visitors. I absolutely DO NOT support speed bumps that would be an absolute inconvenience and resolves nothing.
109	Faiza Ahmad 14-28 Blues Point Road McMahons Point	Supports speed cushions	Absolutely in favour of implementing traffic calmers and speed cushions on Blues Pt Rd. These measures are long overdue. Residents (my family included) have been subjected to appalling noise disturbance over a number of years now from out of area cars and motorbikes speeding up and down the street nightly. There is simply no valid reason to allow these levels of unacceptable noise relating to cars speeding up and down the road. The noise is impacting on the well-being of residents (you can't hear the sound on the TV, I have young kids who wake up from sleeping, I can't sleep) and worst of all it exposes locals who are walking to their homes to dangerous driving - pretty scary. It's currently a ridiculous situation where the needs of local rate payers are being completely overlooked when such a simple measure could be implemented to deter these

No.	Name and Address	Issue/Theme	Key Points Raised
			drivers. I am strongly in favour of implementing this proposal.
110	Stephen Dunlevey U53 14-28 Blues Point Road McMahons Point	Supports speed cushions	We have had problems nearly every night of the week with young P plate drivers speeding up and down the hill and causing considerable distress by their presence at the end of Blues Point Road. The police are constantly called and do their best, but unfortunately the offenders return as soon as the police leave; they often just park in the next street and wait. It is only a matter of time before someone is seriously injured or killed on Blues Point Road as these individuals are inexperienced drivers, with absolutely no regard for life or property. The level of noise created until often two or three AM is unacceptable as is the violent behaviour.
111	Bud Shoji 14-28 Blues Point Road McMahons Point	Supports speed cushions	It's been too noisy especially during the night.
112	Jawad Ahmad U128 14-28 Blues Point Road McMahons Point	Supports speed cushions	Speed cushions would greatly help with reducing the noise from motorists revving their engines up and down blues point road.
113	Carolyn Fitzpatrick U8 14-28 Blues Point Road McMahons Point	Supports speed cushions	Get this done as an URGENT priority before someone gets seriously hurt.
114	Jenny Kent 75 Blues Point Road McMahons Point	Opposes speed cushions	The speed cushions will noisy when the cars and busses slow down then rev up and change down gears to get over them. We get over 100 busses a day on the street and this would greatly add to the noise levels for residents. The proposed cushion will be placed outside my house Number 75 Blues Point Rd. The cushion solution will make it worse. The cushion will also slow down ambulances and fire trucks. The best solution with minimal impact on residents noise is speed cameras down and up the blues point Rd. If a speed camera is too expensive then put in the signs for the camera with a dummy camera.
115	Paul Wood U3 33 East Crescent Street McMahons Point	Opposes speed cushions	The speed cushions are a significant inconvenience to the large majority of law abiding users of Blues Point Road, while not stopping the exhaust noise and speeding of a very small number of "hoons". The council's traffic volume data from Nov 2020 show around 3,800 daily vehicles, of which 85% travelled at less than 47km/h (between Parker and East Crescent streets).

No.	Name and Address	Issue/Theme	Key Points Raised
			<p>It is also likely that the speed cushions will increase the noise, as the loud exhaust "hoon" cars will brake before the cushions and reaccelerate just after each of the 7 proposed cushions.</p> <p>The council and police response should target the "hoons" directly. Measures such as speed cameras, CCTV, additional lighting, vehicle inspections and police patrols and surveillance are much more appropriate.</p> <p>To try to stop the "hoons" using speed cushions is a disproportionate response with significant inconvenience to the large majority of road users, and is unlikely to stop the noise.</p>
116	edward anderson U56 2-14 Blues Point Road McMahons Point	Opposes speed cushions	it is not a through road and does not suffer from excessive speed so speed humps would only achieve annoyance
117	Guy Irwin 21 East Crescent Street McMahons Point	Opposes speed cushions	Blues Pt Road (BPR) is currently a slow road that narrows in places thereby causing vehicles to slow naturally. Speed humps are not needed. The the claim that speeding noisy cars are using BPR is false as it is not an issue .
118	Name and Address Withheld	Opposes speed cushions	Not necessary . Exaggerated.
119	Name and Address Withheld	Opposes speed cushions	Having listened to the various opinions put forward at the recent Lavender Bay Precinct meeting, I feel that the best option is for a speed camera or cameras to be installed in the area. In my view, the speed limit should be 40kmph, including along the entire length of Blues Point Road. This will assist in enhancing a village atmosphere as well as ensuring safety for all.
120	James Weirick U14 5 East Crescent Street McMahons Point	Opposes speed cushions	Speed cameras and police enforcement needed, not speed cushions, to address the problem created by modified, high acceleration, noisy cars invading the bottom end of Blues Point Road
121	Mary Curran 17 Munro Street McMahons Point	Opposes speed cushions	Does not solve current problem with 'hoons'. Causes more noise. We need a 40 kph speed limit and speed cameras. Plus more policing and issue defect notices. Refer Bayside Council initiatives.

No.	Name and Address	Issue/Theme	Key Points Raised
122	Catherine Bloxham 2 Warung Street McMahons Point	Opposes speed cushions	The issue in Blues Point Road is noise not speed and speed bumps will only increase the problem. Research proves this. This is true especially where we live on the corner of Blues Point Road and Warung Street. Bus, car, motor bike and truck noise will intensify with the slowing down and speeding up with each bump. Plus there will be the added noise of the vehicles going over the speed bump. Reduce the speed to 40km/hr and book people with vehicles that are illegally modified to be louder.
123	Dace Brutans 1 Warung Street McMahons Point	Opposes speed cushions	<p>I object to the installation of speed cushions. My balcony faces Blues Pt Rd. I am next to Blues Pt Reserve. I am one of the residents most affected by the hoons. I have contacted Council and police many times. However, speed cushions would be worse than hoons. The hoons are mainly around on Friday and Saturday nights in the warmer months. The sound of traffic passing over cushions is forever. The constant sound of braking and acceleration would be horrendous. Objects bounce around in vehicles. Eg the tools in tradesmen's utes. Trucks and buses already struggle to accelerate up the hill. Many trucks don't stay in their own lane. They often turn around beside my balcony. These speed cushions would make it even more dangerous for them. Some of the people in favour of cushions live in Blues Pt Tower. They will be far away from the cushions.</p> <p>Very few motorists actually break the speed limit. The surveys have shown this. The biggest problem is the noise of the vehicles. Many of them are highly modified and probably illegal. Motorcycles will simply go around the cushions and hence increase the chance of a head on impact with another vehicle.</p> <p>No wonder so many people drive SUVs. They are needed to be able to navigate the obstacles placed on the roads. I enjoy pretending to be Steve McQueen zigzagging through Grosvenor Lane in Neutral Bay. This is the shortest route for me to get to Woolworths since Council blocked the entry to Young St and covered it in toxic artificial turf.</p> <p>By putting in speed cushions, Council is punishing the majority of people who aren't speeding. I don't have a SUV. Is Council going to replace the shock absorbers on my car when they wear out? I have damaged wheels when I've driven over numerous potholes in our area, many of which haven't been repaired for years. I would argue that many serious accidents are due to speed cushions. I've seen experienced cyclists hit the ground in Lavender St after hitting a speed cushion at night. When the speed cushions were put in in Lavender St the proper signage wasn't installed until much later. The speed bumps on the Pacific Hwy near Berry St (for traffic heading south) have no signage. When cyclists hit these it comes as a shock to them. The bumps aren't noticeable because they are made from the same material as the road. Please remove them or paint them!</p> <p>Many signs are obscured by branches or are poorly lit. Many intersections have Council vegetation that blocks a driver's view. Eg corner of Henry Lawson Ave/Blues Pt Rd and King George Ave/Blues Pt.</p> <p>If Council is concerned about the safety of residents cushions aren't the answer. Better and visible signage is needed. Council should stop installing speed calming devices that look like pedestrian crossings. They are</p>

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			<p>confusing. What is the purpose of the bumps in Alfred St South? They aren't high enough to slow bicycles or vehicles. In peak hour there is so much activity that the traffic hardly moves anyway. The bumps in Alfred St are similar to the ones in the Council/Woolworths carpark at Neutral Bay. There motorists are supposed to stop for pedestrians on the bumps. However, many people are confused with these as well.</p> <p>The biggest impact on hoons would be for police to have a massive hoon blitz from time to time like they do in other parts of Sydney. Social media would quickly spread the word that it's a no go zone. Once some of these hoons have their cars confiscated it might send the right message.</p> <p>CCTV cameras could be installed on Blues Pt Rd outside Blues Pt Tower. Cameras could monitor cars heading up Blues Pt Rd, cars parking illegally and possibly activity in Blues Pt Reserve. I know that this would require monitoring by Council and then police action. Even if no-one looks at the camera vision until the next work day. At least there would be number plates to follow up. Police could track down the hoon cars when they have available time. Rangers could issue parking tickets without having to hide in their cars.</p> <p>However, if Council wants to please the majority of residents it certainly won't be by installing speed cushions. Residents at the previous Lavender Bay Precinct meeting overwhelmingly voted against them.</p>
124	Brian Larkin 68 Victoria Street McMahons Point	Opposes speed cushions	Not necessary plus they have maintenance issues
125	George Gallagher 5 French Street McMahons Point	Opposes speed cushions	<p>The proposed 'speed cushions' are an ad-hoc attempt to calm traffic, but it does not address the key issues of improving the pedestrian environment and the townscape of Blues Point Road. The watered down 'Blues Point Road Master Plan' scheme did NOT recommend 'speed cushions', despite them being shown on the 'revised' issue of the scheme.</p> <p>There is ample evidence to demonstrate that the current roadway is excessively wide, and the pedestrian crossing points are too few. The Master Plan scheme originally proposed slowing / calming the traffic by way of narrowing the carriageway, increasing the number of pedestrian crossing points, and improving (emphasising) the pedestrian verge with widened and upgraded footpaths and renewing the landscape (trees, gardens, pocket parks, raised thresholds). Please implement a holistic solution, even if it needs to be staged due to budget constraints.</p> <p>The speeding has two primary sources, (1) impatient drivers accessing & departing the peninsular, and (2) hoonish behaviour by a relatively small number of offenders, usually after-hours.</p> <p>The original BPR master plan initiatives (as noted above) address the first source of speeding by achieving the</p>

No.	Name and Address	Issue/Theme	Key Points Raised
			<p>holistic objective of calming ALL traffic by way of amendments to the total streetscape environment (eg, issue #1). The second source of concerning behaviour (hoonish behaviour) is best addressed by dealing with the source of that behaviour. The destination at the end of BPR should be reconfigured to 'tame' the agglomeration of visiting vehicles, and greater priority given to pedestrian movements at the intersection with Henry Lawson Drive, and the 'former vehicle ferry 'arrival zone, south of the intersection. It is a dangerous wasteland and always has been, and it is a wasted opportunity to provide a high quality visitor and resident amenity zone. In addition to re-imagining this valuable space, a program of police enforcement of vehicle compliance, and driver behaviour will assist in resetting the nature of the place. Hickson Road suffered from the hoon activity for years, until it was eradicated by active enforcement of existing regulations; no speed cushions or other devices were introduced.</p> <p>The pillows create more problems than they solve, mostly from motorists weaving to avoid them. They actually encourage more dangerous driving behaviour by existing culprits, and add aggravation to those that normally / currently drive responsibly.</p>
126	Joanne Sweeney 1 Parker Street McMahons Point	Opposes speed cushions	<p>I have a number of issues with this proposal:</p> <ol style="list-style-type: none"> 1. The biggest issue for residents is there noise and by Council's own admission the use of these speed cushions the noise will increase around the speed cushions, thus increasing the issue. 2. The major issue is hotted up cars so the better solution would be to get police on site to inspect and give infringement notices/impound cars. Another option would be to install speed cameras. 3. The number of speed cushions is excessive. Traffic speed in the area between Princes St and East Crescent St is slower due to the number of cars parking, turning into these and Mil Mil streets and the number of cars using these streets to do U-turns. These two will have minimal impact. If council feels the need to calm traffic at the southern edge of the village then use a full width speed hump and incorporate a crossing in similar fashion to the northern edge of the village. 4. The speed cushions proposed just north of Parker Street also does not consider the slope of Parker Street at the junction with Blues Point Road. Negotiating this corner and then a speed cushion will add to further traffic issues not to mention noise. 5. Council is proposing significant expenditure in McMahons Point under it's 'village' strategy but is looking for the cheapest solution for a real issue for the residents- if funds are that tight reallocate to consider the residents needs. 6. Council quotes some examples of successful use of speed cushions. I would like to raise Bannerman Street Neutral Bay. Three sets of speed cushions were installed at approximately 100metre intervals. They were removed after a very short period and a single full width speed hump was installed. I believe the level of the

No.	Name and Address	Issue/Theme	Key Points Raised
			<p>'non residents' traffic on Blues Point Road makes Bannerman Street a more realistic comparison.</p> <p>7. Residents have waited for an excessive period for this matter to be addressed by Council. Do not pick the cheapest, most expedient solution to the detriment of the residents.</p> <p>This proposal is a quick fix option that does not fix the major issue for residents.</p>
127	Chris Bowdler 38 Princes Street McMahons Point	Opposes speed cushions	<p>Speed cushions by themselves are not the answer as speed is not the only issue. The other issue is noise. Both speed cushions and vehicles contribute to noise. Vehicles hit speed bumps and/or need to speed up after slowing down, especially buses and trucks.</p> <p>A solution is multi-faceted and includes:</p> <ol style="list-style-type: none"> 1. Fewer speed bumps located where they will be less invasive for nearby residents. Perhaps on trial basis. 2. Reduce the speed limit to 40 km/h along the length of Blues Point Rd. This is proposed as part of the Village upgrade. 3. The installation of speed cameras to enforce the reduced speed limit. 4. A raised pedestrian crossing on Blues Point Rd at the Blues Point Hotel replacing the existing pedestrian island arrangement. Placing the crossing there would not result in a loss of parking space. It is a busy pedestrian area and would also slow down vehicles coming north further into the Village. A crossing would also supplement the nearby East Crescent pocket park that is part of the Village upgrade. <p>These initiatives are within the remit of Council with the cooperation of TfNSW.</p> <p>Many State Transit's buses going up Blues Point Rd, stopping at bus stops or otherwise slowing down for traffic, produce unnecessarily noise from their diesel engines. If Council officers were to have a coffee outside at Breadworks Cafe (118 Blues Point Rd) I am sure they would experience very loud, unacceptable noise from buses that makes conversation impossible. (State Transit annual reports mention frequent complaints about bus noise and noise surveys.)</p> <p>To further address noise concerns, periodic action by the police and RMS to test any high levels of car exhaust noise is required.</p>

No.	Name and Address	Issue/Theme	Key Points Raised
128	Bernard Smith Address Withheld	Opposes speed cushions	I do not support speed cushions north of East Crescent Street as traffic speed is not a significant problem in that area. I have some suggestions for the Blues Point Road/Henry Lawson Avenue intersection. I suggest that a 40 km/h speed limit, a speed camera and targeted Police patrols should be a higher priority than speed cushions on the rest of Blues Point Road.
129	Keith A. Johnson, AM 17 Mitchell Street McMahons Point	Opposes speed cushions	Speed camera - better option
130	Malcolm Sainty, AM 17 Mitchell Street McMahons Point	Opposes speed cushions	Bone Shaking. Some people STOP at them, others slow to a crawl. They are uncomfortable. Slow traffic way too much. Put in a speed camera.
131	G. & H. Collins 85 Blues Point Road McMahons Point	Opposes speed cushions	While some traffic 'calming' is desirable on Blues Point Road, this would most easily be achieved by reducing the speed limit to 40kph. Long overdue. Speed cushions, by design of course, are very unpleasant and uncomfortable for residents to drive over and should only be a last resort. The biggest disadvantage of speed cushions is that they introduce noise from tradies' trucks with loose equipment (eg shovels and wheel barrows) which crash up and down over bumps. There are a lot of tradies in this area. In addition is the noise and pollution from the slowing and accelerating of vehicles at each hurdle.
132	Karin Olsen U28 14-28 Blues Point Road McMahons Point	Supports speed cushions	On a separate matter, what is being done to stop the use of the reserve area by people who don't live in the area? Lebanese groups frequently hold parties & fully catered events which chocks up parking spots for residents.
133	B.W. & J.A. Chadwick 8 West Crescent Street McMahons Point	Opposes speed cushions	(Due to medical condition) I am in constant pain and confined to a wheelchair. The slightest bump causes extreme pain and distress and yet North Sydney Council expects me to negotiate 4 lots of Speed Cushions going to and from my home. Surely North Sydney Council has a Duty of Care to the health and wellbeing of ratepayers. We have been paying rates to your Council for over 70 years, the current rate is \$6,762.22 per annum. Our Daughter has a speed cushion outside her house and I can assure you it has not lessened the speed or flow of traffic. It has however created constant noise pollution 24/7 with the bump, bump of cars travelling over the cushion. The placement of these speed cushions will cause me pain and will force me to remain inside my home for longer periods of time.

No.	Name and Address	Issue/Theme	Key Points Raised
134	Warren Morgan Marks U7 1 East Crescent Street McMahons Point	Opposes speed cushions	Please see attached further. If the decision to use "speed bumps" please NOT anywhere near the Blues Pt Hotel as outside is a "Bus Zone" and should a hump be there in the same place this would be a concern. Finally of implement!! heavy cushions (like in Lavender St) would be far too big for this road.
135	Bernard Smith Lavender Bay Precinct Committee McMahons Point	Opposes speed cushions	The Lavender Bay Precinct Committee discussed the proposed speed cushions at its meeting on 27 May 2021. An extract from the minutes of that meeting is attached.
136	P.E and V.J. Moorfield 31 Bay View Street Lavender Bay	Opposes speed cushions	For several reasons as outlined in the three articles attached. https://www.northsydney.nsw.gov.au/files/assets/public/docs/1_council_meetings/have_your_say/submission-blues-point-speed-cushion-peter_moorfield.pdf
137	Judith Rintoul 60 Blues Point Road McMahons Point	Opposes speed cushions	I do not support speed cushions shown on sheet 4 as they will be noisy. The noise will be amplified in this area due to the reflected sound off a cliff face on the east side of Blues Point Road and terrace houses with bedrooms right on the street front of the West side. Please do not add to our noise levels. The speed humps can be very painful for elderly people driving up the hill.

5.4. Pacific Highway, North Sydney - Shared Path between Arthur Street and Blue Street

AUTHOR: Lindsay Menday, Sustainable Transport Project Co-ord

ENDORSED BY: Duncan Mitchell, Director Engineering and Property Services

ATTACHMENTS: Nil

PURPOSE:

This report provides a response to Item (7.4) Pacific Highway between Arthur Street & Blue Street – Share Path from the 11 June 2021 Traffic Committee.

EXECUTIVE SUMMARY:

At the 11 June 2021 Traffic Committee meeting, a review into pedestrian safety on the shared path alongside the Pacific Highway between Arthur Street and Blue was requested.

A site visit was undertaken and it was noted that the existing shared path is constrained by trees and posts which complicates pedestrian and cyclist movements and reduces the path width.

In its current configuration, the path is not consistent with contemporary shared path standards. However, it is recommended that the shared status be retained until a formalised cycling alternative can be provided, as no comparable safe or legal alternatives were identified.

To reduce the potential for conflict in the immediate term, it is recommended that additional ‘! SLOW and ‘10 kph’ speed advisory path marking be installed. Medium term, it is recommended that options to separate riders from pedestrians be developed and brought back to the traffic committee in 3-6 months.

FINANCIAL IMPLICATIONS:

The cost of the markings can be funded from Council’s signs and lines budget. The cost of preparation of concept plans can be funded from Council’s Cycling Strategy budget.

RECOMMENDATION:

- 1. THAT** blue line path markings (‘! SLOW’ and 10 kph speed advisory) be added to the shared path alongside the Pacific Highway between Arthur Street and Blue Street.
- 2. THAT** concept options to provide separated walking and cycling paths for the shared path alongside the Pacific Highway between Arthur Street and Blue Street be prepared and brought back to Traffic Committee and Transport for NSW for consideration.

LINK TO COMMUNITY STRATEGIC PLAN

The relationship with the Community Strategic Plan is as follows:

- 2. Our Built Infrastructure
- 2.3 Sustainable transport is encouraged

BACKGROUND

At the 11 June 2021 Traffic Committee meeting, a review into pedestrian safety on the shared path alongside the Pacific Highway between Arthur Street and Blue was requested.

The location of the site is shown in the map below.

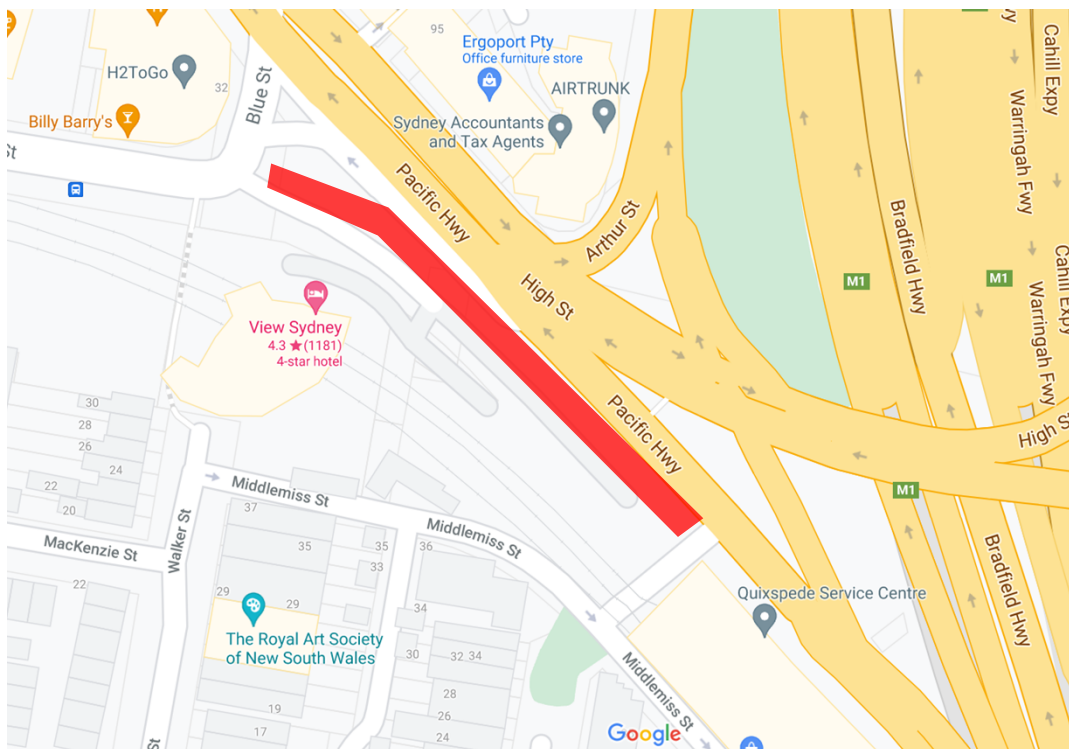


Figure 7 Map of site with subject path identified in red. Source: Google Maps

CONSULTATION REQUIREMENTS

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

DETAIL

Relates to ECM No:

Standard or Guideline Used: Austroads, NSW Cycleway Design Toolbox

Signs & Lines Priority: 2P

Precinct and Ward: Central Business District, Wollstonecraft

Impact on Bicycles: This report recommends measures to improve rider amenity and safety

Impact on Pedestrians: This report recommends measures to improve pedestrian amenity and safety

Impact on Parking: nil

Observations were conducted at the site following the issue being raised at Traffic Committee. During the site observations, no incidents of conflict or ‘close calls’ were observed. However, it was noted that the path is constrained by a concrete wall on one side, and that trees and posts interrupt the path. Where trees and poles are present, the path widths do not satisfy minimum width requirements for a shared path. Both pedestrian and riders were observed diverting different ways around trees and poles, which likely increases the potential for conflict between the two groups.



Figure 8 Image of the path taken from Google Maps showing riders choosing different routes around trees

The path in its current condition does not achieve contemporary standards and expectations for a share path, and it is recommended that options for alternative access, which separate people walking and riding, be investigated. Separation is highly recommended in this location given the route carries high relative cycling volumes as part of the regional cycling network.

Separated facilities in this location would be consistent with the recommended treatment types identified in the TfNSW *Cycleway Design Toolbox*.

It is recommended that cycling access be maintained on the path until alternative can be provided. There are no clear safe or legal cycling alternatives to facilitate the existing rider movements and therefore removing cycling access in the immediate term has the potential to encourage alternative behaviors that may increase the risk level for riders, or for pedestrians in other areas. It is also considered likely that use of the existing path would continue.

As an immediate action to reduce the potential for conflict on the path, it is recommended that “blue line” ‘! SLOW’ and 10 kph speed advisory shared path marking be installed.



Figure 9 example '! SLOW' path marking

5.5. Parking Area 1 - 6 Month Review

AUTHOR: Tram Nguyen, Parking Facilities Operations Officer

ENDORSED BY: Duncan Mitchell, Director Engineering and Property Services

ATTACHMENTS:

1. Parking Area 1 Changes & Map [5.5.1 - 7 pages]

PURPOSE:

This report details the outcomes of a six month review of the parking changes in North Sydney and Neutral Bay Resident Parking Area 1 in December 2020.

EXECUTIVE SUMMARY:

At the North Sydney [Traffic Committee meeting](#) held on 27 November 2020, the Traffic Committee considered the survey results of a community consultation for North Sydney and Neutral Bay Resident Parking Area 1 ([attached](#)). At the meeting, the following recommendations were made and subsequently adopted by Council:

1. **THAT** Council change the one (1) existing “1/2 Hour Parking 8.30am - 6pm Mon – Fri Permit Holders Excepted Area 1” parking space fronting property No. 19 Bray Street, North Sydney, to “2 Hour Parking 8.30am - 6pm Mon – Fri Permit Holders Excepted Area 1”.
2. **THAT** Council remove the ‘mobility permit’ limitation from the opening sign for the two (2) parking spaces fronting property no. 62 Clark Road, North Sydney, to match the closing sign “2 Hour Parking 8.30am - 6pm Mon – Fri Permit Holders Excepted Area 1”.
3. **THAT** Council change the six (6) existing “2 Hour Parking 8.30am - 6pm Mon – Fri Permit Holders Excepted Area 1” parking spaces between property no. 1 and 4 Margaret Street, North Sydney, on the southern side of Margaret Street Reserve, to “1/2 Hour Parking 8.30am - 6pm Mon – Fri Permit Holders Excepted Area 1”.
4. **THAT** Council change the three (3) unrestricted parking spaces in The Avenue at the south eastern boundary of no. 32 Whaling Road, North Sydney, to “4 Hour Parking 8.30am - 6pm Mon – Fri Permit Holders Excepted Area 1”.
5. **THAT** Council notify the residents before installing the parking restriction changes in North Sydney and Neutral Bay Parking Area 1.
6. **THAT** Parking changes be implemented under delegation to the Manager Traffic & Transport Operations.
7. **THAT** the new parking restrictions be reviewed six (6) months after the date of installation in North Sydney and Neutral Bay Parking Area 1.

The new signs were subsequently installed on 11 December 2020 and are therefore due for review.

FINANCIAL IMPLICATIONS:

There are no financial implications associated with this report.

RECOMMENDATION:

1. THAT the parking restrictions installed in North Sydney and Neutral Bay Resident Parking Area 1 in December 2020, remain.

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 parking survey for North Sydney and Neutral Bay Parking Area 1 was sent out on 18 September 2020 to 1529 residents, businesses, property owners, and to Neutral, Anderson and Milson Precincts. The consultation period ran until 18 October 2020. A total of 104 responses were received and the consultation outcomes were reported to the North Sydney Traffic Committee meeting held on 27 November 2020.

CONSULTATION REQUIREMENTS

Community engagement is not required.

DETAIL

Relates to ECM No: 8440059; 8410173

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

Signs & Lines Priority: N/A

Precinct and Ward: Neutral/Anderson/Milson, Victoria

Impact on Bicycles: Nil

Impact on Pedestrians: Nil

Impact on Parking: No further changes are proposed to the current parking restrictions

At the North Sydney Traffic Committee meeting held on 27 November 2020, the Traffic Committee considered the survey results of a community consultation for North Sydney and Neutral Bay Resident Parking Area 1. At the meeting, the following recommendations were made and subsequently adopted by Council:

1. **THAT** Council change the one (1) existing “1/2 Hour Parking 8.30am - 6pm Mon – Fri Permit Holders Excepted Area 1” parking space fronting property No. 19 Bray Street, North Sydney, to “2 Hour Parking 8.30am - 6pm Mon – Fri Permit Holders Excepted Area 1”.
2. **THAT** Council remove the ‘mobility permit’ limitation from the opening sign for the two (2) parking spaces fronting property no. 62 Clark Road, North Sydney, to match the closing sign “2 Hour Parking 8.30am - 6pm Mon – Fri Permit Holders Excepted Area 1”.

3. **THAT** Council change the six (6) existing “2 Hour Parking 8.30am - 6pm Mon – Fri Permit Holders Excepted Area 1” parking spaces between property no. 1 and 4 Margaret Street, North Sydney, on the southern side of Margaret Street Reserve, to “1/2 Hour Parking 8.30am - 6pm Mon – Fri Permit Holders Excepted Area 1”.
4. **THAT** Council change the three (3) unrestricted parking spaces in The Avenue at the south eastern boundary of no. 32 Whaling Road, North Sydney, to “4 Hour Parking 8.30am - 6pm Mon – Fri Permit Holders Excepted Area 1”.
5. **THAT** Council notify the residents before installing the parking restriction changes in North Sydney and Neutral Bay Parking Area 1.
6. **THAT** Parking changes be implemented under delegation to the Manager Traffic & Transport Operations.
7. **THAT** the new parking restrictions be reviewed six (6) months after the date of installation in North Sydney and Neutral Bay Parking Area 1.

The new signs were subsequently installed on 11 December 2020 and are therefore due for review.

After the installation of the new signs in Bray Street, Clark Road, Margaret Street and The Avenue, Council received one submission from a resident in Bray Street requesting for the parking to revert to 1/2 Hour Parking.

SUBMISSION RECEIVED

“... Also I think the normal sign should be returned to 1/2 only as non residents without any permits are overstaying the 2 hours and leaving vehicles in the spaces all day. Rangers have not been visiting...”

DISCUSSION

Since the introduction of the new parking restrictions, Council has received feedback from one resident suggesting the restriction in Bray Street should be reverted to 1/2 Hour Parking.

Additional occupancy surveys were undertaken in Bray Street on the 11th, 15th and 16th of June 2021 with the results indicating an occupancy rate of 75%, which is below Council’s maximum target of 85%. Therefore, it is recommended that the new parking restrictions remain.

Area 1 - Summary of Survey Results and Proposed Changes

Zone ID	Street	Street No.	Weekday Average Occupancy	No. Bays	Current Restrictions	Proposed Restrictions	Comments
Alfred Street North			73%				
968	Alfred Street North	343	50%	4	1 Hour Parking 8.30am - 6pm Mon - Fri Permit Holders Excepted Area 1	Retain	Overall 42% of respondents do not support changes to existing parking. Alfred Street North residents - 71% retain existing and 29% support changes. Overall residents - 43% retain existing.
969	Alfred Street North	339	86%	7	Unrestricted Parking	Retain	Overall 42% of respondents do not support changes to existing parking. Alfred Street North residents - 71% retain existing and 29% support changes. Overall residents - 43% retain existing.
972	Alfred Street North	323	64%	14	1 Hour Meter Parking 8.30am - 6pm Mon - Fri Permit Holders Excepted Area 1	Retain	Overall 63% of respondents do not support changes to existing parking. Alfred Street North residents - 86% retain existing and 14% support changes. Overall residents - 64% retain existing.
973	Alfred Street North	317	63%	16	1 Hour Meter Parking 8.30am - 6pm Mon - Fri Permit Holders Excepted Area 1	Retain	Overall 48% of respondents do not support changes to existing parking. Alfred Street North residents - 71% retain existing and 29% support changes. Overall residents - 50% retain existing.
975	Alfred Street North	271	60%	5	1 Hour Meter Parking 8.30am - 6pm Mon - Fri	Retain	Overall 48% of respondents do not support changes to existing parking. Alfred Street North residents - 71% retain existing and 29% support changes. Overall residents - 50% retain existing.
976	Alfred Street North	1A	64%	7	2 Hour Meter Parking 8.30am - 6pm Mon - Fri	Retain	Overall 48% of respondents do not support changes to existing parking. Alfred Street North residents - 71% retain existing and 29% support changes. Overall residents - 50% retain existing.
979	Alfred Street North	317	50%	48	9 Hour Meter Parking 9am - 6pm Mon - Fri Permit Holders Excepted Area 1	Retain	Overall 61% of respondents do not support changes to existing parking. Alfred Street North residents - 71% retain existing and 29% support changes. Overall residents - 59% retain existing.
980	Alfred Street North	341	97%	15	Unrestricted Parking	Retain	Overall 42% of respondents do not support changes to existing parking. Alfred Street North residents - 71% retain existing and 29% support changes. Overall residents - 43% retain existing.
1147	Alfred Street North	357	75%	6	2 Hour Parking 8.30am - 6pm Mon - Fri Permit Holders Excepted Area 1	Retain	Overall 42% of respondents do not support changes to existing parking. Alfred Street North residents - 71% retain existing and 29% support changes. Overall residents - 43% retain existing.
1147A	Alfred Street North	357	100%	3	Unrestricted Parking	Retain	Overall 42% of respondents do not support changes to existing parking. Alfred Street North residents - 71% retain existing and 29% support changes. Overall residents - 43% retain existing.
1147B	Alfred Street North	369	100%	3	Unrestricted Parking	Retain	Overall 42% of respondents do not support changes to existing parking. Alfred Street North residents - 71% retain existing and 29% support changes. Overall residents - 43% retain existing.
Bray Street			33%				
1021	Bray Street	19	33%	1	1/2 Hour Parking 8.30am - 6pm Mon - Fri Permit Holders Excepted Area 1	2 Hour Parking 8.30am - 6pm Mon - Fri Permit Holders Excepted Area 1	Overall 40% of respondents do not support changes to existing parking. Bray Street residents - 50% retain existing and 50% support changes. 33% support an increase to 2 Hour Parking.

Area 1 - Summary of Survey Results and Proposed Changes

Zone ID	Street	Street No.	Weekday Average Occupancy	No. Bays	Current Restrictions	Proposed Restrictions	Comments
Clark Road			73%				
988	Clark Road	64	88%	4	1/2 Hour Parking 8.30am - 6pm Mon - Fri 8.30am - 12.30pm Sat	Retain	Overall 53% of respondents do not support changes to existing parking. Clark Road residents - 30% retain existing and 30% support changes. Overall residents - 54% retain existing.
989	Clark Road	64	50%	4	1/2 Hour Parking 8.30am - 6pm Mon - Fri 8.30am - 12.30pm Sat	Retain	Overall 53% of respondents do not support changes to existing parking. Clark Road residents - 30% retain existing and 30% support changes. Overall residents - 54% retain existing.
990	Clark Road	64	63%	4	1/4 Hour Parking 8am - 8pm Mon - Sun	Retain	Overall 53% of respondents do not support changes to existing parking. Clark Road residents - 30% retain existing and 30% support changes. Overall residents - 54% retain existing.
991	Clark Road	62	100%	2	2 Hour Parking 8.30am - 6pm Mon - Fri Permit Holders Excepted Area 1	Update opening sign to match closing sign: 2 Hour Parking 8.30am - 6pm Mon - Fri Permit Holders Excepted Area 1	Overall 61% of respondents do not support changes to existing parking. Clark Road residents - 70% retain existing and 0% support changes. Overall residents - 59% retain existing. Note: the opening sign at this location indicates "2 Hour Parking 8.30am - 6pm Mon - Fri Permit Holders with Mobility Permit Excepted Area 1". Origin of sign unconfirmed, therefore recommending the removal of "Mobility Permit" to match existing closing sign.
992	Clark Road	60	60%	5	2 Hour Parking 8.30am - 6pm Mon - Fri Permit Holders Excepted Area 1	Retain	Overall 61% of respondents do not support changes to existing parking. Clark Road residents - 70% retain existing and 0% support changes. Overall residents - 59% retain existing.
993	Clark Road	54	96%	28	Unrestricted Parking	Retain	Overall 61% of respondents do not support changes to existing parking. Clark Road residents - 70% retain existing and 0% support changes. Overall residents - 59% retain existing.
993A	Clark Road	38	55%	10	2 Hour Parking 8.30am - 6pm Mon - Fri Permit Holders Excepted Area 1	Retain	Overall 61% of respondents do not support changes to existing parking. Clark Road residents - 70% retain existing and 0% support changes. Overall residents - 59% retain existing.

Area 1 - Summary of Survey Results and Proposed Changes

Zone ID	Street	Street No.	Weekday Average Occupancy	No. Bays	Current Restrictions	Proposed Restrictions	Comments
Darley Street			56%				
965	Darley Street	37	72%	9	4 Hour Parking 8.30am - 6pm Mon - Fri Permit Holders Excepted Area 1	Retain	Overall 47% of respondents do not support changes to existing parking. Darley Street residents - 29% retain existing and 49% support changes. Overall residents - 49% retain existing. Changes suggested by respondents will result in no net change in the number of 1 Hour and 4 Hour parking spaces, therefore recommendation is to retain existing restrictions.
966	Darley Street	5	45%	11	1 Hour Parking 8.30am - 6pm Mon - Fri Permit Holders Excepted Area 1	Retain	Overall 47% of respondents do not support changes to existing parking. Darley Street residents - 29% retain existing and 49% support changes. Overall residents - 49% retain existing. Changes suggested by respondents will result in no net change in the number of 1 Hour and 4 Hour parking spaces, therefore recommendation is to retain existing restrictions.
967	Darley Street	5	100%	3	Unrestricted Parking	Retain	Overall 47% of respondents do not support changes to existing parking. Darley Street residents - 29% retain existing and 49% support changes. Overall residents - 49% retain existing. Changes suggested by respondents will result in no net change in the number of 1 Hour and 4 Hour parking spaces, therefore recommendation is to retain existing restrictions.
1144	Darley Street	30	47%	15	1 Hour Parking 8.30am - 6pm Mon - Fri Permit Holders Excepted Area 1	Retain	Overall 47% of respondents do not support changes to existing parking. Darley Street residents - 29% retain existing and 49% support changes. Overall residents - 49% retain existing. Changes suggested by respondents will result in no net change in the number of 1 Hour and 4 Hour parking spaces, therefore recommendation is to retain existing restrictions.
1145	Darley Street	6	45%	10	1 Hour Parking 8.30am - 6pm Mon - Fri Permit Holders Excepted Area 1	Retain	Overall 47% of respondents do not support changes to existing parking. Darley Street residents - 29% retain existing and 49% support changes. Overall residents - 49% retain existing. Changes suggested by respondents will result in no net change in the number of 1 Hour and 4 Hour parking spaces, therefore recommendation is to retain existing restrictions.
965A	Darley Street	7	25%	2	1 Hour Parking 8.30am - 6pm Mon - Fri Permit Holders Excepted Area 1	Retain	Overall 47% of respondents do not support changes to existing parking. Darley Street residents - 29% retain existing and 49% support changes. Overall residents - 49% retain existing. Changes suggested by respondents will result in no net change in the number of 1 Hour and 4 Hour parking spaces, therefore recommendation is to retain existing restrictions.
Doris Street			71%				
1007	Doris Street	2A	50%	3	Unrestricted Parking	Retain	Overall 57% of respondents do not support changes to existing parking. Doris Street residents - 44% retain existing and 33% support changes. Overall residents - 56% retain existing. Based on recent occupancy rates, it is recommended that the existing restrictions are retained.
1008	Doris Street	2A	58%	12	1 Hour Parking 8.30am - 6pm Mon - Fri Permit Holders Excepted Area 1	Retain	Overall 57% of respondents do not support changes to existing parking. Doris Street residents - 44% retain existing and 33% support changes. Overall residents - 56% retain existing. Based on recent occupancy rates, it is recommended that the existing restrictions are retained.
1009	Doris Street	3	100%	2	Unrestricted Parking	Retain	Overall 57% of respondents do not support changes to existing parking. Doris Street residents - 44% retain existing and 33% support changes. Overall residents - 56% retain existing. Based on recent occupancy rates, it is recommended that the existing restrictions are retained.
1010	Doris Street	9	77%	15	1 Hour Parking 8.30am - 6pm Mon - Fri Permit Holders Excepted Area 1	Retain	Overall 57% of respondents do not support changes to existing parking. Doris Street residents - 44% retain existing and 33% support changes. Overall residents - 56% retain existing. Based on recent occupancy rates, it is recommended that the existing restrictions are retained.

Area 1 - Summary of Survey Results and Proposed Changes

Zone ID	Street	Street No.	Weekday Average Occupancy	No. Bays	Current Restrictions	Proposed Restrictions	Comments
High Street			65%				
977	High Street	30	65%	10	2 Hour Parking 8.30am - 6pm Mon - Fri Permit Holders Excepted	Retain	Overall 55% of respondents do not support changes to existing parking. High Street residents - 71% retain existing and 14% support changes. Overall residents - 59% retain existing.
Kurraba Road			48%				
981	Kurraba Road	12	63%	4	1 Hour Parking 8.30am - 6pm Mon - Fri Permit Holders Excepted Area 1	Retain	Overall 42% of respondents do not support changes to existing parking. Kurraba Road residents - 75% retain existing and 25% support changes. Overall residents - 47% retain existing.
982	Kurraba Road	28	75%	2	1 Hour Parking 8.30am - 6pm Mon - Fri 8.30am - 12.30pm Sat Permit Holders Excepted Area 1	Retain	Overall 42% of respondents do not support changes to existing parking. Kurraba Road residents - 75% retain existing and 25% support changes. Overall residents - 47% retain existing.
983	Kurraba Road	32	54%	12	1 Hour Parking 8.30am - 6pm Mon - Fri Permit Holders Excepted Area 1	Retain	Overall 42% of respondents do not support changes to existing parking. Kurraba Road residents - 75% retain existing and 25% support changes. Overall residents - 47% retain existing.
984	Kurraba Road	40	0%	1	1 Hour Parking 8.30am - 6pm Mon - Fri 8.30am - 12.30pm Sat	Retain	Overall 67% of respondents do not support changes to existing parking. Kurraba Road residents - 100% retain existing and 0% support changes. Overall residents - 67% retain existing.
Little Alfred Street			70%				
1011	Little Alfred Street	4	50%	6	1 Hour Parking 8.30am - 6pm Mon - Fri Permit Holders Excepted Area 1	Retain	Overall 59% of respondents do not support changes to existing parking. Little Alfred Street residents - 57% retain existing and 0% support changes. Overall residents - 62% retain existing.
1013	Little Alfred Street	4	50%	4	1 Hour Parking 8.30am - 6pm Mon - Fri Permit Holders Excepted Area 1	Retain	Overall 59% of respondents do not support changes to existing parking. Little Alfred Street residents - 57% retain existing and 0% support changes. Overall residents - 62% retain existing.
1014	Little Alfred Street	4	100%	1	1 Hour Parking 8.30am - 6pm Mon - Fri Permit Holders Excepted Area 1	Retain	Overall 59% of respondents do not support changes to existing parking. Little Alfred Street residents - 57% retain existing and 0% support changes. Overall residents - 62% retain existing.
1015	Little Alfred Street	5	80%	5	1 Hour Parking 8.30am - 6pm Mon - Fri Permit Holders Excepted Area 1	Retain	Overall 59% of respondents do not support changes to existing parking. Little Alfred Street residents - 57% retain existing and 0% support changes. Overall residents - 62% retain existing.

Area 1 - Summary of Survey Results and Proposed Changes

Zone ID	Street	Street No.	Weekday Average Occupancy	No. Bays	Current Restrictions	Proposed Restrictions	Comments
Margaret Street			92%				
995	Margaret Street	28	92%	6	1 Hour Parking 8.30am - 10pm Mon - Sun Permit Holders Excepted Area 1	Retain	Overall 51% of respondents do not support changes to existing parking. Margaret Street residents - 11% retain existing and 88% support changes. Residents in this street generally support changes with 18 residents signing a petition to change the 2 Hour Parking to 1/2 Hour Parking and unrestricted parking to 4 Hour Parking.
996	Margaret Street	1	75%	6	2 Hour Parking 8.30am - 6pm Mon - Fri Permit Holders Excepted Area 1	1/2 Hour Parking 8.30am - 6pm Mon - Fri Permit Holders Excepted Area 1	Overall 51% of respondents do not support changes to existing parking. Margaret Street residents - 11% retain existing and 88% support changes. Residents in this street generally support changes with 18 residents signing a petition to change the 2 Hour Parking to 1/2 Hour Parking and unrestricted parking to 4 Hour Parking.
997	Margaret Street	4	100%	3	Unrestricted Parking	4 Hour Parking 8.30am - 6pm Mon - Fri Permit Holders Excepted Area 1	Overall 51% of respondents do not support changes to existing parking. Margaret Street residents - 11% retain existing and 88% support changes. Residents in this street generally support changes with 18 residents signing a petition to change the 2 Hour Parking to 1/2 Hour Parking and unrestricted parking to 4 Hour Parking.
995A	Margaret Street	8	100%	2	1 Hour Parking 8.30am - 10pm Mon - Sun Permit Holders Excepted Area 1	Retain	Overall 51% of respondents do not support changes to existing parking. Margaret Street residents - 11% retain existing and 88% support changes. Residents in this street generally support changes with 18 residents signing a petition to change the 2 Hour Parking to 1/2 Hour Parking and unrestricted parking to 4 Hour Parking.
Neutral Street			67%				
1017	Neutral Street	25	61%	9	1/2 Hour Parking 8.30am - 6pm Mon - Fri Permit Holders Excepted Area 1	Retain	Overall 51% of respondents do not support changes to existing parking. Neutral Street residents - 100% retain existing and 0% support changes. Overall residents - 52% retain existing.
1018	Neutral Street	7	50%	8	1/2 Hour Parking 8.30am - 6pm Mon - Fri Permit Holders Excepted Area 1	Retain	Overall 51% of respondents do not support changes to existing parking. Neutral Street residents - 100% retain existing and 0% support changes. Overall residents - 52% retain existing.
1019	Neutral Street	4	62%	17	1/2 Hour Parking 8.30am - 6pm Mon - Fri Permit Holders Excepted Area 1	Retain	Overall 51% of respondents do not support changes to existing parking. Neutral Street residents - 100% retain existing and 0% support changes. Overall residents - 52% retain existing.
1020	Neutral Street	26	86%	7	1/2 Hour Parking 8.30am - 6pm Mon - Fri Permit Holders Excepted Area 1	Retain	Not included in the survey
1022	Neutral Street	57	75%	4	1/2 Hour Parking 8.30am - 6pm Mon - Fri Permit Holders Excepted Area 1	Retain	Not included in the survey
Ormiston Avenue			38%				
1016	Ormiston Avenue	4	38%	4	1/2 Hour Parking 8.30am - 6pm Mon - Fri Permit Holders Excepted Area 1	Retain	Overall 51% of respondents do not support changes to existing parking. Ormiston Avenue residents - 100% retain existing and 0% support changes. Overall residents - 53% retain existing.

Area 1 - Summary of Survey Results and Proposed Changes

Zone ID	Street	Street No.	Weekday Average Occupancy	No. Bays	Current Restrictions	Proposed Restrictions	Comments
Rawson Street			26%				
985	Rawson Street	49	26%	19	2 Hour Parking 8.30am - 6pm Mon - Fri Permit Holders Excepted Area 1	Retain	Overall 64% of respondents do not support changes to existing parking. Rawson Street residents - 57% retain existing and 0% support changes. Overall residents - 63% retain existing.
Whaling Road			82%				
998	Whaling Road	30	83%	3	1/2 Hour Parking 8.30am - 6pm Mon - Fri Permit Holders Excepted Area 1	Retain	Overall 57% of respondents do not support changes to existing parking. Whaling Road residents - 72% retain existing and 29% support changes. Overall residents - 59% retain existing.
999	Whaling Road	36	100%	3	Unrestricted Parking	Retain	Overall 57% of respondents do not support changes to existing parking. Whaling Road residents - 72% retain existing and 29% support changes. Overall residents - 59% retain existing.
1000	Whaling Road	53	100%	6	1/2 Hour Parking 8.30am - 6pm Mon - Fri Permit Holders Excepted Area 1	Retain	Overall 57% of respondents do not support changes to existing parking. Whaling Road residents - 72% retain existing and 29% support changes. Overall residents - 59% retain existing.
1001	Whaling Road	41	81%	8	Unrestricted Parking	Retain	Overall 57% of respondents do not support changes to existing parking. Whaling Road residents - 72% retain existing and 29% support changes. Overall residents - 59% retain existing.
1002	Whaling Road	21	63%	8	1/2 Hour Parking 8.30am - 6pm Mon - Fri Permit Holders Excepted Area 1	Retain	Overall 57% of respondents do not support changes to existing parking. Whaling Road residents - 72% retain existing and 29% support changes. Overall residents - 59% retain existing.
1003	Whaling Road	1A	50%	4	2 Hour Meter Parking 8.30am - 6pm Mon - Fri	Retain	Overall 62% of respondents do not support changes to existing parking. Whaling Road residents - 78% retain existing and 17% support changes. Overall residents - 60% retain existing.
1004	Whaling Road	2	100%	5	2 Hour Meter Parking 8.30am - 6pm Mon - Fri	Retain	Overall 62% of respondents do not support changes to existing parking. Whaling Road residents - 78% retain existing and 17% support changes. Overall residents - 60% retain existing.
1005	Whaling Road	4	63%	4	1/2 Hour Parking 8.30am - 6pm Mon - Fri Permit Holders Excepted Area 1	Retain	Overall 57% of respondents do not support changes to existing parking. Whaling Road residents - 72% retain existing and 29% support changes. Overall residents - 59% retain existing.
1006	Whaling Road	20	100%	3	1/2 Hour Parking 8.30am - 6pm Mon - Fri Permit Holders Excepted Area 1	Retain	Overall 57% of respondents do not support changes to existing parking. Whaling Road residents - 72% retain existing and 29% support changes. Overall residents - 59% retain existing.

Results - Parking Restrictions expire and operate

Area 1 - Various Streets	<p>Overall 59% of respondents did not support an extension to the 6pm expiry time. Overall 67% residents did not support an extension to the 6pm expiry time. Fifteen (15) comments were received requesting for the 6pm expiry time to be retained.</p> <p>Overall 69% of respondents support Monday to Friday operation. Overall 68% residents support Monday to Friday operation.</p>
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6. Informal Items for Consideration

6.1. 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. Complaints Register - WHT/WFU Works [6.1.1 - 1 page]
2. TfNSW WHT & WFU update 6 July 2021 [6.1.2 - 3 pages]

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

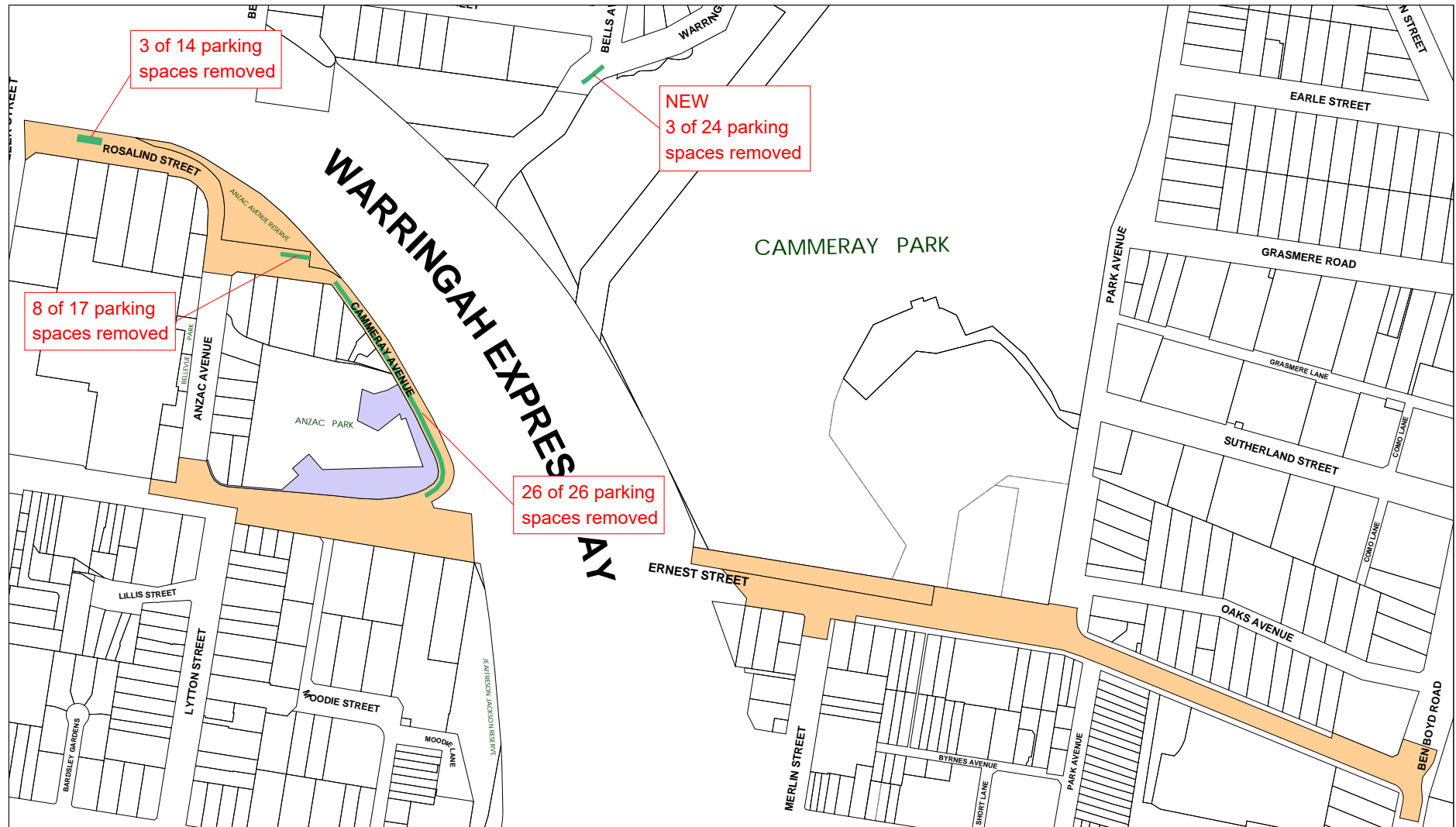
A register of the complaints received by Council is being maintained and is attached for information.

Printed 1/07/2021

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
		Rosalind Street	Traffic Management	
		Anzac Park Primary School	Parking Issues	
5/05/2021	8499145	Cammeray Avenue	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

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

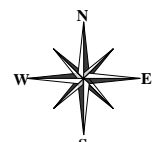


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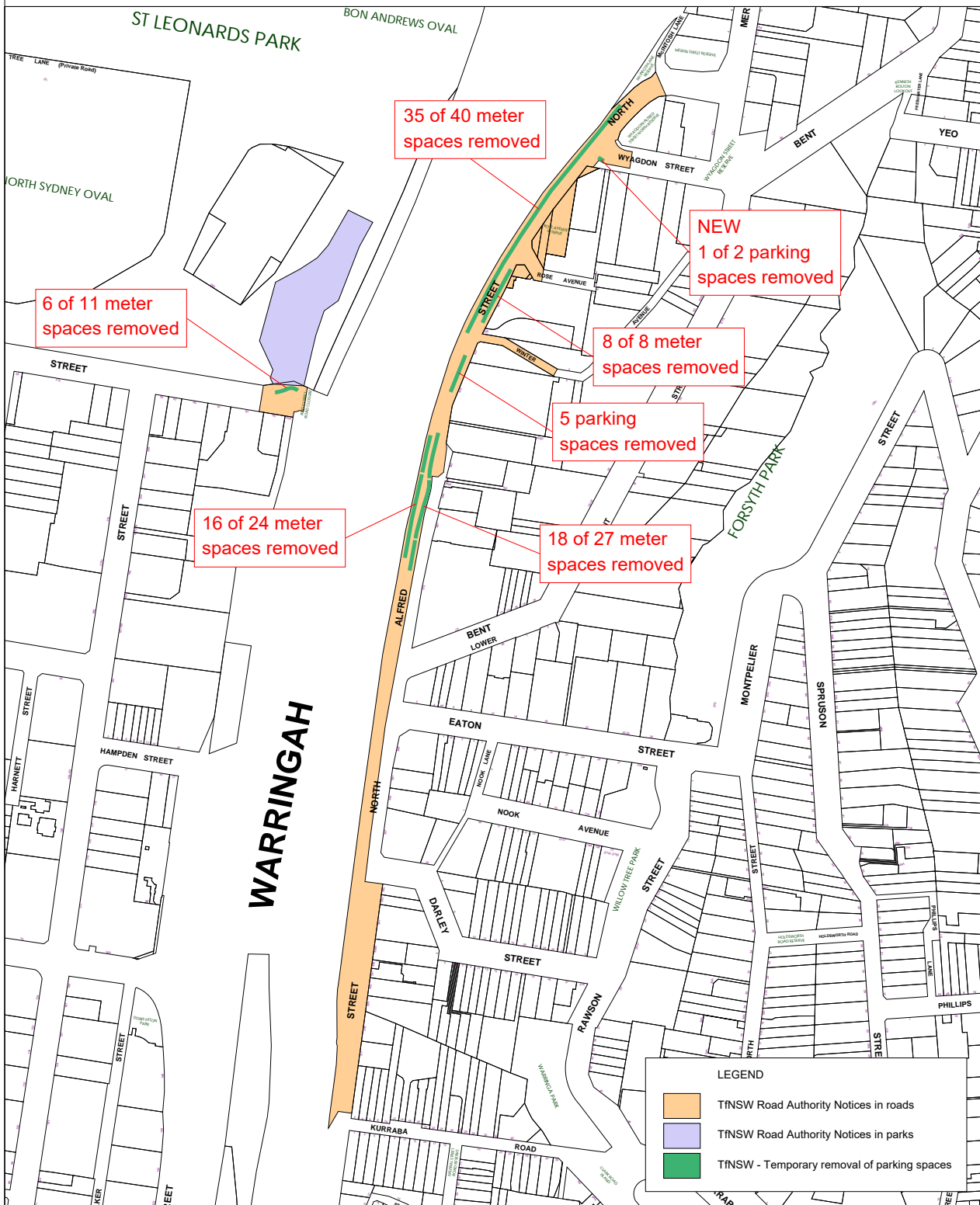
LEGEND

- 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

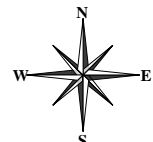
6 July 2021



North Sydney Council

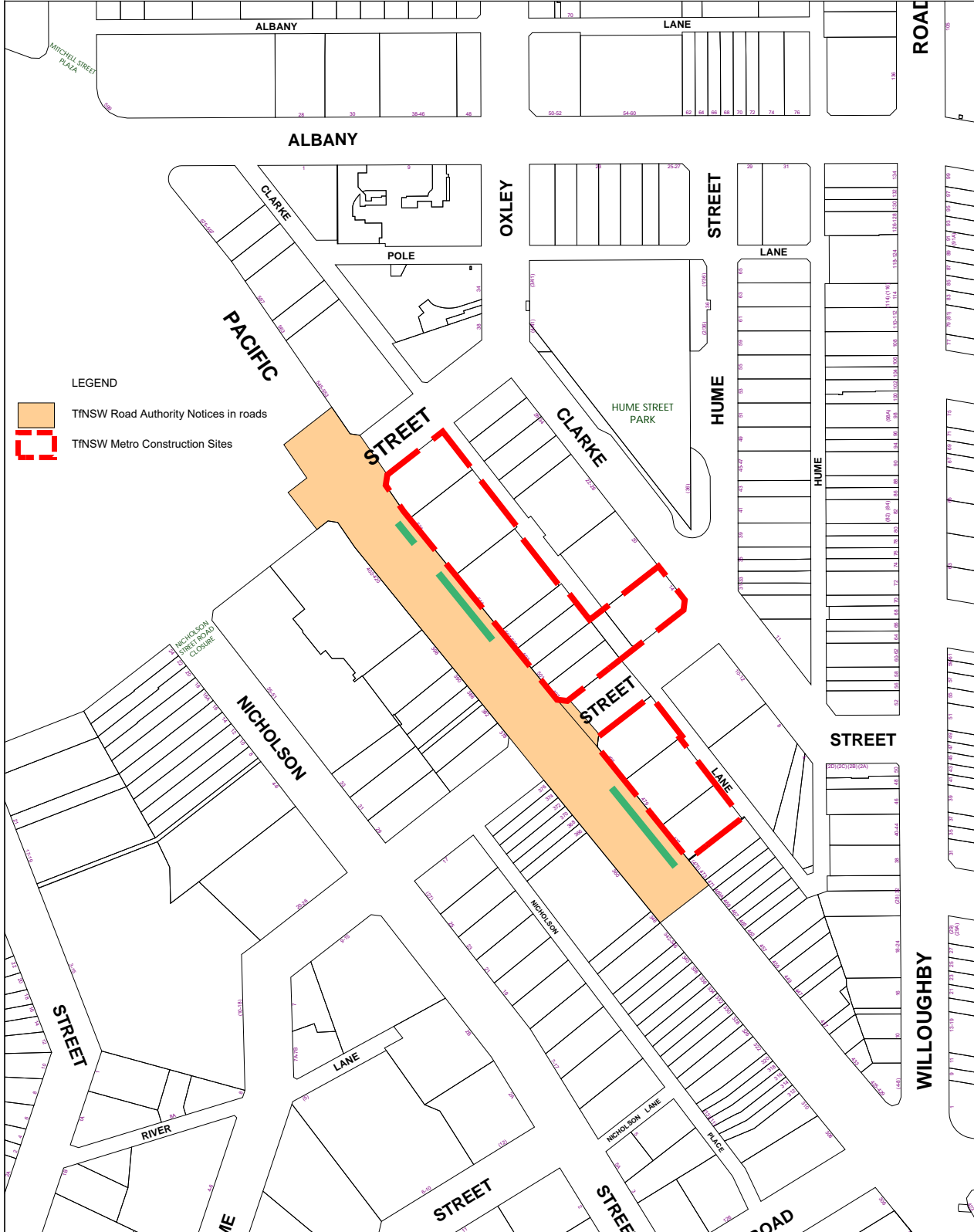
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Further details can be obtained by calling (02) 9936 8100 or e-mail mapping@northsydney.nsw.gov.au.



TfNSW north sydney and neutral bay.swd

TfNSW Sydney Metro Road Authority Notice - Crows Nest

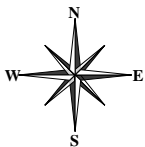


- LEGEND
-  TfNSW Road Authority Notices in roads
 -  TfNSW Metro Construction Sites



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TfNSW crows nest.svg

6.2. 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 [6.2.1 - 5 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 23 July 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)	

Item	Street	Location	First TC	Summary	Problem/Request	Comments	ECM
20/05	Look Stencils	Around all schools	4/9/20	Request for 'Look' stencils to be rolled out at all schools in the LGA	At the Traffic Committee meeting on 4/9/20 it was resolved: <i>THAT the installation of "<Look>" stencils near all schools be prioritised and rolled out as soon as possible .</i>	Look stencils were rolled out to kerb ramps near all schools, and other high pedestrian areas as part of previous years' Road Safety Programs. Council's Road Safety Coordinator audited all sites in 2019/20 and faded stencils have been refreshed and new stencils installed where required.	
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	
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	

Item	Street	Location	First TC	Summary	Problem/Request	Comments	ECM
21/02	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
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 - Neutral Bay Public School: Raise existing crossing on Ben Boyd Road at Hardie St, Neutral Bay - 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 	

Item	Street	Location	First TC	Summary	Problem/Request	Comments	ECM
21/04	Military Road. Neutral Bay	At Spofforth Street and Cabramatta Road	24/7/20	Request to amend phasing and cycle times	A resident of Cremorne has requested additional time be added to the pedestrian phase to cross at this intersection, and reduced waiting time between cycles for pedestrians.	1/7/20: The email from the resident was to TfNSW for their attention as the Road Authority for Military Road and all signalised intersections.	
21/05	Grosvenor Lane, Neutral Bay	At Young Street	30/4/21	Pedestrian safety	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)	28/5/21: under investigation.	8525757
21/06	Young Street, Neutral Bay	At Military Road	30/4/21	Pedestrian Safety	The Traffic Committee recommended: THAT the gaps in the fences on Military Road near Young Street Plaza be closed promptly with appropriate safety fencing. (5.3)	Completed.	

6.3. 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 - 23 July 2021 (A V's & Boat Trailers) [6.3.1 - 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:

There are no direct financial implications arising from this report.

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 22 May 2021 TO 2 July 2021

Year to date (2021) Council had investigated **165** reports of abandoned vehicles

Year to date (2021) Council processed **28** reports of unattended boat trailers

CONSULTATION REQUIREMENTS

Community engagement is not required.

DETAIL

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
 Re: Abandoned Vehicles and Unattended Boat Trailers Processed.

(1)

ABANDONED VEHICLES PROCESSED DURING THE PERIOD FROM 22 May 2021 TO 2 July 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	
016/21*	15 Churchill Cres, Cammeray	12/1/21				12/1/21	23/2/21	16/4/21
017/21*	15 Churchill Cres, Cammeray	12/1/21				12/1/21	19/3/21	14/5/21
032/21	37 Reynolds St, Cremorne	29/1/21				29/1/21 ongoing	19/3/21	
043/21*	15 Edward St, North Sydney	10/2/21				11/2/21	24/3/21	14/5/21
068/21*	Mathew St, Crows Nest (cnr Chandos L)	6/3/21	Released	to finance	company	8/3/21	14/4/21	
071/21*	Opp 13 Thrupp St, Neutral Bay	8/3/21	Released	to finance	company	8/3/21	15/4/21	
080/21	84 Bent St, Neutral Bay	15/3/21				15/3/21 ongoing	7/5/21	
097/21*	Opp 60 Kareela Rd, Cremorne Point	31/3/21	Returned	to owner				
098/21*	15 Bertha Rd, Cremorne	6/4/21		✓				
099/21*	Opp 1 Clark Rd, North Sydney	7/4/21		✓				
102/21*	10 Langley Ave, Cremorne	8/4/21	✓					
112/21	49 Aubin St, Neutral Bay	17/4/21				19/4/21 ongoing	4/6/21	
115/21*	Powell St, Neutral Bay (cnr Shellcove Rd)	20/4/21	✓					
118/21*	37 Grasmere Rd, Cremorne	22/4/21	✓					
120/21*	90 Bay Rd, Waverton	22/4/21	✓					
122/21	Mitchell St, St Leonards (cnr Atchison St)	28/4/21				30/4/21 ongoing		

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

(2)

124/21*	Opp 22 Cremorne Rd, Cremorne Point	28/4/21	✓					
129/21*	46 Larkin St, Waverton	30/4/21	✓					
130/21	Opp 36 Carlow St, North Sydney	3/5/21				4/5/21 ongoing	4/6/21	
131/21*	Opp 83 Wycombe Rd, Neutral Bay	9/5/21	✓					
134/21*	6 Wyagdon St, Neutral Bay	18/5/21		✓				
135/21*	3 Carlow St, North Sydney	19/5/21	✓					
136/21*	26 Emmett St, Crows Nest	19/5/21		✓				
139/21*	41 Pine St, Cammeray	26/5/21	✓					
140/21*	Opp 37 Pine St, Cammeray	26/5/21	✓					
141/21*	6 Ada St, Cremorne	26/5/21		✓				
142/21*	Cammeray Rd, Cammeray (o/s Tennis Courts)	27/5/21	✓					
143/21*	Opp 5 Burroway St, Neutral Bay	1/6/21		✓				
144/21*	1 Highview Ave, Neutral Bay	2/6/21	✓					
145/21	89 Bellevue St, Cammeray	4/6/21				7/6/21 ongoing		
146/21*	318 West St, Cammeray	4/6/21	✓					
147/21*	2-4 Highview Ave, Neutral Bay	4/6/21	✓					
148/21*	76 Burlington St, Crows Nest	12/6/21	✓					
149/21*	Opp 6 Warringa Rd, Cammeray	16/6/21	✓					
150/21*	26 Bells Ave, Cammeray	16/6/21	✓					
151/21*	26 Bells Ave, Cammeray	16/6/21	✓					
152/21*	26 Bells Ave, Cammeray	16/6/21	✓					
153/21	Phillips St, Neutral Bay (cnr Ben Boyd Rd)	16/6/21				17/6/21 ongoing		
154/21*	78 Parraween St, Cremorne	16/6/21	✓					
155/21	Opp 10 Hodgson Ave, Cremorne Point	17/6/21				17/6/21 ongoing		

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

(3)

156/21*	53 Pine St, Cammeray	17/6/21	✓					
157/21*	Opp 2 Highview Ave, Neutral Bay	18/6/21	✓					
158/21*	57 Earle St, Cremorne	18/6/21		✓				
159/21	34 Milray Ave, Wollstonecraft	19/6/21				21/6/21 ongoing		
160/21	11 Hampden Ave, North Sydney	22/6/21				22/6/21 ongoing		
161/21*	1 Wilson St, Cammeray	22/6/21	✓					
162/21*	65 Holtermann St, Crows Nest	23/6/21		✓				
163/21	72 Cremorne L, Cremorne Point	23/6/21				25/6/21 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				29/6/21 ongoing		

Report of Manager Ranger and Parking Services, Mark Richardson (4)
 Re: Abandoned Vehicles and Unattended Boat Trailers Processed.

UNATTENDED BOAT TRAILERS PROCESSED DURING THE PERIOD FROM 22 May 2021 TO 2 July 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
20/080*	21 Burroway Street, Neutral Bay	December	✓	14/12/20	✓ 3/2/21	3/5/21
21/017*	Little Young St Cremorne	May	✓			
21/018*	66 Kurraba Rd Neutral Bay	May		4/6/21	✓ 7/6/21	Returned to owner
21/019*	37 Cowdroy Ave Cammeray	May	✓			
21/020*	28 The Boulevarde Cammeray	May	✓			
21/021*	35 King St Waverton	May	✓			
21/025*	20 Benelong Rd Cremorne	June	✓			
21/026*	Corner Fifth Ave & Montague Rd Cremorne	June	✓			
21/027*	27 Ryries Pde Cremorne	June	✓			
21/028*	39 Cowdroy Ave Cammeray	June	✓			

7. Local Development Advisory Committee Items for Consideration

Nil.

8. General Business

Nil.

9. Closure