

## NORTH SYDNEY COUNCIL

Council Chambers  
3 June 2021

I wish to inform you that the **540th** Meeting of the **TRAFFIC COMMITTEE** will be held in the Council Chambers, North Sydney at 10.00am on Friday, 11 June 2021 when your attendance is requested.

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

**KEN GOULDTHORP**  
**GENERAL MANAGER**

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### BUSINESS

**1. Minutes**

Confirmation of Minutes of the previous Meeting held on Friday, 30 April 2021.  
(Circulated)

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# Attending Traffic Committee Meetings

The North Sydney Traffic Committee is not a Committee of North Sydney Council, but a Committee set up as a requirement of Transport for NSW (TfNSW)

Council has been delegated certain powers from TfNSW with regard to traffic matters upon its local roads. A condition of this delegation is that Council must take into account the Traffic Committee recommendations.

There are four permanent members of the Traffic Committee, each of whom has a single vote only. The members are:

1. NSW Police
2. Transport for NSW
3. State Member of Parliament (for the location of the issue to be voted upon)
4. North Sydney Council

Council operates its Traffic Committee on the basis that the single Council vote, upon any issue, is determined by the majority vote among those Councillors present at the meeting.

Generally, the Mayor chairs Traffic Committee meetings; however, in the Mayor's absence it is customary for a pre-elected Councillor to take the chair.

Traffic Committee meetings are held on Fridays at six week intervals. Meeting agendas and reports are published on Council's website on the Thursday in the week prior to the meeting.

Council allows the members of the public to address the Traffic Committee.

Traffic Committee meetings are open to the public, under new conditions during the COVID-19 situation.

Individuals or groups wishing to address the Traffic Committee on a particular item must register to speak before 12 noon on the day prior to the meeting (Thursdays) by completing the Traffic Committee Registration form.

Upon arrival at Council, attendees will be asked to register their presence and follow the normal COVID safe check-in practices and procedures. Numbers may be limited to comply with social distancing requirements.

Members of the public are requested to switch off/silence mobile phones for the duration of the meeting.

Such items will then be brought forward, in Agenda order, and dealt with before items in which there is no interest from the public.

As the Chairperson calls the brought forward items on the Agenda, the meeting will be open to registered speakers who will be invited to speak in turn.

The following points should be noted by members of the public wishing to address the Traffic Committee:

- Addresses must relate to an item on the Agenda;
- Addresses should be limited to three (3) minutes, with a possible extension of time at the discretion of the Chairperson;
- Addresses should be made to “Mayor, Councillors and Committee Members”;
- If you have previously addressed the Traffic Committee on the subject then any further address must be made to present new information ONLY;
- Groups, or persons wishing to present similar points of view, should nominate a spokesperson - not address the Traffic Committee individually; and
- Having made your address and answered any questions put to you by the Committee, you may take no further part in the discussion.
- The meeting is not a debate, it is a forum to allow the Committee to hear the community’s concerns
- Council may record the meeting to assist with preparation of the minutes, however the recordings will be deleted and will not be published or distributed.

All questions and comments are to be addressed through the Chairperson who will indicate who is to speak next.

When all representations have been heard, the Traffic Committee will be asked by the Chairperson for a resolution to determine the matter whilst the interested parties are present.

All Traffic Committee resolutions are referred to the full Council for their approval. The recommendation sent to the full Council is the recommendation that has the majority vote of the four permanent members of the Traffic Committee. If Council wishes to proceed contrary to the majority vote, the TfNSW and Police have the right to appeal Council’s decision before the Regional Traffic Committee. Council must notify the TfNSW and the Police and give them 14 days to decide whether they propose to lodge an appeal on the matter in question.

Any action relative to any issue under appeal to the Regional Committee must then cease until the matter is determined.

The Sydney Regional Traffic Committee is chaired by an independent chairperson and submissions and representations are welcomed from all interested parties.

For more information regarding Conduct at Traffic Committee meetings refer to Council’s *Code of Meeting Practice* available from Council’s website or contact Council’s Governance team on 9936 8100.

2. **Matters Arising from the Minutes**
3. **Matters Arising from Council Resolutions**
4. **Items for Consideration** - see attached reports

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5. **Informal Items for Consideration** - see attached reports

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6. **Local Development Advisory Committee Items for Consideration**

Nil

7. **General Business**

Signed

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**Michaela Kemp, Manager Traffic & Transport Operations**

Endorsed by Director of Engineering & Property Services

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**Duncan Mitchell**

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**ITEMS FOR CONSIDERATION****2. (4.1) Delegated Authority**

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

**Recommending**

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

**3. (4.2) Minor Traffic Investigations**

Report of Manager Traffic and Transport Operations, Michaela Kemp  
Attached is a list of recommendations made for minor traffic investigations.

**Recommending:**

**1. THAT** the recommendations made for minor traffic investigations be received.

**4. (4.3) Ben Boyd Road, Neutral Bay – Proposed Traffic Calming – Survey Results (Resubmitted)**

Report of Manager Traffic & Transport Operations, Michaela Kemp  
Council was successful in gaining funding under the 2020/21 Australian Government Black Spot Program to install speed humps along Ben Boyd Road between Yeo Street and Kurraba Road to improve traffic and pedestrian safety.

Council undertook community consultation with affected properties on the proposed speed humps between 6 November 2020 to 6 December 2020. The outcomes of the community consultation were reported to the Traffic Committee meeting on 19 March 2021. A copy of the full report is attached and also available at [https://www.northsydney.nsw.gov.au/Council\\_Meetings/Meetings/Committees/Traffic\\_Committee/2021/19\\_March\\_2021](https://www.northsydney.nsw.gov.au/Council_Meetings/Meetings/Committees/Traffic_Committee/2021/19_March_2021)

Based on the community feedback and analysis of crash history and traffic count data, Council's Traffic & Transport Engineer recommended:

- 1. THAT Council, as part of the 2020/21 Black Spot program, constructs speed humps along Ben Boyd Road between Kurraba Road and Phillips Street, inclusive of the speed hump to the north of Phillips Street but exclusive of the speed hump on Phillips Street to the west of Ben Boyd Road - as shown on the attached plan, after the affected properties are notified by letterbox delivery.*
- 2. THAT due to significant objections from the community, Council does not proceed with the proposed speed humps on Ben Boyd Road elsewhere between Yeo Street and Phillips Street.*

At its meeting on 19 March 2021, the Traffic Committee resolved to recommend:

- 1. THAT Council applies to Transport for NSW for a scope variation for the Black Spot funding to prioritise the upgrade of the existing pedestrian crossing on Ben Boyd Road near Hardie Street.*
  - 2. THAT due to significant objections from the community, Council does not proceed with the proposed speed humps on Ben Boyd Road.*
-

The recommendations of the Traffic Committee were considered at the Council meeting on 26 April 2021, where Council subsequently resolved (Item 7.2 Min. 59):

1. **THAT** the matter of speed humps on Ben Boyd Road be deferred to the next Traffic Committee meeting in June 2021.
2. **THAT** the submitters in this matter be notified.

The previous report is attached for re-consideration of the Traffic Committee, and the financial and program implications are summarised in this report.

**Recommending:**

1. **THAT** Council constructs speed humps along Ben Boyd Road between Kurraba Road and Phillips Street, inclusive of the speed hump to the north of Phillips Street but exclusive of the speed hump on Phillips Street to the west of Ben Boyd Road - as shown on the attached plan, after the affected properties are notified by letterbox delivery under the Black Spot program as per the approved project variation for construction in 2021/22.
2. **THAT** due to significant objections from the community, Council does not proceed with the proposed speed humps on Ben Boyd Road elsewhere between Yeo Street and Phillips Street.

5. **(4.4) Spofforth Street, Cremorne – Proposed Intersection Upgrades – Survey Results**

Report of Manager Traffic & Transport Operations, Michaela Kemp  
Council received representations from residents concerning traffic and pedestrian issues at the intersection of Spofforth Street and Rangers Road, Cremorne. The matter was raised at the Traffic Committee meeting on 23 November 2018. Subsequently, at the Council meeting on 10 December 2018 (Item EPS01 Min. 486) it was resolved:

1. **THAT** Council investigate the design for Spofforth Street shopping area including traffic calming, roundabouts, pedestrian access, public domain, landscaping and the current bus routes and location of stops.
2. **THAT** public consultation be undertaken regarding the proposed design.
3. **THAT** the Mayor consult with the Mayor of Mosman regarding cost sharing between the two Councils on this project.

The Traffic Committee will recall that the matter was raised on numerous occasions at subsequent Traffic Committee meetings, as has been subject to ongoing discussion between North Sydney Council, Mosman Council, Sydney Buses and Transport for NSW. The traffic study was extended to include the intersection of Spofforth Street and Holt Avenue at the request of Mosman Council and the Harrison Precinct Committee.

Most recently, on 12 June 2020, the Traffic Committee made the following recommendations which were subsequently adopted by Council at its meeting on 27 July 2020 (Item 7.1 Min. 35):

1. **THAT** the information concerning pedestrian safety on Spofforth Street be received.
2. **THAT** Council proceed with community consultation for Spofforth Street/Holt Avenue intersection once the concept plans are updated to reflect all the feedback from Council's Traffic Engineer, Mosman Council, Sydney Buses and North Sydney Traffic Committee for the following options:
  - a) Roundabout.

- b) *Kerb extensions.*
- c) *Refuge islands.*
- 3. **THAT** *Council proceed with community consultation for Spofforth Street/Rangers Road intersection once the concept plans are updated to reflect all the feedback from Council's Traffic Engineer, Mosman Council, Sydney Buses and North Sydney Traffic Committee for the following options:*
  - a) *Roundabout.*
  - b) *Traffic and pedestrian signals.*
  - c) *Re-alignment with optional Pedestrian Actuated Crossing.*
- 4. **THAT** *North Sydney Council immediately correspond with Mosman Council and Transport NSW (Sydney Buses) urging them to fast track removal/relocation of bus stop on the eastern side of Spofforth Street with aim of increasing parking and all relevant consultation and usage data be provided when available. The Traffic Committee requests this matter be considered by the Mosman Council Traffic Committee, and that the North Sydney Mayor be notified of when the matter will be considered.*
- 5. **THAT** *a short report on the usage patterns of bus stop on western side of Spofforth St (alighting and embarking) be provided to the Traffic Committee*
- 6. **THAT** *the Mayor attend the Mosman Traffic Committee meeting and subsequent Council meeting to address this matter.*
- 7. **THAT** *it be noted that the aim of this process in to increase the amount of parking.*

The full report to the 12 June 2020 Traffic Committee (Item 4.02) is available at [https://www.northsydney.nsw.gov.au/Council\\_Meetings/Meetings/Committees/Traffic\\_Committee/2020/12\\_June\\_2020](https://www.northsydney.nsw.gov.au/Council_Meetings/Meetings/Committees/Traffic_Committee/2020/12_June_2020)

Following Council's resolution of 27 July 2020, the design plans were updated to incorporate feedback received to date from Council's Traffic Engineer, Mosman Council, Sydney Buses and Transport for NSW. The amended plans were placed on public exhibition from 11 March 2021 to 11 April 2021.

This report outlines the work undertaken in response to the resolutions of the 27 July 2020 Council meeting and summarizes the feedback received the community engagement outcomes.

**Recommending:**

1. **THAT** the community engagement outcomes and the community preferences for the different options propose for the Spofforth Street intersection upgrades be received.
2. **THAT** a copy of this report be forwarded to Mosman Council, Sydney Buses, and Transport for NSW for their information and records.
3. **THAT** the proposals for Spofforth Street and Rangers Road be abandoned due to lack of support from Mosman Council.
4. **THAT** the proposals for Spofforth Street and Holt Avenue be deferred for up to 6 months until amended plans are supplied from Mosman Council for further consideration and discussion.
4. **THAT** Council approve the proposed pedestrian refuge and kerb-buildouts in Florence Street at Spofforth Street as per the attached plan with the following amendments, and detailed design and timing of construction dependent on cost estimate, availability of funding from the LATM Traffic Facilities budget and project priorities within the LATM Actions:
  - i) the existing Bus Stop 209052 to be retained (net gain of one parking space only)

- ii) a Stop sign to be incorporated on Florence Street at Spofforth Street.

**6. (4.5) Union Street, McMahons Point – Proposed traffic calming and pedestrian facilities options – Survey Results**

Report of Traffic & Transport Engineer, Iman Mohammadi

The issue of the speeding motorists and pedestrian facilities on Union Street between Euroka Street and Dumbarton Street included in the LATM Action Plans Zone 3 as a short-term priority. The matter was also raised at the 519th Traffic Committee held on 7 September 2018 and has been the subject of several reports to the Traffic Committee.

At its meeting on 7 February 2020, the Traffic Committee recommended, and Council subsequently resolved:

1. **THAT** based on the finding of the Road Safety Audit and safety issues stated in the report, installation of speed cushions not to proceed.
2. **THAT** other alternate treatments be investigated by Council's Traffic Engineer to resolve the speeding issues and report back to Traffic Committee."

The matter was further investigated by Council's Traffic Engineer for alternate solutions in Union Street. Three options were developed and affected properties were consulted between 1 April and 5 May 2021 with the three proposed options. This report details the outcomes of the community consultation.

**Recommending:**

1. **THAT** Council, as part of the 2021/22 LATM Program, installs a concrete median and kerb extension in Union Street at the bend near Euroka Street, upgrade the road line marking and retain the existing garden bed at Bank Street as shown in the attached plan (Option 3).

**7. (4.6) Berry Street at Pacific Highway – Proposed Raised Pedestrian Crossing**

Report of Manager Traffic & Transport Operations, Michaela Kemp

Over the past 8 years, Council has been actively raising the footpath at intersections for safety and aesthetic purposes. It is proposed to raise the existing pedestrian crossing at the intersection of Berry St and Pacific Highway as part of footpath and streetscape upgrades in the locality. A plan for the proposed upgrade is attached.

The crossing will be raised to footpath level similar to other sites completed in the CBD. The raised crossing has been designed in accordance with the Australian Standards, including minimum No Stopping distances on approach and departure of the crossing, and does not impact on existing street parking.

*Figure 1 Continuous footpath treatment Mount Street at Wheeler Lane*





Figure 2 Raised pedestrian crossing William Street at Mount Street



### CONSULTATION REQUIREMENTS

Consultation is not required

**Relates to ECM No:** N/A

**Precinct and Ward:** Edward/ Wollstonecraft

**Impact on Bicycles:** Nil

**Impact on Parking:** Nil

**Standard or Guideline Used:** AS1274.10

**Signs & Lines Priority:** N/A

**Impact on Pedestrians:** Raised crossing will improve sight lines for pedestrians using the crossing and encourage lower vehicle speeds approaching the crossing.

#### **Recommending:**

**1. THAT** Council construct a raised pedestrian crossing on Berry Street at Pacific Highway as shown in attached plan CS-01 under delegation of the Manager Traffic & Transport Operations.

### INFORMAL ITEMS FOR CONSIDERATION

#### **8. (5.1) Abandoned Vehicles and Unattended Boat Trailers Processed Report**

Report of Manager Ranger and Parking Services, Mark Richardson

Report of Abandoned Vehicles and Unattended Boat Trailers processed during the reporting period of 10 April 2021 to 21 May 2021.

Year to date (2021) Council had investigated 138 reports of abandoned vehicles.

Year to date (2021) Council processed 24 reports of unattended boat trailers.

#### **Recommending:**

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

#### **9. (5.2) Standing Item – Pedestrian Safety**

Report of Manager Traffic & Transport Operations, Michaela Kemp

At the 530<sup>th</sup> 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.

#### **Recommending:**

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

**10. (5.3) Standing Item – Blues Point Road – Vehicle Noise & Traffic Issues**

Report of Traffic & Transport Operations Manager, Michaela Kemp

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

A report was considered at the Traffic Committee meeting on 5 February 2021 where it was recommended, and Council subsequently resolved at its meeting on 22 February 2021 (in-part):

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.
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.
3. **THAT** Council request TfNSW install a speed camera in Blues Point Road between East Crescent Street and Blues Point Reserve.
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.
- 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.

**Update June 2021:**

Community consultation on the traffic calming (Resolution 1) will commenced 4 May 2021 until 1 June 2021.

A submission was made via the Safer Roads NSW website for a speed camera on Blues Point Road.

Council staff are investigating temporary CCTV options for Blues Point Road and will provide a further report to the Traffic Committee in due course.

**Recommending:**

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

**11. (5.4) Standing Item – Western Harbour Tunnel & Warringah Freeway Upgrade**

Report of Manager Traffic & Transport Operations, Michaela Kemp

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>

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](mailto:whtbl@transport.nsw.gov.au)

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

**Recommending:**

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

**LOCAL DEVELOPMENT ADVISORY COMMITTEE ITEMS  
FOR CONSIDERATION**

Nil.

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**NORTH SYDNEY COUNCIL****REPORT OF 539<sup>th</sup> TRAFFIC COMMITTEE**

**SUBJECT: PROCEEDINGS OF COMMITTEE AT MEETING HELD IN THE COUNCIL CHAMBERS, 200 MILLER STREET, NORTH SYDNEY, ON FRIDAY, 30 APRIL 2021 AT 10.00AM.**

**PRESENT**

Councillor Gibson in the Chair, Councillor Keen.

**Staff:** Michaela Kemp, Manager Traffic and Transport Operations  
Duncan Mitchell, Director Engineering and Property Services  
Iman Mohammedi, Traffic & Transport Engineer  
Elisabet Skogback, Team Leader Parking Services  
Josh Jongma, Governance Co-ordinator (minutes)  
Maria Coyne, Traffic Operations Officer

**Members:** Veronique Marchandean representing Felicity Wilson, Member for North Shore  
Sgt Ryan Edwards, North Shore Police  
Garvin Rutherford representing Gladys Berejiklian, Member for Willoughby  
Bikram Singh, Transport for New South Wales (online)

**Non-Voting Members:** Egwin Herbert, STA  
Lisa Forrest, Senior Electorate Officer representing Felicity Wilson, Member for North Shore

**Visitors:** Greg Hurst, Resident  
Felicity O'Brien, Resident  
Bernard Smith, Resident

**Apologies:** Nil

At the commencement of business (10.04 am) Councillors present were:  
Councillor Gibson in the Chair, Councillor Keen.

**38. Minutes**

The Minutes of the previous meeting held on 19 March 2021, copies of which had been previously circulated, were taken as read and confirmed.

The Motion was moved by Councillor Gibson and seconded by Garvin Rutherford

**Resolved to Recommend:**

1. **THAT** the Minutes of the previous meeting held on 19 March 2021, copies of which had been previously circulated, were taken as read and confirmed.

**MATTERS BROUGHT FORWARD****39. (4.3.1) The Boulevardde Cammeray**

Report of Manager Traffic and Transport Operations, Michaela Kemp  
Attached is a list of recommendations made for minor traffic investigations.

**Recommending:**

1. **THAT** Council raises no objection to the installation of safety mirrors behind the Council fence, adjacent to the driveway of 28 The Boulevardde, Cammeray subject to the full cost and future maintenance of the mirrors be borne by the property owner(s).
2. **THAT** a written statement shall be provided by the property owner(s) to accept full responsibilities for the use of the safety mirrors and any cost associated with the provision and future maintenance of the mirrors prior to installation.

Mr Hurst addressed the committee on this item.

The Motion was moved by Cr Gibson and seconded by Garvin Rutherford,

Voting was unanimous

**Resolved to Recommend:**

1. **THAT** Council raises no objection to the installation of safety mirrors behind the Council fence, adjacent to the driveway of 28 The Boulevardde, Cammeray subject to the full cost and future maintenance of the mirrors be borne by the property owner(s).
2. **THAT** a written statement shall be provided by the property owner(s) to accept full responsibilities for the use of the safety mirrors and any cost associated with the provision and future maintenance of the mirrors prior to installation.

**40. (5.4) Standing Item – Blues Point Road – Vehicle Noise & Traffic Issues**

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

A report was considered at the Traffic Committee meeting on 5 February 2021 where it was recommended, and Council subsequently resolved at its meeting on 22 February 2021 (in-part):

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.
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.
3. **THAT** Council request TfNSW install a speed camera in Blues Point Road between East Crescent Street and Blues Point Reserve.
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.

*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.*

**Update April 2021:**

It is anticipated that the community consultation on the traffic calming (Resolution 1) will commence in late April 2020.

submission was made via the Safer Roads NSW website for a speed camera on Blues Point Road.

Council staff are investigating temporary CCTV options for Blues Point Road and will provide a further report to the Traffic Committee in due course.

**Recommending:**

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

Ms O'Brien addressed the committee on this item.

There was discussion about the need for linemarking of the 4 angle parking bays, more lighting in the same vicinity, clearer and more effective signage such as bigger signs and less signs. A suggestion was made that 'No Parking' or 'No Stopping' markings be installed on the asphalt in front of the 4 angle parking spaces – this would be investigated if the bay linemarking is ineffective.

A Motion was moved by Councillor Gibson and seconded by Veronique Marchandau

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

**2. THAT** line marking be reinstated urgently to clearly delineate the 4 angle parking spots at the end of Blues Point Road.

**3. THAT** urgent investigation be undertaken to improve the lighting in the same vicinity at the end of Blues Point Road.

**4. THAT** signage at the end of Blues Point Road be reviewed with the aim to make it clearer and more effective.

**5. THAT** in response to residents concerns, Council fast-track the implementation of the 40KM/hr HPAAs initiatives to ensure traffic speed and calming on Blues Point Road can be addressed.

Voting was unanimous.

**Resolved to Recommend:**

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

**2. THAT** line marking be reinstated urgently to clearly delineate the 4 angle parking spots at the end of Blues Point Road.

**3. THAT** urgent investigation be undertaken to improve the lighting in the same vicinity at the end of Blues Point Road.

**4. THAT** signage at the end of Blues point Road be reviewed with the aim to make it clearer and more effective.

**5. THAT** in response to residents concerns, Council fast-track the implementation of the 40KM/hr HPAAs initiatives to ensure traffic speed and calming on Blues Point Road can be addressed.

**41. (4.2) Minor Parking Restrictions**

Report of Manager Traffic and Transport Operations, Michaela Kemp  
Attached is a list of recommendations made for changes in the parking restrictions.

**Recommending:**

1. **THAT** the recommendations made for changes in the parking restrictions be received.

A Motion was moved by Councillor Gibson and seconded by Veronique Marchandau

1. **THAT** in principle support be given to increasing the parking time limits in Princes Street, McMahons Point from 30 minutes to 1 hour.

2. **THAT** Council promptly conduct a survey of the intention to change the parking restrictions in Princes Street, McMahons Point.

Voting was unanimous

**Resolved to Recommend:**

1. **THAT** in principle support be given to increasing the parking time limits in Princes Street, McMahons Point from 30 minutes to 1 hour.

2. **THAT** Council promptly conduct a survey of the intention to change the parking restrictions in Princes Street, McMahons Point.

42. A Motion was moved by Councillor Keen and seconded by Ryan Edwards

1. **THAT** the recommendations made for changes in the parking restrictions be received.

Voting was unanimous

**Resolved to Recommend:**

1. **THAT** the recommendations made for changes in the parking restrictions be received.

43. **(7.4) Grosvenor Lane Traffic**

A discussion was had on traffic concerns in the area of Grosvenor Lane at the intersection with Young Street. It was requested that Council staff look at options for pavement markings and signage improvements for Grosvenor Lane at Young Street. The Mayor requested road safety banners be installed on the banner poles in Grosvenor Lane.

A Motion was moved by Councillor Gibson and seconded by Garvin Rutherford

1. **THAT** “end shared zone” signage in Grosvenor Lane be moved closer to Young Street and add “give way to pedestrian” signage.

2. **THAT** Council Staff review the current signage and options for increased safety measures.

**Resolved to Recommend:**

1. **THAT** “end shared zone” signage in Grosvenor Lane be moved closer to Young Street and add “give way to pedestrian” signage.

2. **THAT** Council Staff review the current signage and options for increased safety measures.

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**ITEMS FOR CONSIDERATION**

**44. (4.1) Delegated Authority**

Report of Manager Traffic and Transport Operations, Michaela Kemp

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.

**Recommending:**

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

Councillor Keen declared a non-significant and non-pecuniary interest in the matter as a member of the Neutral Bay Public School Council.

The Motion was moved by Councillor Keen and seconded by Ryan Edwards,

Voting was unanimous

**Resolved to Recommend:**

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

*Item 4.2 was brought forward in the Agenda (refer to page 19)*

**45. (4.3) Minor Traffic Investigations**

Report of Manager Traffic and Transport Operations, Michaela Kemp

Attached is a list of recommendations made for minor traffic investigations.

**Recommending:**

1. **THAT** the recommendations made for minor traffic investigations be received.

*Item 4.3.1 was brought forward in the Agenda (refer to page 18)*

The Motion was moved by Councillor Gibson and seconded by Garvin Rutherford,

Voting was unanimous

**Resolved to Recommend:**

1. **THAT** the recommendations made for minor traffic investigations be received.

**46. (4.4) Resident Parking Area 12 - Wollstonecraft and Waverton - Parking Restrictions Review**

Report of Parking Facilities Operations Officer, Tram Nguyen

At the North Sydney Traffic Committee meeting held on 22 November 2019, the Traffic Committee considered the survey results of a community consultation for Resident Parking Area 12 - Wollstonecraft and Waverton ([attached](#)). At the meeting, the following recommendations were made and subsequently adopted by Council:

1. **THAT** Council adopt the attached parking restriction recommendations for Crows Nest, Wollstonecraft, and Waverton Parking Area 12.
2. **THAT** Council notify the residents before installing the parking restriction changes in Crows Nest, Wollstonecraft, and Waverton Parking Area 12.
3. **THAT** the new parking restrictions be reviewed six (6) months after the date of installation in Crows Nest, Wollstonecraft, and Waverton Parking Area 12.

Installation of the new signage was delayed due to uncertainty around the effects of the COVID-19 pandemic. The new signs were subsequently installed in October 2020 and are therefore due for review.



**Recommending:**

1. **THAT** the parking restrictions installed in Resident Parking Area 12 - Wollstonecraft and Waverton in October 2020, remain.

The Motion was moved by Councillor Keen and seconded by Bikram Singh,

Voting was unanimous

**Resolved to Recommend:**

1. **THAT** the parking restrictions installed in Resident Parking Area 12 - Wollstonecraft and Waverton in October 2020, remain.

47. **(4.5) Resident Parking Area 13 - Wollstonecraft and Crows Nest - Parking Restrictions Review**

Report of Parking Facilities Operations Officer, Tram Nguyen

At the North Sydney Traffic Committee meeting held on 22 November 2019, the Traffic Committee considered the survey results of a community consultation for Resident Parking Area 13 - Wollstonecraft and Crows Nest ([attached](#)). At the meeting the following recommendations were made and subsequently adopted by Council:

1. **THAT** Council adopt the attached parking restriction recommendations for Wollstonecraft and Crows Nest Parking Area 13.
2. **THAT** Council notify the residents before installing the parking restriction changes in Wollstonecraft and Crows Nest Parking Area 13.
3. **THAT** the new parking restrictions be reviewed six (6) months after the date of installation in Wollstonecraft and Crows Nest Parking Area 13.

Installation of the new signage was delayed due to uncertainty around the effects of the COVID-19 pandemic. The new signs were subsequently installed in October 2020 and are therefore due for review.

**Recommending:**

1. **THAT** the parking restrictions installed in Resident Parking Area 13 - Wollstonecraft and Crows Nest in October 2020, remain.

The Motion was moved by Garvin Rutherford and seconded by Councillor Gibson,

Voting was unanimous

**Resolved to Recommend:**

1. **THAT** the parking restrictions installed in Resident Parking Area 13 - Wollstonecraft and Crows Nest in October 2020, remain.

48. **(4.6) Resident Parking Area 19 – Crows Nest - Parking Restrictions - 6 Month Review**

Report of Traffic and Transport Engineer, Iman Mohammadi

The Traffic Committee at its 529 meeting dated 22 November 2019 considered the survey results of a community consultation for Resident Parking Area 19 - Crows Nest. The following recommendations were made to the Traffic Committee which were subsequently resolved to recommend changes to some of the parking restrictions

1. **THAT** Council adopt the attached parking restriction recommendations for Crows Nest Parking Area 19 (East).
2. **THAT** Council notify the residents before installing the parking restriction changes.

3. *THAT the new parking restrictions be reviewed in three (3) months and again in six (6) months after the date of installation in Crows Nest Parking Area 19.*
4. *THAT Council installs the statutory 10m “No Stopping” restrictions adjacent to the new residential parking zone at the intersections that lack this restriction.*

The detailed report to the Traffic Committee with the outcomes and list of changes can be accessed through the following link - [Report to Traffic Committee 22/11/2019](#). Council delayed implementation of these parking changes while restrictive COVID-19 public health orders were in place. As the public health orders are progressively relaxed and more people return to workplaces, Council recommenced implementation of the adopted parking changes and a notification was distributed to affected properties on 14 October 2020.

Therefore, the new signage is now due for review.

**Recommending:**

1. **THAT** the parking restrictions installed in Resident Parking Area 19 - Crows Nest in October 2020, remain.

The Motion was moved by Councillor Gibson and seconded by Veronique Marchandeaou,

Voting was unanimous

**Resolved to Recommend:**

1. **THAT** the parking restrictions installed in Resident Parking Area 19 - Crows Nest in October 2020, remain.

**49. (4.7) New Car Share Applications - Consultation Outcomes, April 2021**

Report of Sustainable Transport Project Coordinator, Lindsay Menday

Car Share operator ‘Goget’ applied for three (3) new dedicated car share spaces, one in each of Earle Street, Grasmere Road and Gilles Street. This report provides detail of the consultation outcomes on the applications.

The spaces proposed do not conflict with any key technical standards or guidelines, however submissions indicated mixed views within the community and a low total number of supporting submissions. Given that car share service already operates within these areas, the consultation outcomes did not provide a definitive indication of additional need in these areas.

This report recommends that one of the spaces be refused and the other two be deferred pending evidence from the operator that surplus demand exists at the sites proposed.

Communications from Goget during the application process also indicated that a vehicle is already located near the proposed locations in unrestricted parking areas. As community members have not been able to comment on this vehicle placements via the formal consultation process this report recommends that Council write to Goget seeking that these vehicles, and any similar other, be removed pending a formal application and approvals process.

**Recommending:**

1. **THAT** a Car Share space is not installed in Gilles Street given that consultation did not confirm demand within the community.
2. **THAT** the consideration of the new car share spaces in Earle Street and Grasmere Road be deferred pending further evidence (as set out in Attachment 1 of this report) that there is sufficient demand in the locations.
3. **THAT** Council write to Goget seeking removal of any vehicles that are on Council land which have not been endorsed by Council.

The Motion was moved by Garvin Rutherford and seconded by Councillor Gibson,

Voting was unanimous

**Resolved to Recommend:**

1. **THAT** a Car Share space is not installed in Gilles Street given that consultation did not confirm demand within the community.
2. **THAT** the consideration of the new car share spaces in Earle Street and Grasmere Road be deferred pending further evidence (as set out in Attachment 1 of this report) that there is sufficient demand in the locations.
3. **THAT** Council write to Goget seeking removal of any vehicles that are on Council land which have not been endorsed by Council.

**50. (4.8) Change to Traffic Committee meeting dates for 2021**

Report of Manager Traffic & Transport Operations, Michaela Kemp

At its meeting on 27 November 2020 the Traffic Committee made the following recommendation, which was subsequently adopted by Council at its meeting on 22 February 2021:

*1. THAT the proposed North Sydney Traffic Committee meeting dates for 2021 be received, with an amendment that the 3 September meeting be held prior to pre polling for the Local Government elections.*

As pre-polling for the elections starts on Sunday 22 August, the latest date for a rescheduled Committee meeting would be Friday 20 August 2021.

The proposed meeting dates including the amendment is provided in the table below.

<u>NORTH SYDNEY TRAFFIC COMMITTEE 2021</u>	
Traffic Committee Agenda Closing Date	Traffic Committee Meeting Dates
11 January 2021	5 February 2021
22 February 2021	19 March 2021
5 April 2021	30 April 2021
17 May 2021	11 June 2021
28 June 2021	23 July 2021
<del>9 August 2021</del>	<del>3 September 2021</del>
16 July 2021	20 August 2021
20 September 2021	15 October 2021
1 November 2021	26 November 2021

**Recommending:**

1. **THAT** the proposed amended North Sydney Traffic Committee meeting dates for 2021 be received.

The Motion was moved by Councillor Keen and seconded by Ryan Edwards,

Voting was unanimous

**Resolved to Recommend:**

1. **THAT** the proposed amended North Sydney Traffic Committee meeting dates for 2021 be received.

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**INFORMAL ITEMS FOR CONSIDERATION****51. (5.1) Abandoned Vehicles and Unattended Boat Trailers Processed Report**

Report of Manager Ranger and Parking Services, Mark Richardson

Report of Abandoned Vehicles and Unattended Boat Trailers processed during the reporting period of 27 February 2021 to 9 April 2021.

Year to date (2021) Council had investigated 97 reports of abandoned vehicles.

Year to date (2021) Council processed 16 reports of unattended boat trailers.

**Recommending:**

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

The Motion was moved by Veronique Marchandean and seconded by Ryan Edwards,

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

Voting was unanimous

**Resolved to Recommend:**

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

**52. (5.2) Standing Item - Military Road B-Line**

Report of Manager Traffic & Transport Operations, Michaela Kemp

At the Traffic Committee meeting on 3 May 2019 it was agreed to add a standing item for each future traffic committee agenda with regard to B-Line, including matters concerning off-set parking arrangements due to parking losses along Military Road, and general traffic and parking matters that arise.

The table overleaf outlines the status of current traffic and parking matters relating to B-Line.

**Recommending:**

**1. THAT** the information concerning Standing Item - Military Road B-Line be received.

A Motion was moved by Councillor Gibson and seconded by Veronique Marchandean,

**1. THAT** the information concerning Standing Item - Military Road B-Line be received.

**2. THAT** the standing item on pedestrian traffic signals (Item 20/03) be moved within 5.3 Standing Item – Pedestrian Safety and the standing item on Military Road B-Line be removed as a standing item.

Voting was unanimous

**Resolved to Recommend:**

**1. THAT** the information concerning Standing Item - Military Road B-Line be received.

**2. THAT** the standing item on pedestrian traffic signals (Item 20/03) be moved within 5.3 Standing Item – Pedestrian Safety and the standing item on Military Road B-Line be removed as a standing item.

**53. (5.3) Standing Item – Pedestrian Safety**

Report of Manager Traffic & Transport Operations, Michaela Kemp

At the 530<sup>th</sup> 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.

**Recommending:**

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

Councillor Keen made a declaration of a non-significant and non-pecuniary interest as a member of the Neutral Bay Public School, Council.

Bikram Singh provided an update on projects by TfNSW that will improve safety in the LGA including proposed fencing at on the triangular island at Military and Falcon Street opposite the Watson Street bus interchange. The other project is the installation of a pedestrian crossing signal on Palmer Street at Miller Street.

A Motion was moved by Councillor Gibson,

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

**2. THAT** updates be provided in future reports in the Standing Item – Pedestrian Safety relating to decisions under General Business, including Grosvenor Lane.

**3. THAT** the gaps in the fences on Military Road near Young Street Plaza be closed promptly with appropriate safety fencing.

Voting was unanimous

**Resolved to Recommend:**

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

**2. THAT** updates be provided in future reports in the Standing Item – Pedestrian Safety relating to decisions under General Business, including Grosvenor Lane.

**3. THAT** the gaps in the fences on Military Road near Young Street Plaza be closed promptly with appropriate safety fencing.

*Item 5.4 was brought forward in the Agenda (refer to page 20)*

**GENERAL BUSINESS****(7.1) Amherst Street and Miller Street**

This matter has been referred to TfNSW for review.

**(7.2) Merlin Street and Military Road – Do Not Queue Across Intersection**

This matter has been referred to TfNSW for review.

**(7.3) 8 Webb Street**

Veronique Marchandau requested discussion on removing a parking space at 8 Webb Street. It was noted that this should be expedited for safety reasons and ensuring emergency services access.

*Item 7.4 was brought forward in the Agenda (refer to page 20).*

The meeting closed at 10.52pm.

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**CHAIRPERSON**

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**GENERAL MANAGER**

**Item 4.1 - Traffic - 11/06/21**

N O R T H S Y D N E Y C O U N C I L R E P O R T S



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**To the General Manager**

**Attach:** 1. List of Items

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**SUBJECT:** (4.1) Delegated Authority

**AUTHOR:** Report of Manager Traffic and Transport Operations, Michaela Kemp

**DESCRIPTION/SUBJECT MATTER:**

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

**RECOMMENDATION:**

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

**APPROVAL FOR PROJECTS UNDER  
DELEGATED AUTHORITY TO THE TRAFFIC & TRANSPORT OPERATIONS MANAGER  
540<sup>th</sup> TRAFFIC COMMITTEE – 11 JUNE 2021**

No.	Street	Location	Precinct, Ward, Electorate	Issue	Recommendation	Appr	Date	ECM	Comments
<b>Resident Parking</b>									
Nil									
<b>Temporary Road Closures</b>									
21-040	Yeo Lane, Neutral Bay	Cremorne Synagogue, between Yeo Street and Olive Street	Neutral, Victoria,  North Shore Electorate	Temporary Road Closure	<b>1. THAT</b> Council raises no objection to the closing of Yeo Lane between Yeo Street and Olive Street for ANZAC day Memorial Service between 7am and 2pm on Saturday 24 April 2021, subject to Police approval, TfNSW approval, appropriate public liability insurance, and the event being undertaken in accordance with AS 1742.3 and the RMS's Traffic Control at Work Sites.	Yes	22/4/21	N/A	
21/047	Little Walker Street, North Sydney	90 Arthur Street, between Mount Street and Pacific Highway	CBD, Wollston ecraft,  North Shore Electorate	Temporary Road Closure	<b>1. THAT</b> Council raise no objection to the temporary road closure of Little Walker St, site address being 90 Arthur St, North Sydney between Mount St and Pacific Hwy for 30.05.21, for the purpose of lifting air conditioning units onto the roof, 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. <b>2. THAT</b> should Council receive an application for an extension or	Yes	28/4/21	8485446	



No.	Street	Location	Precinct, Ward, Electorate	Issue	Recommendation	Appr	Date	ECM	Comments
					alternative date/s to carry out these works due to inclement weather or operational delays, that application be approved, subject to Police Permit approval.				
21-056	Broughton Street, Kirribilli	Harbour Bridge, between Pitt Street and Fitzroy Street	Bradfield, Victoria,  North Shore Electorate	Temporary Road Closure	<p><b>1. THAT</b> Council raise no objection to the temporary road closure of Broughton St, Milsons Point between Fitzroy St and Pitt St for 03.06.21, from 12am-5am for the purpose of crane works on the harbour bridge, as per the submitted application and council's standard road closure conditions. Approval is subject to managed access to all affected properties and the applicant notifying all affected residents/tenants as per Council's standard conditions of approval.</p> <p><b>2. THAT</b> 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	12/5/21	8501891	
21-060	Yeo Lane, Neutral Bay	Cremorne Synagogue, between Yeo Street and Olive Street	Neutral, Victoria,  North Shore Electorate	Temporary Road Closure	<p><b>1. THAT</b> Council raise no objection to the temporary closure of Yeo Lane, Neutral Bay, for a procession as per the submitted Traffic Control Plan, subject to Council's standard conditions of closure including the applicant providing copies of NSW Police Permit and notification to affected properties.</p>	Yes	18/5/21	N/A	

No.	Street	Location	Precinct, Ward, Electorate	Issue	Recommendation	Appr	Date	ECM	Comments
<b>Special Use Zones</b>									
21-043	Bellevue Street, Cammeray	139 Bellevue Street, between Pine Street and Palmer Street	Plateau, Tunks,  Willough by Electorate	Works Zone	<b>1. THAT</b> 8 metres of 2 P 8.30am-6.00pm Mon-Fri Permit Holders Excepted Area 18 parking be converted to 8 metres of Works Zone 7am-5pm Mon-Fri 8am-1pm Sat as shown on the attached plan, subject to the attached conditions and for an initial period of 4 weeks.	Yes	30/4/21	8435572	
21-044	Thrupp Street, Neutral Bay	22 Thrupp Street. Between Raymond Street and Harriette Street	Neutral, Victoria,  North Shore Electorate	Works Zone	<b>1. THAT</b> 9 metres of unrestricted parking be converted to 9 metres of Works Zone 7am-5pm Mon-Fri 8am-1pm Sat as shown on the attached plan, subject to the attached conditions and for an initial period of 16 weeks.	Yes	6/5/21	8455405	
21-045	Waruda Street, Kirribilli	3 Waruda Street,	Bradfield, Victoria  North Shore Electorate	Works Zone	<b>1. THAT</b> 12 metres of 2 P 8.30am – 10.00pm Mon- Sun Permit Holders Excepted Area 4 parking 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 and for an initial period of 22 weeks.	Yes	15/3/21	8253684	



No.	Street	Location	Precinct, Ward, Electorate	Issue	Recommendation	Appr	Date	ECM	Comments
<b>Signs Across Driveways</b>									
21-038	Cammeray Road, Cammeray	68 Cammeray Road,	Bay, Tunks,  Willough by Electorate	Driveway Line Marking	<b>1. THAT</b> Council install driveway line markings across the driveway to no. 68 Cammeray Road, Cammeray.	Yes	16/4/21	8464822	
21-048	Brightmore Street, Cremorne	53 Brightmore Street	Brightmore, Tunks,  Willough by Electorate	Driveway Line Marking	<b>1. THAT</b> Council install driveway line markings 0.5m from the layback, across the driveway to no. 53 Brightmore Street, Cremorne.	Yes	10/52/21	8483062	
21-051	Morton Street, Wollstonecraft	33 Morton Street	Wollstonecraft, Wollstonecraft,  North Shore Electorate	Driveway Line Marking	<b>1. THAT</b> Council install a driveway line marking on the southern side of the driveway to property no. 33 Morton Street, Wollstonecraft.	Yes	6/5/21	8494348	
<b>Warning Signs</b>									
Nil									
<b>Construction Management Plan</b>									

No.	Street	Location	Precinct, Ward, Electorate	Issue	Recommendation	Appr	Date	ECM	Comments
21-036	Blue Street, North Sydney	2-4 Blue Street	CBD, Wollston ecraft,  North Shore Electorate	Addendum CTMP	<p><b>1. THAT</b> the traffic aspects of the Construction Traffic Management Plan prepared by “ptc” Pty Ltd dated 1 April 2021, for Development application 47/20 at 2-4 Blue Street, North Sydney be approved subject to the conditions of approval.</p> <p><b>2. THAT</b> the proposed Work Zones as described in this CTMP (OPTION 2) are approved with the same conditions pending lodgement of a Work zone application and payment of all applicable fees. The work zone hours must reflect the DA approved hours.</p>	No		N/A	Both the Police and TfNSW objected to this CTMP
21-039	Parker Street, McMahons Point	3 Parker Street	Lavender Bay, Wollston ecraft,  North Shore Electorate	CTMP	<p><b>1. THAT</b> the traffic aspects of the Construction Traffic Management Plan prepared by “ttpa” dated April 2021, issue C, for Development at 3 Parker St, McMahons Point be approved subject to the conditions of approval.</p> <p><b>2. THAT</b> the proposed Work Zones as described in this CTMP are approved with the same conditions pending lodgement of a Work zone application and payment of all applicable fees. The work zone hours must reflect the DA approved hours.</p>	Yes	20/4/21	N/A	

No.	Street	Location	Precinct, Ward, Electorate	Issue	Recommendation	Appr	Date	ECM	Comments
21-041	2-4 Blue Street, North Sydney	2-4 Blue Street	CBD, Wollstonecraft, North Shore Electorate	Addendum CTMP – Construction Only	<p><b>1. THAT</b> the traffic aspects of the Construction Traffic Management Plan for Construction Stage Only, prepared by “ptc” Pty Ltd dated 26 April 2021, for Development application 47/20 at 2-4 Blue Street, North Sydney be approved subject to the conditions of approval.</p> <p><b>2. THAT</b> the proposed Work Zones as described in this CTMP (OPTION 2) are approved with the same conditions pending lodgement of a Work zone application and payment of all applicable fees. The work zone hours must reflect the DA approved hours.</p>	Yes	11/5/21	N/A	
21-042	Elizabeth Plaza, North Sydney	1 Elizabeth Plaza	CBD, Wollstonecraft, North Shore Electorate	CTMP	<p><b>1. THAT</b> the traffic aspects of the Construction Traffic Management Plan prepared by “Big Joes Group Pty Ltd”, for Development at 1 Elizabeth Plaza North Sydney be approved subject to the conditions of approval.</p>		28/4/21	N/A	
21-057	West Street, Crows Nest	173 West Street	Registry, Tunks, Willoughby Electorate	CTMP	<p><b>1. THAT</b> the traffic aspects of the Construction Traffic Management Plan prepared by “Hemanote Consultants” dated 7 May 2021, for Development Application 270/19 at 173 West St, Crows Nest be approved subject to the conditions of approval.</p>		14/5/21	N/A	

No.	Street	Location	Precinct, Ward, Electorate	Issue	Recommendation	Appr	Date	ECM	Comments
<b>Australian Road Rules Compliance Signs</b>									
21-037	Oxley Street, Crows Nest	At the intersection of Pacific Highway	Holtermann, Tunks, North Shore Electorate	3 spaces shorter than AS requirements and longer vehicles using the spaces. Sight distance at the intersection also affected due to No Stopping at less than 10m mandatory distance.	<b>1. THAT</b> Council modifies the existing parking arrangement on Oxley Street to bring the area in line with Australia Standards, including removing a parking bay and relocating a No-Stopping and 2P Meter sign as shown on the proposed plan.	Yes	20/4/21	N/A	
<b>Traffic Facilities</b>									
21-049	Ben Boyd Road, Neutral Bay	At Hardie Street	Neutral, Victoria, North Shore Electorate	Installation of Raised Pedestrian Crossing	<b>1. THAT</b> Council convert the existing marked foot crossing on Ben Boyd Road at Hardie Street to a raised pedestrian crossing, after the affected properties are notified by letterbox delivery.	Yes	17/5/21	N/A	
21-050	Clark Road, North Sydney	At Margaret Street	Anderson, Victoria, North Shore Electorate	Installation of Raised Pedestrian Crossing	<b>1. THAT</b> Council convert the existing marked foot crossing on Clark Road at Margaret Street to a raised pedestrian crossing, after the affected properties are notified by letterbox delivery.	Yes	17/5/21	N/A	

No.	Street	Location	Precinct, Ward, Electorate	Issue	Recommendation	Appr	Date	ECM	Comments
21-052	Morton Street, Wollstonecraft	At Hazelbank Road	Waverton /Edward/ Wollstonecraft, Wollstonecraft,  North Shore Electorate	Installation of Raised Pedestrian Crossing and Refuge Island	<b>1. THAT</b> Council re-design the intersection to include raised pedestrian crossings on the northern and eastern legs of Hazelbank Road and Morton Street and refuge islands on the southern and western sides of intersection.	Yes	6/5/21	N/A	
<b>Council Decisions</b>									
21-022	Grasmere Road and Young street, Cremorne	Intersection of Grasmere Road and Young Street	Registry, Tunks,  Willoughby Electorate	Change Priority of traffic flow	<b>1. THAT</b> Council construct the priority change at the intersection between Grasmere Road and Young Street as shown on the attached civil plans.	Yes	6/5/21	N/A	



**Item 4.2 - Traffic - 11/06/21**

N O R T H S Y D N E Y C O U N C I L R E P O R T S



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**To the General Manager**

**Attach:** 1. List of Recommendations

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**SUBJECT:** (4.2) Minor Traffic Investigations

**AUTHOR:** Report of Manager Traffic and Transport Operations, Michaela Kemp

**DESCRIPTION/SUBJECT MATTER:**

Attached is a list of recommendations made for minor traffic investigations.

**RECOMMENDATION:**

1. **THAT** the recommendations made for minor traffic investigations be received.

**MINOR TRAFFIC INVESTIGATIONS**  
**540th TRAFFIC COMMITTEE - 11 JUNE 2021**

	Street/ Location	Precinct, Ward,	Issue/ Request	Investigation	Recommendation	Signs & Lines Priority	Standard/ Guideline	ECM
1	Shirley Road at Newlands Street roundabout, Wollstonecraft	Wollstonecraft, Wollstonecraft	<p>Council received correspondence from a resident of Sinclair Street, Wollstonecraft, requesting for the intersection of Shirley Road and Newlands Street to be redesigned to provide safe pedestrian access at the roundabout especially at the north-western leg.</p> <p>The resident has suggested construction of kerb build outs on the north western side, as well as speed cushions at the entry of the roundabout to slow down cars entering the roundabout. In addition, it is suggested to install pedestrian crossings at all four legs of this intersection.</p>	<p>Investigation and site visit revealed that travel lanes at the entrance to the intersection are wide (approx. 5-6m wide) at all four legs. There are no physical barriers to slow vehicles on approach to the roundabout and as such vehicles continue traveling through the roundabout at speed without slowing down.</p> <p>It is also noted that there is a bus route in Shirley Rd, east-west direction and south-east direction, left turn from Shirley Rd onto Newlands street. This bus route will be considered for any treatments/proposals.</p> <p>Newlands St and Belmont Ave have steep grade and an incline in approach to the roundabout.</p> <p>An action has been added to the LATM Action Plans to redesign the intersection to improve pedestrian safety.</p>	<p><b>1. THAT</b> the information concerning pedestrian safety at the intersection of Shirley Rd and Newlands be received.</p>	NA	AS.1742.10	8438074 8438134 (IM)
2	Thrupp Street, Neutral Bay – between Aubin Street and Kurraba Road	Hayes, Victoria	<p>Council received representations from residents of Thrupp Street requesting the street be converted to one-way due to increased traffic from construction sites and anticipated from future developments. At the Traffic Committee meeting on 19 March 2021 it was recommended that the matter be deferred to a site meeting.</p>	<p>A site meeting was held and attended by the Mayor, Cr Keen, Council staff and residents on 3 May 2021. The residents presented stated that the road was closed on occasions during construction works during the previous traffic count period. Therefore, it was agreed to undertake additional counts.</p> <p>The residents present raised concerns about vehicle speeds, pedestrian safety, difficulty passing opposing traffic and rat-running, and suggested the street be converted to one-way southbound between Aubin Street and</p>	<p><b>1. THAT</b> the information be received, and the traffic count data be tabled at the Traffic Committee meeting for discussion</p>	N/A	AS1742.13	8275244 8386980 (MK)

	Street/ Location	Precinct, Ward,	Issue/ Request	Investigation	Recommendation	Signs & Lines Priority	Standard/ Guideline	ECM
				<p>Kurraba Road or alternatively closed off at Aubin Street.</p> <p>The new counters were installed on 21 May and the results will be tabled at the Traffic Committee meeting.</p>				

## Item 4.3 - Traffic - 11/06/21



## N O R T H S Y D N E Y C O U N C I L R E P O R T S

## To the General Manager

**Attach:** 1. Traffic Committee Report  
19 March 2021

**SUBJECT:** (4.3) Ben Boyd Road, Neutral Bay – Proposed Traffic Calming – Survey Results (Resubmitted)

**AUTHOR:** Report of Manager Traffic & Transport Operations, Michaela Kemp

**DESCRIPTION/SUBJECT MATTER:**

Council was successful in gaining funding under the 2020/21 Australian Government Black Spot Program to install speed humps along Ben Boyd Road between Yeo Street and Kurraba Road to improve traffic and pedestrian safety.

Council undertook community consultation with affected properties on the proposed speed humps between 6 November 2020 to 6 December 2020. The outcomes of the community consultation were reported to the Traffic Committee meeting on 19 March 2021. A copy of the full report is attached and also available at <https://www.northsydney.nsw.gov.au/CouncilMeetings/Meetings/Committees/TrafficCommittee/2021/19March2021>

Based on the community feedback and analysis of crash history and traffic count data, Council's Traffic & Transport Engineer recommended:

- 1. THAT** Council, as part of the 2020/21 Black Spot program, constructs speed humps along Ben Boyd Road between Kurraba Road and Phillips Street, inclusive of the speed hump to the north of Phillips Street but exclusive of the speed hump on Phillips Street to the west of Ben Boyd Road - as shown on the attached plan, after the affected properties are notified by letterbox delivery.
- 2. THAT** due to significant objections from the community, Council does not proceed with the proposed speed humps on Ben Boyd Road elsewhere between Yeo Street and Phillips Street.

At its meeting on 19 March 2021, the Traffic Committee resolved to recommend:

- 1. THAT** Council applies to Transport for NSW for a scope variation for the Black Spot funding to prioritise the upgrade of the existing pedestrian crossing on Ben Boyd Road near Hardie Street.
- 2. THAT** due to significant objections from the community, Council does not proceed with the proposed speed humps on Ben Boyd Road.

The recommendations of the Traffic Committee were considered at the Council meeting on 26 April 2021, where Council subsequently resolved (Item 7.2 Min. 59):

- 1. THAT** the matter of speed humps on Ben Boyd Road be deferred to the next Traffic Committee meeting in June 2021.
- 2. THAT** the submitters in this matter be notified

Report of Manager Traffic & Transport Operations, Michaela Kemp  
Re: Ben Boyd Road, Neutral Bay – Proposed Traffic Calming – Survey Results  
(Resubmitted)

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(2)

The previous report is attached for re-consideration of the Traffic Committee, and the financial and program implications are summarised in this report.

**RECOMMENDATION:**

**1. THAT** Council constructs speed humps along Ben Boyd Road between Kurraba Road and Phillips Street, inclusive of the speed hump to the north of Phillips Street but exclusive of the speed hump on Phillips Street to the west of Ben Boyd Road - as shown on the attached plan, after the affected properties are notified by letterbox delivery under the Black Spot program as per the approved project variation for construction in 2021/22.

**2. THAT** due to significant objections from the community, Council does not proceed with the proposed speed humps on Ben Boyd Road elsewhere between Yeo Street and Phillips Street.

## FINANCIAL AND PROGRAM IMPLICATIONS

This project is fully funded by the State Government under the 2020/21 Australian Government Black Spot Program and the NSW Government Safer Roads Program. The funding is for a maximum of \$150,000 with completion deadline of 30 June 2021. Due to the delays encountered to date in Council's determination of this matter, it is not possible that Council will complete the construction of the works by the 30 June 2021 deadline. In anticipation of a determination, a scope and time variation request has been submitted to TfNSW for the reduced scope as recommended in this report, and a time extension to 31 August 2021. This was approved by TfNSW on 28 May 2021.

*Table 1 Ben Boyd Road - speed humps – indicative program*

Key Milestone	Dates
Council consideration of Traffic Committee Recommendation – Ordinary Council Meeting	28 June 2021
Procurement of construction contractor	30 June 2021 to 31 July 2021
Construction	1 August 2021 to 31 August 2021

The exhibited scheme would use full width rubber speed cushions to meet the grant budget. If the number of devices is reduced to the scope recommended by staff, Council may be able to install more durable asphalt raised thresholds up to a total cost of \$150,000.

With regard to the Traffic Committee's previous recommendation to apply to TfNSW for a scope variation to transfer these funds to prioritise the upgrade of the existing pedestrian crossing on Ben Boyd Road near Hardie Street, it should be noted that subsequent to the Traffic Committee meeting on 19 March 2021, Council received confirmation that the Ben Boyd Road/Hardie Street pedestrian crossing upgrade was successful under a separate funding application through the Federal Government Stimulus Road Safety Program (School Zone Infrastructure) in 2020/21. This project is on track for completion in 2020/21. Refer to Standing Item Report 5.3 – Pedestrian Safety – Item 21/03 for further information. Therefore, the scope variation as suggested by the Traffic Committee is not necessary.

## CONSULTATION REQUIREMENTS

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

**Relates to ECM No:** 8496045

**Standard or Guideline Used:** AS1742.13

**Signs & Lines Priority:** N/A

**Precinct and Ward:** Hayes/ Neutral; Victoria

**Impact on Bicycles:** Proposed speed humps may impact cyclist when traveling over the full width humps at sharp bends and steep sections of Ben Boyd Road

**Impact on Pedestrians:** Slower vehicle speeds may increase pedestrian safety

**Impact on Parking:** Proposed speed humps will not impact on the on-street parking spaces

## **DETAIL**

Community consultation took place from 6 November 2020 until 6 December 2020. Approximately 896 questionnaires were sent to properties in the surrounding area, Hayes and Neutral Precinct committees, and the survey was available online through Council's 'Have Your Say' webpage. A total of 139 responses (15.5% response rate) were received. Of the responses 94 (67%) were within the survey area and 45 (32%) were from outside the survey area.

The results indicate a moderately high level of community resistance to the installation of the speed humps (33.1% support, 66.2% objection and 0.7% no answer). The survey results, community feedback, crash analysis and speed analysis are detailed in the report to the [19 March 2021 Traffic Committee – Item 4.4](#)

The report to the March 2021 Traffic Committee noted that although most respondents do not support the proposal, there was a fair level (about 62.5%) of support from properties fronting Ben Boyd Road between Kurraba Road and Phillips Street. This section is also where most crashes have occurred, and the section of the street experiencing the highest traffic speeds.

It is therefore recommended that Council proceeds with construction of the proposed speed humps along Ben Boyd Road between Kurraba Road and Phillips Street, inclusive of the speed hump to the north of Phillips Street but exclusive of the speed hump on Phillips Street to the west of Ben Boyd Road. Due to significant objections from the community it is recommended that Council does not proceed with the proposed speed humps on Ben Boyd Road elsewhere between Yeo Street and Phillips Street.

A plan of the proposed amended scope is provided overpage.

### PROPOSED TRAFFIC CALMING ARRANGEMENT





**DECISION OF 3743<sup>rd</sup> COUNCIL MEETING  
HELD ON MONDAY 26 APRIL 2021**

**7.2 Traffic Committee Minutes - 19 March 2021**

**(4.4) Ben Boyd Road Proposed Traffic Calming – Survey Results**

Report of Traffic & Transport Engineer, Nathan Wu

Council has been successful in gaining funding under the 2020/21 Australian Government Black Spot Program to install speed humps along Ben Boyd Road between Yeo Street and Kurraba Road to improve traffic and pedestrian safety.

The proposed speed humps will extend to the full width of the road to prevent vehicles attempting to avoid the device by travelling through the gaps or onto the wrong side of the road. A concept plan of the proposal is enclosed.

Community consultation took place from 6 November 2020 until 6 December 2020. Approximately 896 questionnaires were sent to properties in the surrounding area, Hayes and Neutral Precinct committees, and the survey was available online through Council's 'Have Your Say' webpage. A total of 139 responses (15.5% response rate) were received.

The results indicate a moderately high level of community resistance to the installation of the speed humps (33.1% support, 66.2% objection and 0.7% no answer).

**Recommending**

**1. THAT** Council, as part of the 2020/21 Black Spot program, constructs speed humps along Ben Boyd Road between Kurraba Road and Phillips Street, inclusive of the speed hump to the north of Phillips Street but exclusive of the speed hump on Phillips Street to the west of Ben Boyd Road - as shown on the attached plan, after the affected properties are notified by letterbox delivery.

**2. THAT** due to significant objections from the community, Council does not proceed with the proposed speed humps on Ben Boyd Road elsewhere between Yeo Street and Phillips Street.

A Motion was moved by Councillor Gibson and seconded by Veronique Marchandeanu,

**1. THAT** Council applies to Transport for NSW for a scope variation for the Black Spot funding to prioritise the upgrade of the existing pedestrian crossing on Ben Boyd Road near Hardie Street.

**2. THAT** due to significant objections from the community, Council does not proceed with the proposed speed humps on Ben Boyd Road.

Voting was unanimous

**Resolved to Recommend:**

**1. THAT** Council applies to Transport for NSW for a scope variation for the Black Spot funding to prioritise the upgrade of the existing pedestrian crossing on Ben Boyd Road near Hardie Street.

**2. THAT** due to significant objections from the community, Council does not proceed with the proposed speed humps on Ben Boyd Road.

A Motion was moved by Councillor Baker and seconded by Councillor Keen.

**1. THAT** due to significant objections from the community, Council does not proceed with the proposed speed humps on Ben Boyd Road. (4.4)

An Amendment was moved by Councillor Gibson and seconded by Councillor Gunning

**1. THAT** the matter of speed humps on Ben Boyd Road be deferred to the next Traffic Committee meeting in June 2021.

**2. THAT** the submitters in this matter be notified.

The Amendment was put and **Carried**.

Voting was as follows:

For: Councillor Gibson, Councillor Keen, Councillor Brodie, Councillor Carr, Councillor Barbour, Councillor Drummond, Councillor Gunning, Councillor Mutton, Councillor Baker

Against: nil

Absent: Councillor Beregi The Amendment became the Motion which was put and Carried.

Voting was as follows:

For/Against 9 / 0

For: Councillor Gibson, Councillor Keen, Councillor Brodie, Councillor Carr, Councillor Barbour, Councillor Drummond, Councillor Gunning, Councillor Mutton, Councillor Baker

Against: nil

Absent: Councillor Beregi

**59. RESOLVED:**

**1. THAT** the matter of speed humps on Ben Boyd Road be deferred to the next Traffic Committee meeting in June 2021.

**2. THAT** the submitters in this matter be notified

**Item 4.4 - Traffic - 19/03/21**N O R T H S Y D N E Y C O U N C I L R E P O R T S

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**To the General Manager****Attach:** 1. Concept Plan  
2. Survey Area Map

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**SUBJECT:** (4.4) Ben Boyd Road Proposed Traffic Calming - Survey Results**AUTHOR:** Report of Traffic & Transport Engineer, Nathan Wu**DESCRIPTION/SUBJECT MATTER:**

Council has been successful in gaining funding under the 2020/21 Australian Government Black Spot Program to install speed humps along Ben Boyd Road between Yeo Street and Kurraba Road to improve traffic and pedestrian safety.

The proposed speed humps will extend to the full width of the road to prevent vehicles attempting to avoid the device by travelling through the gaps or onto the wrong side of the road. A concept plan of the proposal is enclosed.

Community consultation took place from 6 November 2020 until 6 December 2020. Approximately 896 questionnaires were sent to properties in the surrounding area, Hayes and Neutral Precinct committees, and the survey was available online through Council's 'Have Your Say' webpage. A total of 139 responses (15.5% response rate) were received.

The results indicate a moderately high level of community resistance to the installation of the speed humps (33.1% support, 66.2% objection and 0.7% no answer).

**RECOMMENDATION:**

**1. THAT** Council, as part of the 2020/21 Black Spot program, constructs speed humps along Ben Boyd Road between Kurraba Road and Phillips Street, inclusive of the speed hump to the north of Phillips Street but exclusive of the speed hump on Phillips Street to the west of Ben Boyd Road - as shown on the attached plan, after the affected properties are notified by letterbox delivery.

**2. THAT** due to significant objections from the community, Council does not proceed with the proposed speed humps on Ben Boyd Road elsewhere between Yeo Street and Phillips Street.

## CONSULTATION REQUIREMENTS

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

**Relates to ECM No:** ECM 8381866

**Standard or Guideline Used:** AS1742.13

**Signs & Lines Priority:** N/A

**Precinct and Ward:** Hayes - Neutral/ Victoria

**Impact on Bicycles:** Proposed speed humps may impact cyclist when traveling over the full width humps at sharp bends and steep sections of Ben Boyd Road

**Impact on Pedestrians:** N/A

**Impact on Parking:** Proposed speed humps will not impact on the on-street parking spaces.

## DETAIL

Council has been successful in gaining funding under the 2020/21 Australian Government Black Spot Program to install speed humps along Ben Boyd Road between Yeo Street and Kurraba Road to improve traffic and pedestrian safety.

The proposed speed humps will extend to the full width of the road to prevent vehicles attempting to avoid the device by travelling through the gaps or onto the wrong side of the road. A concept plan of the proposal is provided overleaf.

An example of the proposed speed hump is shown below:

**Figure 1. Speed hump example**



Note –

1. The proposed speed hump will not exceed 75mm height to ensure minimal noise generation and discomfort caused to bus patrons.
2. where there is existing on-street parking, the planter beds pictured are omitted to preserve the parking spaces.

Figure 2. Consultation Plan

PROPOSED TRAFFIC CALMING ARRANGEMENT



Report of Traffic & Transport Engineer, Nathan Wu  
 Re: Ben Boyd Road – Proposed Traffic Calming – Survey Results

(4)

Community consultation took place from 6 November 2020 until 6 December 2020. Approximately 896 questionnaires were sent to properties in the surrounding area, Hayes and Neutral Precinct committees, and the survey was available online through Council's 'Have Your Say' webpage. A total of 139 responses (15.5% response rate) were received. Of the responses 94 (67%) were within the survey area and 45 (32%) were from outside the survey area.

The results indicate a moderately high level of community resistance to the installation of the speed humps (33.1% support, 66.2% objection and 0.7% no answer). The results of the survey are shown in tabular format in Table 1.

Table 1 – Survey Results

I support the proposed speed humps along Ben Boyd Road between Yeo Street and Kurraba Road.	Response						
	Yes		No		No Answer		Total
	Qty	%	Qty	%	Qty	%	Qty
<b>Within Survey Area</b>	<b>41</b>	<b>44.6%</b>	<b>50</b>	<b>54.3%</b>	<b>1</b>	<b>1.1%</b>	<b>94</b>
• Ben Boyd Road							
• Kurraba Road							
• Lindsay Street							
• Phillips Street							
• Premier Street							
<b>Outside Survey Area</b>	<b>3</b>	<b>7.1%</b>	<b>39</b>	<b>92.9%</b>			<b>42</b>
• Ada Street							
• Aubin Street							
• Benelong Road							
• Bent Street							
• Carabella Street							
• Falcon Street							
• Hayes Street							
• Highview Avenue							
• Kirribilli Avenue							
• Kurraba Road							
• Manns Avenue							
• Milson Road							
• Penshurst Avenue							
• Phillips Street							
• Premier Street							
• Reserve St							
• Reynolds Street							
• Ryries Parade							
• Spofforth Street							
• Spruson Street							
• Sutherland Street							
• Undercliff street							
<b>Outside LGA</b>	<b>1</b>	<b>100%</b>		<b>0.0%</b>			<b>1</b>
• Waratah Street							
<b>No address</b>			<b>2</b>	<b>1.4%</b>			<b>2</b>
<b>Grand Total</b>	<b>45</b>	<b>33.1%</b>	<b>91</b>	<b>66.2%</b>	<b>1</b>	<b>0.7%</b>	<b>137</b>

\*Duplicate submissions have been removed from the tally.

## **Discussion**

Based on the survey results and submissions, most respondents (66.2%) do not support the proposed speed humps along Ben Boyd Road between Yeo Street and Kurraba Road. Of all the respondents within the survey area (see attached survey area map), 44.7% support the proposal and 54.3% of respondents oppose the proposal. Of all the respondents outside of the survey area, 7.1% support the proposal and 92.9% oppose the proposal.

The objections are mainly related to the concerns below:

### Unnecessary

There are concerns that the proposed speed humps are unnecessary. Many residents have expressed that there are no speeding issues experienced and are happy with the current road condition.

Response: there were 16 recorded crashes along Ben Boyd Road between Yeo Street and Kurraba Road from Oct 2013- March 2020 in the most recent available TfNSW crash data. The speed humps were proposed to address the crash history and was successful in the nomination for funding under the 2020/21 Australian Government Black Spot Program and the NSW Government Safer Roads Program.

### Excessive

There are concerns with the number of speed humps being excessive.

Response: The numbers are based on the required spacing under the Australian Standards which states that the spacings should usually be in the range of 80 to 120 m. Spacings greater than 120 m may allow speeds between the humps to rise to unacceptable levels.

### Noise

There are concerns with increased noises as vehicles traverse the speed humps especially at night times.

Response: the speed hump will be designed to standards with adequate transition to minimise noise.

### Air pollution

There are concerns with increased air pollution due to vehicles braking and accelerating at the speed humps.

Response: The speed humps are placed at approximately 80-120m spacing to allow consistent traveling speeds and minimise vehicle emissions.

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### Safety

There are concerns with cyclist safety as they transverse the speed humps and hindrance to ambulance vehicles. Others have concerns about the location of the speed hump e.g, near the bend or driveway etc.

Response: the speed hump will be designed to standards with adequate transition. Council will review the location of the speed humps.

### Traffic delays

There are concerns with traffic delays and possible congestion due to the reduction of vehicle speeds along the route.

Response: the speed humps are placed at approximately 80-120m apart as per Australian Standards to allow consistent traveling speeds.

### Impact on public transport

There are concerns with disruption to bus service and discomfort caused to passengers.

Response: STA was consulted and raised no objection with the proposal subject to the speed hump being designed to specifications on Bus Infrastructure Guide. The speed humps will be designed to Bus Infrastructure Guide.

### Cost

There are concerns with the allocation of Council resource on this proposal.

Response: This project is fully funded by the State Government under the 2020/21 Australian Government Black Spot Program and the NSW Government Safer Roads Program. The funding is for a maximum of \$150,000. The exhibited scheme would use full width rubber speed cushions to meet the grant budget. If the number of speed cushions is reduced Council may be able to install more durable asphalt raised thresholds up to a total cost of \$150,000.

### Alternatives

There are suggestions to install speed cameras or roundabout instead of speed humps.

Response: The provision of speed cameras is under the care and control of TfNSW. Any public can make nominate a speed camera location online at:

<https://www.service.nsw.gov.au/transaction/nominate-speed-camera-location>.

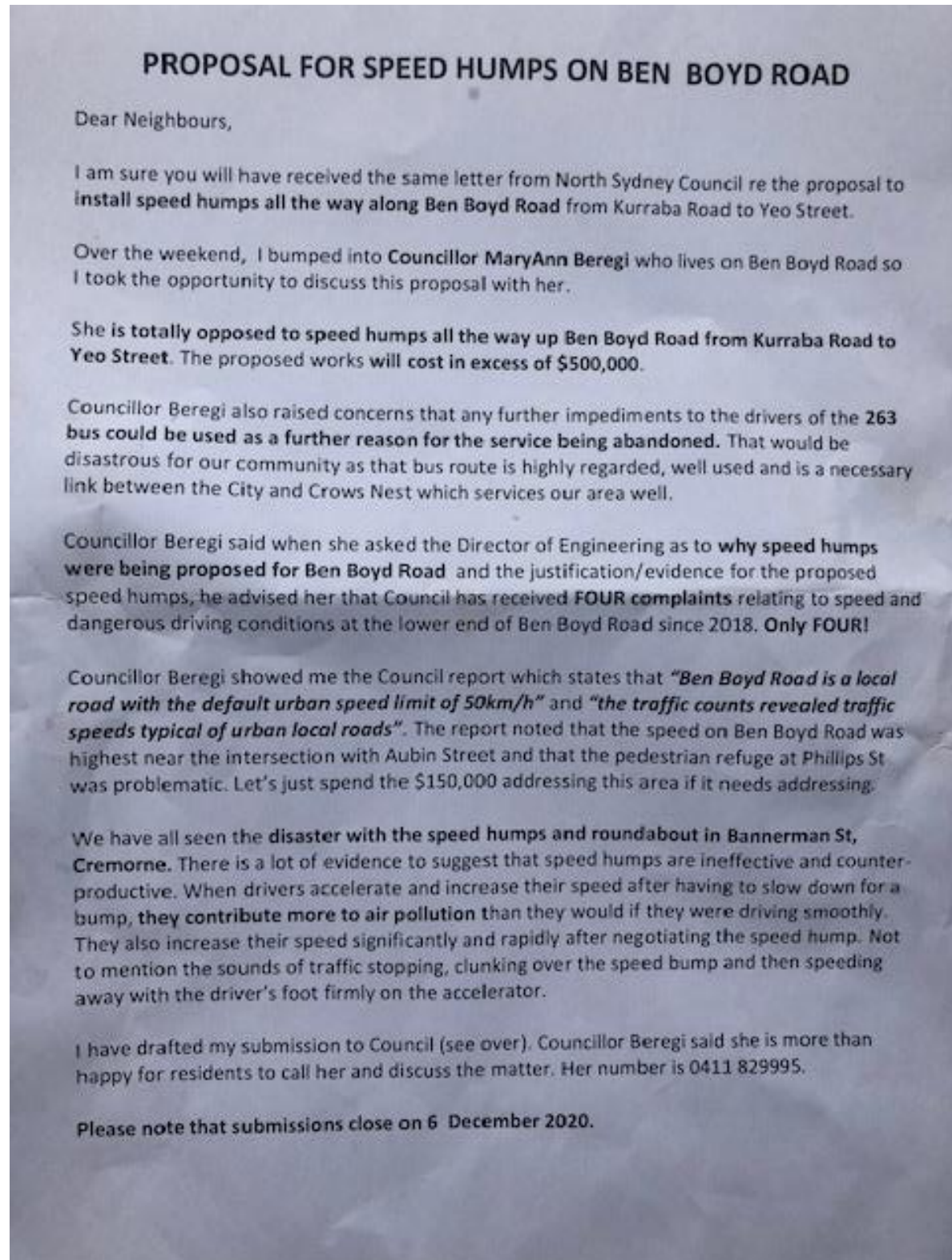
Roundabout is not considered feasible along Ben Boyd Road due to the road geometry and traffic conditions. It is also considered undesirable for cyclists.



### Anonymous letter

There were 28 submissions with similar objections referred to an anonymous letter that was circulated in the neighbourhood against the proposal.

See letter below:



Submission to North Sydney Council  
[council@northsydney.nsw.gov.au](mailto:council@northsydney.nsw.gov.au)  
[yoursay@northsydney.nsw.gov.au](mailto:yoursay@northsydney.nsw.gov.au)

#### Community Consultation – Ben Boyd Road – Traffic Calming

Dear Mayor, Ward Councillors Beregi, Brodie and Keen, and all Councillors,

**I do not support** the proposed speed humps along Ben Boyd Road between Yeo Street and Kurraba Road, as exhibited with your letter dated 6 November 2020.

The evidence does not support the Council's proposal. The proposal will negatively impact the amenity of residents through increased noise and air pollution generated from the increase in cars stopping and then accelerating. (<https://www.smh.com.au/opinion/crude-dangerous-and-bad-for-the-environment-speed-humps-must-go-20170815-gxwnvw.html>).

Council has not made the case for the spending of this money. The Council report dated 3 May 2019 states that "*Ben Boyd Road is a local road with the default urban speed limit of 50km/h*" and "*the traffic counts revealed traffic speeds typical of urban local roads*".

Further, I understand that **only four (4) representations have been made to Council** in relation to this matter and that all four relate to the lower end of Ben Boyd Road. If speed is an issue, which is debatable based on the evidence, then why has Council not asked the police to undertake speed checks and issues fines for speeding. Such action would be an immediate deterrent to drivers who travel faster than 50 km/h on Ben Boyd Road.

The only location that could possibly justify a speed hump device is at the lower end of Ben Boyd Road, however given that the data in the report states that the 85<sup>th</sup> percentile speed at the lower end of Ben Boyd Road was 52.9km/h, this is hardly indicative of excessive speed.

A raised pedestrian crossing near Phillips Street could also be an option given the pedestrian activity in that vicinity however **I am concerned that this will impact the 263 bus route**. Such a crossing however could easily be located on Ben Boyd Road south of Phillips Street which is not part of the 263 bus route, if a crossing was deemed necessary. **Any measures proposed must not impact the viability and frequency of the 263 bus service.**

The installation of a low rise roundabout on Ben Boyd Road at Premier Street would be a superior option to calm traffic when approaching that sharp bend which would not adversely impact the 263 bus service. It would also make it safer to cross Ben Boyd Road.

**In closing, to spend over \$500,000 on speed humps and the like, and with no evidence to support such a spend, is a terrible waste of our money. Please do not proceed.**

Neutral Precinct also raised similar objections as stated in the anonymous letter as follows:

*“Neutral Precinct objects to the installation of traffic calming devices in Ben Boyd Road for the following reasons:*

- a) We do not believe the devices are necessary. We understand there have been only 4 complaints about speeding in the Road since 2018 and spending \$500,000 after 4 complaints is not reasonable.*
- b) We do not believe there are any genuine safety needs for the devices and traffic calming devices placed on curves in the Road could well be dangerous.*
- c) We are concerned the devices would make it difficult for the Route 263 Bus to navigate the Road.*
- d) We have observed the disastrous results following installation of speedhumps and an oversized roundabout in Bannerman Street Cremorne.*
- e) Neutral Bay and Cremorne need secondary roads separate to Military Road. We cannot have traffic calming devices in every secondary road.*

*Further, should the traffic calming devices be installed, then they should be temporary for a trial period followed by consultation with all residents in Neutral Bay and Cremorne not just residents of Ben Boyd Road.*

*Ben Boyd Road is used by many residents in Neutral Bay and Cremorne.”*

It should be noted that the anonymous letter contains false or misleading information such as:

Cost in excessive of \$500,000

Response: the cost estimate for the proposed speed humps is \$150,000 and is fully funded by the State Government under the 20-21 Blackspot Program.

Abandon of 263 bus service

Response: consultation with STA on 8 December 2020 indicated that there is no proposal to abandon the 263 service along this route and the existing services are unlikely to be affected by the speed humps.

There were only 4 representations

Response: the proposal was not based on the number of representations Council received. The issue of traffic speeds along Ben Boyd road was considered at the Traffic Committee meeting on 3 May 2019 and Council subsequently adopted the recommendation that:

***1. THAT Ben Boyd Road be considered for nomination as part of the 2020/21 RMS Safer Roads and Blackspot Program with nominations due by 31 July 2019.***

Consequently, Ben Boyd Road was assessed based on crash history and feasible treatment options, then it was nominated as part the 2020/21 RMS Safer Roads and Blackspot Program.

There were 16 recorded crashes along Ben Boyd Road between Yeo Street and Kurraba Road from October 2013- March 2020 in the most recent available TfNSW crash data.

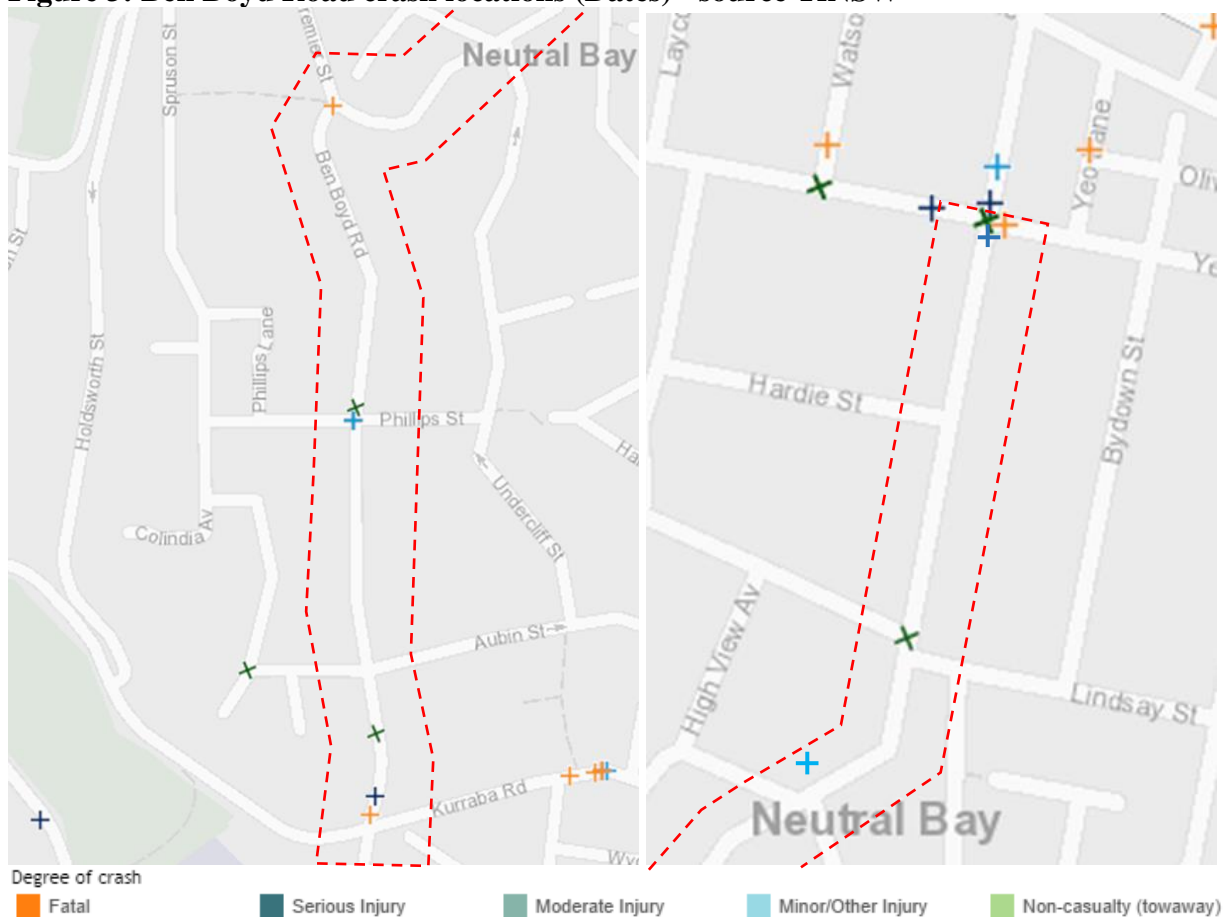
Report of Traffic & Transport Engineer, Nathan Wu  
 Re: Ben Boyd Road – Proposed Traffic Calming – Survey Results

(10)

Table 2: Ben Boyd Road Crashes October 2013- March 2020

Location	Injury Crashes	Non-Injury Crashes	Crash types (RUM)
At Yeo Street	3	3	Ped on carriageway (1) Ped nearside (1) Right Through (2) Cross Traffic (2)
At Lindsay Street		1	Right off carriageway into object (1)
At Premier Street	1		Cross Traffic (1)
At Phillips Street	3	1	Left off carriageway into object (1) Ped nearside (1) Right through (1) U-turn (1)
At Undercliff Street	1		Left near (1)
Midblock Aubin Street to Kurraba Road	1	1	Leaving parking (2)
At Kurraba Road	1		Out-of-control while overtaking (1)
<b>Total</b>	<b>10</b>	<b>6</b>	

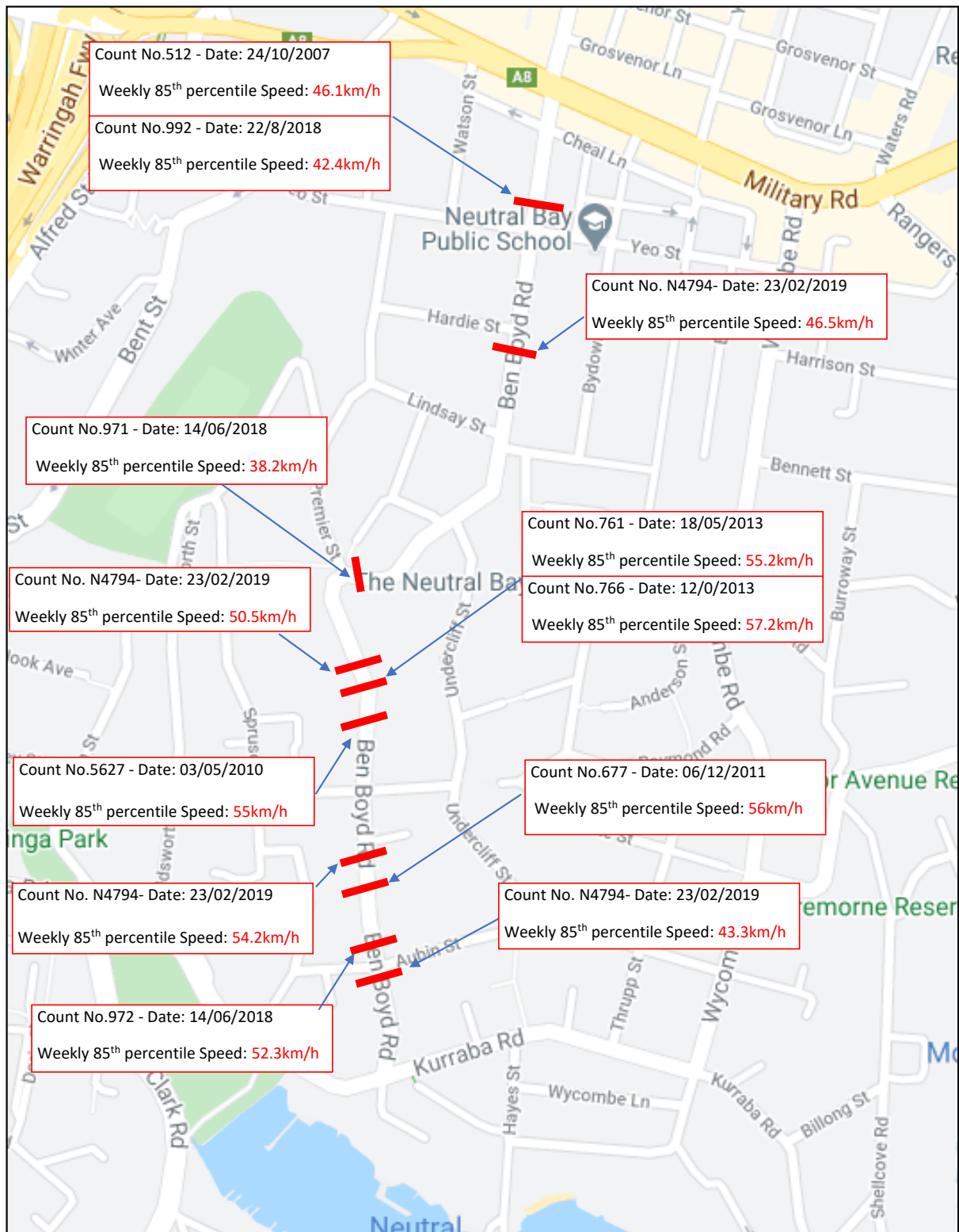
Figure 3: Ben Boyd Road crash locations (Dates) - source TfNSW



The proposed speed humps will address most of the crash history above if not improve the overall safety of the road.

### Speed data

**Figure 4: Ben Boyd Road Speed Data – (Result of Tube Counts- Bi-Directional)**

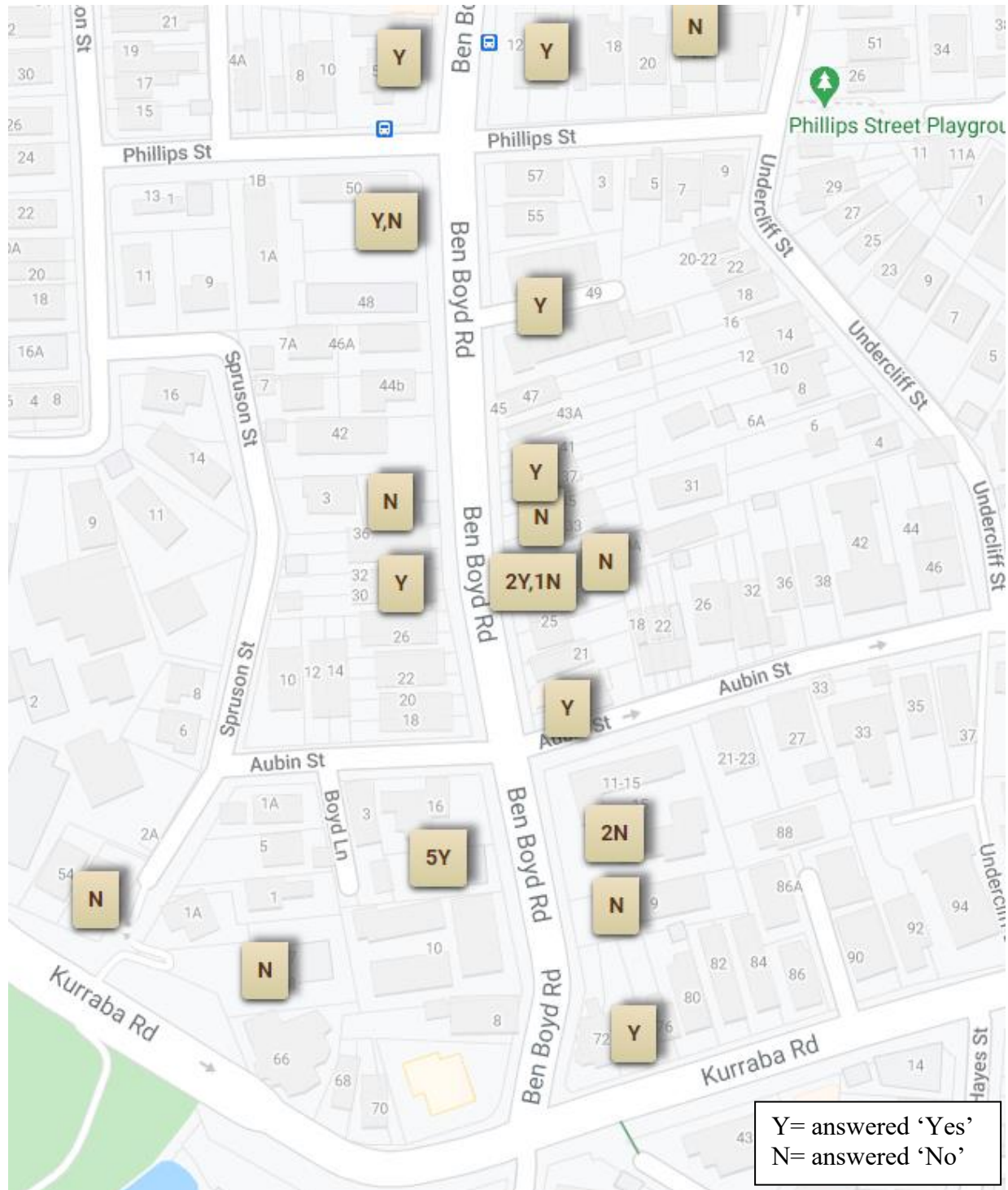


Report of Traffic & Transport Engineer, Nathan Wu  
 Re: Ben Boyd Road – Proposed Traffic Calming – Survey Results

(12)

Although most respondents do not support the proposal, there is a fair level (about 62.5%) of support from properties fronting Ben Boyd Road between Kurraba Road and Phillips Street. This section is also where most crashes have occurred, and the section of the street experiencing the highest traffic speeds.

**Figure 5: Survey responses Kurraba Road to Phillips Street**



Therefore, it is recommended that speed humps should at least be installed between Kurraba Road and Phillips Street.

## Comments Received

Respondents were asked to provide general comments/feedback as desired. Comments have been grouped by emerging themes.

### Support proposal (Within Survey Area)

- This is great news as we have regular speed offenders on motorcycles & in sports cars treating Ben Boyd rd like a race track- especially in the evenings
- We live in the bendy part of ben Boyd road and we are very concerned about the speed of cars going down the sloop. It can be dangerous for pedestrians and also for us exiting our driveways. Often there is limited visibility, so a speeding car will usually swerve onto the wrong side of the road to avoid hitting us. They are unable to slow down in time with the speed they are going. We feel that accidents are not an if but a when. We think that it would be worth a little extra noise or pollution as a minor inconvenience, for the safety of ourselves, our children, pedestrians and road users. We have also read about people's concern about increased pollution. I believe in our area it would not be the base. Also as petrol cars are phased out in the future; that would be less of a concern.
- I think the speed hump currently proposed north of the intersection between Aubin St and B B Road should be located SOUTH of the intersection. Drivers regularly accelerate up B B Road from Kurraba Rd and are travelling at speed by the time they reach the intersection. Vehicles seeking to exit Aubin St West on to B B Road often have a very poor view of vehicles accelerating up the hill from Kurraba Road as there are numerous cars usually parked along B B Road impeding the view, especially if they are parked illegally too close to the Aubin St intersection--which happens regularly. Several accidents have already occurred at this intersection and more are likely unless vehicles coming up Kurraba road are forced to slow down before reaching it.
- Bring it on! I would welcome the proposed speed bumps having witnessed numerous accidents at the intersection of Phillips st and Ben Boyd Rd over many years as well as near miss collisions. Speed bumps would force drivers who speed to drive more safely, giving the wildlife a better chance of survival. Thank you for the monitoring and for the opportunity to support this proposal.
- This Is very positive.  
 Currently motorists drive up and down Ben Boyd Rd as if on a 'racing track'. We also get the occasional heavy vehicles that are very noisy. I fully support the speed humps for safety and reducing noise from speeding traffic. Thank you.
- Please be sensible with the number of speed bumps and avoid the need to rework if it doesn't work in reality. Based on current proposal; 9 speed bumps along Ben Boyd road from Kurrabra road to just after Lindsay is a bit excessive. A classic example of what not to do is what happened on Bannerman St. The initial work on multiple speed bumps was clearly illogical and the subsequent rework is simple a waste of taxpayers money. Appreciate the consideration but please be sensible as cars will just drive onto the side to avoid the speed bumps and cause accidents.
- thank you its been long overdue

- 
- The traffic along Ben Boyd Road is truly fast and furious. My wife's pregnant and she complains about the noisy traffic on Ben Boyd Rd almost everyday, we find it hard to rest even late through the night. It's dangerous to cross for slow movers like kids, elderlies & pregnant women. Please help the community and take action !!
  - Has been a long time coming, but most welcomed. My wife & I have lived at our current address for 37 years and the construction of the speed bumps along BB Rd will significantly reduce the speed of vehicles (especially thru the S bends), car & motor cycle accidents, damage to property, and have a calming effect to the benefit of residents
  - However, I believe the speed hump adjacent to 73 Ben Boyd Road should be moved further south slightly to be adjacent to 71 Ben Boyd Road. This would allow it to be positioned where an existing no parking area is located just prior to the man hole. This would mean the one parking spot available would not be effected. It is also on a straighter part of the road and would then be located after a driveway that accesses three properties.
  - The speed hump proposed north of Aubin Street should be relocated to south of the intersection. As a resident of, with parking exiting on to Aubin Street, it is very difficult to see traffic coming up from Kurraba Road due to parked cars (often illegally). A speed hump prior to Aubin Street would slow down traffic, thereby reducing the chance of a collision coming out of Aubin Street onto Ben Boyd Road. At all times, it is impossible to park outside my own residence as it has unrestricted parking. It has become a 'park and ferry' area used by people commuting in to the city via ferry, and parking their car for free all day. This street should be revised to two or three hour parking, with residences being able to purchase annual parking stickers from North Sydney Council.
  - Speed bumps will improve the amenity on Ben Boyd Road. For those of us living near Yeo Street when travelling north from the Harbour Bridge, the result will be an incentive to arrive via Military Road, rather than via Kurraba Road. That would increase the already very heavy traffic on Military Road. However the increase is probably marginal overall.
  - As a resident of Ben Boyd Road I believe the installation of speed bumps will significantly reduce vehicle speed and noise of motor vehicles. Safety for people crossing at various points, particularly the elderly and disabled, has been an increasing issue, and the planned action will be a great improvement.
  - A speed hump or pedestrian crossing is also required across the top of Hardie Street where it meets the Ben Boyd Road junction. Drivers frequently complete u-turns at high speeds in this junction during school hours after dropping off/picking up their children and are endangering the lives of other children crossing Hardie Street to get to/or come back from the pedestrian crossing for Kindergarten. It is only a matter of time before an accident occurs here.
  - I could not support this proposal more strongly. I have lived on Ben Boyd Road (directly opposite Undercliff St) for only two years, and the number of accidents and near accidents I have seen in that time because of lack of attention by both parties, and the influence of speeding on that lack of attention, is startling. I frequently see and hear motorcycles and 'sports' cars racing up Ben Boyd Road. It is a long and twisting road, no doubt a lot of fun to race up in performance vehicles, however, the noise and danger



posed to those drivers, and other road users, as well as pedestrians is alarming and must be stopped. If nothing is done, it is only a matter of time before people are killed or injured seriously.

- Traffic volume + speed is dangerously high - I welcome an opportunity to slow traffic on Ben Boyd Road.
- I live on Ben Boyd Rd, virtually opposite the junction with Premier St. Over the past few years, in the small part of Premier St, just leading off Ben Boyd Rd, there has been almost continuous construction of 3 apartment blocks, the largest being still under construction.  
 The increase in traffic and noise and general activity has been most unpleasant. As the area is close to the city it is obviously a desirable place in which to live. This means the present situation will not improve. Parking in Ben Boyd Road is becoming more and more of a problem. I believe that speed humps will at least slow down the acceleration of the traffic as it travels up the hill and around the corner where I live. Hopefully the introduction of speed humps will lead to calmer traffic and therefore less noise and danger along this busier and busier road. I am fully in support of it.
- The sooner the better. Now would not be too soon! I observed a near fatal road collision accident around 4-5 weeks ago on the Philips Street /Ben Boyd Rd Junction. Slowing down the traffic would have avoided this. Having lived at 50 Ben Boyd Rd for a long time I hear cars and motorbikes going very fast on Ben Boyd Road. The effect of putting these humps in would persuade drivers away from Ben Boyd Road - which I don't mind - but other roads such as Wycombe Road may suffer.
- I fully support the installation of speed humps
- I think the speed hump currently proposed north of the intersection between Aubin St and B B Road should be located SOUTH of the intersection. Drivers regularly accelerate up B B Road from Kurraba Rd and are travelling at speed by the time they reach the intersection. Vehicles seeking to exit Aubin St West on to B B Road often have a very poor view of vehicles accelerating up the hill from Kurraba Road as there are numerous cars usually parked along B B Road impeding the view, especially if they are parked illegally too close to the Aubin St intersection--which happens regularly. Several accidents have already occurred at this intersection and more are likely unless vehicles coming up Kurraba road are forced to slow down before reaching it.
- I agree with the traffic calming arrangement for Ben Boyd Road. I would like you to consider one additional speed hump on Ben Boyd Road to the south of Aubin Street - a similar arrangement as is proposed for Phillip Street but no speed humps on Aubin Street. Reason: Exiting Aubin Street from the west and turning right (south) onto Ben Boyd Rd is sometimes dangerous as vehicles speed up Ben Boyd Rd from Kurraba Rd. A speed hump before Aubin St would slow these vehicles sufficiently to be able to turn right off Aubin St onto Ben Boyd Road with safety. The proposed speed hump on Ben Boyd Rd to the north of Aubin St will also assist by slowing the vehicles coming down Ben Boyd Rd hill and improve safety.  
 Additionally a pedestrian crossing on the Ben Boyd Rd speed hump to the north of Aubin St will aid us in crossing Ben Boyd Rd to visit the shops in that area.  
 Thank you for your consideration.

- 
- Red Light camera also desperately needed at Ben Boyd / Kurraba intersection. Tens of people run this red light EVERY DAY. Its a crest where from both directions traffic can not see over the rise of necessarily pedestrians.
  - propose speed humps to be installed up from Kurraba road lights where cars rev up the hill and around the corner furiously? Thousands of cars cross Aubin and Ben Boyd Road outside the bottle shop so suggest a speed hump further up after Phillip Street where they tend to speed down southwards. Possibly a round about Yeo and Ben Boyd only not Aubin and Ben Boyd it is too narrow and there are pedestrians crossing in all directions? Boyd Lane and West Aubin Street is a very dangerous area with trucks coming and going to accommodate Nathan Towers, rear Ben Boyd Terraces, 3 Aubin Street units, plus it is access to Spruson Street Southern Cross Gardens so maybe something can be considered to ease this dangerous neck of the woods? Parking is a major issue as most of the old blocks of units have no off street parking which has turned Ben Boyd Road into a 24 hour, 7 days per week permanent parking on top of all the traffic issues.
  - Install bollards or grow some plants at the North-East corner of (Ben Boyd + Aubin) to discourage trucks parking on the side walk to unload goods Vintage Sellers). This corner witnessed many traffic incidents especially the crossing island. Also improve the visibility of the [one-way] signs on Aubin (at Ben Boyd) because many cars emerge from Aubin without regard to the one-way sign.
  - The speed humps on Ben Boyd Road should help to reduce vehicle speeds. This is especially a problem on the down hill. The proposed speed hump on the bend near the Lindsay Street bus stop between 115-117 Ben Boyd Road will reduce the number of vehicles that lose control in wet weather, colliding with parked cars and in some cases ricocheting across to the other side of the road. The addition of garden planters & kerb extensions on street corners along Ben Boyd Road have been extremely well executed. Likewise - the new kerbing and parking works on Watson Street have been executed to a great standard.

- Hi,

I voted in favour of the speed hump proposal for Ben Boyd Rd and remain of that view.

Today I received an anonymous note in the mail urging a negative response.

I would like to counter, not anonymously, some of the arguments, attributed to Cr Beregi, raised in the note. I have lived here and worked from home for many years. Willing distraction I see the traffic flow on Ben Boyd Rd at Phillips St.

I have no issues with the money allocation. North Sydney Council is demonstrably well managed and I trust the financial priorities the council chooses, whatever the outcome on this issue.

Noise would be very little different with speed humps. At Phillips St there is significant traffic turning, angry horn use and near (occasionally not) misses. Noise increase is not a well reasoned argument, at least at our position.

Statistics and percentiles don't show the problem speed humps attempt to lessen. Almost all drivers are decent and drive near enough to the speed limit. The problem is the few. Those don't show up in statistics, except maybe accident ones. The midnight full throttle truck. A black Audi, among others, I regularly see attempting 0-100 time trials. There are at least two cars a day driving at speeds heading over 80K. A speed hump would be some deterrent.

Enforcement is near impossible so not a lot the council can do. I don't see it as reasonable to add to the council workload by complaining about problems hard to solve. Claims that issuing speeding fines could occur are not realistic, unless the writer proposes a speed camera. They have no bearing on the speed hump proposal.

The 263 bus has some difficulty with the often replaced pedestrian refuge at Phillips St and badly parked cars. The bus service viability didn't seem important enough to those objecting to the parking changes in Spruson St. Ben Boyd Rd speed humps would only be another, small obstacle on an already difficult route. We use and value the service. The 263 is, however, way under utilised (I see many empty busses go by). Utilisation is by far the major risk factor to losing the service. Viability of the 263 has little to do with speed humps.

Please ignore the roundabout proposal on the Ben Boyd Rd corner. It is dangerous, would make that area even more harder for cyclists and make no difference to the lower Ben Boyd Rd speeds. The current lethal pedestrian refuge there is a completely separate topic.

I certainly support the speed hump proposal if the council sees it a viable financial priority.

Thanks for reading, if you made it this far.

### **Oppose proposal (Within survey Area)**

#### Unnecessary

- Too many speed bumps around the area as it is, there are a sharp bends at the top of the street, a speed hump near the school and only a straight piece of road of about 100 metres with two lots of chicane's in place... too much as it is... Not required
- I have lived on Ben Boyd Rd for 18 years. I don't believe traffic volumes or speeds have increased materially over that time. I don't believe there is a real concern around traffic speeding in the street - I've never even seen a mobile speed camera set up on Ben Boyd Rd in all the years I've lived here. I believe speed humps would unnecessarily increase traffic noise on what is a residential street. If there's a real concern around speeding, perhaps have policy do some mobile speed camera work in the street. PLEASE DO NOT PUT SPEED HUMPS ON BEN BOYD RD.
- I live on Ben Boyd Road and do not want to negotiate speed bumps. The traffic conditions are fine as they are.If we must have speed bumps, then please not more than two.
- This will cause unnecessary delay along an already congested long, busy street. The work and noise created by these speed humps to the local residents who live on Ben Boyd is unnecessary. There is pedestrian crossing and speed humps near Neutral Bay public and this is more the sufficient. This is a single lane street we are talking about!
- I believe the construction work, community impact/interruption and cost required for this will not outweigh the purpose of slowing cars down Ben Boyd. I would suggest first deterring speeding by having the police issue fines (which I have never seen on Ben Boyd while living on this street) prior to creating this much impact on the community.
- I think the most cost-effective solution is simply by reducing the speed limit from 50km/hr to 40km/hr along Ben Boyd Rd.
- I do not believe that these speed bumps would be of benefit to slow down traffic, especially those going uphill. I do not believe that there is an issue with speeding on Ben Boyd Road.

Adding the speed humps will only cause more congestion on an already busy road, especially during school times.

Additionally, the cost the the environment is too expensive as speed humps have been shown to increase emissions with cars needing to speed up and slow down multiple times.

I believe that there are plenty of there local projects that would benefit the community more. With more people working from home, improving our parks, green spaces and local shopping districts would be a wiser choice by the council.

- We definitely don't support the proposed speed humps.

We have lived on Ben Boyd Road for almost twelve years. We have never experienced any issue of speeding.

The charm of Ben Boyd Road is the slope passing the school, through the sharp bends near Premier Street and then down to Kurraba Road. The lovely calm feeling continues as you then make your way to Hayes Street wharf, Anderson Park or further afield.

We think that speed humps will remove that charm, and the visual landscape will change making the road and its speed humps the dominant visual protrusion.

I believe that North Sydney Council has only received four complaints about speed on Ben Boyd Road. All four complaints are from people who live at the bottom of Ben Boyd Road. Why should a large investment of ratepayers funds be spent on 7 major sized and 4 minor sized speed humps to address an issue raised by only four complainants at the bottom of Ben Boyd Road?

I also understand that the results from the "yellow speed checking unit" that was installed at the bottom of Ben Boyd Road gave an average speed limit of 52.9km/h. This is only 2.9km/h over the speed limit.

It doesn't appear that we have a speeding issue to solve.

- I strongly think that it is unnecessary for multiple reasons.  
 Firstly, there is already a speed bump for the pedestrian crosswalk near the school.  
 Second, living on this road, I have never had a problem with other people speeding along it.  
 Third, the environmental footprint will far exceed the utility of the speed humps.  
 In summary, I ultimately think it would be a waste of time and taxpayer money for little to no benefit, following only a small number of complaints. The community could be better served redirecting these funds.
- Council's letter of 6 November advises funding was gained under the Black Spot Programme. I fail to understand why this section of Ben Boyd Road falls into that category. Certainly the corner of Ben Boyd and Premier (which when a major development is complete will have greatly increased traffic) would benefit from a roundabout which would certainly slow the traffic.

Police presence periodically would deter any speedsters who are not in great evidence.

I strongly object to the installation of speed humps as proposed. They result in much greater traffic noise with cars slowing down and accelerating and therefore more pollution.

I understand the cost of these speed humps, will and no matter where the funds come from, surely this sum could be better used elsewhere either by NSC or another body. Addition of speed humps will not improve the amenity for any road user or resident, whilst adding significant noise and pollution to the hundreds of people who reside at or next to these speed humps. Please reconsider this plan.

- I am concerned that the proposed traffic calming devices are overkill, and definitely in the area close to Premier Street. Ben Boyd Road is a major local road used by many residents as well Emergency vehicles and buses (which would be seriously inconvenienced). The "s" bends at Premier Street slow traffic down and I don't feel that there is excessive speed on this part of Ben Boyd Road.

Further up Ben Boyd Road, near Neutral Bay School there is a pedestrian crossing (with a speed hump) and a 40km/h speed restriction during school hours. And in the vicinity of Philip Street, the island in the middle of the road slows traffic in that area.

It is necessary for us to exit our driveway by reversing onto Ben Boyd Road and we have no difficulty with speeding vehicles in the south to north direction. We have lived on this street for 10 years now and have only ever been aware of one traffic incident (at the intersection of Ben Boyd Road and Premier Street).

It think it is a waste of Council/Community/Federal funds and would be an inconvenience to important public services, with no apparent need for traffic calming.

- Completely unnecessary. People obey the speeds limits generally in this road. Negotiating speed humps will distract drivers from being alert to other vehicle movements / cyclists and pedestrians.  
Also speeds humps create a noise issue (worse that free running traffic)
- I do not believe that speed humps are required on Ben Boyd Road. The money could be spent improving the traffic flow along Military Road.
- Having a speed bump between the raised crossing by the school and Lindsay Street is ridiculous, it's too small a distance + there's another on the curve by Undercliffe Road. Too much. People do not tend to speed on Ben Boyd in my experience. There is no need for so many speed bumps. Also 11 speed bumps in 1 km - Overkill.
- I got a notice about this proposed work from you a couple of weeks ago. I was intending to write to you about it & may have done so, I'm not sure. If I'm repeating myself, my apologies. I've been reminded of it by a flyer from an unidentified (on the flyer) resident.

I don't see any great need for speed humps on the road. I don't believe we have a problem with speeding traffic on the road & I'd worry about the impact unnecessary speed humps would have on emergency vehicles. The flyer also notes the possible impact on the 263 bus service which I hadn't thought of. I use that service frequently (it stops at my front door) & I wouldn't like to see it curtailed.

I live at the top of the S-bends & have my breakfast most mornings on my balcony overlooking Ben Boyd Rd & often dinner as well. The traffic moves along Ben Boyd Rd very sedately. The fairly occasional speedster probably wouldn't be discouraged by traffic calming.

It strikes me that the proposal is to spend quite a deal of council money fixing a problem that doesn't exist. I'm sure there are better ways to spend it, along with the improvements Council have already made to the appearance of our suburb.

- I do not support the proposed speed humps along Ben Boyd road.

Speed humps do not calm traffic, they significantly increase traffic noise and air pollution due to sudden braking and acceleration. Turning Ben Boyd road into a drivers obstacle course will cause distraction and lower safety.

Taxpayers money should not be wasted simply because these funds are available to councils.

- I have lived at the same home on Ben Boyd Road for 42 years and I am opposed to the imposition of speed humps along the road.

The request for consultation contained in your note of 6 November 2020 lacks procedural fairness because it included no traffic data and was accompanied by an impossibly obscure photographic plan. There was no evidence of speeding records or accident records for the road. It is somewhat insulting to be asked to communicate on an important piece of suburban infrastructure affecting the lifestyle and safety of residents based such poor data. It is hoped that Council's decision process is supported by a far more thorough analysis than is apparent.

As a subjective observation I can discern no observable change in traffic behaviour in the last ten years. Ben Boyd Road is an important suburban road and it functions admirably.

There have been a number of environmental changes over the years. The closure of HMAS Platypus reduced the late night foot traffic from Military Road and physical road changes have included the addition of a school crossing near Neutral Bay Public school, the traffic islands near Premier street, the addition of pedestrian refuges near Phillip and Aubin streets and the recent additional of flower beds on a number of corners. There has also been a steady addition of private garages and driveways from Premier to Aubin Street. These driveways make any placement of speed humps problematic. It is difficult at times to reverse onto the Road and having to negotiate a speed hump in close proximity will make this process more dangerous. Similarly turning into driveways may be impeded.

Parking spots were surrendered for the flower beds and it is unlikely that the speed humps will improve this position. This is important since overflow residential vehicles from the high rise developments on Premier Street often use Ben Boyd Road parking. The proposed speed humps cause noise because of anticipatory braking, subsequent acceleration and unintended collision at road speed. There is wear and tear on vehicle suspensions and one would assume a greater fuel consumption and green house gas emission caused by negotiating the speed hump as opposed to the normal transit of a road.

An important effect will be felt by the forced congestion of an important suburban artery. In spite of the intended low profiles, Ambulance, Police, Fire and Rescue and Public bus routes will all be impeded for no gain for the public weal. As noted above I have not had the benefit of accurate data as to the speed of vehicles on the road but as a frequent pedestrian and occasional motorist I have seen little sign that the limits are being exceeded to any degree. Motorists appear to follow the normal

behaviour of suburban traffic on a 50 kmph limited road. If speeding is a problem then it should be policed. If the limit is too high then lower it to 40 kmph and again enforce it. A vehicle braking for a speed hump will automatically accelerate back to 50 kmph within a few metres.

As a pedestrian, crossing Ben Boyd road is generally an easy task as there are good sight lines and timing can be judged by the steady traffic approach speed. An approaching vehicle braking and accelerating is much more difficult to estimate. The speed hump will make it more difficult to cross the road safely.

Traffic separation at Premier Street intersection is working well. In former times this junction was the site of a number of accidents until the traffic islands were inserted. Any increased measures in this zone would be counter-productive as vehicles approaching the junction are slowed either by the hill or the sharp bend. Any fixed pedestrian crossing in this area would suffer from poor visibility of downhill traffic and a tight turning circle should an island structure was contemplated. Any measure taken in this area needs to take into account the effect of impact at speed on a wet road. To a downhill vehicle this could be more of a ski jump than a speed bump.

Phillip street junction is busy because of Route 263 bus traffic and stops in Phillip Street and nearby Ben Boyd road. As this route is normally valuable to locals wishing to go uphill to Neutral Bay shops or commute directly to the city it is important that it is not impeded by speed humps and forced to re-route.

Aubin Street junction is occasionally affected by traffic attempting turn or park to gain access the liquor store on Ben Boyd Road. A pedestrian crossing between Aubin and Kurraba would seem feasible.

I have difficulty in understanding what community benefit will arise from this proposal. There seems to be an intention to spend money to the detriment of residents simply because funds have been made available or maybe as a ‘job creation scheme’. I am sure there are deserving infrastructure projects in Neutral Bay that would benefit from these funds without detriment to residents lifestyle.

I am opposed to this proposal. Thank you for the opportunity to comment.

- I do not support the proposed speed humps along Ben Boyd Road – between Yeo Street and Kurraba Road.

I understand from the “Report to General Manager - North Sydney Council” dated 3 May 2019, that:

- Ben Boyd Road is a local road with the default speed limit of 50km/h
  - The pneumatic tests revealed traffic speeds typical of urban local roads
  - The highest recorded speeds were in the section near house No. 44 Ben Boyd Road with the 85th percentile speed (52.9km/h) slightly over the 50km/h speed limit
  - Traffic speeds at all other pneumatic test locations was below the speed limit
  - There was a slight reduction in vehicle speeds observed over the six-week period
- These points “could” support a traffic calming measure around 44 Ben Boyd – but at the expense of:



- Traffic noise of vehicles slowing (through compression braking) and subsequently speeding up
- Interfering with Emergency Vehicles – particularly the Fire Brigade and Ambulance services
- The extraordinary large cost of over \$500,000 (as per third party correspondence with Cr Beregi)

This report goes on to say:

- There were 14 crashes along Ben Boyd Road between Yeo Street and Kurraba Road (1.05km length) in the most recent available RMS crash data up to September 2018
- Most of the crashes occurred at intersections
- There is a cluster of different crash types at the intersection of Phillips Street and at Yeo Street

This would indicate the concerns with Ben Boyd Road are surrounding intersections and NOT aimed at speed.

As a resident of Ben Boyd Road for over 13 years, I don't see evidence that excessive speed is an issue on Ben Boyd Road, nor do I believe installing speed humps would be anything other than detrimental. I'm particularly concerned at the high proposed cost, excessive vehicle noise, in both slowing and speeding up, and the interfere with emergency services – particularly the Neutral Bay Fire Brigade on Yeo Street.

#### Alternative location

- The proposed speed hump in line with 70 /72 Ben Boyd Road (opposite 75 Ben Boyd ) on the bend is badly placed. We do not believe that a speed hump in this location is needed at all and this concept has been poorly thought through. Having lived on Ben Boyd Road for the last 45 years, we do not agree with the installation of speed humps at all. The double driveway below this speed hump is access to three properties, viz, 73, 71A and 71 and is also a well-used apron for cars that wish to complete a legal U-Turn, as being on a bend offers good vision both up and down Ben Boyd Road. We notice that the Mosman Council does not place their speed humps on corners.

If North Sydney Council was adamant that speed humps needed to be placed, further consideration should be given to placing it down the road, outside 71 Ben Boyd ( 68 / 70 Ben Boyd Road) where it would be in a position where no parking is allowed because of Sydney Water parking restrictions and would impede parking much less than the proposed position.

#### Congestion

- I completely disagree. There is no need to insert nine speed humps on one small direct stretch of road. It will not reduce the volume nor speed of traffic. Nine speedhumps will create more congestion (by sheer number of new unnecessary obstacles now to slow down for). This looks like a repeat of the efforts on Bannerman Street and Murdoch

Street that saw the installation of several speedhumps, only to have all but one removed. Seriously, please think about this. What is the purpose? To "improve traffic and pedestrian safety"? Where is the proven research that nine speedhumps will achieve this? And what does 'improve traffic' mean? What are the principles or targets to be achieved? This proposal will only create more traffic congestion as every car slows down then speeds up, then slows down again, then speeds up again and repeat. PLEASE spend the money on something more worthwhile! Even another pedestrian crossing would be better than this! Where does it say that speedhumps create pedestrian safety?

Don't make the same mistake as Bannerman and Murdock Streets. Please do not proceed with this proposal. Thank you.

- As a resident on this street for over 20 years the traffic is slow enough with constant trucks, building equipment and transport vehicles plus buses. This will further impact movement and flow. It is a major thoroughfare and therefore flow must be at optimum

#### Excessive and inefficient

- The proposed nine new speed humps along Ben Boyd Road for traffic calming purposes appears excessive, a reduced number may be of some benefit without being a burden for local residents and bus drivers.

The two proposed speed humps between Lindsay St and Premier St, as well as that directly after Premier St do not seem necessary given the large bends in the road that already require motorists to slow down below the 50km/h speed limit substantially.

With regards to the proposed two speed humps on Phillip St and the two corresponding speed humps on Ben Boyd Road on either side, this does not seem to be an efficient way of improving the safety or flow of traffic at this intersection. For a motorist turning right out of Phillip St on the western side, the corner is completely blind and requires the driver to sit within the middle of the intersection to be able to adequately view any potential traffic approaching from the southern side of Ben Boyd Road. This is not only unsafe as it currently stands, but is unlikely to be helped by the proposed 2 speed humps on Phillip St. A safer option may be to install a roundabout (a flatter version so as not to obstruct buses) or to increase the 'no stopping' zone on the southern side of Ben Boyd Road adjacent to the western side of Phillips St such that drivers can safely view approaching traffic.

#### Hindrance for emergency vehicles

- They are also known to be a hindrance for emergency vehicles which often use this street, noting there is a nearby fire station.

#### Impact on public transport

- The installation of these humps will further reduce the ability of the NSW Public Transport Bus Service No 263 to pass through the already difficult route through Neutral Bay and may result in it proving so problematical as to warrant its cancellation – further impacting the ability of the local ratepayers to easily access movement to and from the suburb, especially the infirm and elderly.

- Ben Boyd Road has a bus route (263). Speed humps make it dangerous for standing passenger, uncomfortable for sitting bus passengers and annoying for bus drivers. Speed humps don't necessarily slow traffic.

If there has to be speed humps then place them strategically in the straight stretch of road e.g. heading North - before Phillip St, and between Lindsay and Hardie Streets. Don't place them anywhere near the Phillip St crossing as this will make it uncomfortable and dangerous for public transport bus passengers.

### Noise and air pollution

- As a resident of Ben Boyd road and a young person I do not support the installation of the proposed speed humps along Ben Boyd Road for several reasons. Most importantly the introduction of speed humps along roads has been scientifically proven to increase pollution in the environment due to the need to reduce speed, then accelerate out of the speed hump compared to if a person was to drive through the same section at a continuous speed. There are lots of peer-reviewed scientific journal articles that prove this point.

For example see "The effect of speed bumps and humps on the concentrations of CO, NO and NO<sub>2</sub> in ambient air" by T. Janusevicius and R. Grubliauskas published in 2019. As a person of 31 years of age I cannot consciously support the implementation of something that would increase pollution and therefore contribute to global warming. Perhaps the introduction of a speed camera (fixed/mobile) or encouraging more police patrols could result in providing a safer street with less contribution to global warming. At the very least I propose you aim to reduce the number of proposed speed bumps to limit the contribution of your plan to global warming.

Furthermore, speed humps have also been shown to increase noise pollution. I live directly on the corner of Philip Street and Ben Boyd Road. There is a large amount of noise pollution caused by the bus stop at Philip Street. Buses are regularly stopped their and their loud air conditioning units regularly produce loud noises that are disruptive to my living. The addition of the speed bumps, particularly those proposed for the corner of Ben Boyd and Philip street will only add considerable noise pollution to my unit block. Again, there are several scientific, peer-reviewed journals which demonstrate considerable noise increases due to speed bumps. Particularly for larger vehicles such as buses that would regularly have to drive over the proposed speed bumps on Phillip Street. I strongly believe that the noise considerations have not been adequately reviewed when designing the speed bumps for Phillip Street and should again be reviewed as they will contribute a considerable increase in noise to the surrounding buildings. This should also be reviewed for the proposed speed bumps on Ben Boyd Road. As the requirement for deceleration and acceleration will only increase noise pollution in the area.

I strongly DO NOT support the addition of speed bumps along Ben Boyd Rd. They will only seek to contribute to global warming and noise pollution in the area. I believe other options that have a lower environmental impact should be explored instead.

- Ben Boyd Road is noisy already with it being a major artery and bus route on an incline. Adding speed bumps will exacerbate the noise of traffic going up the incline for residents. Placing a speed bump at the 'S' bend around Premier St & Highview Ave is especially unnecessary, as this is already a natural speed reducing area of the road.

- 
- I do not believe the speed humps will solve the problems identified. Any potential benefit will be outweighed by issues of noise associated with vehicles breaking before, and speeding up after, the speed hump. It is also not clear that the problems identified are as significant as suggested - we live on the street and do not experience excessive speeding.
  - 2. Pollution  
 In addition to the increase in noise pollution, studies have shown an increase in air pollution due to the speed changes at each hump. This is described in the following SMH article from 3 years ago - <https://www.smh.com.au/opinion/crude-dangerous-and-bad-for-the-environment-speed-humps-must-go-20170815-gxwnvw.html>
  - 1. Noise  
 Speed humps can increase noise both through people not adequately slowing down and the thumping created by going over them and also through the slowing down and harder accelerations of the engine to speed up again increasing noise emissions. As such this will be a worse outcome for the street and especially residents facing the road. As an architect this is a known source of frustration to projects and a lot of time is spent finding alternate means to calm traffic. Numerous studies have been undertaken to show the side effects of increased noise from traffic calming and there have been numerous court cases in Australia and overseas to have them removed due to the reduction in amenity to residents, particularly in evenings where it can impact sleep. It is worth noting that wikipedia refers to the increase in noise from speed humps - [https://en.wikipedia.org/wiki/Speed\\_bump](https://en.wikipedia.org/wiki/Speed_bump)
  - While I agree that the traffic speeding down Boyd Road can be a problem, speed humps will only encourage hoons to speed over them just for the fun of it and create more noise for the residents, no matter how low the speed humps are. Also, heavy vehicles make a lot of noise going over speed humps, especially the garbage trucks. I feel that Raymond Road is more of a concern. I hear cars and motorbikes hooning down there every weekend usually at night. The speed limit should be reduced from 50 km / hr to 40 km / hr on Raymond Road. It's narrow and winding with concealed driveways. By comparison, the speed limit on Moore Park Road in Paddington, which is a wide divided road with 2 lanes each way, has recently been reduced to 40 km per hour because it is considered to be a high pedestrian area. Why can't Raymond Road Neutral Bay be 40 km zone as well. It is so dangerous trying to drive out my driveway which is on a blind bend into this narrow road full of parked cars, and traffic is allowed to travel at 50 km/hr. Double standards. I ask that traffic on Raymond Road be more closely monitored and the speed limit reduced.
  - Speed humps create noise, are a nuisance and we feel that their locations are not well thought out. We feel there are too many speed humps proposed for Ben Boyd Road that is on the 263 bus route and is used by many cyclists now who commute and use this safer route instead of the Wycombe Road traffic route through to Mosman.
  - Installing speed humps is costly and won't resolve the issue as cars would just stop and accelerate hard especially uphill, generating more noise and pollution, let alone trucks, buses and motorcycles, they're the worst kind.

- 
- I am a resident on Ben Boyd Road and I strongly oppose the proposal to put in speed humps. The significant increase of road noise, pollution, and potentially severe disruption to my 263 bus route is going to have a large and awful impact on our residential amenity. You have proposed a speed hump right near our property, meaning the noise at night for us near our bedrooms will significantly increase with braking and accelerating cars. Not only this, but as we have never experienced speeding motorists even at the lower end of Ben Boyd Road (the road is far too windy to speed anyway), I believe this is a huge waste of taxpayer money that could be put towards many other projects around the Neutral Bay Area.
  - The other negative about the proposed speed humps is that they create noise pollution. The noise of vehicles braking, then the noise of the vehicle making contact with the speed hump, and then the noise of the vehicle accelerating away from the speed hump is something that the local community don't need.

We walk our dog up and down Ben Boyd Road everyday. We don't need that relaxing walk interrupted with the noise of vehicles negotiating speed humps.

- Article from The Sydney Morning Herald August 15, 2017 — 4.07pm

"Research from the UK National Institute for Health and Care Excellence suggests that speed bumps are environmentally unfriendly. When drivers speed up after having to slow down for a bump, they contribute more to air pollution than they would if they were driving smoothly.

While speed bumps save lives by slowing cars down on dangerous patches of the road, air pollution is deadly too. The road toll in Australia was around 1300 last year whereas air pollution contributes to over 3000 deaths each year, according to an Environment Justice Australia report. The idea of scrapping them has been floated in the UK, as it should here."

- The speed humps will generate noise.

Other local examples of speed humps, especially Bannerman street nearby have resulted in appalling driver behavior in habitual swerving towards the footpath/bike lane to avoid.

- The proposed speed hump between Premier St and Highview Ave is on a steep gradient . Any northbound traffic would have to accelerate after braking which would significantly increase traffic noise out the front of 98 and 100 Ben Boyd road. This increase in acceleration after losing momentum increases air pollution. Residents will suffer a lower quality of living as a result and it will devalue the properties themselves as being less desirable.

- I oppose the proposal from North Sydney Council to install multiple speed bumps along Ben Boyd Rd between Kurraba Road and Yeo Street.

Evidence provided in the “Report to General Council” (3 May 2019) indicates that generally, speed is not a problem along the length of Ben Boyd Rd with pneumatic speed tests indicating traffic speeds at all locations except one being less than 50km/hour limit. The exception was at the lower end of Boyd Rd where pneumatic speed tests indicated an average result of 52.9km/hr.

The report further references the nature of vehicle accidents in the period up to September 2018, noting the accidents most commonly occurred at intersections, particularly near Phillip street (again at the lower end of Ben Boyd Rd), an indication that safety of Ben Boyd Rd is intersection relation, not speed related.

The addition of five speed bumps along the length of Ben Boyd Rd will create additional traffic noise exacerbated by buses, emergency vehicles and trucks which frequently use Ben Boyd Road as an arterial road. Some of these vehicles will need to leverage compression braking when approaching the speed bumps and then acceleration to regain speed.

Based on both my personal experience as a resident of Ben Boyd Road and the May 2019 report there is insufficient to suggest speed is an issue. Further to this, I have been advised by a neighbour that the investment required is half a million dollars which, in my view, is better allocated to improvements in community facilities such as local schools and parks.

My strong view is that the installation of five additional speed bumps along the length of Ben Boyd Rd will not improve safety, instead it will create additional noise for residents and hamper the efficiency of emergency vehicles, buses and trucks. I ask that Council review the evidence and consider reallocating this significant investment.

Report Ref:

[https://www.northsydney.nsw.gov.au/files/assets/public/docs/1\\_council\\_meetings/committees/traffic\\_committee/524/4.04\\_ben\\_boyd\\_road\\_traffic\\_speeds.pdf](https://www.northsydney.nsw.gov.au/files/assets/public/docs/1_council_meetings/committees/traffic_committee/524/4.04_ben_boyd_road_traffic_speeds.pdf)

- Speed humps are detrimental to driving ease and car themselves be the cause of accidents, as drivers are caught unaware & react erratically. They cause noise & pollution as drivers brake & accelerate. They may be a future cause of the discontinuation of our 263 bus services.
- Speed bumps are a total waste as they don't deter anyone speeding and the acceleration after the bump only adds to more pollution and noise
- increased air pollution and increased noise as cars slow down then accelerate

- • Speed humps are ineffective – I do not support the speed humps because they result in increased noise pollution from vehicles decelerating and accelerating as they pass through the humps.
- The acceleration from the humps also results in increased air pollution from the application of power as they pass through the speed hump.
- The cost of the installation of the Humps is a gross waste of public funds which could be better spent on other more deserving projects.
- I would support the lowering of the speed limit on Ben Boyd Rd to 40Kph as has been done in many other areas of Sydney in recent times and is a cheaper and much more effective solution to the problem.
- I would also comment that there is a need to more regularly police the speed limit on Ben Boyd Road via mobile radar and Police patrols in order to reduce the aggressive driving which occurs on a regular basis and endangers pedestrians. The speed humps will do nothing to reduce this errant driving and danger to the public.
- We live in 85-89 Ben Boyd Rd, just before one of the proposed humps. The noise of cars, buses and trucks going over the humps constantly would negate their benefits.

Cars already drop their gears and then rapidly accelerate once they round the bend, this would only make it worse plus add additional noise.

We would like to see further trials of other mechanisms before anything permanent is installed.

There are a handful of repeat offenders speeding up and down the road (usually in high performance and noisy cars). We've never seen Highway Patrol along the road and believe that a few weeks of strategic placement of Police would resolve some of the issues.

#### Request for speed camera instead of speed hump

- I would prefer the council explore alternative methods of slowing the traffic including the use of Radar, Speed Cameras and / or lowering the speed limit to 40km/h.

A camera near the planter bed on the west side of Premier Street and another adjacent to the electrical box 175M further south on the eastern side of Ben Boyd Rd would act as a significant deterrent.

It is nigh impossible to park in the street due to 2hr restrictions that surround us. All the restrictions have done is push the non-resident traffic into a very narrow corridor of Ben Boyd Rd. Taking additional spacing away for speed bumps will make what is already a problem for residents even more complicated.

### Safety

- I don't feel that it is necessary and it will adversely impact on the appearance of the area and the natural, within the speed limit flow of traffic. I am also a cyclist and I anticipate that this will cause considerable problems and will be dangerous for the numerous cyclists that go up and down Ben Boyd Road. (refer to speed humps installed in Bannerman St.)
- Whilst they appear to slow some traffic there is insufficient evidence to show that they make streets any safer and can be a distraction to drivers taking their concentration off other hazards such as children.
- I am a resident of Ben Boyd Road between Phillip Street and Aubin Street and do not support speed humps. My husband is a cyclist and I believe speed humps would be dangerous as it was in Bannerman. Speed humps would also increase traffic noise with traffic going over speed humps and accelerating away. We have not experienced any problems with speeding traffic in our area being in the “quiet” area of Ben Boyd Road. I suggest an alternative solution is to have an occasional police presence or mobile speed camera in Ben Boyd Road to monitor speed and issue fines for offending motorists. If word gets round of random police presence this would be good deterrent.
- One of the proposed speed humps is directly outside our house. Having a speed hump in close proximity to a bend risks safety for all parties. We are also concerned that this will impact parking, which after the addition of new apartments in the street has become almost impossible. Whilst we acknowledge the notification states parking will not be impacted, we just want to ensure that this is the case.
- Pedestrian islands already slow down traffic in the straight section of Ben Boyd Road. Combined with the winding nature of the northern half of Ben Boyd Road, additional speed humps would create an extra hazard, especially for vehicles travelling southbound/downhill due to the constant changing of grip levels.

Additional speed humps would increase the passing time required to pass northbound/slow cyclists that travel at around 10-15km/h (I am a cyclist myself and use the road weekly). As vehicles need 1m to pass, the addition of a speed hump would reduce the passing speed and increase the passing time, creating an additional time encroaching the oncoming traffic lane, which would be travelling at a greater speed downhill.



Submissions referenced to an anonymous circulated objection letter

## PROPOSAL FOR SPEED HUMPS ON BEN BOYD ROAD

Dear Neighbours,

I am sure you will have received the same letter from North Sydney Council re the proposal to **install speed humps all the way along Ben Boyd Road** from Kurraba Road to Yeo Street.

Over the weekend, I bumped into **Councillor MaryAnn Beregi** who lives on Ben Boyd Road so I took the opportunity to discuss this proposal with her.

She is **totally opposed to speed humps all the way up Ben Boyd Road** from Kurraba Road to Yeo Street. The proposed works **will cost in excess of \$500,000**.

Councillor Beregi also raised concerns that any further impediments to the drivers of the **263 bus could be used as a further reason for the service being abandoned**. That would be disastrous for our community as that bus route is highly regarded, well used and is a necessary link between the City and Crows Nest which services our area well.

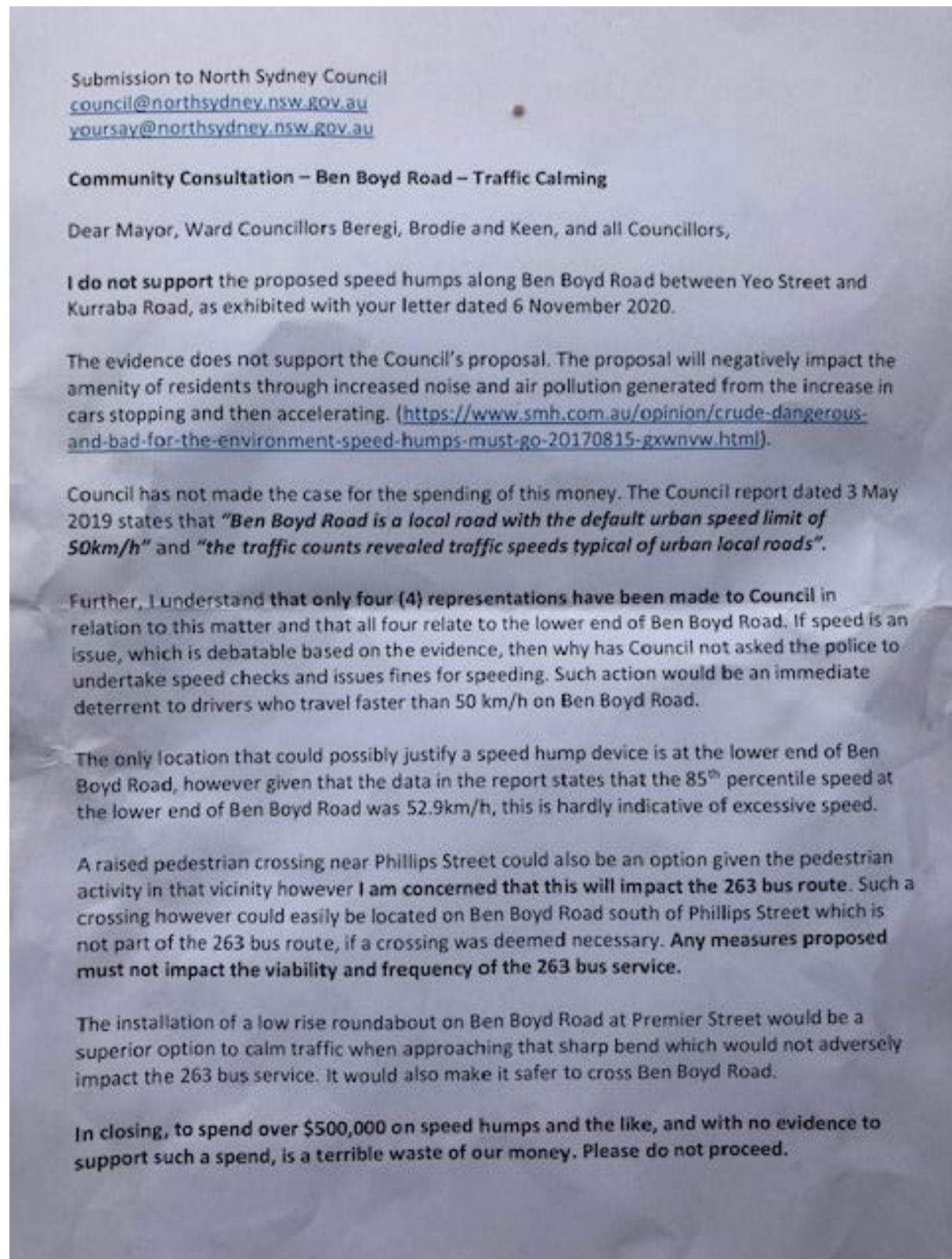
Councillor Beregi said when she asked the Director of Engineering as to **why speed humps were being proposed for Ben Boyd Road** and the justification/evidence for the proposed speed humps, he advised her that Council has received **FOUR complaints** relating to speed and dangerous driving conditions at the lower end of Ben Boyd Road since 2018. **Only FOUR!**

Councillor Beregi showed me the Council report which states that *"Ben Boyd Road is a local road with the default urban speed limit of 50km/h"* and *"the traffic counts revealed traffic speeds typical of urban local roads"*. The report noted that the speed on Ben Boyd Road was highest near the intersection with Aubin Street and that the pedestrian refuge at Phillips St was problematic. Let's just spend the \$150,000 addressing this area if it needs addressing.

We have all seen the **disaster with the speed humps and roundabout in Bannerman St, Cremorne**. There is a lot of evidence to suggest that speed humps are ineffective and counter-productive. When drivers accelerate and increase their speed after having to slow down for a bump, **they contribute more to air pollution** than they would if they were driving smoothly. They also increase their speed significantly and rapidly after negotiating the speed hump. Not to mention the sounds of traffic stopping, clunking over the speed bump and then speeding away with the driver's foot firmly on the accelerator.

I have drafted my submission to Council (see over). Councillor Beregi said she is more than happy for residents to call her and discuss the matter. Her number is 0411 829995.

**Please note that submissions close on 6 December 2020.**



- As residents of Ben Boyd Rd, We agree 100% with the attached submission drafted by a neighbour, that the proposal of building speed humps along Ben Boyd Rd SHOULD NOT PROCEED.

- The proposed expenditure on speed humps is disproportionate to the status of Ben Boyd Rd as a local road. Recent data on traffic speeds and accident rates do not justify such a level of expenditure for calming. This would be "gilding the lily". The funds could be more usefully employed on devising and implementing a solution for the intersection of Ben Boyd Rd and Yeo St.
  
- I am strongly opposed to this plan:
  - \*I am told there have been only four complaints of alleged speeding, during a survey period, that speeding occurring at the bottom of Ben Boyd Road, close to Kurraba Road.
  - \*I accept police findings that speed contributes to a significant number of accidents on our roads, city, state and nationally. Before retirement, I worked as a forensic psychiatrist, and was heavily involved with victims of motor accidents. However, in my opinion the statistics marshalled on Council website regarding speed/accidents is crude, not helpful to this specific situation, and does not advance discussion of the subject.
  - \*The cost of this work is outrageous, and could be put to much better use in alternate traffic-calming programmes.
  - \*When the 'gardens' at intersections the length of Ben Boyd Road were installed just a few years ago, I wrote to express my opposition. I believe my fears have been justified in the outcome; these gardens are intrusive, inhibit vision up and down the street when turning out of the side-road (and therein increase the risk of accidents); and, the gardens are not properly maintained or watered, and much of the year become eyesores. I have no confidence left that the North Sydney Council can be trusted to make correct decisions regarding traffic flow in our road.
  - \*Speed humps, in the intended style of installation, simply cause immense frustration and inflict wear and tear on motor vehicles. Most drivers using Ben Boyd Road respect speed limits; the relatively few miscreants would be much better managed through a direct police presence, and education programmes.
  - \*In my age group, I am becoming increasingly dependent upon public transport to get about the Lower North Shore. Any further impediment which could risk continuation of the 263 bus route would be a disaster.
  - \*Just below our property, at the junction between Ben Boyd Road and Premier Street, the result of the developments allowed by Council must result in increased traffic, increasing accident risk variously on the narrow Premier Street, and at either end. A much better solution than speed humps might be to install a carefully designed and engineered roundabout at the BBR/Prem. St junction, to facilitate traffic movement in all directions. In itself, a roundabout would prevent uphill road 'racers' from speeding, simply because a proper roundabout would require traffic slowing to a near stop.
  - \*Council officers claim to be open to discussion; my wife has left two messages on a traffic engineer's phone, and one at Council Reception. There has been no response or acknowledgement.
  - \*Discussing all these things with neighbours, the impression grows – in regard to projects all over the place – that the views of the rate-payers are becoming increasingly ignored. This is a situation which calls for rectification. But whatever, please do not proceed with the installation of these speed humps, and consider alternatives. Thank you.

- I do not support the proposed speed humps along Ben Boyd Road – between Yeo Street and Kurraba Road.

I understand from a Report to General Manager - North Sydney Council, dated 3 May 2019, that:

- Ben Boyd Road is a local road with the default speed limit of 50km/h
- The pneumatic test revealed traffic speeds TYPICAL OF URBAN ROADS
- The highest recorded speeds were in the section near house No. 44 Ben Boyd Road (52.9km/h) slightly over the 50km/h speed limit
- Traffic speeds at all other pneumatic test locations was BELOW THE SPEED LIMIT

This report goes on to say:

- There were 14 crashes along Ben Boyd Road between Yeo Street and Kurraba Road
- Most of the crashes occurred at intersections
- There is a cluster of different crash types at the intersection of Phillips Street and at Yeo Street

This Report to Council indicates the concerns with Ben Boyd Road are surrounding INTERSECTIONS and NOT AIMED AT SPEED.

As a resident of Ben Boyd Road my concerns with this proposal include:

- Excessive traffic noise of vehicles slowing (through compression breaking) and subsequently speeding up
- Interfering with Emergency Vehicles – particularly the Neutral Bay Fire Brigade on Yeo Street that uses the road as a main thoroughfare
- The extraordinary large cost of over \$500,000

- Dear Mayor, Ward Councillors Beregi, Brodie and Keen and all other Councillors,

I do not support the proposed speed humps along Ben Boyd Road between Yeo Street and Kurraba Road, as exhibited in your letter dated 6 November, 2020.

The evidence does not support the Council's proposal. The proposal will negatively impact the amenity of residents through increased noise and air pollution generated from the increase in cars stopping and accelerating - see <https://aus01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.smh.com.au%2Fopinion%2Fcrude-dangerous-and-bad-for-the-environment-speed-humps-must-go-20170815-gxwnvw.html&data=04%7C01%7Ccouncil%40northsydney.nsw.gov.au%7Ce36f5ec42354483903d108d89802f56b%7Ccc39af0c8b9446569d91ca30d60c209f%7C0%7C0%7C637426485768178253%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzIiLCJBTiI6IklhaWwiLCJXVCi6Mn0%3D%7C1000&data=padvEneFywA%2BVmXc47IGh1JXMxu8%2FgvNbJrseyzFscY%3D&reserved=0>

Council has not made the case for the spending of this money. The Council report dated 3 May 2019 states that "Ben Boyd Road is a local road with the default urban speed limit of 50 km/hr" and "the traffic counts revealed traffic speeds typical of urban local roads".

Further I understand that only four (4) representations have been made to Council in relation to this matter and that all four relate to the lower end of Ben Boyd Road. If speed is an issue, which is debatable based on the evidence, then why has Council not asked the police to undertake speed checks and issue fines for speeding? Such action would be an immediate deterrent to drivers who travel faster than 50 km/hour on Ben Boyd Road.

The only location that could possibly justify a speed hump device is at the lower end of Ben Boyd Road, however given that the data in the report states that the 85th percentile speed at the lower end of Ben Boyd Road was 52.9 km/hr, this is hardly indicative of excessive speed.

A raised pedestrian crossing near Phillips Street could also be an option given the pedestrian activity in that vicinity, however I am concerned that this will impact the 263 bus route. Such a crossing could easily be located on Ben Boyd Road, south of Phillips Street., which is not part of the 263 bus route if a crossing was deemed necessary.

The installation of a low-rise roundabout on Ben Boyd Road at Premier Street would be a superior option to calm traffic when approaching the sharp bend which would not adversely affect the 263 bus service. It would also make it safer to cross Ben Boyd Road.

In Closing to spend over \$500,000 on speed humps and the like, with no evidence to support such a spend, is a terrible waste of our money. Please do not proceed.

- Dear Mayor, Ward Councillors Beregi, Brodie and Keen, and all Councillors, I do not support the proposed speed humps along Ben Boyd Road between Yeo Street and Kurraba Road, as exhibited with your letter dated 6 November 2020. The evidence does not support the Council's proposal. The proposal will negatively impact the amenity of residents through increased noise and air pollution generated from the increase in cars stopping and then accelerating.

Council has not made the case for the spending of this money. The Council report dated 3 May 2019 states that "Ben Boyd Road is a local road with the default urban speed limit of 50km/h" and "the traffic counts revealed traffic speeds typical of urban local roads". Further, I understand that only four (4) representations have been made to Council in relation to this matter and that all four relate to the lower end of Ben Boyd Road. If speed is an issue, which is debatable based on the evidence, then why has Council not asked the police to undertake speed checks and issues fines for speeding. Such action would be an immediate deterrent to drivers who travel faster than 50 km/h on Ben Boyd Road. The only location that could possibly justify a speed hump device is at the lower end of Ben Boyd Road, however given that the data in the report states that the 85th percentile speed at the lower end of Ben Boyd Road was 52.9km / h, this is hardly indicative of excessive speed. As a resident I travel frequently on Ben Boyd between Hardie St & Kurraba Road and vice versa and have not seen any evidence of speeding – to the contrary most motorists are travelling below the speed limit. Any measures proposed must not impact the viability and frequency of the 263 bus service.

The installation of a low rise roundabout on Ben Boyd Road at Premier Street would be a superior option to calm traffic when approaching that sharp bend which would not adversely impact the 263 bus service. It would also make it safer to cross Ben Boyd Road. Surely residents of Ben Boyd road have had enough disruptions in this year with the works begin carried out on Military Road between Watson Street & Wycombe Road, the work in Watson Street and the work in Yeo Street. Installation of these unnecessary "calming devices" would again mean more disruptions – enough is enough!! To spend over \$500,000 on speed humps and the like, and with no evidence to support such spending, is a terrible waste of money and unnecessary. Please do not proceed. Surely in the time of a pandemic Council's funds could be better utilised.

- Dear Mayor, Ward Councillors Beregi, Brodie and Keen, and all councillors,

We do not support the proposed speed humps along Ben Boyd Road between Yeo Street and Kurraba Road, as exhibited with your letter dated 6-Nov-2020.

Instead, the installation of a low rise roundabout on Ben Boyd Road at Premier Street seems like a viable option (as suggested by some other residents) in terms of calming traffic when approaching the sharp bend, this would not adversely impact the 263 bus service and also make it safer to cross Ben Boyd Road.

To spend over \$500,000 on speed humps with no substantial evidence to support such an expenditure is a terrible waste of tax/rate/levy payers money.

Please do not proceed.

- I DO NOT Support The proposed speed humps along Ben Boyd Road between Yeo Street and Kurraba Road as exhibited in your letter dated 6 November 2020.

A sufficient case has not been made to create speed humps to create 'traffic calming'. The Council report dated 3 May 2019 identified that "Ben Boyd Road is a local road with default urban speed limit of 50km/h' and 'the traffic counts revealed speeds typical of urban roads'.

Creating speed humps will impact the amenity of residents via increased noise and air pollution generated from the increase in cars slowing and then accelerating (<https://www.smh.com.au/opinion/crude-dangerous-and-bad-for-the-environment-speed-humps-must-go-20170815-gxnwnvw.html>).

Enquires have revealed that only 4 representations have been made to council in relation to this matter, will all 4 relating to the lower end of Ben Boyd Road. Surely if speed is an issue, the Council should be engaging the police to undertake speed checks and issue fines for speeding or perhaps requesting speed cameras are installed. This would provide an instant deterrent to drivers travelling faster than 50km/h.

It would be difficult to justify a speed hump at the lower end of Ben Boyd Road given the data in the report revealed that the 85th percentile speed at the lower end of Ben Boyd Road was 52.9km/h which is hardly excessive speed.

Per conversations with Councillor MaryAnn Beregi - construction of speed humps could adversely impact the 263 bus route which is unacceptable particularly in light of the lack of evidence to support construction.

Further, spending more than \$500k on speed humps and related infrastructure without any material evidence to support a requirement for them is an unacceptable waste of ratepayers (of which I am one) money.

PLEASE DO NOT PROCEED

## Comments received from outside Survey Area

### Support proposal

- 1. I support speed bumps on Ben Boyd
  2. Particular concern is intersection of Ben Boyd & Aubin St: Cars heading uphill from the south often peed around curve, and are not visible to pedestrians until too late.
  3. Surely the 'Hump' should be on south side of intersection (see the diagram attached).
  - 4 And the pedestrian 'shelter' on north side must also be retained.
  
- 1. We agree with the use of speed humps but feel the total of 9 as indicated is excessive.
  2. The proposal does not address a key safety issue. We are long term residents of Aubin St who experience the daily fear of a collision when exiting Aubin St into Ben Boyd Rd. This fear is caused by the speed of northbound traffic from Kurraba Rd combined with a lack of visibility due to road curvature and illegal parking. Unless the speed hump intended to be placed near this intersection is also a pedestrian crossing and/or the painted road markings on the SW corner are turned into a solid kerb extension, I doubt the chronic safety problem at this intersection will be resolved.
  3. We note in Nathan Wu's email correspondence of 23/12/19 to our neighbour Peter Webber where this issue has been raised (see attached document) that you state: "Alternative options are being investigated to improve the operation of the intersection and pedestrian safety" and "further investigation and consultation with local residents will be undertaken prior to implementation of the project". We trust this has not been forgotten.
  
- As long as you remove the visual pollution i.e. all the SLOW DOWN signs at the side of the local roads. Not only in Ben Boyd Road also in Cremorne Point. People might slow down once after that they don't take any notice. Some of the signs have come off the poles. Really there are smarter ways of ensuring car drivers slow down. I believe the North Sydney rate payers' money could be well spent on other projects, not visual pollution = Australian Ugliness.

### Oppose proposal

#### Congestion

- Ben Boyd Road is a main arterial road. Installing speed humps will slow traffic down and create more traffic jams in the area especially during peak hours traffic. Installing speed humps on a main road, will drive traffic to Wycombe Road and to other neighbouring streets and create additional rat runs in the area. With the proposed upgrade to Warringah freeway, Ben Boyd Road will experience increased traffic exacerbating traffic issues. I am totally opposed to this proposal.

#### Environmental Impact

- Ben Boyd Road is a busy road which many people have to use to get around, and to and from, our suburbs. Speed bumps cause noise pollution and also increase wear and tear on our vehicles (brakes and suspension) and they decrease fuel efficiency. If speeds are not being adhered to, this is a matter for law enforcement.



- Speed Humps will just increase the noise level during the night/day. The crossing is well lit BUT does need better signage further down the road on both sides.  
 The tree on the South side is the main obstacle as cars can not see the pedestrians until they step out.  
 The real issue is pedestrians just walking out without checking on car movements.

### Unnecessary

- I have lived at the above address for over 30 years. I drive along Ben Boyd Road at least once a day and I have never found the speed of the traffic a problem. I hope we will not see a repetition of the costly building and swift removal of the series of speed humps in Bannerman Street. What is badly needed is an improved exit from Avalon Street into Ben Boyd Road where the vision is very poor.
- I am opposed to the plan to instal speed bumps up Ben Boyd Road. From what I can gather, the issue with traffic speed has not been a significant enough issue to justify such an extensive and costly installation.

Speed bumps should be reserved for high-risk pedestrianised areas such as schools and hospitals where speed limits are set to 40kmph. They are not appropriate on a 50kmph main road. Drivers will be braking hard and accelerating hard which causes increased noise and pollution, particularly when traveling up the hill. These negative off-sets will outweigh benefits because the speed tests do not show a significant risk from driver speed. It also reduces the metal impact speed bumps have on drivers when they are in a high-risk area. Drivers get good at braking and accelerating hard the more they do it and the thought becomes more about navigating that process as quickly as possible rather than the intended effect of slowing drivers throughout the high-risk stretch. As a local resident on Ben Boyd I commute daily on the road, cycle on the road and walk a baby in a pram beside the road. I've never felt unsafe and crossing with the pram has never been an issue. If there are speed concerns, then a police speed trap seems a more appropriate start point. If this has costs and concerns are found to be correct, then this will raise revenue through fines to subsidise the policing cost. The occasional speed traps on nearby Clark Road have made a real difference to driver attitude and caution as they approach from Kirribilli. This seems an over-reaction and I would strongly implore you not to proceed with the current plan.

- This road is twisty, winding and downhill. At the top it has two traffic light intersections which pause and phase the traffic flow adequately - this is followed by a 40 k/mh school zone and a raised pedestrian crossing. There are more traffic lights at the bottom. It is also a bus route. The road works really well as currently designed. The sharp curves, turns and steep gradient mean you are on the brakes. There are pedestrian islands and curves designed in the flatter sections. The on street parking either side, bus stops and a large number of side roads all provide a natural caution and traffic calming effect. I use the road almost daily and it works very well. It is not known for excessive speed and this was recently monitored. I consider this project would be a real waste of federal funding money addressing a "problem" which simply does not exist. My daughter is at school in Kirribilli and we use this route for her schooling, sport, social and many other reasons.
- The road works really well as it is. The traffic light phasing, curves, steep downhill gradient, raised pedestrian crossing, pedestrian traffic islands, 40 km/h school zone etc. all provide natural obstacles to brake and use caution. It is also a bus route. My daughter attends school in Kirribilli and we use the road regularly. I would not describe this as a "black spot" - please don't change this it is not necessary and would be a waste of funding.
- Ben Boyd Road is a main thoroughfare between Neutral Bay and Kirribilli / North Sydney, and I think Council's proposal to install 9 speed humps on the stretch between Hardie Street and

Kurraba Road, along with a further 2 entering from a side street, is absolute overkill. I use Ben Boyd Road frequently to go to North Sydney and have never found speeding to be an issue on the road.

Which part of Ben Boyd Road has been identified as the “black spot”?

It is a winding, hilly street, and the natural geography of its route serves to slow vehicles as they approach and exit the bends. It has traffic lights at the top and bottom, a school zone and 1 existing speed hump/pedestrian crossing at Hardie Street. The 263 bus also travels part of its length, and despite Council’s assurances that the speed humps’ height will minimise discomfort for bus passengers, I am not convinced. This is already one of the more challenging routes for drivers, given the narrow streets drivers have to negotiate around Forsyth Park, and this will add to the challenge.

I have roughly calculated the distance between each of the 9 new speed humps:

- Existing speed hump Yeo St - Hardie St - 120 metres
- 1st speed hump Hardie St - north of Lindsay St - 90 metres
- 2 speed hump north of Lindsay St - north of Highview St - 90 metres
- 3 speed hump north of Highview St - south of Highview St - 95 metres
- 4 speed hump south of Highview St - 1st south of Premier St - 150 metres
- 5 v1st south of Premier St - 2nd south of Premier St - 100 metres
- 6 speed hump 2nd south of Premier St - north of Phillips St - 80 metres
- 7 speed hump north of Phillips St - 1st south of Phillips St - 30 metres
- 8 speed hump 1st south of Phillips St - 2nd south of Phillips St - 70 metres
- 9 speed hump 2nd south of Phillips St - north of Aubin St - 90 metres

The constant braking & accelerating at these extremely short intervals will be a nightmare for residents.

There are also pedestrian islands along its length and on the sharpest bend at Premier Street a median separation lane.

I consider this proposal to install these 9 + 2 speed humps on Ben Boyd Road excessive and not necessary, and a waste of (my) Federal money.

- As a resident of Kirribilli and a (now retired) Neutral Bay Real Estate Agent for 40 years I am and have been a frequent user of Ben Boyd Road for many years. I am amazed that Ben Boyd Road could in any way be considered a traffic "Black Spot". Accidents involving cars and/or pedestrians can happen in any suburban street, but to be considered a black spot, I would have thought that there would need to be an extensive history of serious accidents caused by the dangerous nature of the street itself. I do not believe this to be the case in Ben Boyd Road. It is a comfortably wide road with many intersections and curves in some places. These all add to the need for caution and reduced speed, but no more so than almost any other street. It would certainly add to the case for multiple speed humps if the Council were to list a long history of serious accidents in Ben Boyd Road. In my opinion, North Sydney Council area already has too many speed humps such as the fiasco in Bannerman Street.
- I don't use this road often in my car, but the natural bends in the road lend themselves to 'calming'. I put 'calming' in inverted commas because speed humps are noisy (especially driving up-hill), unpleasant for residents living alongside and an irritant for drivers. As a pedestrian I have never had an issue with crossing this road or found it dangerous. I think that these plans are unjustified and a waste of money.
- Ben Boyd Road already has many incidental traffic calming features which require vehicles to drive slowly, i.e. traffic lights at both ends, 40km school zone, many acute curves required

braking , side streets, and pedestrian islands - it is not a high speed street. Federal money should not be wasted on this as it is not necessary.

- I do not support Council's proposal to install yet more speed bumps on Ben Boyd Road. There are already enough obstacles to navigate along Ben Boyd Road without adding more speed bumps to further clutter the road. As someone who frequently uses Ben Boyd Road as a motorist and as a pedestrian, I observe that motorists are quite cautious when making their way up and down Ben Boyd Road due its curves and incline/descent.  
 I am also concerned for the many residents how have to live near the speed bumps and the never ending noise they will have to endure as motorists cross the speed humps.  
 I have dealt with many communities where noise from speed bumps is a cause for great distress.

Please don't spend money on installing more speed bumps, especially as it is not warranted.

- This section of Ben Boyd Road has several bends and curves, and a school zone. These already limit speed.  
 Putting in speed humps would presumably take away several parking spaces which are already in short supply in Neutral Bay.  
 I have lived in this area for many years and use Ben Boyd Road frequently. I am not aware of a high accident rate caused by speeding.  
 We already have the visual pollution of the corflute wraparound "slow down" signs. If these are deemed to have not been successful in reducing speed, can they be removed?
- I am protesting this and do not want speed bumps on this road that I use every day.
- Yet another idiotic waste of money - you are experts at this!

#### Suggest for alternatives

- Alternatives to speed bumps which are uncomfortable for passengers, and slow the flow of traffic, are more speed cameras along Ben Boyd Road.

#### Safety

- Pedestrian islands already slow down traffic in the straight section of Ben Boyd Road. Combined with the winding nature of the northern half of Ben Boyd Road, additional speed humps would create an extra hazard, especially for vehicles travelling southbound/downhill due to the constant changing of grip levels.

Additional speed humps would increase the passing time required to pass northbound/slow cyclists that travel at around 10-15km/h (I am a cyclist myself and use the road weekly). As vehicles need 1m to pass, the addition of a speed hump would reduce the passing speed and increase the passing time, creating an additional time encroaching the oncoming traffic lane, which would be travelling at a greater speed downhill.

## PROPOSAL FOR SPEED HUMPS ON BEN BOYD ROAD

Dear Neighbours,

I am sure you will have received the same letter from North Sydney Council re the proposal to **install speed humps all the way along Ben Boyd Road** from Kurraba Road to Yeo Street.

Over the weekend, I bumped into **Councillor MaryAnn Beregi** who lives on Ben Boyd Road so I took the opportunity to discuss this proposal with her.

She is **totally opposed to speed humps all the way up Ben Boyd Road** from Kurraba Road to Yeo Street. The proposed works will cost in excess of \$500,000.

Councillor Beregi also raised concerns that any further impediments to the drivers of the **263 bus could be used as a further reason for the service being abandoned**. That would be disastrous for our community as that bus route is highly regarded, well used and is a necessary link between the City and Crows Nest which services our area well.

Councillor Beregi said when she asked the Director of Engineering as to **why speed humps were being proposed for Ben Boyd Road** and the justification/evidence for the proposed speed humps, he advised her that Council has received **FOUR complaints** relating to speed and dangerous driving conditions at the lower end of Ben Boyd Road since 2018. **Only FOUR!**

Councillor Beregi showed me the Council report which states that **"Ben Boyd Road is a local road with the default urban speed limit of 50km/h"** and **"the traffic counts revealed traffic speeds typical of urban local roads"**. The report noted that the speed on Ben Boyd Road was highest near the intersection with Aubin Street and that the pedestrian refuge at Phillips St was problematic. Let's just spend the \$150,000 addressing this area if it needs addressing.

We have all seen the **disaster with the speed humps and roundabout in Bannerman St, Cremorne**. There is a lot of evidence to suggest that speed humps are ineffective and counter-productive. When drivers accelerate and increase their speed after having to slow down for a bump, **they contribute more to air pollution** than they would if they were driving smoothly. They also increase their speed significantly and rapidly after negotiating the speed hump. Not to mention the sounds of traffic stopping, clunking over the speed bump and then speeding away with the driver's foot firmly on the accelerator.

I have drafted my submission to Council (see over). Councillor Beregi said she is more than happy for residents to call her and discuss the matter. Her number is 0411 829995.

Please note that submissions close on **6 December 2020**.

Submission to North Sydney Council  
[council@northsydney.nsw.gov.au](mailto:council@northsydney.nsw.gov.au)  
[yoursay@northsydney.nsw.gov.au](mailto:yoursay@northsydney.nsw.gov.au)

#### Community Consultation – Ben Boyd Road – Traffic Calming

Dear Mayor, Ward Councillors Beregi, Brodie and Keen, and all Councillors,

**I do not support** the proposed speed humps along Ben Boyd Road between Yeo Street and Kurraba Road, as exhibited with your letter dated 6 November 2020.

The evidence does not support the Council's proposal. The proposal will negatively impact the amenity of residents through increased noise and air pollution generated from the increase in cars stopping and then accelerating. (<https://www.smh.com.au/opinion/crude-dangerous-and-bad-for-the-environment-speed-humps-must-go-20170815-gxwnvw.html>).

Council has not made the case for the spending of this money. The Council report dated 3 May 2019 states that *"Ben Boyd Road is a local road with the default urban speed limit of 50km/h"* and *"the traffic counts revealed traffic speeds typical of urban local roads"*.

Further, I understand that **only four (4) representations have been made to Council** in relation to this matter and that all four relate to the lower end of Ben Boyd Road. If speed is an issue, which is debatable based on the evidence, then why has Council not asked the police to undertake speed checks and issues fines for speeding. Such action would be an immediate deterrent to drivers who travel faster than 50 km/h on Ben Boyd Road.

The only location that could possibly justify a speed hump device is at the lower end of Ben Boyd Road, however given that the data in the report states that the 85<sup>th</sup> percentile speed at the lower end of Ben Boyd Road was 52.9km/h, this is hardly indicative of excessive speed.

A raised pedestrian crossing near Phillips Street could also be an option given the pedestrian activity in that vicinity however **I am concerned that this will impact the 263 bus route**. Such a crossing however could easily be located on Ben Boyd Road south of Phillips Street which is not part of the 263 bus route, if a crossing was deemed necessary. **Any measures proposed must not impact the viability and frequency of the 263 bus service.**

The installation of a low rise roundabout on Ben Boyd Road at Premier Street would be a superior option to calm traffic when approaching that sharp bend which would not adversely impact the 263 bus service. It would also make it safer to cross Ben Boyd Road.

In closing, to spend over \$500,000 on speed humps and the like, and with no evidence to support such a spend, is a terrible waste of our money. Please do not proceed.

- I find it very hard to justify the expensive (\$500,000!) installation of speed humps on Ben Boyd Road given that there have only been four complaints relating to speed on that road since 2018. Ben Boyd road, like Wycombe Road and Spofforth Street is a critically important linking road that enables fluid movement through the suburbs of Neutral Bay and Cremorne. Bringing it to a crawl will add to the congestion we already have in the Military Road adjacent areas, and people will start creating new rat runs which will cause more issues for residents in quiet streets. I also note with alarm that the introduction of Speed Bumps might cause the 263 Bus Service to be scrapped or re-routed. One of the reasons we purchased our house in Spruson Street was the bus stop for the 263 service. We will be extremely unhappy if this is taken away from us. Indeed it would cause real hardship for many North Sydney Council ratepayers (many of them elderly) who rely on this service. I am retired and I use the service regularly. Surely less extreme, less costly and less disruptive measures could be introduced such as more street speed signs, perhaps even lowering the maximum speed, or even the introduction of speed cameras. Why disrupt life for so many people to thwart a few speedsters? Why not target the speedsters?
  
- I do not support the proposed speed humps on Ben Boyd Road. Having lived in close proximity to this thoroughfare over the past 18 years (including several years on Ben Boyd Road itself) I believe the problem is the 50km speed limit is too low. I have spent much time in this area since the mid-1980s and remember well this being a 60km road. Ben Boyd Road is a major thoroughfare within Neutral Bay, providing one of the few direct links between Kurraba and Military Roads. With the lower speed limit drivers turning from side streets into Ben Boyd Road can become frustrated waiting for traffic to clear and may make unsafe decisions when to enter the intersection. The recent introduction of additional landscaping near intersections with side streets makes sight lines worse. I understand the rationale behind speed humps is to make the street more pedestrian friendly, however this is not an area of high pedestrian activity nor would speed humps be the optimal solution. I would fully support introducing pedestrian refuge islands or low height roundabouts, both of which could be expected to improve pedestrian accessibility without making vehicle movements worse. However this must not interfere in any way with the critical 263 bus route which is the only public transport available to much of this suburb and consequently to its pedestrians. If you wish to make improvements to Ben Boyd Road you would do better addressing traffic flow at the Military Road intersection. Ben Boyd Road is possibly the only route left in Neutral Bay allowing direct access from one side of Military Road to the other, which effectively cuts the suburb in half. Traffic is currently allowed to turn right and left into Military Road at this intersection, which prevents any through traffic crossing to the other side. The recent introduction of red arrows to these traffic lights have actually made this worse. Traffic frequently banks up South of Yeo Street or North of Grosvenor Street and may have to wait for several cycles of the traffic lights. There are dedicated right and left turn lanes at Watson Street and Wycombe Road which provide far better solutions for turning drivers. Traffic at Ben Boyd Road should be obliged to travel straight ahead only. In summary I do not support the introduction of speed humps to Ben Boyd Road for reasons outlined above, although I would fully support additional refuge islands and/or roundabouts providing these do not interfere in any way with the 263 bus operations which are critical to this suburb.

Report of Traffic & Transport Engineer, Nathan Wu  
Re: Ben Boyd Road – Proposed Traffic Calming – Survey Results

(45)

- Dear Sir/Madam,

I refer to the undermentioned e-mail forwarded to you yesterday.

As with [REDACTED] we in Highview Avenue were not privy to this proposal which came to our attention just yesterday via the anonymous letter placed in our letterbox.

I also, with my wife, am dismayed at the proposal to spend \$500,000 (plus) on speed humps along the section of Ben Boyd Road south of Military Road. Such decision appears to be in response to but four complaints of speeding during a period of two years, a remarkable statistic I would have thought! In the twenty three years we have lived in Highview Avenue I cannot recall one instance of a road accident along that stretch of Ben Boyd Road - if there has been such it would seem to have been of little consequence.

Accordingly, I too consider the proposal to be unnecessary and a severe detriment to residents of the area and to the free-flow of traffic generally.

Yours Sincerely,

- Dear Mayor and all Councillors,

I am writing to address the proposed speed humps along Ben Boyd Road between Yeo Street and Kurraba Road, as exhibited 6 November 2020.

I understand that the justification for this proposal is to address 4 complaints related to speed and dangerous driving along this road. These number of complaints do not seem to justify the decision to install speed humps along this road and spend an estimated \$500,000. Additionally, a complaint does not seem to provide sufficient evidence that speeding is actually an issue along the road. Is there more scientific data to support the outlay of these funds and the installation of these humps?

As a regular passenger on the 263 bus route, I understand the implementation of speed humps puts this service at risk. The 263 bus route is a necessary service for the community and in fact was a positive point in my decision to purchase property in Neutral Bay only 6 months ago. The loss of this service would limit access points to the city with public transport, forcing a longer daily commute via military road.

As a resident and regular user of Ben Boyd road, I do not support the decision to install speed humps along this road.

I am happy to be contacted for discussion.

- PROPOSAL FOR SPEED HUMPS ON BEN BOYD ROAD

At this late stage, I have been made aware of possible construction of speed humps on Ben Boyd Road, and I register my objection to such speed humps and associated expenditure. Please do not try to fix one problem by creating another. Obviously, speed humps were not a solution in Bannerman Street, Cremorne where three were installed and later removed. If the proposed works were to cost \$500,000, that is a huge waste of Council money, and as a ratepayer, I object.

How much money was wasted in Bannerman Street, Cremorne?

If only four speeding complaints were lodged over two years for Ben Boyd Road, then there is not a problem because human nature is such that many people speed all over Council's roads.

Speed humps are disliked by:

- Cyclists (possible busters)
- Motorists (wear and tear of vehicle)
- Ambulances (slows progress in emergencies)
- Furniture removalists (possible shifting of load resulting in damage)

Furthermore:

1. Speed humps cause vehicles to make more noise, braking at each hump and then revving the engine to speed away again after the hump. This issue is magnified with trucks
2. Also, my experience is that whenever I slow down at a speed hump, the driver behind me does not do so until they are at the hump very close behind my car, causing me to go faster so the car behind does not crash into my car, so that defeats the purpose of the speed hump
3. People try to drive around speed humps, causing people to drive more dangerously
4. People are so focussed on dealing with speed humps they may miss seeing other traffic hazards

- I do not support the proposed speed humps along Ben Boy Rd between Yeo and Kurraba Roads. This proposal will have a negative impact on the area. Put in speed checks if there is concern. And of greatest concern is that this could negatively impact the 263 bus route to the city which is a vital transport link in this area. Transport NSW won't have buses travelling over speed humps so would likely cancel that service. If that bus service goes you will have created a much bigger problem. There is no evidence to support this idea. Please do not proceed.



- Dear Mayor, Ward Councillors Keen, Brodie Beregi and all Councillors and Council Officers. My name is John Wells. My family and I live at 62 Spruson Street, Neutral Bay. I travel very regularly along Ben Boyd Road every day. I do not believe there is a requirement for traffic calming measures on this road. Having read Council’s arguments for the introduction of speed humps, I do not believe Council has made the case for such an impactful traffic management system. It is simply not necessary. Council’s own report dated May 2019, indicates that “the traffic counts reveal traffic speeds typical of urban local roads”. At a proposed cost of \$500,000 - yes, half a million bucks - this is a disgrace. This money could be much better spent upgrading parks and gardens around the streets and providing garden benches for public use, particularly for older people. Only a very minimal number of complaints (4) have been made to council in relation to traffic issues along Ben Boyd Road and these all relate to the lower end of the road near Kurraba Road. Speed humps are a severe traffic hazard, not a traffic calming measure. Any speed humps along the upper end Ben Boyd Road, to Phillips Street, might further impact the 263-bus route and put at risk this essential bus service for the people of Cremorne and Neutral Bay. The environmental impact of speed humps with cars and trucks having to virtually stop and then accelerate is creating far more pollution than is necessary. Perhaps Council could request police to monitor speeding drivers in Ben Boyd Road, if there are so many, for several weeks. This real action should help stop any potential speeding drivers and not put a further \$500,000 rate burden on residents. Our family does not support Council’s proposal and we respectfully ask that it does not go ahead.
- Dear Mayor, Ward Councillors Beregi, Brodie and Keen and all other Councillors,

I do not support the proposed speed humps along Ben Boyd Road between Yeo Street and Kurraba Road, as exhibited in your letter dated 6 November, 2020.

The evidence does not support the Council’s proposal. The proposal will negatively impact the amenity of residents through increased noise and air pollution generated from the increase in cars stopping and accelerating - see <https://www.smh.com.au/opinion/crude-dangerous-and-bad-for-the-environment-speed-humps-must-go-20170815-gxwnvw.html>

Council has not made the case for the spending of this money. The Council report dated 3 May 2019 states that “Ben Boyd Road is a local road with the default urban speed limit of 50 km/hr” and “the traffic counts revealed traffic speeds typical of urban local roads”.

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A raised pedestrian crossing near Phillips Street could also be an option given the pedestrian activity in that vicinity, however I am concerned that this will impact the 263 bus route. Such a crossing could easily be located on Ben Boyd Road, south of Phillips Street., which is not part of the 263 bus route if a crossing was deemed necessary.

The installation of a low-rise roundabout on Ben Boyd Road at Premier Street would be a superior option to calm traffic when approaching the sharp bend which would not adversely

affect the 263 bus service. It would also make it safer to cross Ben Boyd Road.

In closing, to spend over \$500,000 on speed humps and the like, with no evidence to support such a spend, is a terrible waste of our money. Please do not proceed.

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- Dear Mayor and Councillors of North Sydney Council,

Re: Community Consultation

**PROPOSAL FOR SPEEDS HUMPS ON BEN BOYD ROAD**

I write to express my opposition to the plan to implement speed management/traffic calming interventions in the form of speed humps along Ben Boyd Road, Neutral Bay.

I believe that my qualifications to comment on the use of speed humps along Ben Boyd Road are substantial and probably unique:

- I am a road safety professional, with 25 years' experience in Local Government;
- I have tertiary qualifications in road safety;
- I am currently a fleet trainer and my role is specifically to reduce crashes and road trauma;
- I have acted as a consultant to the NSW Police driver training unit;
- I have been a resident of Neutral Bay since 1988 and I walk and drive along Ben Boyd Road on a daily basis, and ride a bicycle along this road occasionally;
- I rely on the 263-bus route as my prime method of travel to work daily at 0619.

My main reason for opposing the plan is that it is unnecessary and not a good use of public funds that could be used for better road safety interventions within the LGA.

I understand just four representations have been made to Council regarding traffic speed along Ben Boyd Road.

Whilst I do not have access to the numbers of crashes along Ben Boyd Road, I have not witnessed any crashes since moving to Undercliff Street in 1991. I have knowledge of one incident.

An incident along Ben Boyd Road is rare and random.

I have not witnessed high numbers of vehicles driven at excessive speed – again random and rare. Has Council's traffic unit completed a Benefit Cost Assessment to demonstrate that \$500,000 is appropriate to be spent on this plan and what is the Benefit Cost Ratio – how many crashes will this prevent and what will be the reduction in crashes over the number of crashes in the last five years? I believe that these public funds are better used in other areas.

In addition, I am concerned about the use of speed humps and their relationship with bike riders. Ben Boyd Road is obviously a key route for many commuter riders to the City and is used by many riders at weekends. Particularly with riders going downhill there is a greater risk of conflict with car, bus and truck drivers at the approaches to the humps. Uphill the humps present more difficulties for riders. If humps are 'bypassed' by riders there is greater risk of conflict where a bike rider travels faster than the motor vehicle and passes on the left side.

I am sure that others opposing this plan will have detailed the negative effects of speed humps on emissions and the environment (including noise), the issues with bus operations (I need the 263!), garbage collection and other council services. Speed humps also affect emergency service operations (particularly with Neutral Bay Fire Station so close). These are all credible comments which I support.

Ben Boyd Road was one of the very first roads to have a 50 km/h speed limit in the early 1990s. This led to the adoption of this limit by many other councils and then to the current state wide default limit in urban areas. As a road safety professional, I believe that this was appropriate and has been effective. It has been so for thirty years now during which time I have used Ben Boyd Road daily as a pedestrian, rider and driver.

I have not seen any evidence that demands any changes to the current situation.

Speed humps will not provide any benefit to the residents of Ben Boyd Road and adjoining streets.

Thank you for the opportunity to respond.

- Dear Mayor, Ward Councillors Beregi, Brodie and Keen and all other Councillors,

I do not support the proposed speed humps along Ben Boyd Road between Yeo Street and Kurraba Road, as exhibited in your letter dated 6 November, 2020.

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- Attention Mayor and all councillors

Hi

I am writing as a resident of Spruson St who uses Ben Boyd Rd daily to say I do not support the proposed speed humps on a Ben Boyd Road

I strongly oppose it for a number of reasons

1. Ben Boyd is a single lane road and people will dodge and weave to avoid the humps

2 it will add to traffic congestion within the area

3 it will divert traffics to Spruson St and other streets as drivers avoid the Ben Boyd creating flow on issues

4 The costs are unbelievably high and as a rate payer believe the \$ could be much better spent than this proposal which has not been asked for or requested

5 The possible knock on effect to the 263 Bus service with proposed changes

6 It will cause additional traffic problems in and around Neutral Bay Primary particularly at pick up and drop off time

If speed is seen is any sort of issue install a speed camera

- I think that the above is a frivolous waste of Council's money. Speed humps are noisy, increase pollution and wear and tear on vehicles.

There is a letter circulating from Councillor Beregi which I fully support, so much so that today I posted it up on Cremorne Neutral Bay Living.

Just as I have commented in the past about poor driver compliance with Stop Signs (Lisa and I recently nearly got taken out by a driver who failed to stop coming out Olive Lane at Barry Street, not to mention

a Mercedes that came barrelling out of May Lane two days later before stopping in the parking lane on

Yeo Street) I also believe this is the case with speeding on Ben Boyd Road and it's time that the Police

stepped up to the mark with some enforcement.

Given the Transport Minister's recent announcement about increased mobile speed camera hours complemented with reduced markings, perhaps you could request a visit from one? It could be

revenue

positive with the fines going back into paying for some other road safety initiatives.

- Dear Mayor, Ward Councillors Beregi, Brodie and Keen and all Councillors, I have recently been made aware of proposed speed humps along Ben Boyd Rd between Yeo St and Kurraba Rd at a cost of \$500,000. I am firmly opposed to this proposal. I have been a resident (off Ben Boyd Rd) for 34 years. During that period of time I have been unaware of any road traffic accidents or significant traffic incidents to justify this extraordinary expense. Particularly in light of recent concerns of inappropriate spending of tax payer money by Councils such monies should be spent to maximally advantage many residents, not to address unpublicised concerns of a few at the lower end of Ben Boyd Rd. Might I suggest a better spend would be air conditioning in the classrooms of Neutral Bay Public School. Money aside speed humps are an assault on amenity. Cars, tradesmen's utes, trucks and buses noisily brake as they approach the humps, clatter noisily as they pass over the hump, and make even more noise as they accelerate after exiting the hump. I for one would hate to live in a house adjacent to such humps. Clear, concise justification has not been offered as to the benefit of these speed humps to the local community around Southern Ben Boyd Rd let alone the wider community of the North Sydney Municipality. Please do not proceed with this unjustified, noise and air polluting proposal.
- I do not support the proposed speed humps along Ben Boyd Road between Yeo Street and Kurraba Road, as exhibited with your letter dated 6 November 2020. The evidence does not support the Council's proposal. The proposal will negatively impact the amenity of residents through increased noise and air pollution generated from the increase in cars stopping and then accelerating. (!:rttpg:llwww.smh.com.au/lopinion/crude-dangerous, arrd-bad-fnr\*the-environment-sneeJ-humns-must\*Eo-ZS1 7t]8 wnvw.html) Council has not made the case for the spending of this money. The Council report dated 3 May 2019 states that "Ben Boyd Road is a local road with the default urban speed limit of 50km/h" and the traffic counts revealed traffic speeds typical of urban local roads". Further, I understand that only four (4) representations have been made to Council in relation to this matter and that all four relate to the lower end of Ben Boyd Road. If speed is an issue, which is debatable based on the evidence, then why has Council not asked the police to undertake speed checks and issue fines for speeding. Such action would be an immediate deterrent to drivers who travel faster than 50 km/h on Ben Boyd Road. The only location that could possibly justify a speed hump device is at the lower end of Ben Boyd Road, however given that the data in the report states that the 85th percentile speed at the lower end of Ben Boyd Road was 52.9km/h, this is hardly indicative of excessive speed. A raised pedestrian crossing near Phillips Street could also be an option given the pedestrian activity in that vicinity however I am concerned that this will impact the 263 bus route. Such a crossing however could easily be located on Ben Boyd Road south of Phillips Street which is not part of the 263 bus route, if a crossing was deemed necessary. Any measures proposed must not impact the viability and frequency of the 263 bus service. If the installation of a low rise roundabout on Ben Boyd Road at Premier Street would be a superior option to calm traffic when approaching that sharp bend which would not adversely impact the 263 bus service. It would also make it safer to cross Ben Boyd Road. In closing to spend over \$504000 on speed humps and the like, and with no evidence to support such a spend, is a terrible waste of our money. Please do not proceed.



Report of Traffic & Transport Engineer, Nathan Wu  
Re: Ben Boyd Road – Proposed Traffic Calming – Survey Results

(55)

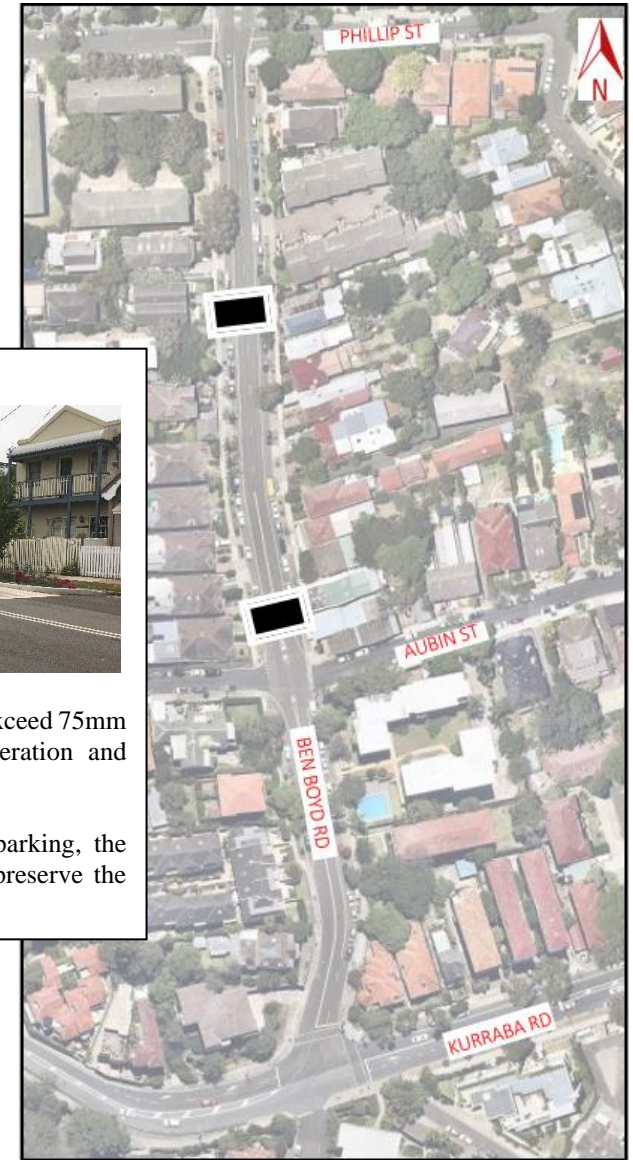
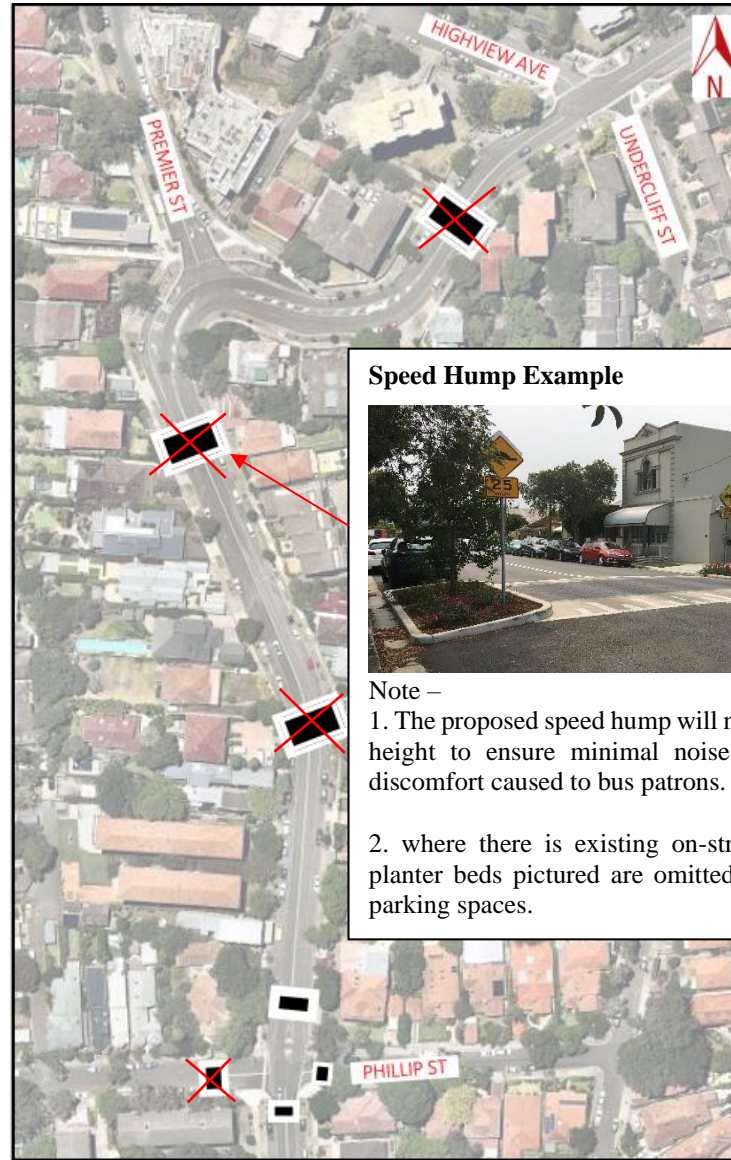
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- O have read the comments from a resident, who is opposed to this idea.  
I accept what she says.  
What evidence does the Council have to this proposal?  
This seems to be another wasteful Council proposal. This Council is putting up rates because of it's waste.  
I am opposed to this proposal.
- My wife and I are in receipt of the attached (regrettably anonymous) letter dropped in our mailbox only this week. We did not receive the letter he/she refers to from the North Sydney Council, possibly/presumably because we do not live directly on Ben Boyd Road, but one short block away at the address below. Consequently, we were until now completely unaware of the North Sydney Council's \$1/2 million proposal, based apparently on 4 complaints. Nonetheless, the superb Ben Boyd Road is our artery driving north and south from Military Road to Kurraba Road, and, from Yeo Street to Phillip Street, the route of our beloved 263 bus of which we are both insatiable users to and from the city.


We wish to put on record that we are in 100% agreement with the letter's opposition to the imposition of speed bumps on Ben Boyd Road between Yeo Street and Kurraba Road, for all of the reasons that he/she articulates so well.

This letter is cc'd to Colin Bartrim, the Chairman of our Strata Council, and to Felicity Wilson, our local NSW MP whom we have met as Liberal Party members on various occasions.

# PROPOSED TRAFFIC CALMING ARRANGEMENT



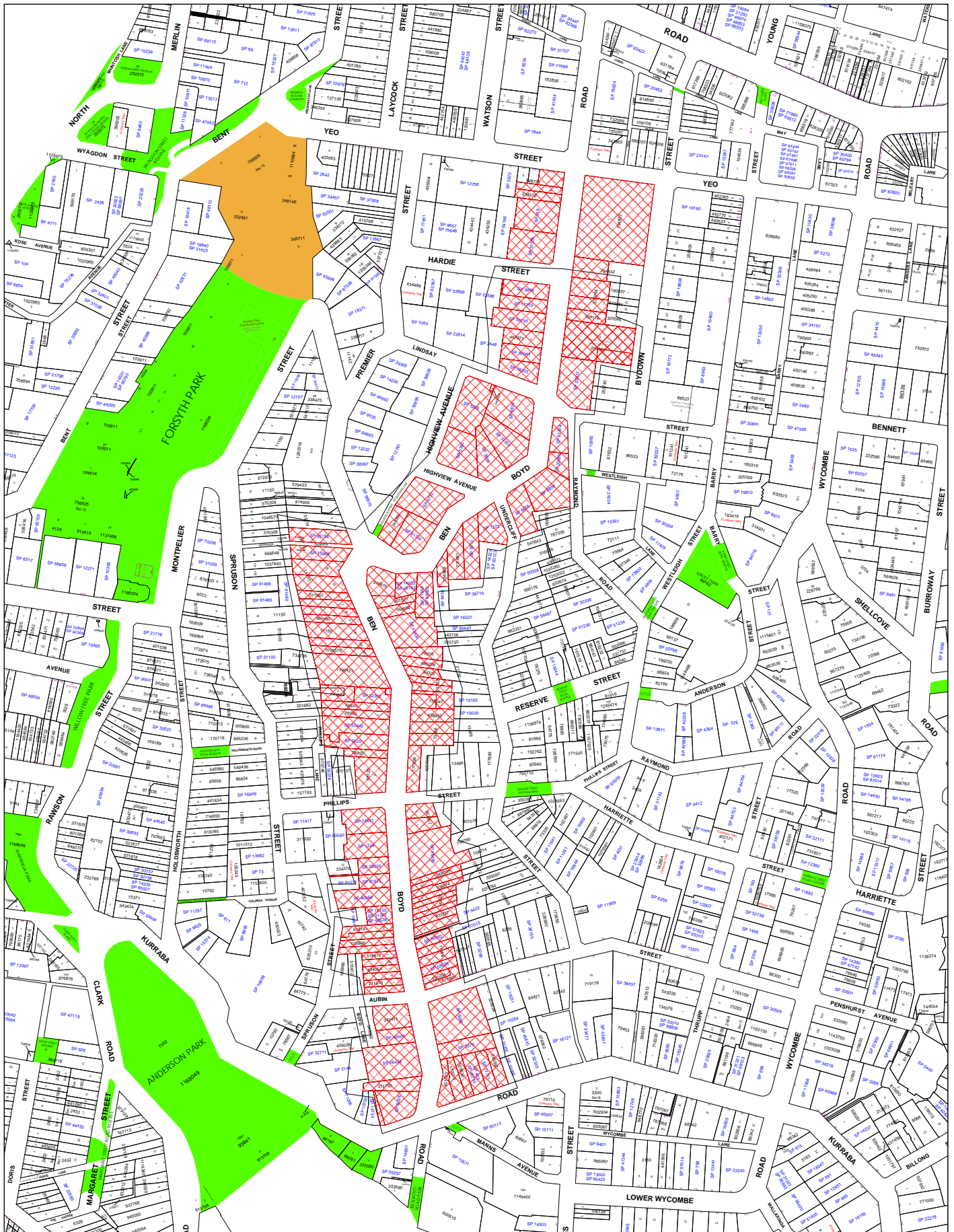
**Speed Hump Example**



Note –

1. The proposed speed hump will not exceed 75mm height to ensure minimal noise generation and discomfort caused to bus patrons.
2. where there is existing on-street parking, the planter beds pictured are omitted to preserve the parking spaces.

# Survey Area Map



## 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](mailto:mapping@northsydney.nsw.gov.au).

## Item 4.4 - Traffic - 11/06/21



N O R T H S Y D N E Y C O U N C I L

**To the General Manager**

- Attach** 1. Letter from Mosman Council, 15 April 2021  
 2. Concept Plans  
 3. TfNSW Comments Register  
 4. Submissions Summary

**SUBJECT:** (4.4) Spofforth Street, Cremorne – Proposed Intersection Upgrades – Survey Results

**AUTHOR:** Report of Manager Traffic & Transport Operations, Michaela Kemp

**DESCRIPTION/SUBJECT MATTER:**

Council received representations from residents concerning traffic and pedestrian issues at the intersection of Spofforth Street and Rangers Road, Cremorne. The matter was raised at the Traffic Committee meeting on 23 November 2018. Subsequently, at the Council meeting on 10 December 2018 (Item EPS01 Min. 486) it was resolved:

- 1. THAT Council investigate the design for Spofforth Street shopping area including traffic calming, roundabouts, pedestrian access, public domain, landscaping and the current bus routes and location of stops.*
- 2. THAT public consultation be undertaken regarding the proposed design.*
- 3. THAT the Mayor consult with the Mayor of Mosman regarding cost sharing between the two Councils on this project.*

The Traffic Committee will recall that the matter was raised on numerous occasions at subsequent Traffic Committee meetings, as has been subject to ongoing discussion between North Sydney Council, Mosman Council, Sydney Buses and Transport for NSW. The traffic study was extended to include the intersection of Spofforth Street and Holt Avenue at the request of Mosman Council and the Harrison Precinct Committee.

Most recently, on 12 June 2020, the Traffic Committee made the following recommendations which were subsequently adopted by Council at its meeting on 27 July 2020 (Item 7.1 Min. 35):

- 1. THAT the information concerning pedestrian safety on Spofforth Street be received.*
- 2. THAT Council proceed with community consultation for Spofforth Street/Holt Avenue intersection once the concept plans are updated to reflect all the feedback from Council's Traffic Engineer, Mosman Council, Sydney Buses and North Sydney Traffic Committee for the following options:*
  - a) Roundabout.*
  - b) Kerb extensions.*
  - c) Refuge islands.*

**3. THAT** Council proceed with community consultation for Spofforth Street/Rangers Road intersection once the concept plans are updated to reflect all the feedback from Council's Traffic Engineer, Mosman Council, Sydney Buses and North Sydney Traffic Committee for the following options:

- a) Roundabout.
- b) Traffic and pedestrian signals.
- c) Re-alignment with optional Pedestrian Actuated Crossing.

**4. THAT** North Sydney Council immediately correspond with Mosman Council and Transport NSW (Sydney Buses) urging them to fast track removal/relocation of bus stop on the eastern side of Spofforth Street with aim of increasing parking and all relevant consultation and usage data be provided when available. The Traffic Committee requests this matter be considered by the Mosman Council Traffic Committee, and that the North Sydney Mayor be notified of when the matter will be considered.

**5. THAT** a short report on the usage patterns of bus stop on western side of Spofforth St (alighting and embarking) be provided to the Traffic Committee

**6. THAT** the Mayor attend the Mosman Traffic Committee meeting and subsequent Council meeting to address this matter.

**7. THAT** it be noted that the aim of this process in to increase the amount of parking.

The full report to the 12 June 2020 Traffic Committee (Item 4.02) is available at [https://www.northsydney.nsw.gov.au/Council\\_Meetings/Meetings/Committees/Traffic\\_Committee/2020/12\\_June\\_2020](https://www.northsydney.nsw.gov.au/Council_Meetings/Meetings/Committees/Traffic_Committee/2020/12_June_2020)

Following Council's resolution of 27 July 2020, the design plans were updated to incorporate feedback received to date from Council's Traffic Engineer, Mosman Council, Sydney Buses and Transport for NSW. The amended plans were placed on public exhibition from 11 March 2021 to 11 April 2021.

This report outlines the work undertaken in response to the resolutions of the 27 July 2020 Council meeting and summarizes the feedback received the community engagement outcomes.

#### **RECOMMENDATION:**

**1. THAT** the community engagement outcomes and the community preferences for the different options propose for the Spofforth Street intersection upgrades be received.

**2. THAT** a copy of this report be forwarded to Mosman Council, Sydney Buses, and Transport for NSW for their information and records.

**3. THAT** the proposals for Spofforth Street and Rangers Road be abandoned due to lack of support from Mosman Council.

**4. THAT** the proposals for Spofforth Street and Holt Avenue be deferred for up to 6 months until amended plans are supplied from Mosman Council for further consideration and discussion.

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

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

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## CONSULTATION REQUIREMENTS

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

**Relates to ECM No:** 7643177

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

**Signs & Lines Priority:** N/A

**Precinct and Ward:** Harrison, Victoria

**Impact on Bicycles:** Each option has varying impacts on cyclists. The impacts were detailed in the report of 11 June 2020.

**Impact on Pedestrians:** Each option includes pedestrian facilities to enhance pedestrian access and safety at the intersections to varying degrees. The impacts were detailed in the report of 12 June 2020.

**Impact on Parking:** Construction of pedestrian crossing facilities to comply with the Australian Standard may result in loss of parking around the facilities. However, the parking loss can be offset by consolidation of bus stops and reconfiguration of parking in the surrounding area as outlined in the consultation material. The impacts were detailed in the report of 12 June 2020.

## FINANCIAL IMPLICATIONS

North Sydney Council has not obtained cost estimates for any of the options. As such no funding has been allocated for construction. It is recommended that a further report be prepared for Council outlining the financial implications should Council decide to progress with any of the options.

## DETAIL

Following Council's resolution of 27 July 2020, the design plans were updated to incorporate feedback received to date from Council's Traffic Engineer, Mosman Council, Sydney Buses and Transport for NSW. The amended plans were placed on public exhibition from 11 March 2021 to 11 April 2021 by North Sydney Council. The community engagement outcomes are summarised and discussed below.

### Mosman Council

Feedback from Mosman Council's Traffic Engineer was included in the report to the [Traffic Committee on 12 June 2020](#) including North Sydney Council's response to each issue.

The report also summarised outcomes from an informal consultation with affected shop owners/operators in the vicinity of Spofforth Street and Rangers Road that was undertaken in November 2019 and was used to inform the development of the concept plans.

Representatives from Mosman Council also attended the North Sydney Traffic Committee meeting on 12 June 2020 and the minutes noted no objections to the recommendations.

The concept plans were amended by Council's design consultant between August and November 2020 to reflect the feedback from Mosman Council and other stakeholders, as much as possible.

Mosman Council was informed of the engagement by way of a copy of the notification letter on 25 March 2021. Council received a reply from Mosman Council dated 15 April 2021 (Attachment 1) advising of the decision at the Mosman Council meeting on 6 April 2021 (EP/9) as copied below; and requesting North Sydney Council's drawings for Spofforth Street and Holt Avenue in respect of Resolution No. 2:

*That the Community Consultation conducted by North Sydney Council for possible works at Spofforth Street be noted and that Council resolve the following:*

1. *No further action to be taken on the proposed roundabout works located at the junction of Spofforth Street and Holt Avenue as this is not supported by Mosman Council.*
2. *That Mosman Council conduct its own community consultation on the following possible outcomes at Spofforth Street and Holt Avenue:*
  - a. *No further action to be taken, or*
  - b. *Kerb Buildouts in the manner described in the concept plans provided by North Sydney Council, or*
  - c. *Refuge Islands in the manner described in the concept plans provided by North Sydney Council, or*
  - d. *That a further report come to the Traffic Committee to review the design and then Council to determine next steps following completion of the consultation process.*
3. *No further action to be taken on any improvement works at Spofforth Street and Rangers Road as this is not supported by Mosman Council.*
4. *No further action to be taken by Mosman Council on the proposed works on Spofforth Street and Florence Street noting that this site is located within the North Sydney LGA.*
5. *No further action to be taken by Mosman Council on the consolidation or relocation of bus stops on Spofforth Street as this is not supported by Mosman Council.*
6. *That North Sydney Council and the North Sydney Council Traffic Committee be notified in writing of the above.*

### **Sydney Buses**

Consultation was undertaken with Sydney Buses prior to June 2020 on the relocation of the bus stop south of the intersection of Spofforth Street and Rangers Road to provide additional parking for the businesses. Sydney Buses was supportive of the removal of the bus stop given the low commuter figures, subject to community consultation undertaken by Council and no objections from local businesses and residents.

### **Bus Stop Usage Data**

In response to recommendation No. 5 of the Traffic Committee on 12 June 2020:

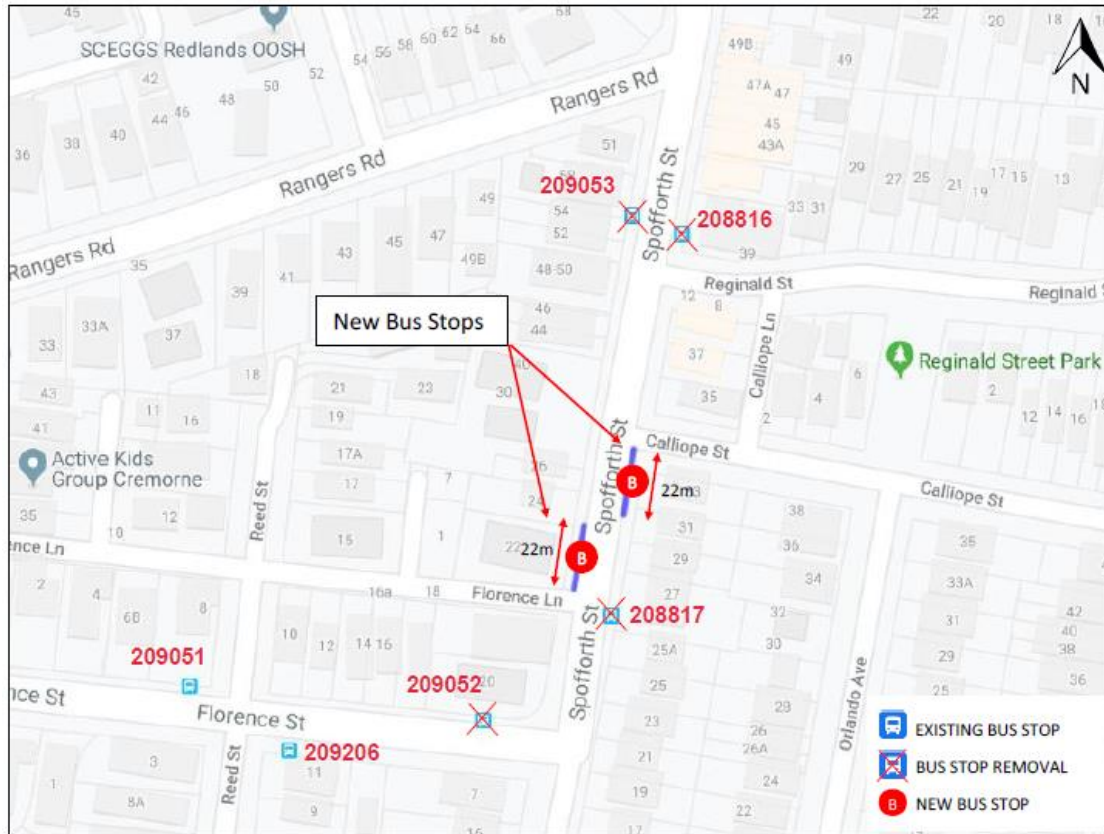
5. ***THAT*** *a short report on the usage patterns of bus stop on western side of Spofforth St (alighting and embarking) be provided to the Traffic Committee*

The existing and proposed bus stop locations are shown in Figure 1.

Report of Manager Traffic & Transport Operations, Michaela Kemp  
 Re: Spofforth Street, Cremorne – Proposed Intersection Upgrades – Survey Results

(5)

Figure 1 Existing and proposed bus stops



Council obtained Opal card data from Transport for NSW for Bus Stops 208816 and 209053 for October 2019 on the western side of Spofforth Street which is summarised in Table 1 and Figure 2. The data reveals relatively low usage of these bus stops outside of peak periods.

Table 1 Summary of TfNSW Opal card data

Stop	208816 - southbound Spofforth St at Reginald St		209053 - northbound Spofforth St opp. Reginald St	
	Weekday	Weekend	Weekday	Weekend
Avg. No. services per day	41	25	40	26
Avg. No. taps per day	14.62	4.57	28.15	9.00
Avg. Taps per service	0.34	0.17	0.69	0.34
Avg. Taps per hour	10.00	1.68	19.26	3.31
<b>Peak time</b>	7am-8am	12pm-1pm	6pm-7pm	10am-11am
Peak no. services per hour	52	14	62	14
No. Taps per peak hour	66	6	59	15
No. taps per peak hour service	1.27	0.42	1.13	1.07



Report of Manager Traffic & Transport Operations, Michaela Kemp  
 Re: Spofforth Street, Cremorne – Proposed Intersection Upgrades – Survey Results

(6)

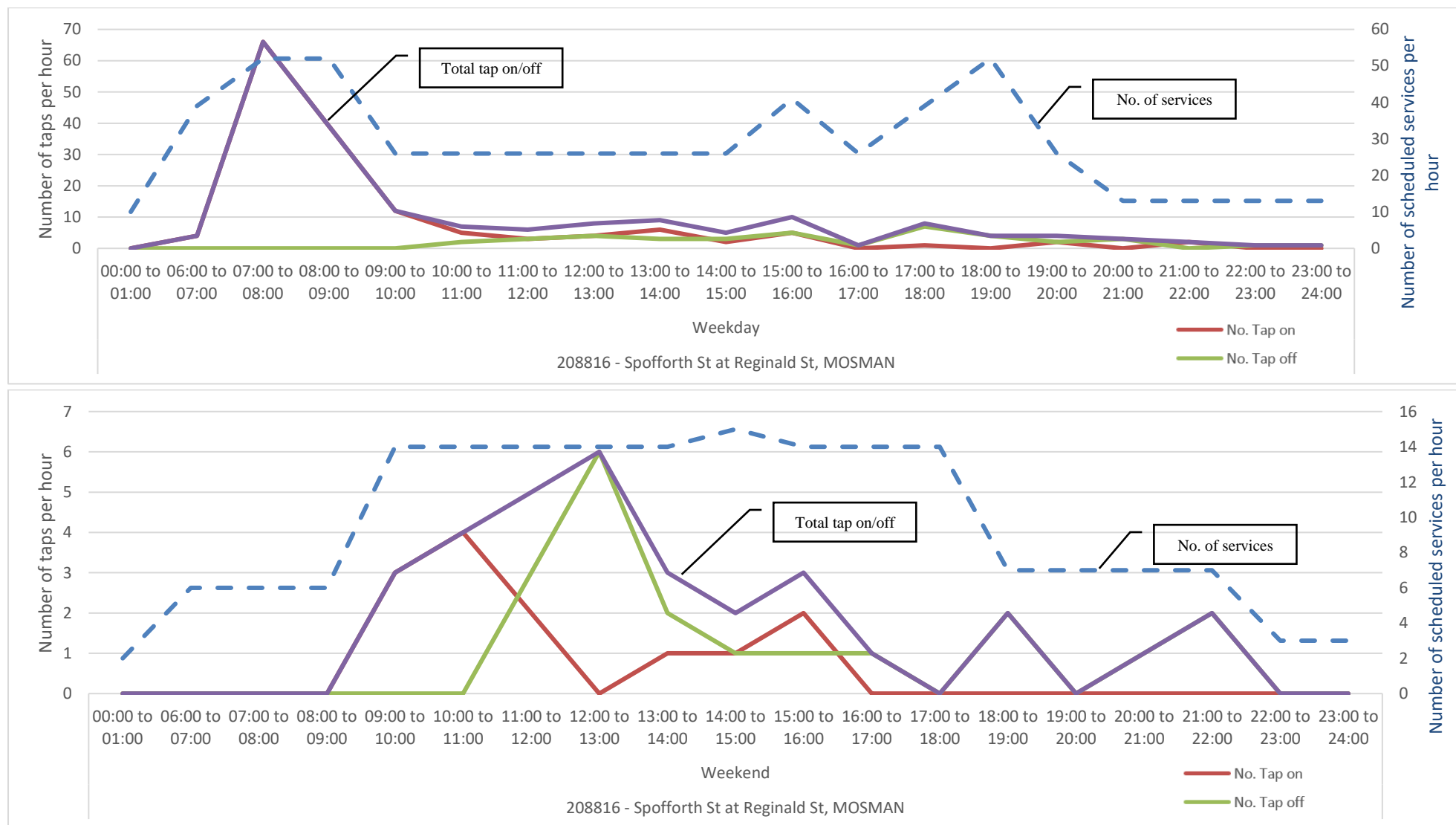


Figure 2 Bus Stop 208816 - Spofforth St at Reginald St - Southbound – Weekday and Weekend Hourly Usage

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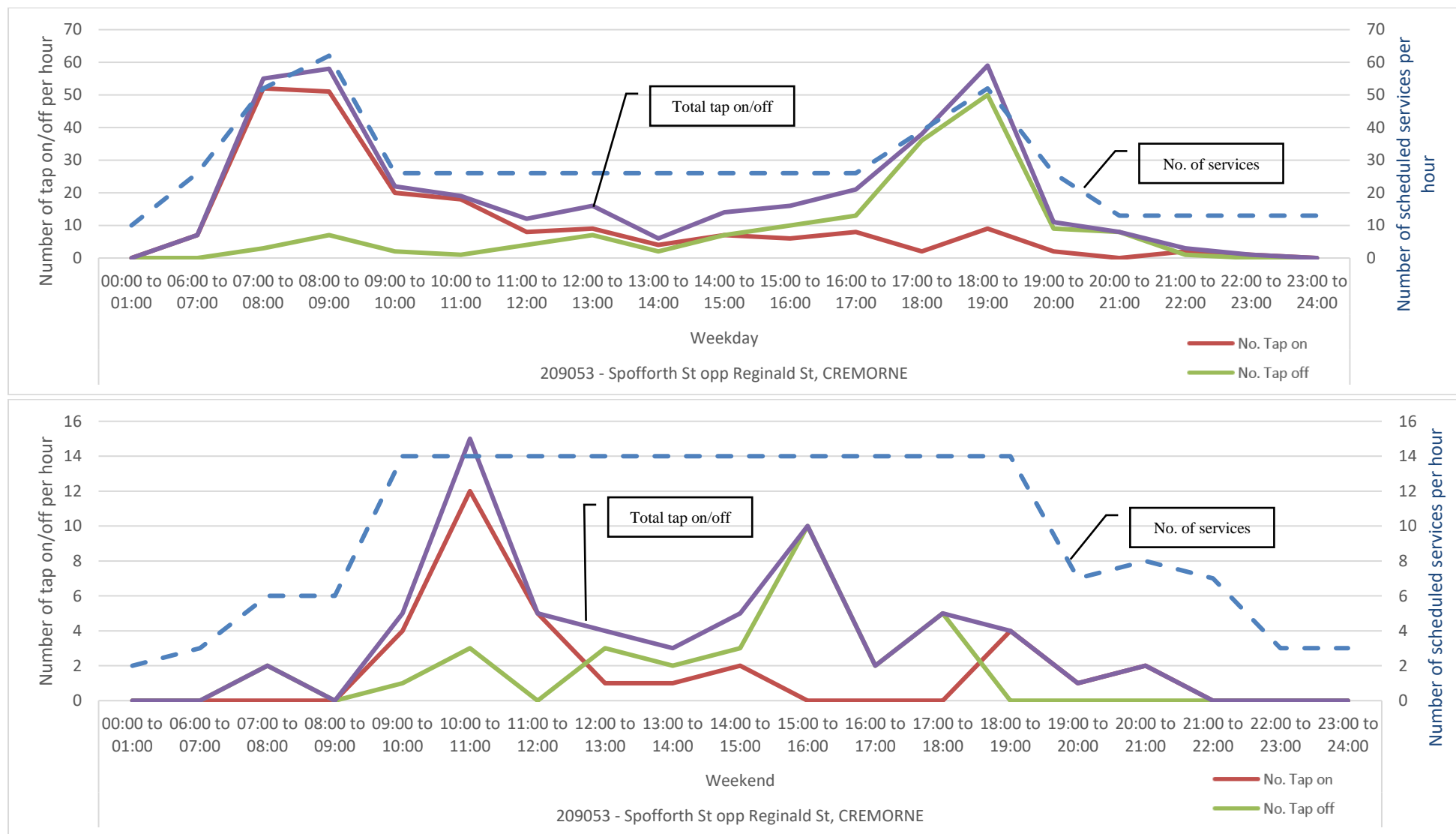


Figure 3 Bus Stop 20953 - Spofforth St opp. Reginald St – Northbound - Weekday and Weekend Hourly Usage

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## **Transport for NSW**

Transport for NSW Network and Safety provided comments on the concept plans to Council in November 2020. The comments were referred to the design consultant and their response is summarised in the TfNSW Comments Register (Attachment 3). The concept plans were refined prior to the public exhibition to address TfNSW feedback where necessary.

## **Approval Requirements**

Spofforth Street forms the boundary of North Sydney Council and Mosman Council. Both Councils are the respective roads authorities with respect to the section of road within their respective LGAs. As such any changes on Spofforth Street must have support and be approved by both Councils. Any changes to the bus stops also requires concurrence of Sydney Buses and Transport for NSW.

## **Comments from Council's Senior Strategic Transport Planner**

Council's Senior Strategic Transport Planner reviewed the plans and commented that roundabouts are not a preferred treatment as they take away priority from pedestrians in favour of turning traffic; result in diverting pedestrians away from desire lines; distract drivers from the presence of pedestrians. In addition, it was suggested that the kerb build-out for the realignment option at Spofforth Street and Rangers Road be accentuated to encourage more positive turning movements for vehicles exiting/entering the section of Spofforth Street south of Rangers Road.

## **Community Engagement Outcomes**

The amended plans were placed on public exhibition from 11 March to 11 April 2021. A total of 1,419 letters were sent to residents, businesses and property owners in the North Sydney LGA and 252 letters were hand-delivered by Council to properties in Mosman LGA (by North Sydney Council), within the area shown in Figure 1, to inform the community about the proposals and invite submissions. Memorandums were also sent to Harrison/Bennett Precinct Committees.

The concept plans, photomontages and survey were published on Council's Your Say webpage (<https://yoursay.northsydney.nsw.gov.au/spofforth-street>) throughout the exhibition period, and an evening online community engagement session was hosted by Council on 16 March 2021 with eight (8) attendees. At the time of writing this report, a total of 37 session recording views and 8 FAQs views occurred following the session.

There were 497 web page views, of which 287 viewers downloaded one or more document from the library.

By the conclusion of the engagement period, a total of 159 submissions were received, consisting of 156 survey responses and 3 written submissions. This represents a response rate of 9.5%, which is slightly below the typical response rate of 10-12% for traffic surveys. The survey results and submissions are summarised and discussed below.

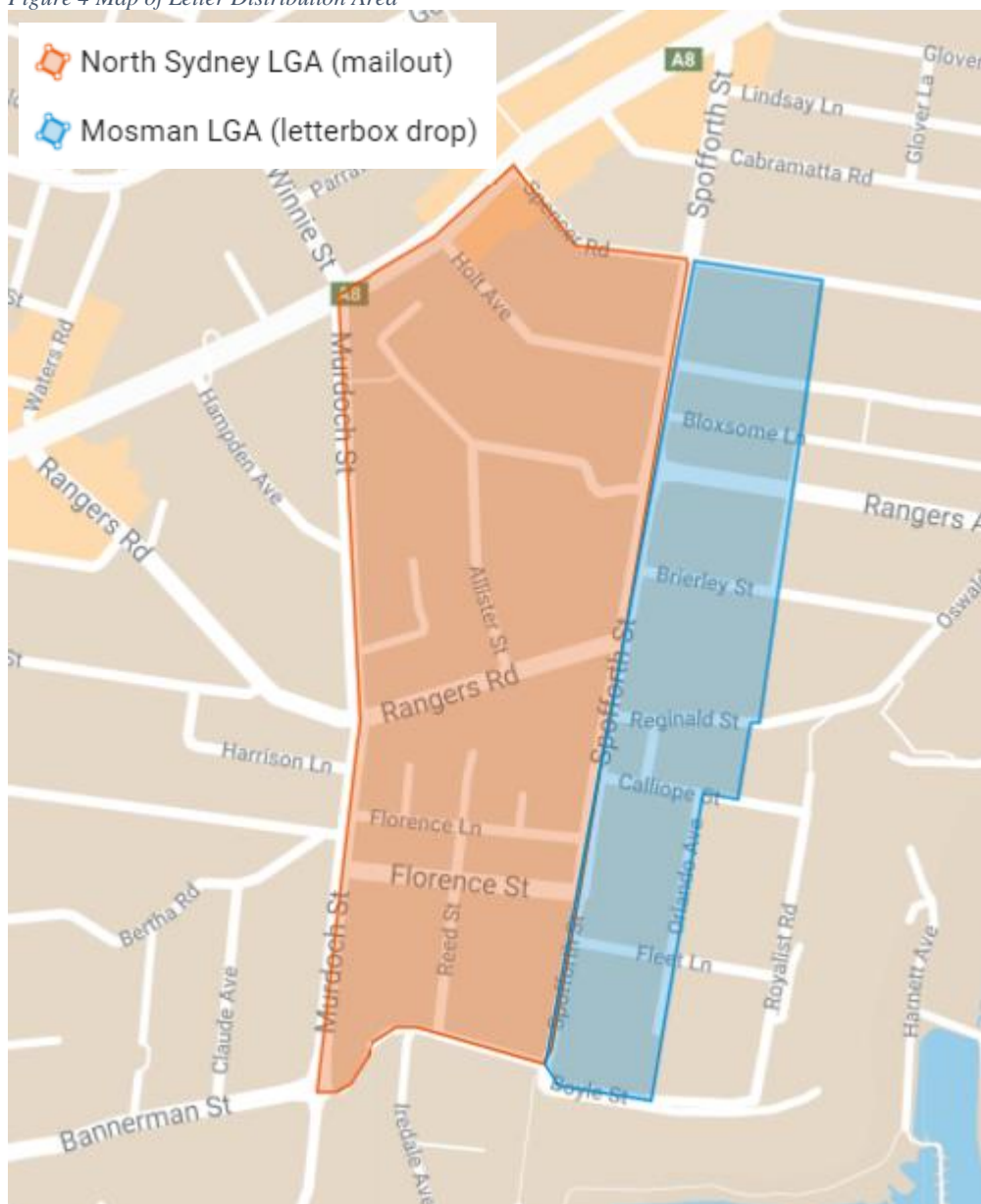
The engagement was also promoted via Council's social media and achieved the following exposure results:

Report of Manager Traffic & Transport Operations, Michaela Kemp  
 Re: Spofforth Street, Cremorne – Proposed Intersection Upgrades – Survey Results

(9)

Platform	People reached	Engagements	Likes	Shares	Comments
Facebook	1,218	103	6	1	5
Instagram	901	6	13	1	0

Figure 4 Map of Letter Distribution Area



### Survey respondent demographics

Of the survey submissions received, 50 (32%) respondents were from Mosman LGA; and 103 (66%) were from North Sydney LGA, including 84 (53%) from Cremorne, and 14 (8.9%) from Cremorne Point.

146 (93%) of survey respondents identified themselves as residents; 2 (1.2%) identified as business owners; and 9 (3.8%) selected “other” including three (3) property owners; one (1) frequent visitor to the area; one (1) who works in North Sydney, and one (1) former resident.

Report of Manager Traffic & Transport Operations, Michaela Kemp  
 Re: Spofforth Street, Cremorne – Proposed Intersection Upgrades – Survey Results

(10)

Figure 5 Summary of survey respondents by LGA of residence

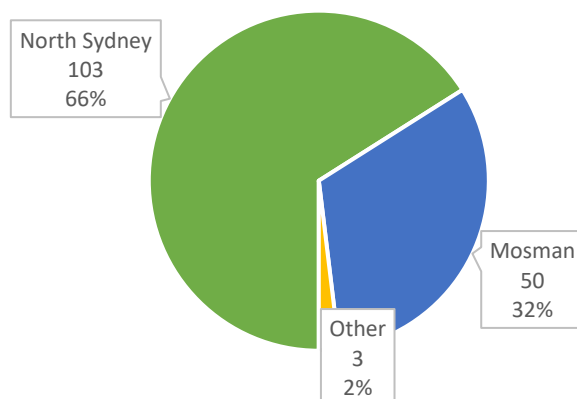
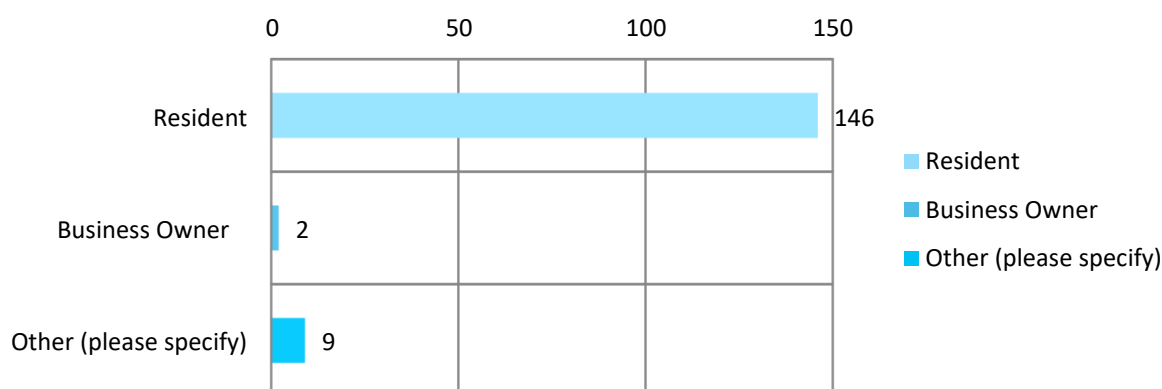


Figure 6 Summary of survey respondent by type



### Survey Responses

The survey contained four questions asking respondents to indicate their preferred option (up to one option for each question), as shown below. There was one question for each of the three intersections and the fourth question concerned the bus stop consolidation on Spofforth Street and Florence Street. The survey responses are summarised overpage.

#### QUESTIONS

**1. At Location 1 – Spofforth Street & Holt Avenue, I support the option of**

- a) Roundabout ( )    b) Kerb buildouts ( )    c) Refuge islands ( )    d) None ( )

**2. At Location 2 - Spofforth Street & Rangers Road, I support the option of**

- a) Roundabout ( )    b) Signalisation ( )  
 c) Re-alignment with optional pedestrian signals ( )    d) None ( )

**3. At Location 3 - Spofforth Street & Florence Street, I support the proposed upgrade of the pedestrian refuge.**

- Yes ( )    No ( )

**4. I support the proposed bus zone consolidation on Spofforth Street and Florence Street.**

- Yes ( )    No ( )

Report of Manager Traffic & Transport Operations, Michaela Kemp  
 Re: Spofforth Street, Cremorne – Proposed Intersection Upgrades – Survey Results

(11)

Table 2 Summary of survey responses - Location 1 - Spofforth Street &amp; Holt Avenue

Question 1: At Location 1 - Spofforth Street & Holt Avenue, I support the option of:												
Respondent Suburb/ Street Address	Preferred Treatment										Grand Total	
	Kerb Buildouts	Refuge Islands	Roundabout		None	No Answer						
<b>Cremorne</b>	<b>13</b>	<b>15%</b>	<b>10</b>	<b>12%</b>	<b>46</b>	<b>55%</b>	<b>9</b>	<b>11%</b>	<b>6</b>	<b>7%</b>	<b>84</b>	<b>54%</b>
Allister Street							1	33%	2	67%	3	2%
Bennett Street					2	100%					2	1%
Cranbrook Avenue	2	22%	3	33%	4	44%					9	6%
Florence Street	1	25%			1	25%	1	25%	1	25%	4	3%
Gerard Street			1	100%							1	1%
Grasmere Road							1	100%			1	1%
Guthrie Avenue					1	100%					1	1%
Hampden Avenue			1	100%							1	1%
Harrison Street	1	50%					1	50%			2	1%
Holt Avenue			2	14%	11	79%	1	7%			14	9%
Murdoch Street			1	33%	2	67%					3	2%
Rangers Road	2	22%			5	56%			2	22%	9	6%
Reed Street	1	13%	1	13%	4	50%	1	13%	1	13%	8	5%
Spencer Road	3	43%	1	14%	3	43%					7	4%
Spofforth Street	3	16%			13	68%	3	16%			19	12%
<b>Mosman</b>	<b>9</b>	<b>18%</b>	<b>8</b>	<b>16%</b>	<b>22</b>	<b>44%</b>	<b>8</b>	<b>16%</b>	<b>3</b>	<b>6%</b>	<b>50</b>	<b>32%</b>
Belmont Road							1	100%			1	1%
Boyle Street							1	100%			1	1%
Cabramatta Road					1	50%	1	50%			2	1%
Effingham Street					1	100%					1	1%
Holt Avenue	1	11%	3	33%	3	33%	2	22%			9	6%
Orlando Avenue	1	17%	2	33%	2	33%			1	17%	6	4%
Oswald Street	1	100%									1	1%
Ourimbah Road	1	100%									1	1%
Princes Street							1	100%			1	1%
Rangers Avenue	1	100%									1	1%
Royalist Road					1	100%					1	1%
Shadforth Street					1	100%					1	1%
Spencer Road	2	67%			1	33%					3	2%
Spofforth Street	2	10%	3	14%	12	57%	2	10%	2	10%	21	13%
<b>Cremorne Point</b>	<b>2</b>	<b>14%</b>	<b>4</b>	<b>29%</b>	<b>5</b>	<b>36%</b>	<b>2</b>	<b>14%</b>	<b>1</b>	<b>7%</b>	<b>14</b>	<b>9%</b>
Cremorne Road	1	33%	1	33%	1	33%					3	2%
Hodgson Avenue							1	100%			1	1%
Iredale Avenue			1	50%					1	50%	2	1%
Kareela Road			2	67%	1	33%					3	2%
Milson Road	1	33%			2	67%					3	2%
Prior Avenue					1	50%	1	50%			2	1%
<b>Neutral Bay</b>					<b>1</b>	<b>33%</b>	<b>2</b>	<b>67%</b>			<b>3</b>	<b>2%</b>
Barry Street							1	100%			1	1%
Kurraba Road							1	100%			1	1%
Waters Road					1	100%					1	1%
<b>Crows Nest</b>	<b>1</b>	<b>100%</b>									<b>1</b>	<b>1%</b>
West Street	1	100%									1	1%
<b>North Sydney</b>					<b>1</b>	<b>100%</b>					<b>1</b>	<b>1%</b>
Bay Road					1	100%					1	1%
<b>Other</b>					<b>1</b>	<b>50%</b>	<b>1</b>	<b>50%</b>			<b>2</b>	<b>1%</b>
Unknown					1	50%	1	50%			2	1%
<b>Carlingford</b>			<b>1</b>	<b>100%</b>							<b>1</b>	<b>1%</b>
Baker Street			1	100%							1	1%
<b>Grand Total</b>	<b>25</b>	<b>16%</b>	<b>23</b>	<b>15%</b>	<b>76</b>	<b>49%</b>	<b>22</b>	<b>14%</b>	<b>10</b>	<b>6%</b>	<b>156</b>	<b>100%</b>

In summary for Location 1:

- Level of support for the roundabout option - 49% support the roundabout option at Spofforth Street and Holt Avenue. 62.5% of respondents from Spofforth Street support the roundabout option. 61% of Holt Avenue respondents support the roundabout option, but only 33% of those from Holt Avenue, Mosman support this option.
- Level of support for the kerb buildouts option - 16% support the kerb buildouts option at Spofforth Street and Holt Avenue. 12.5% of Spofforth Street and 4.3% of Holt Avenue respondents support the kerb buildouts option.
- Level of support for the refuge option -15% support the refuge island option at Spofforth Street and Holt Avenue. 7.5% of Spofforth Street and 21.7% of Holt Avenue respondents support the refuge island option. 33% of Holt Avenue, Mosman respondents support this option.

Report of Manager Traffic & Transport Operations, Michaela Kemp  
Re: Spofforth Street, Cremorne – Proposed Intersection Upgrades – Survey Results

(12)

The mapped responses for Spofforth Street/Holt Avenue are represented graphically in Figures 3 & 4. Most respondents in the vicinity of the intersection support the roundabout option.

Figure 7 Map of whole survey area - survey responses - Location 1 Spofforth Street at Holt Avenue

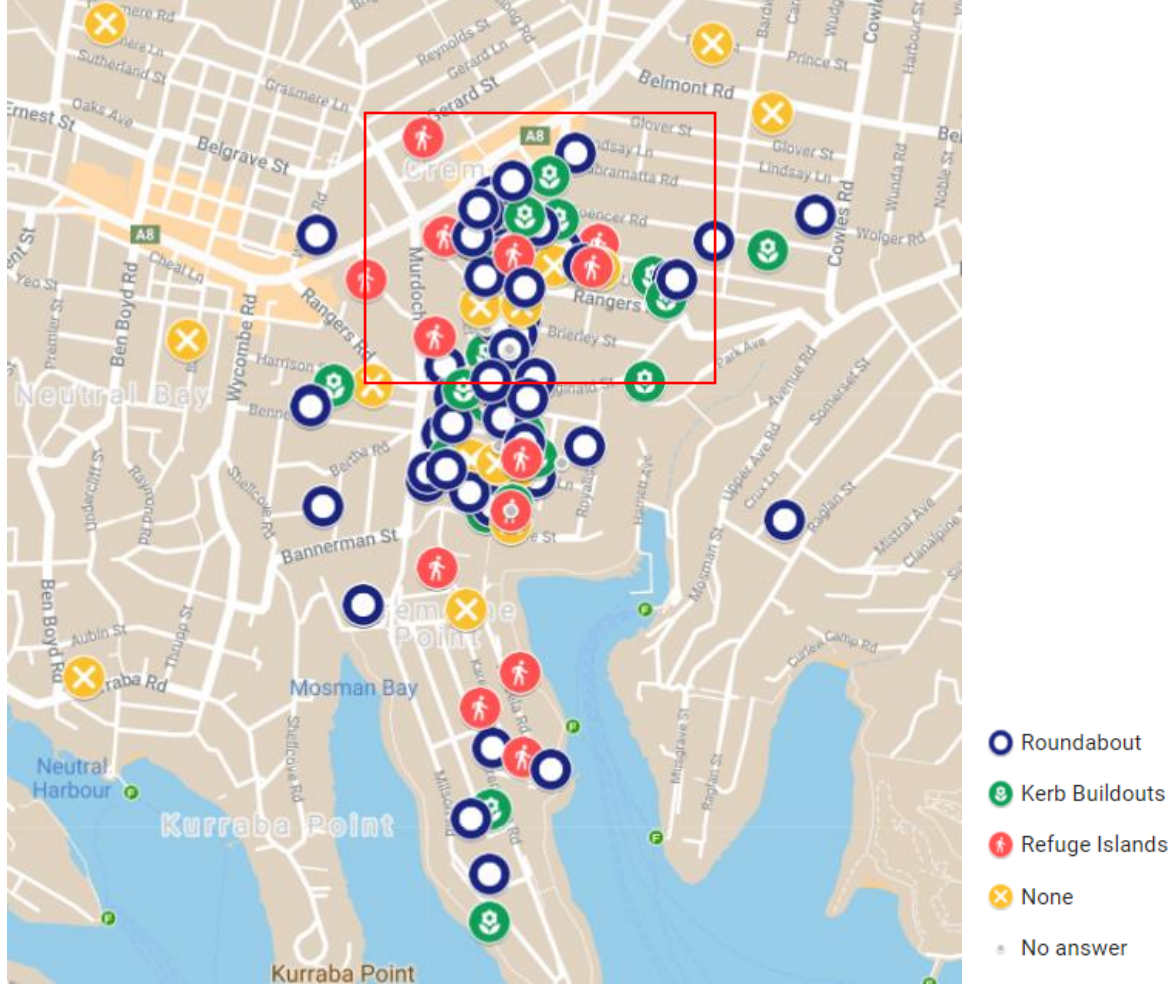


Figure 8 Inset - map of survey responses in vicinity of Spofforth Street and Holt Avenue



Report of Manager Traffic & Transport Operations, Michaela Kemp  
 Re: Spofforth Street, Cremorne – Proposed Intersection Upgrades – Survey Results

(13)

Table 3 Summary of survey responses - Location 2 - Spofforth Street &amp; Rangers Road

Respondent Suburb/ Street Address	Preferred Treatment										Grand Total	
	Re-alignment with Optional Pedestrian signals		Roundabout		Signalisation		None		No Answer			
<b>Cremorne</b>	<b>10</b>	<b>12%</b>	<b>42</b>	<b>50%</b>	<b>24</b>	<b>29%</b>	<b>6</b>	<b>7%</b>	<b>2</b>	<b>2%</b>	<b>84</b>	<b>54%</b>
Allister Street	1	33%	1	33%	1						3	2%
Bennett Street							2	100%			2	1%
Cranbrook Avenue	1	11%	6	67%	2	22%					9	6%
Florence Street	1	25%	3	75%							4	3%
Gerard Street			1	100%							1	1%
Grasmere Road	1	100%									1	1%
Guthrie Avenue			1	100%							1	1%
Hampden Avenue			1	100%							1	1%
Harrison Street	1	50%	1	50%							2	1%
Holt Avenue	1	7%	5	36%	6	43%	1	7%	1	7%	14	9%
Murdoch Street	1	33%	2	67%							3	2%
Rangers Road	1	11%	5	56%	2	22%	1	11%			9	6%
Reed Street			3	38%	4	50%			1	13%	8	5%
Spencer Road	1	14%	6	86%							7	4%
Spofforth Street	1	5%	7	37%	9	47%	2	11%			19	12%
<b>Mosman</b>	<b>6</b>	<b>12%</b>	<b>23</b>	<b>46%</b>	<b>13</b>	<b>26%</b>	<b>8</b>	<b>16%</b>			<b>50</b>	<b>32%</b>
Belmont Road			1	100%							1	1%
Boyle Street			1	100%							1	1%
Cabramatta Road	1	50%					1	50%			2	1%
Effingham Street			1	100%							1	1%
Holt Avenue	2	22%	1	11%	3	33%	3	33%			9	6%
Orlando Avenue			2	33%	4	67%					6	4%
Oswald Street			1	100%							1	1%
Ourimbah Road			1	100%							1	1%
Princes Street			1	100%							1	1%
Rangers Avenue	1	100%									1	1%
Royalist Road					1	100%					1	1%
Shadforth Street							1	100%			1	1%
Spencer Road	1	33%	2	67%							3	2%
Spofforth Street	1	5%	12	57%	5	24%	3	14%			21	13%
<b>Cremorne Point</b>	<b>1</b>	<b>7%</b>	<b>10</b>	<b>71%</b>	<b>1</b>	<b>7%</b>	<b>2</b>	<b>14%</b>			<b>14</b>	<b>9%</b>
Cremorne Road	1	33%	2	67%							3	2%
Hodgson Avenue			1	100%							1	1%
Iredale Avenue			2	100%							2	1%
Kareela Road			3	100%							3	2%
Milson Road			2	67%	1	33%					3	2%
Prior Avenue							2	100%			2	1%
<b>Neutral Bay</b>	<b>1</b>	<b>33%</b>	<b>1</b>	<b>33%</b>			<b>1</b>	<b>33%</b>			<b>3</b>	<b>2%</b>
Barry Street			1	100%							1	1%
Kurraba Road							1	100%			1	1%
Waters Road	1	100%									1	1%
<b>Crows Nest</b>			<b>1</b>	<b>100%</b>							<b>1</b>	<b>1%</b>
West Street			1	100%							1	1%
<b>North Sydney</b>					<b>1</b>	<b>1</b>					<b>1</b>	<b>1%</b>
Bay Road					1	100%					1	1%
<b>Other</b>			<b>2</b>	<b>100%</b>							<b>2</b>	<b>1%</b>
Unknown			2	100%							2	1%
<b>Carlingford</b>			<b>1</b>	<b>100%</b>							<b>1</b>	<b>1%</b>
Baker Street			1	100%							1	1%
<b>Grand Total</b>	<b>18</b>	<b>12%</b>	<b>80</b>	<b>51%</b>	<b>39</b>	<b>25%</b>	<b>17</b>	<b>11%</b>	<b>2</b>	<b>1%</b>	<b>156</b>	<b>100%</b>

In summary for Location 2:

- Level of support for the roundabout option - 51% support the roundabout option. 47.5% of Spofforth Street and 56% of Rangers Road respondent support the roundabout option.
- Level of support for the signalisation option - 25% support the signalisation option. 35% of Spofforth Street and 22% of Rangers Road respondents support the signalisation option.
- Level of support for realignment option, with optional pedestrian signals - 12% support the realignment with optional pedestrian signals option. 5% of Spofforth Street and 11% of Rangers Road respondents support this option.

The mapped responses for Spofforth Street/Rangers Road are represented graphically in Figures 5 & 6. Most respondents in the vicinity of the intersection support the roundabout option.



Report of Manager Traffic & Transport Operations, Michaela Kemp  
Re: Spofforth Street, Cremorne – Proposed Intersection Upgrades – Survey Results

(14)

Figure 9 Map of whole survey area - survey responses - Location 2 Spofforth Street at Rangers Road

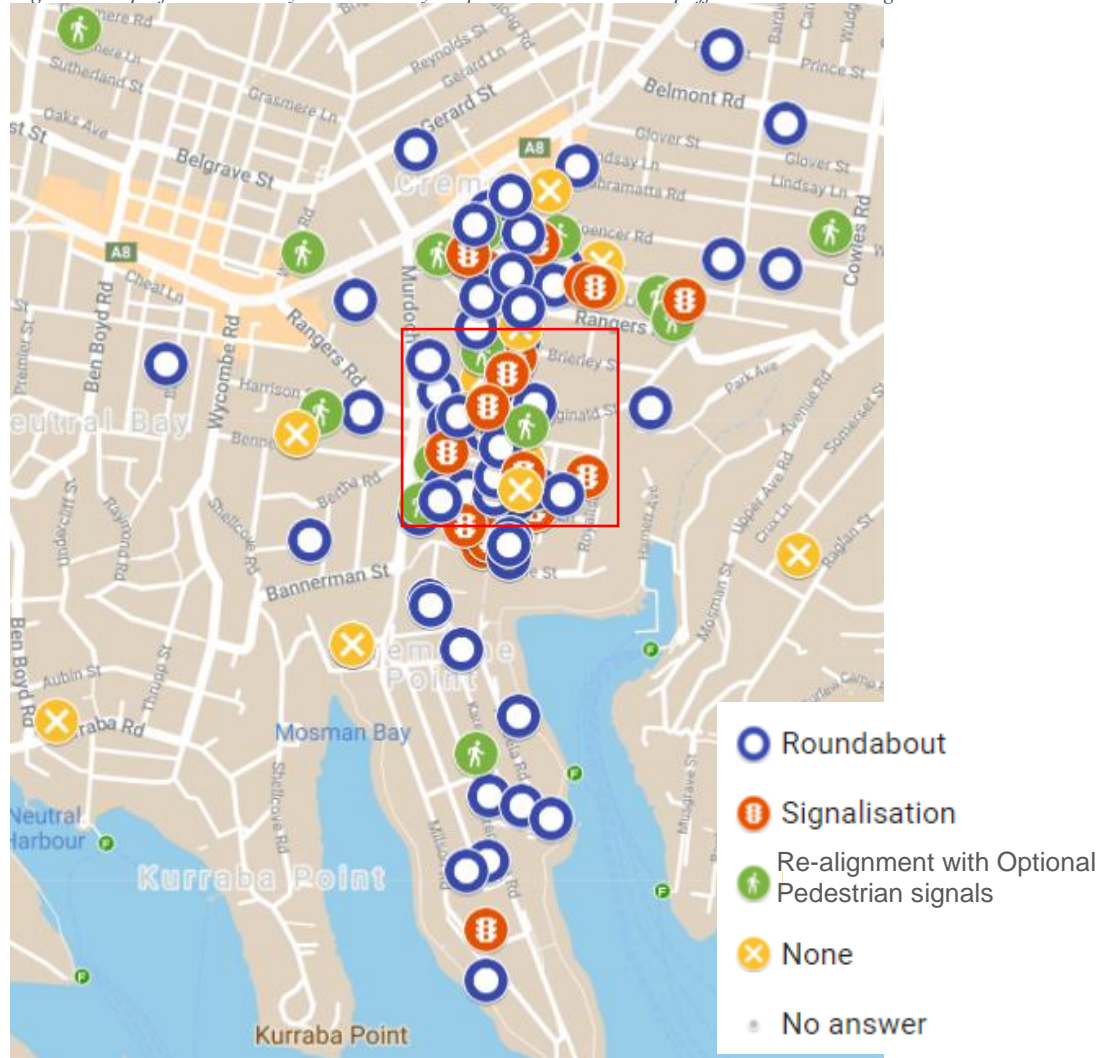


Figure 10 Inset - map of survey responses in vicinity of Spofforth Street and Rangers Road



Report of Manager Traffic & Transport Operations, Michaela Kemp  
 Re: Spofforth Street, Cremorne – Proposed Intersection Upgrades – Survey Results

(15)

Table 4 Summary of survey responses - Location 3 – Spofforth Street &amp; Florence Street

**Question 3: At Location 3 - Spofforth Street & Florence Street, I support the proposed improvement:**

Respondent Suburb/ Street Address	Yes		No		No Answer		Grand Total	
<b>Cremorne</b>	<b>67</b>	<b>80%</b>	<b>9</b>	<b>11%</b>	<b>8</b>	<b>10%</b>	<b>84</b>	<b>54%</b>
Allister Street			1	33%	2	67%	3	2%
Bennett Street	2	100%					2	1%
Cranbrook Avenue	8	89%	1	11%			9	6%
Florence Street	4	100%					4	3%
Gerard Street			1	100%			1	1%
Grasmere Road	1	100%					1	1%
Guthrie Avenue	1	100%					1	1%
Hampden Avenue	1	100%					1	1%
Harrison Street	2	100%					2	1%
Holt Avenue	11	79%	2	14%	1	7%	14	9%
Murdoch Street	3	100%					3	2%
Rangers Road	4	44%	2	22%	3	33%	9	6%
Reed Street	7	88%			1	13%	8	5%
Spencer Road	6	86%			1	14%	7	4%
Spofforth Street	17	89%	2	11%			19	12%
<b>Mosman</b>	<b>44</b>	<b>88%</b>	<b>2</b>	<b>4%</b>	<b>4</b>	<b>8%</b>	<b>50</b>	<b>32%</b>
Belmont Road	1	100%					1	1%
Boyle Street	1	100%					1	1%
Cabramatta Road	2	100%					2	1%
Effingham Street	1	100%					1	1%
Holt Avenue	8	89%			1	11%	9	6%
Orlando Avenue	4	67%			2	33%	6	4%
Oswald Street	1	100%					1	1%
Ourimbah Road	1	100%					1	1%
Princes Street			1	100%			1	1%
Rangers Avenue	1	100%					1	1%
Royalist Road	1	100%					1	1%
Shadforth Street	1	100%					1	1%
Spencer Road	2	67%			1	33%	3	2%
Spofforth Street	20	95%	1	5%			21	13%
<b>Cremorne Point</b>	<b>12</b>	<b>86%</b>	<b>2</b>	<b>14%</b>			<b>14</b>	<b>9%</b>
Cremorne Road	3	100%					3	2%
Hodgson Avenue			1	100%			1	1%
Iredale Avenue	2	100%					2	1%
Kareela Road	3	100%					3	2%
Milson Road	3	100%					3	2%
Prior Avenue	1	50%	1	50%			2	1%
<b>Neutral Bay</b>	<b>3</b>	<b>100%</b>					<b>3</b>	<b>2%</b>
Barry Street	1	100%					1	1%
Kurraba Road	1	100%					1	1%
Waters Road	1	100%					1	1%
<b>Crows Nest</b>	<b>1</b>	<b>100%</b>					<b>1</b>	<b>1%</b>
West Street	1	100%					1	1%
<b>North Sydney</b>	<b>1</b>	<b>100%</b>					<b>1</b>	<b>1%</b>
Bay Road	1	100%					1	1%
<b>Other</b>	<b>1</b>	<b>50%</b>	<b>1</b>	<b>50%</b>			<b>2</b>	<b>1%</b>
Unknown	1	50%	1	50%			2	1%
<b>Carlingford</b>	<b>1</b>	<b>100%</b>					<b>1</b>	<b>1%</b>
Baker Street	1	100%					1	1%
<b>Grand Total</b>	<b>130</b>	<b>83%</b>	<b>14</b>	<b>9%</b>	<b>12</b>	<b>8%</b>	<b>156</b>	<b>100%</b>

In summary, for Location 3, 83% of respondents supported the proposed pedestrian refuge upgrade and kerb buildouts on Florence Street at Spofforth Street. 92.5% of Spofforth Street and 100% of Florence Street respondents supported the proposed upgrades.

Report of Manager Traffic & Transport Operations, Michaela Kemp  
 Re: Spofforth Street, Cremorne – Proposed Intersection Upgrades – Survey Results

(16)

The mapped responses for Florence Street/Spofforth Street are represented graphically in Figures 7 & 8. Most respondents in the vicinity of the intersection support the proposed upgrades.

Figure 11 Map of whole survey area - survey responses - Location 3 Florence Street at Spofforth Street

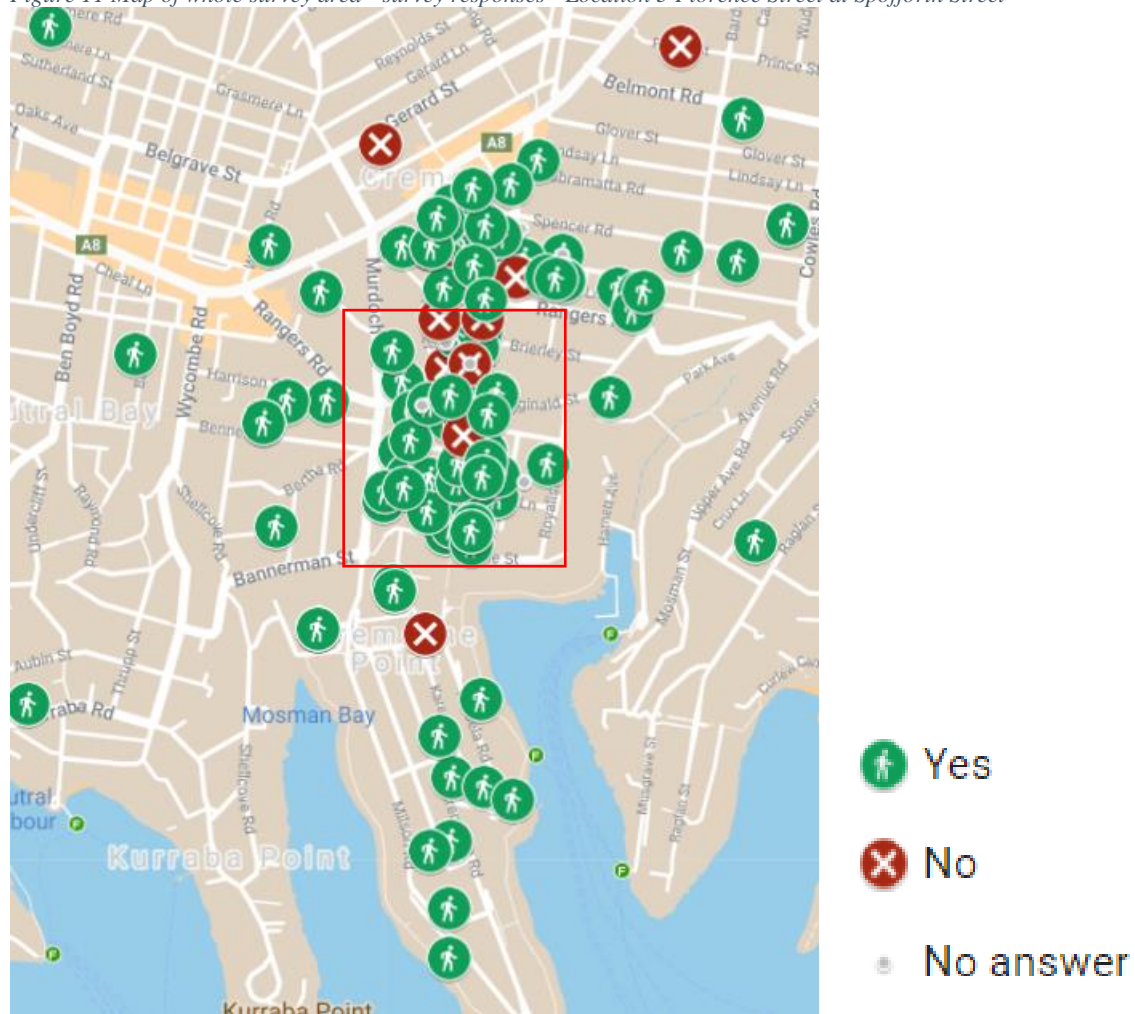
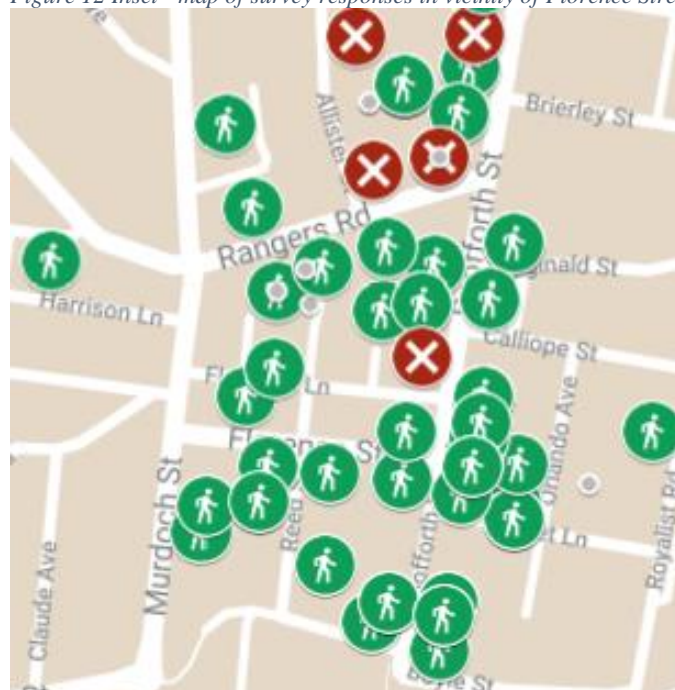


Figure 12 Inset - map of survey responses in vicinity of Florence Street at Spofforth Street



Report of Manager Traffic & Transport Operations, Michaela Kemp  
 Re: Spofforth Street, Cremorne – Proposed Intersection Upgrades – Survey Results

(17)

Table 5 Summary of survey responses - Bus stop consolidation proposal

Question 4: I support the proposed bus zone consolidation on Spofforth Street and Florence Street								
Respondent Suburb/ Street Address	Yes		No		No Answer		Grand Total	
<b>Cremorne</b>	<b>70</b>	<b>83%</b>	<b>7</b>	<b>8%</b>	<b>7</b>	<b>8%</b>	<b>84</b>	<b>54%</b>
Allister Street	1	33%			2	67%	3	2%
Bennett Street	2	100%					2	1%
Cranbrook Avenue	9	100%					9	6%
Florence Street	4	100%					4	3%
Gerard Street			1	100%			1	1%
Grasmere Road			1	100%			1	1%
Guthrie Avenue	1	100%					1	1%
Hampden Avenue	1	100%					1	1%
Harrison Street	2	100%					2	1%
Holt Avenue	12	86%	1	7%	1	7%	14	9%
Murdoch Street	2	67%			1	33%	3	2%
Rangers Road	5	56%	3	33%	1	11%	9	6%
Reed Street	7	88%			1	13%	8	5%
Spencer Road	6	86%			1	14%	7	4%
Spofforth Street	18	95%	1	5%			19	12%
<b>Mosman</b>	<b>45</b>	<b>90%</b>	<b>4</b>	<b>8%</b>	<b>1</b>	<b>2%</b>	<b>50</b>	<b>32%</b>
Belmont Road	1	100%					1	1%
Boyle Street	1	100%					1	1%
Cabramatta Road	2	100%					2	1%
Effingham Street	1	100%					1	1%
Holt Avenue	9	100%					9	6%
Orlando Avenue	6	100%					6	4%
Oswald Street	1	100%					1	1%
Ourimbah Road	1	100%					1	1%
Princes Street	1	100%					1	1%
Rangers Avenue	1	100%					1	1%
Royalist Road	1	100%					1	1%
Shadforth Street	1	100%					1	1%
Spencer Road	2	67%			1	33%	3	2%
Spofforth Street	17	81%	4	19%			21	13%
<b>Cremorne Point</b>	<b>13</b>	<b>93%</b>			<b>1</b>	<b>7%</b>	<b>14</b>	<b>9%</b>
Cremorne Road	3	100%					3	2%
Hodgson Avenue	1	100%					1	1%
Iredale Avenue	1	50%			1	50%	2	1%
Kareela Road	3	100%					3	2%
Milson Road	3	100%					3	2%
Prior Avenue	2	100%					2	1%
<b>Neutral Bay</b>	<b>2</b>	<b>67%</b>	<b>1</b>	<b>33%</b>			<b>3</b>	<b>2%</b>
Barry Street	1	100%					1	1%
Kurraba Road			1	100%			1	1%
Waters Road	1	100%					1	1%
<b>Crows Nest</b>					<b>1</b>	<b>100%</b>	<b>1</b>	<b>1%</b>
West Street					1	100%	1	1%
<b>North Sydney</b>	<b>1</b>	<b>100%</b>					<b>1</b>	<b>1%</b>
Bay Road	1	100%					1	1%
<b>Other</b>	<b>1</b>	<b>50%</b>	<b>1</b>	<b>50%</b>			<b>2</b>	<b>1%</b>
Unknown	1	50%	1	50%			2	1%
<b>Carlingford</b>	<b>1</b>	<b>100%</b>					<b>1</b>	<b>1%</b>
Baker Street	1	100%					1	1%
<b>Grand Total</b>	<b>133</b>	<b>85%</b>	<b>13</b>	<b>8%</b>	<b>10</b>	<b>6%</b>	<b>156</b>	<b>100%</b>

Report of Manager Traffic & Transport Operations, Michaela Kemp  
Re: Spofforth Street, Cremorne – Proposed Intersection Upgrades – Survey Results

(18)

In summary, 85% of respondents supported the proposal to consolidate the bus stops on Spofforth Street and Florence Street. 87.5% of Spofforth Street respondents; 100% of Florence Street respondents; and 56% of Rangers Road respondents supported the proposed consolidation of the bus stops to offset the parking impacts of the intersection improvement proposals.

The mapped responses for the proposed consolidation of bus stops on Spofforth Street and Florence Street are represented graphically in Figures 9 & 10. Most respondents in the vicinity of the bus stops support the proposed consolidation.

Figure 13 Map of whole survey area - survey responses – Consolidation of Bus Stops

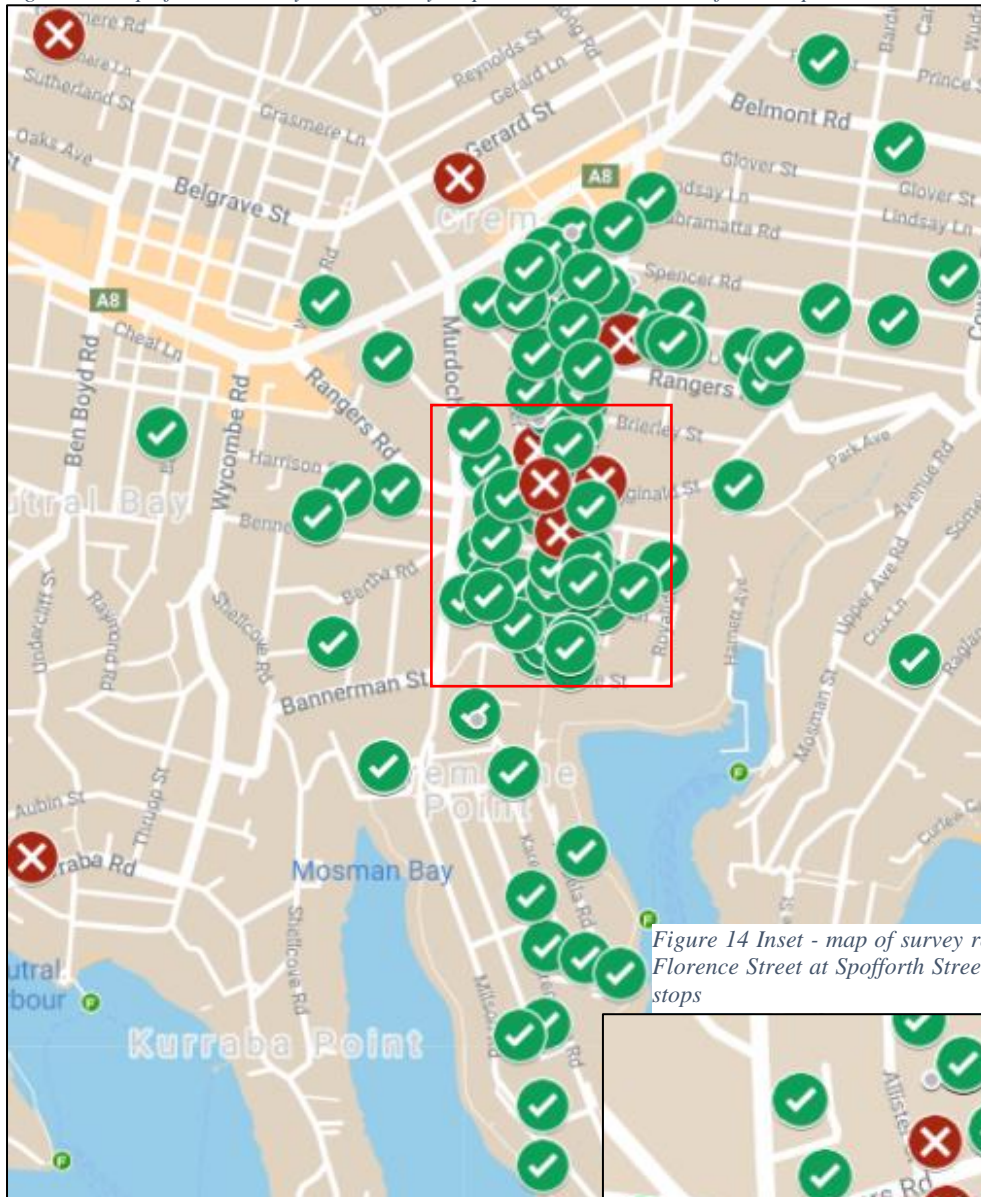
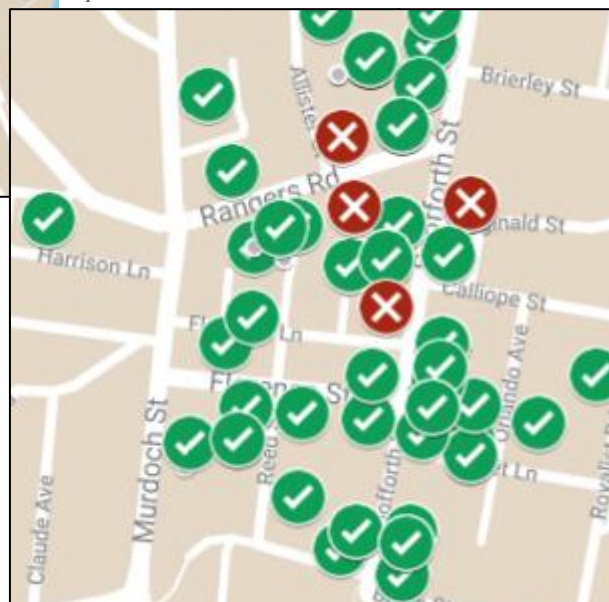





Figure 14 Inset - map of survey responses –in vicinity of Florence Street at Spofforth Street - consolidation of bus stops



-  Yes
-  No
-  No answer

### Written Submissions

In addition to the 3 written submissions received, the 91 general comments provided via the survey have been collated and summarised in the Submissions Summary (Attachment 2).

### Discussion

While there is a clear community preference for roundabouts at both Holt Avenue and Rangers Road intersections, Mosman Council is a major stakeholder and is the Road Authority for the eastern side of Spofforth Street. As such, North Sydney Council does not have the jurisdiction to undertake works on that part of Spofforth Street without the consent of Mosman Council.

The matter was discussed at numerous North Sydney Traffic Committee meetings since November 2018 and Traffic Engineers from both North Sydney Council and Mosman Council have been communicating throughout this period. Previous resolutions of Mosman Council, particularly that of 3 September 2019, limited Mosman Council's input to that of technical assistance and advice only. It is North Sydney Council's understanding that much of the concerns related to impacts on parking and the need to achieve no net loss of parking.

Mosman Councillor Simon Menzies and Mosman Council's Director Environment and Planning attended the North Sydney Traffic Committee on 12 June 2020 and the minutes noted no objections to the recommendations for North Sydney Council to proceed with community consultation.

However, given that Mosman Council has resolved to oppose the roundabouts and all options for Spofforth Street and Rangers Road developed by North Sydney Council regardless of the community engagement outcomes, Council is unable to proceed further with these options.

The proposal for Spofforth Street and Florence Street is wholly within the North Sydney Council area. While issues at this intersection were not as prevalent in community representations as Holt Avenue and Rangers Road, there is nonetheless strong community support for the proposal and it is recommended that Council proceed with the works, subject to cost estimate, funding availability and ranking of project priorities within the LATM Action Plans. Several respondents requested a Stop sign be installed at the intersection which is supported by Council's Traffic Engineer. The concept plan achieves a net gain of one parking space with the bus stop retained and therefore it is recommended that no changes be made to the bus stops as part of these standalone works.

Mosman Municipal Council  
 Civic Centre  
 Mosman Square  
 PO Box 211  
 Spit Junction 2088  
 Telephone 02 9978 4000  
 Facsimile 02 9978 4132  
 ABN 94 414 022 939

council@mosman.nsw.gov.au  
 www.mosman.nsw.gov.au

15 April 2021

Mr Ken Gouldthorp  
 General Manager  
 North Sydney Council  
 PO Box 12  
 NORTH SYDNEY NSW 2059

Dear Ken

### **North Sydney Council's Proposed Intersection Improvements - Spofforth Street**

I refer to the email correspondence dated 25 March 2021 from North Sydney Council's Traffic and Transport Engineer regarding the North Sydney Council's proposed intersection improvements for Spofforth Street. The correspondence stated that North Sydney Council had advertised the proposal for community comment and the affected residents on the Mosman side of Spofforth Street have been notified via a letterbox drop.

As discussed with you on Monday, 12 April 2021, Mosman Council at its meeting on 6 April 2021 considered a report on this matter (EP/9: North Sydney Council's Proposal for Spofforth Street – Update can be accessed at <https://mosman.nsw.gov.au/council/meetngs/council-agendas-and-minutes-2021/>) and resolved:

That the Community Consultation conducted by North Sydney Council for possible works at Spofforth Street be noted and that Council resolve the following:

1. No further action to be taken on the proposed roundabout works located at the junction of Spofforth Street and Holt Avenue as this is not supported by Mosman Council.
2. That Mosman Council conduct its own community consultation on the following possible outcomes at Spofforth Street and Holt Avenue:
  - a. No further action to be taken; or
  - b. Kerb Buildouts in the manner described in the concept plans provided by North Sydney Council; or
  - c. Refuge Islands in the manner described in the concept plans provided by North Sydney Council; or
  - d. That a further report come to the Traffic Committee to review the design and then Council to determine next steps following completion of the consultation process.

3. No further action to be taken on any improvement works at Spofforth Street and Rangers Road as this is not supported by Mosman Council.
4. No further action to be taken by Mosman Council on the proposed works on Spofforth Street and Florence Street noting that this site is located within the North Sydney LGA.
5. No further action to be taken by Mosman Council on the consolidation or relocation of bus stops on Spofforth Street as this is not supported by Mosman Council.
6. That North Sydney Council and the North Sydney Council Traffic Committee be notified in writing of the above.

To action Item 2 of the Council resolution we would like to use parts of the North Sydney Council published documents to minimise confusion as some of the Mosman residents have previously received this correspondence from North Sydney Council. Our review of the documents identified that we only need permission to use the following two drawings in relation to Spofforth Street Upgrade – Spofforth Street and Holt Avenue:

- Drawing No: 101 (Rev F) – Kerb Buildouts
- Drawing No: 102 (Rev F) – Refuge Island

Mosman Council can prepare its own supplementary documentation for the proposed community consultation. Please let me know your thoughts in this regard.

A further report on this matter will be submitted to the Mosman Traffic Committee and Mosman Council following completion of the consultation process as described in Item (2) above.

If you wish to discuss this matter further, please call me on 9978 4001.

Yours sincerely



**Dominic Johnson**  
**General Manager**

cc: North Sydney Council Traffic Committee



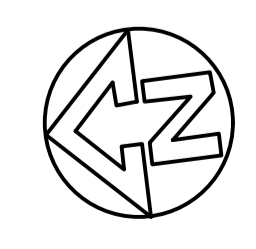
# CONCEPT CIVIL PLANS INTERSECTION UPGRADES SPOFFORTH STREET, NORTH SYDNEY



LOCATION PLAN-IMAGE COURTESY OF METROMAP  
N.T.S.

SHEET INDEX	
NUMBER	TITLE
001	LOCATION PLAN & DRAWING SCHEDULE
002	GENERAL ARRANGMENT & CONTEXT PLAN
003	SUMMARY TABLES
100	SPOFFORTH STREET & HOLT AVENUE - ROUNDABOUT
101	SPOFFORTH STREET & HOLT AVENUE - KERB BUILDOUTS
102	SPOFFORTH STREET & HOLT AVENUE - REFUGE ISLANDS
103	SPOFFORTH STREET & RANGERS ROAD - ROUNDABOUT
104	SPOFFORTH STREET & RANGERS ROAD - SIGNALISATION
105	SPOFFORTH STREET & RANGERS ROAD - RE-ALIGNMENT WITH OPTIONAL PAC

100mm ON ORIGINAL DRAWING - DO NOT SCALE DRAWING			
SHEET SIZE <b>A1</b>			
			COORDS: MGA94 ZONE 56 DATUM: ALL LEVELS TO A.H.D.
			SCALE: N.T.S.
F	2ND REVISED FINAL CONCEPT ISSUE - SURVEY AMENDMENTS	021220	NS NS
E	REVISED FINAL CONCEPT ISSUE	011220	NS NS
D	FINAL CONCEPT ISSUE	241120	NS NS
C	TRAFFIC COMMITTEE ISSUE	091219	NS NS
B	REVISED ISSUE - FOR DISCUSSION ONLY	180919	NS NS
A	PRELIMINARY ISSUE - FOR INFORMATION ONLY	290819	NS NS
REV	AMENDMENT / REASON FOR ISSUE	DATE	DES. DWN.
			BRAYDON AMES



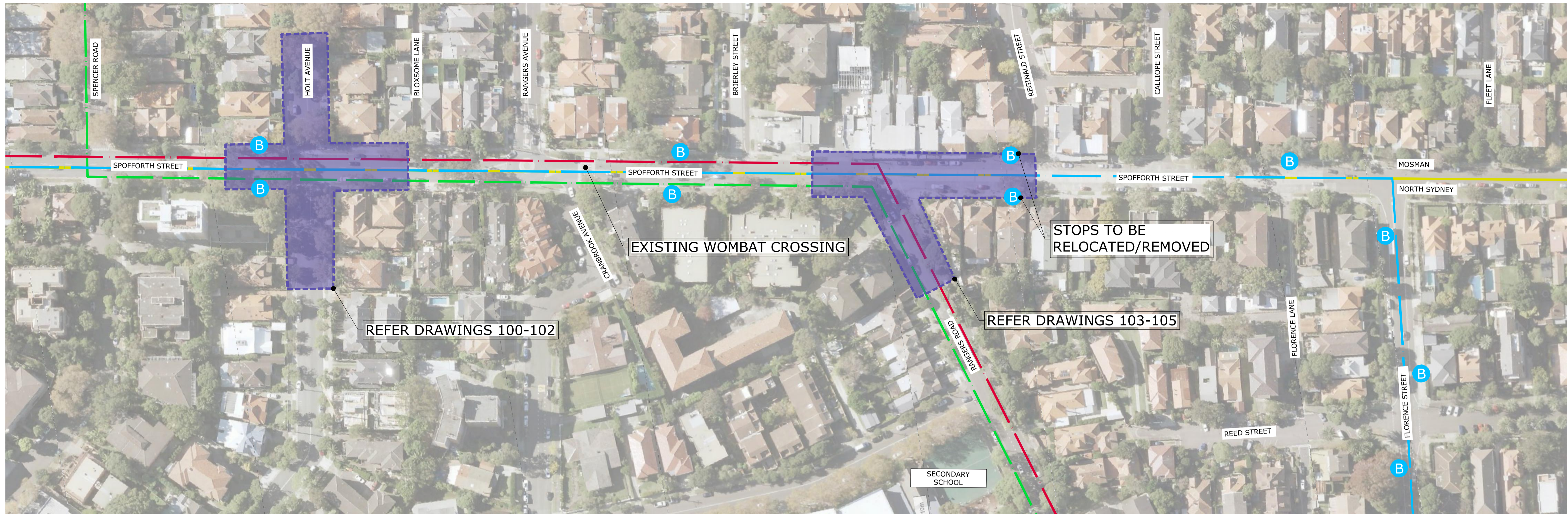
**PUBLIC UTILITIES:**  
THE SERVICES SHOWN ARE DERIVED FROM PLANS OBTAINED FROM THE RELEVANT SERVICE AUTHORITIES. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO ARRANGE WITH THE RELEVANT SERVICE AUTHORITIES FOR CONFIRMATION OF SERVICES AND THEIR LOCATION BEFORE EXCAVATION WORK COMMENCES.

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**PRELIMINARY**

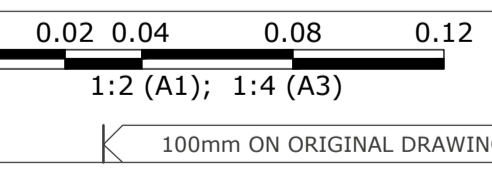
NORTH SYDNEY COUNCIL  
SPOFFORTH STREET UPGRADES  
LOCATION PLAN & DRAWING SCHEDULE

FILENAME: 20190977_001_COV.DWG	PROJECT NUMBER <b>20190977</b>	DRAWING NUMBER <b>001</b>	REVISION <b>F</b>
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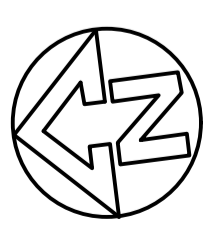
**LEGEND**

- DESIGN AREA
- LGA BOUNDARY
- RMS REGIONAL ROAD
- BUS ROUTE (225)
- BICYCLE ROUTE
- EXISTING BUS STOP



SHEET SIZE  
**A1**

COORDS: MGA94 ZONE 56  
DATUM: ALL LEVELS TO A.H.D.  
SCALE: N.T.S.  
SURVEYED: PROJECT SURVEYORS  
SURVEY DATE: 13/08/2019  
APPROVED / PROJECT LEADER  
BRAYDON AMES



REV	AMENDMENT / REASON FOR ISSUE	DATE	DES.	DWN.
B	2ND REVISED FINAL CONCEPT ISSUE - SURVEY AMENDMENTS	021220	NS	NS
C	REVISED FINAL CONCEPT ISSUE	011220	NS	NS
B	COMMUNITY CONSULTATION ISSUE	241120	NS	NS
A	TRAFFIC COMMITTEE ISSUE	091219	NS	NS

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**PRELIMINARY**  
NORTH SYDNEY COUNCIL  
SPOFFORTH STREET UPGRADES  
GENERAL ARRANGEMENT & CONTEXT PLAN

FILENAME:	PROJECT NUMBER	DRAWING NUMBER	REVISION
20190977_002_GENERAL_ARRANGEMENT.DWG	20190977	002	D

THIS DRAWING IS TO BE VIEWED IN COLOUR AS SOME FEATURES / SYMBOLS ARE DIFFERENTIATED BY COLOUR. DRAWING NOT TO BE RELIED ON IF PRINTED IN GREYSCALE.

**LEGEND**

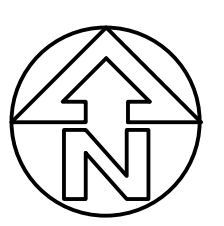
- GOOD OUTCOME
- BETTER OUTCOME
- BEST OUTCOME

SHEET	TREATMENT OPTION	CAR SPACES				SAFETY OUTCOMES			LANDSCAPING OPPORTUNITIES
		LOST	WON	POTENTIAL	NET	PEDESTRIAN	BICYCLISTS	MOTORISTS	
100	ROUNDBABOUT	-7	0	0	-7	•	•	•••	•
101	KERB BUILDOUTS	0	0	0	0	•••	•••	••	•••
102	REFUGE ISLANDS	-4	0	0	-4	••	••	•	••
103	ROUNDBABOUT	-10	13	0	3	•	•	•	••
104	SIGNALISATION	-13	13	2	2	•••	•••	•••	•••
105	RE-ALIGNMENT WITH OPTIONAL PAC	-13	14	1	2	••	••	••	••

SHEET	TREATMENT OPTION	PROS	CONS
100	ROUNDBABOUT	EFFECTIVELY ADDRESSES VEHICLE COLLISION CONCERNS	RESULTS IN SIGNIFICANT LOSS OF PARKING & MAY NOT FUNCTION OPTIMALLY WITH DOMINANT NORTH-SOUTH TRAFFIC FLOW
101	KERB BUILDOUTS	EFFECTIVELY ADDRESSES SIGHT DISTANCE CONCERNS & OFFERS IMPROVED PEDESTRIAN SAFETY	DOES NOT FULLY ADDRESS SAFETY FOR EAST-WEST VEHICULAR MOVEMENTS
102	REFUGE ISLANDS	ADDRESSES SIGHT DISTANCE CONCERNS & OFFERS IMPROVED PEDESTRIAN SAFETY	DOES NOT FULLY ADDRESS SAFETY FOR EAST-WEST VEHICULAR MOVEMENTS & RESULTS IN SIGNIFICANT LOSS OF PARKING
103	ROUNDBABOUT	IMPROVES INTERSECTION LEGIBILITY & ADDRESSES VEHICLE COLLISION CONCERNS	MAY NOT FUNCTION OPTIMALLY WITH DOMINANT WEST-NORTH TRAFFIC. DOES NOT OFFER ADEQUATE VEHICLE DEFLECTION FOR ALL MOVEMENTS. NOT OPTIMAL FOR PEDESTRIAN OR BICYCLIST SAFETY
104	SIGNALISATION	OFFERS EXCELLENT SAFETY OUTCOMES FOR ALL USERS	RESULTS IN A NON-DOMINANT INTERSECTION LEG RECEIVING PRIORITY, POTENTIALLY EXACERBATING CONGESTION
105	RE-ALIGNMENT WITH OPTIONAL PAC	IMPROVES INTERSECTION LEGIBILITY & OFFERS IMPROVED SAFETY OUTCOMES FOR ALL USERS	

THIS DRAWING IS TO BE VIEWED IN COLOUR AS SOME FEATURES / SYMBOLS ARE DIFFERENTIATED BY COLOUR. DRAWING NOT TO BE RELIED ON IF PRINTED IN GREYSCALE.

**PRELIMINARY**

SHEET SIZE <b>A1</b>	
100mm ON ORIGINAL DRAWING - DO NOT SCALE DRAWING	
COORDS: MGA94 ZONE 56 DATUM: ALL LEVELS TO A.H.D.	
SCALE: N.T.S.	
B 2ND REVISED FINAL CONCEPT ISSUE - SURVEY AMENDMENTS	021220 NS NS SURVEYED:PROJECT SURVEYORS
C REVISED FINAL CONCEPT ISSUE	011220 NS NS SURVEY DATE:13/08/2019
B COMMUNITY CONSULTATION ISSUE	241120 NS NS APPROVED / PROJECT LEADER
A TRAFFIC COMMITTEE ISSUE	091219 NS NS
REV AMENDMENT / REASON FOR ISSUE	DATE DES. DWN. BRAYDON AMES

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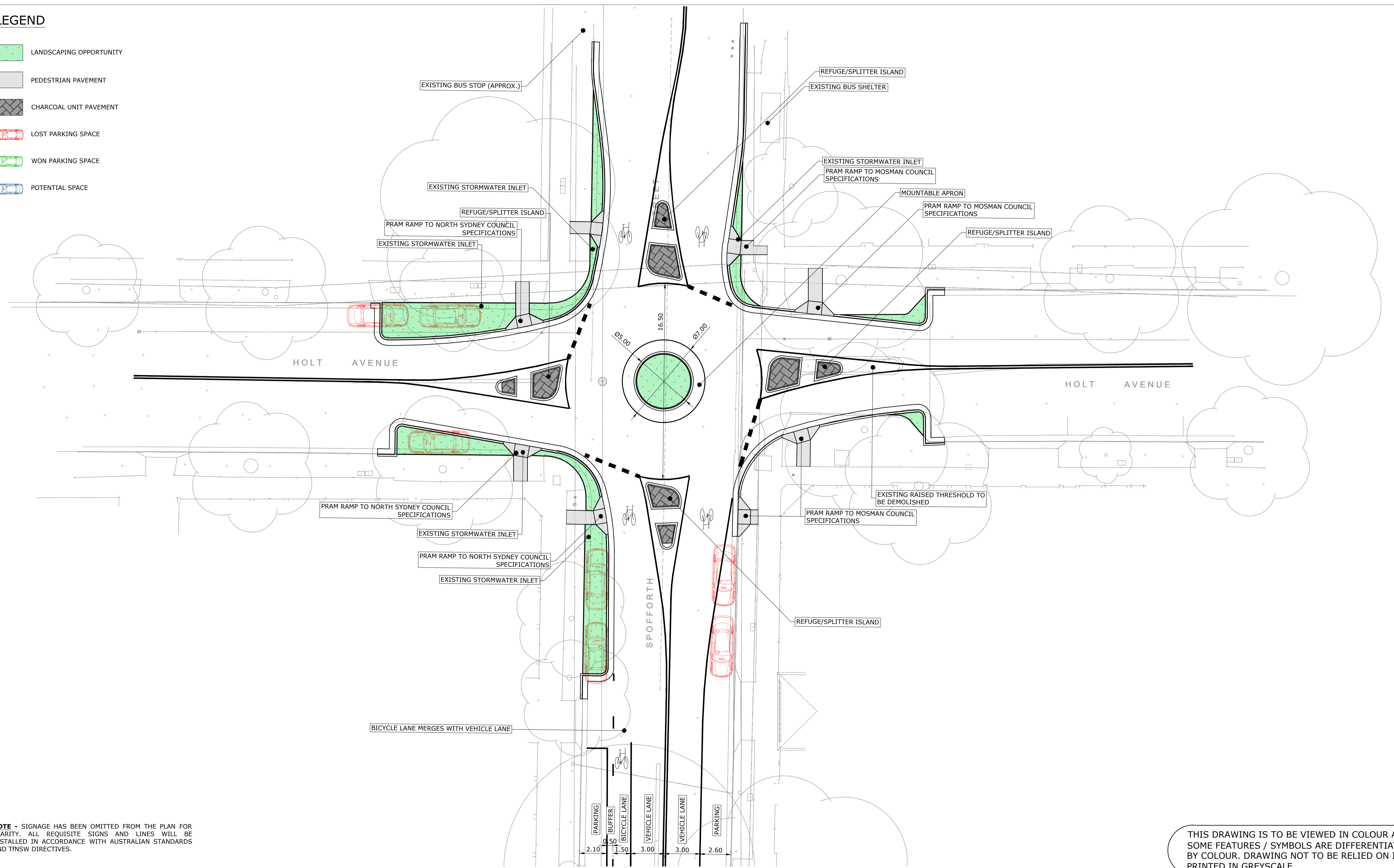


NORTH SYDNEY COUNCIL  
SPOFFORTH STREET UPGRADES  
SUMMARY TABLES

FILENAME: 20190977_003_SUMMARY_TABLE.DWG	PROJECT NUMBER 20190977	DRAWING NUMBER 003	REVISION D
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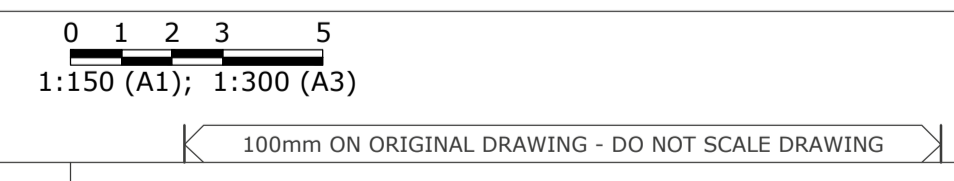
### LEGEND

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



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

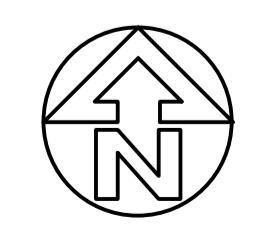
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SHEET SIZE  
**A1**

REV	AMENDMENT / REASON FOR ISSUE	DATE	DES.	DWN.
F	2ND REVISED FINAL CONCEPT ISSUE - SURVEY AMENDMENTS	021220	NS	NS
E	REVISED FINAL CONCEPT ISSUE	011220	NS	NS
D	FINAL CONCEPT ISSUE	241120	NS	NS
C	TRAFFIC COMMITTEE ISSUE	091219	NS	NS
B	REVISED ISSUE - FOR DISCUSSION ONLY	180919	NS	NS
A	PRELIMINARY ISSUE - FOR INFORMATION ONLY	290819	NS	NS

COORDS: MGA94 ZONE 56  
DATUM: ALL LEVELS TO A.H.D.  
SCALE: 1:150  
SURVEYED: PROJECT SURVEYORS  
SURVEY DATE: 13/08/2019  
APPROVED / PROJECT LEADER  
BRAYDON AMES



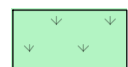




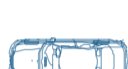
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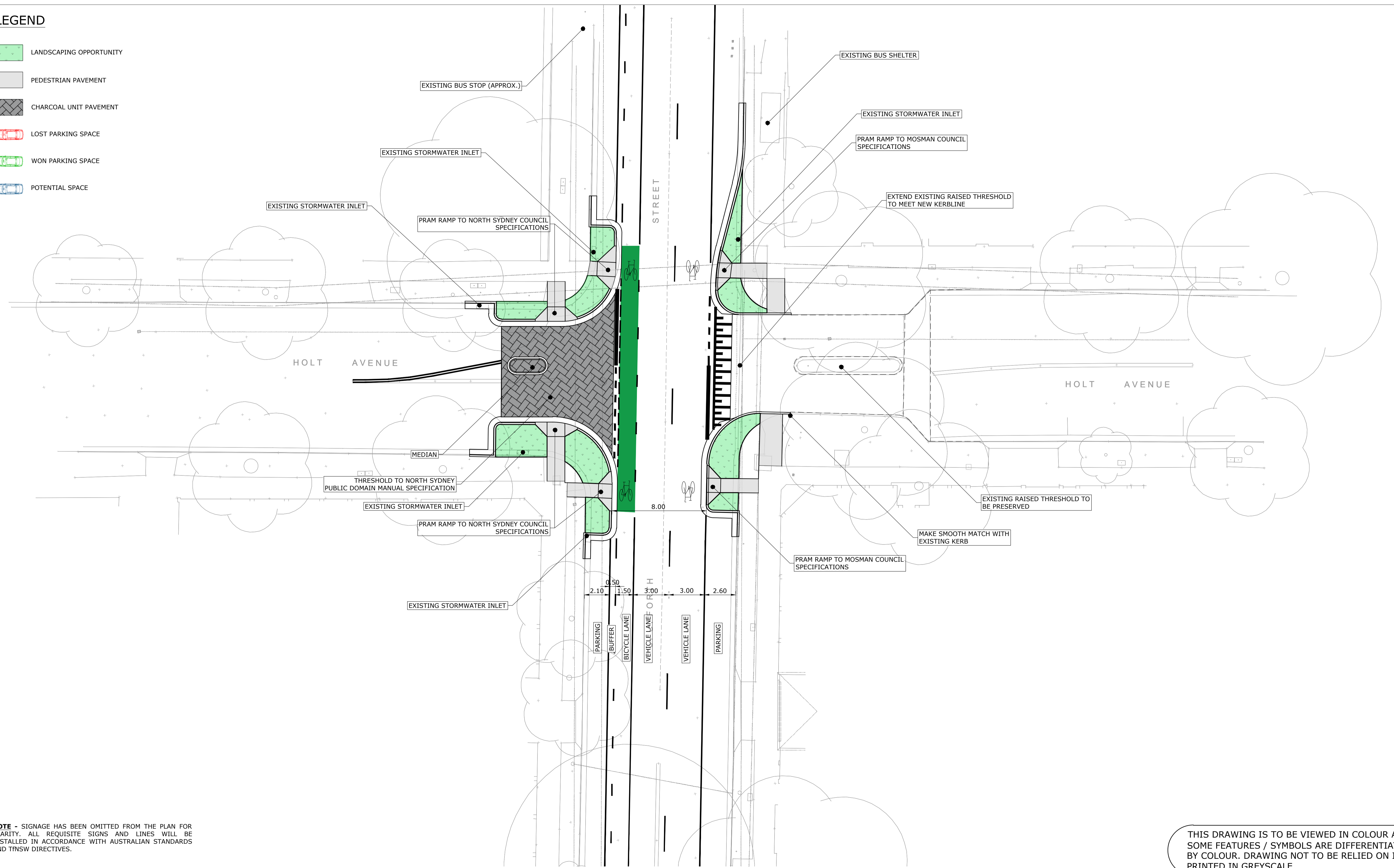


**PRELIMINARY**  
NORTH SYDNEY COUNCIL  
SPOFFORTH STREET UPGRADES  
SPOFFORTH STREET & HOLT AVENUE  
ROUNDBOUT

FILENAME:	PROJECT NUMBER	DRAWING NUMBER	REVISION
20190977_100.DWG	20190977	100	F

LEGEND

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



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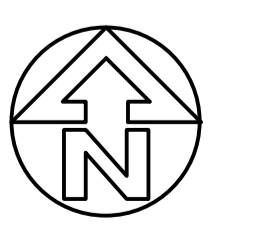
THIS DRAWING IS TO BE VIEWED IN COLOUR AS SOME FEATURES / SYMBOLS ARE DIFFERENTIATED BY COLOUR. DRAWING NOT TO BE RELIED ON IF PRINTED IN GREYSCALE.



SHEET SIZE  
**A1**

REV	AMENDMENT / REASON FOR ISSUE	DATE	DES.	DWN.	BRAYDON AMES
F	2ND REVISED FINAL CONCEPT ISSUE - SURVEY AMENDMENTS	021220	NS	NS	
E	REVISED FINAL CONCEPT ISSUE	011220	NS	NS	
D	FINAL CONCEPT ISSUE	241120	NS	NS	
C	TRAFFIC COMMITTEE ISSUE	091219	NS	NS	
B	REVISED ISSUE - FOR DISCUSSION ONLY	180919	NS	NS	
A	PRELIMINARY ISSUE - FOR INFORMATION ONLY	290819	NS	NS	

COORDS: MGA94 ZONE 56  
DATUM: ALL LEVELS TO A.H.D.  
SCALE: 1:150  
SURVEYED: PROJECT SURVEYORS  
SURVEY DATE: 13/08/2019  
APPROVED / PROJECT LEADER



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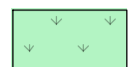
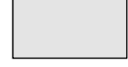

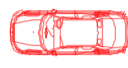
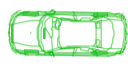
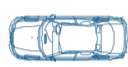


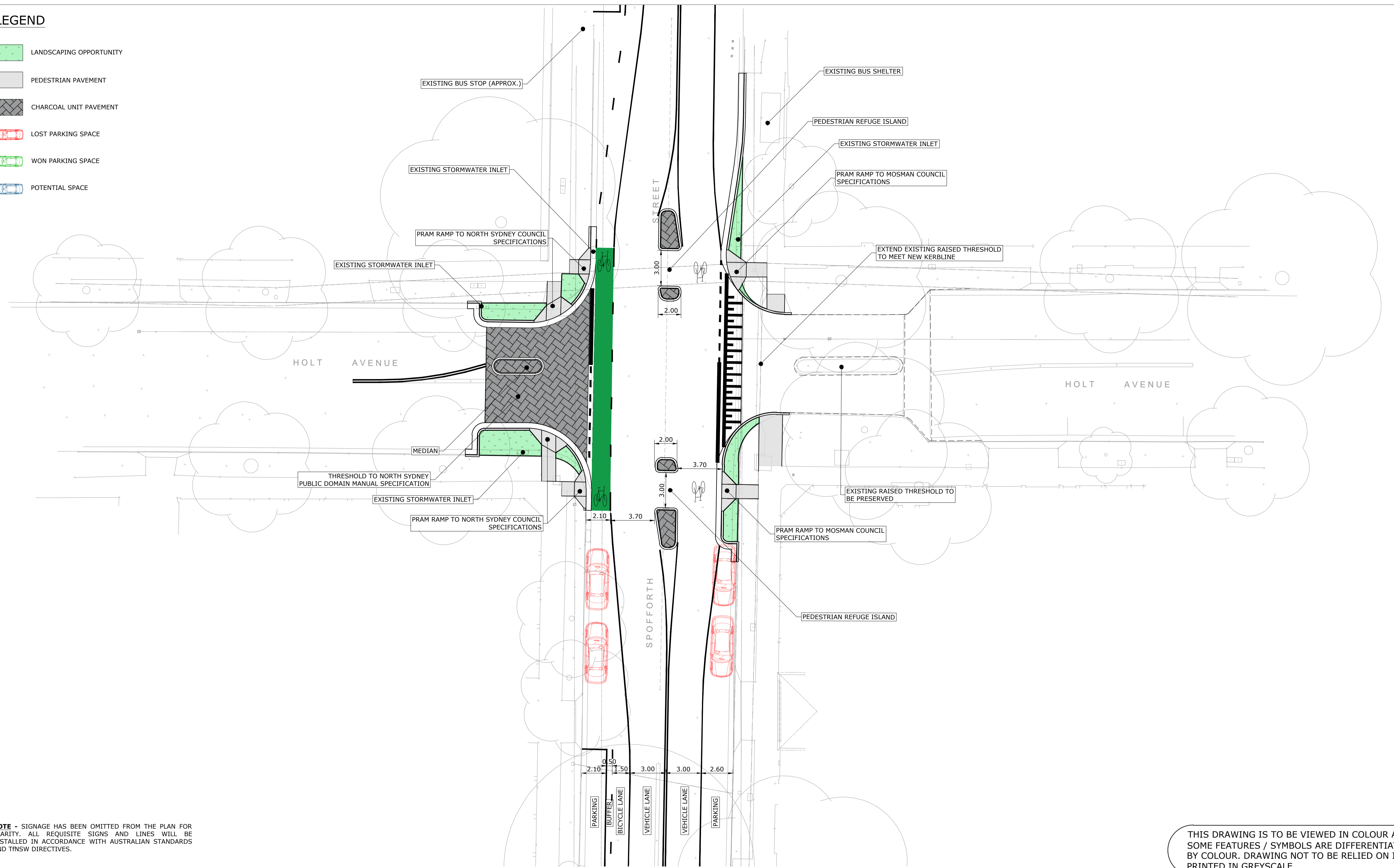
**PRELIMINARY**

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

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

**LEGEND**

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



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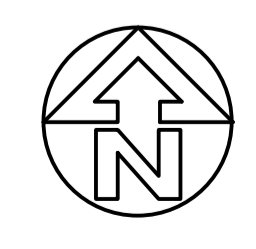
THIS DRAWING IS TO BE VIEWED IN COLOUR AS SOME FEATURES / SYMBOLS ARE DIFFERENTIATED BY COLOUR. DRAWING NOT TO BE RELIED ON IF PRINTED IN GREYSCALE.



SHEET SIZE  
**A1**

REV	AMENDMENT / REASON FOR ISSUE	DATE	DES.	DWN.
F	2ND REVISED FINAL CONCEPT ISSUE - SURVEY AMENDMENTS	021220	NS	NS
E	REVISED FINAL CONCEPT ISSUE	011220	NS	NS
D	FINAL CONCEPT ISSUE	241120	NS	NS
C	TRAFFIC COMMITTEE ISSUE	091219	NS	NS
B	REVISED ISSUE - FOR DISCUSSION ONLY	180919	NS	NS
A	PRELIMINARY ISSUE - FOR INFORMATION ONLY	290819	NS	NS

COORDS: MGA94 ZONE 56  
DATUM: ALL LEVELS TO A.H.D.  
SCALE: 1:150  
SURVEYED: PROJECT SURVEYORS  
SURVEY DATE: 13/08/2019  
APPROVED / PROJECT LEADER  
BRAYDON AMES



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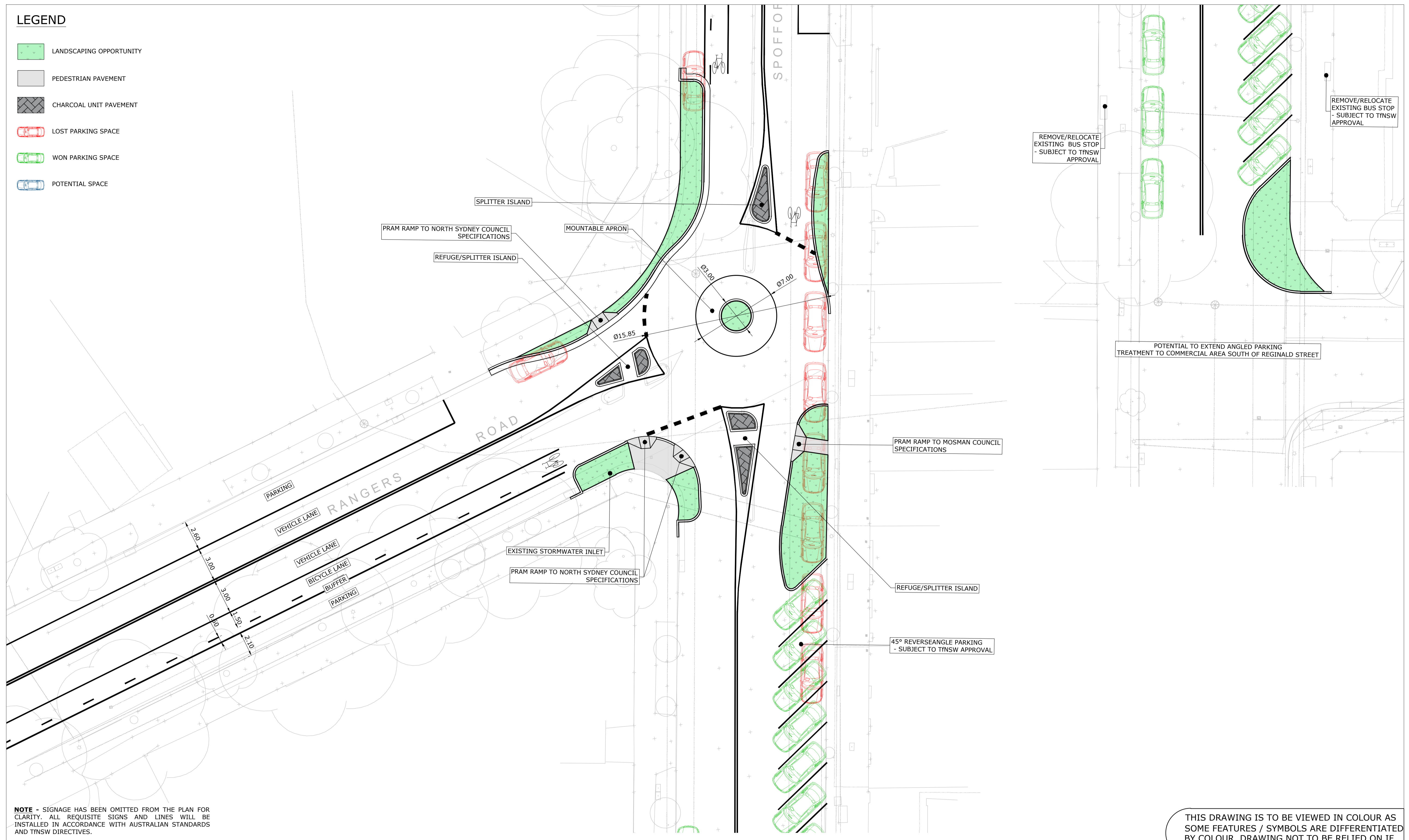


**PRELIMINARY**  
NORTH SYDNEY COUNCIL  
SPOFFORTH STREET UPGRADES  
SPOFFORTH STREET & HOLT AVENUE  
REFUGE ISLANDS

FILENAME:	PROJECT NUMBER	DRAWING NUMBER	REVISION
20190977_102.DWG	20190977	102	F

**LEGEND**

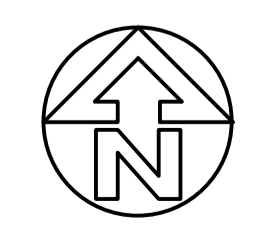
-  LANDSCAPING OPPORTUNITY
-  PEDESTRIAN PAVEMENT
-  CHARCOAL UNIT PAVEMENT
-  LOST PARKING SPACE
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-  POTENTIAL SPACE



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REV	AMENDMENT / REASON FOR ISSUE	DATE	DES.	DWN.	BRAYDON AMES
F	2ND REVISED FINAL CONCEPT ISSUE - SURVEY AMENDMENTS	021220	NS	NS	
E	REVISED FINAL CONCEPT ISSUE	011220	NS	NS	
D	FINAL CONCEPT ISSUE	241120	NS	NS	
C	TRAFFIC COMMITTEE ISSUE	091219	NS	NS	
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**PRELIMINARY**

**NORTH SYDNEY COUNCIL**

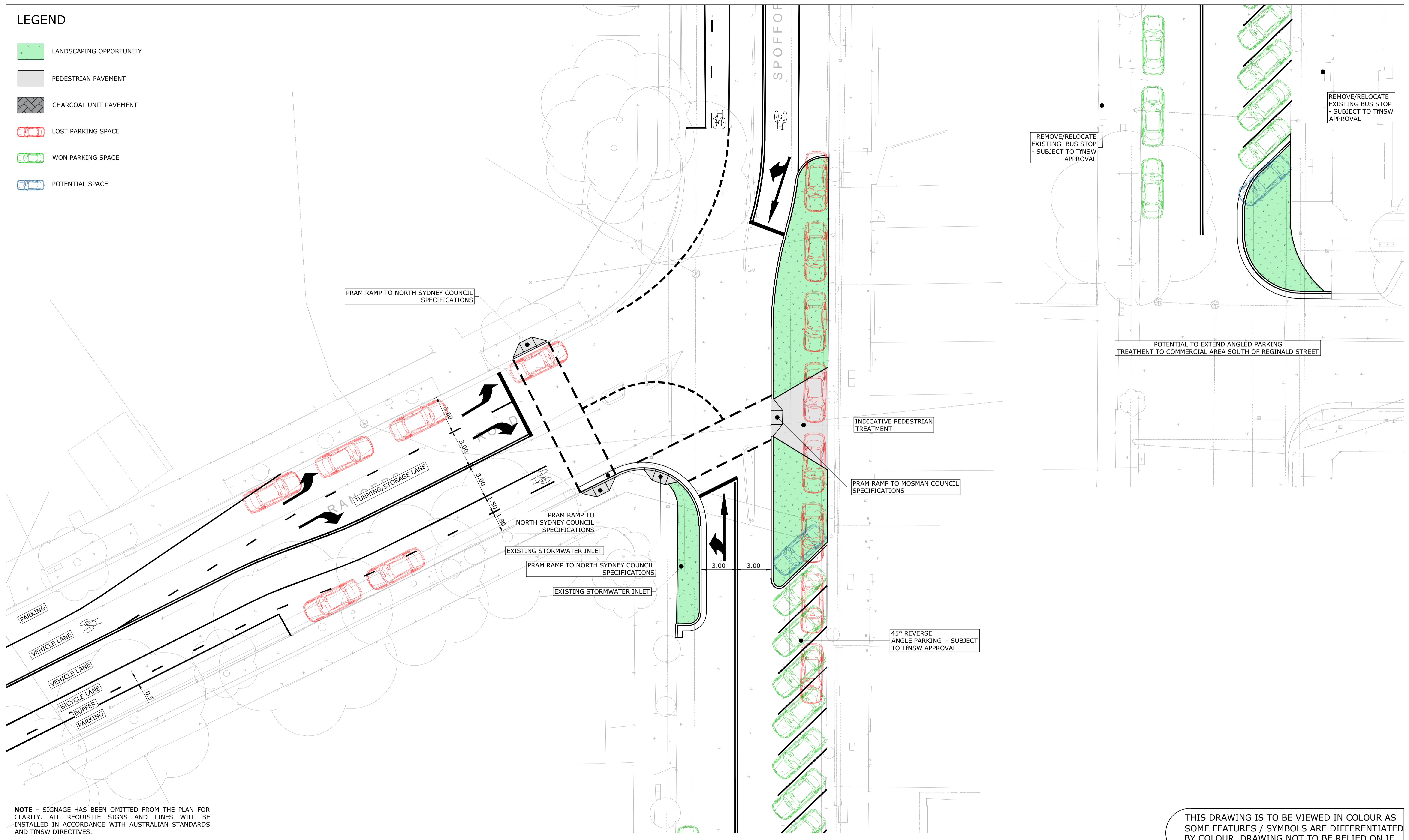
**SPOFFORTH STREET UPGRADES**  
**SPOFFORTH STREET & RANGERS ROAD**  
**ROUNDBABOUT**

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FILENAME:	PROJECT NUMBER	DRAWING NUMBER	REVISION
20190977_103.DWG	20190977	103	F

**LEGEND**

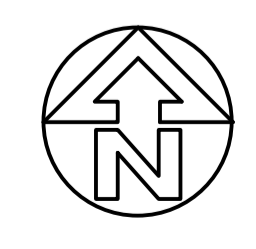
- LANDSCAPING OPPORTUNITY
- PEDESTRIAN PAVEMENT
- CHARCOAL UNIT PAVEMENT
- LOST PARKING SPACE
- WON PARKING SPACE
- POTENTIAL SPACE



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REV	AMENDMENT / REASON FOR ISSUE	DATE	DES.	DWN.	BRAYDON AMES
F	2ND REVISED FINAL CONCEPT ISSUE - SURVEY AMENDMENTS	021220	NS	NS	
E	REVISED FINAL CONCEPT ISSUE	011220	NS	NS	
D	FINAL CONCEPT ISSUE	241120	NS	NS	
C	TRAFFIC COMMITTEE ISSUE	091219	NS	NS	
B	REVISED ISSUE - FOR DISCUSSION ONLY	190919	NS	NS	
A	PRELIMINARY ISSUE - FOR INFORMATION ONLY	290819	NS	NS	



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**PRELIMINARY**

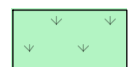
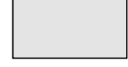

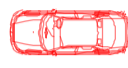
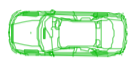
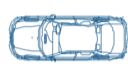
**NORTH SYDNEY COUNCIL**  
**SPOFFORTH STREET UPGRADES**  
**SPOFFORTH STREET & RANGERS ROAD**  
**SIGNALISATION**

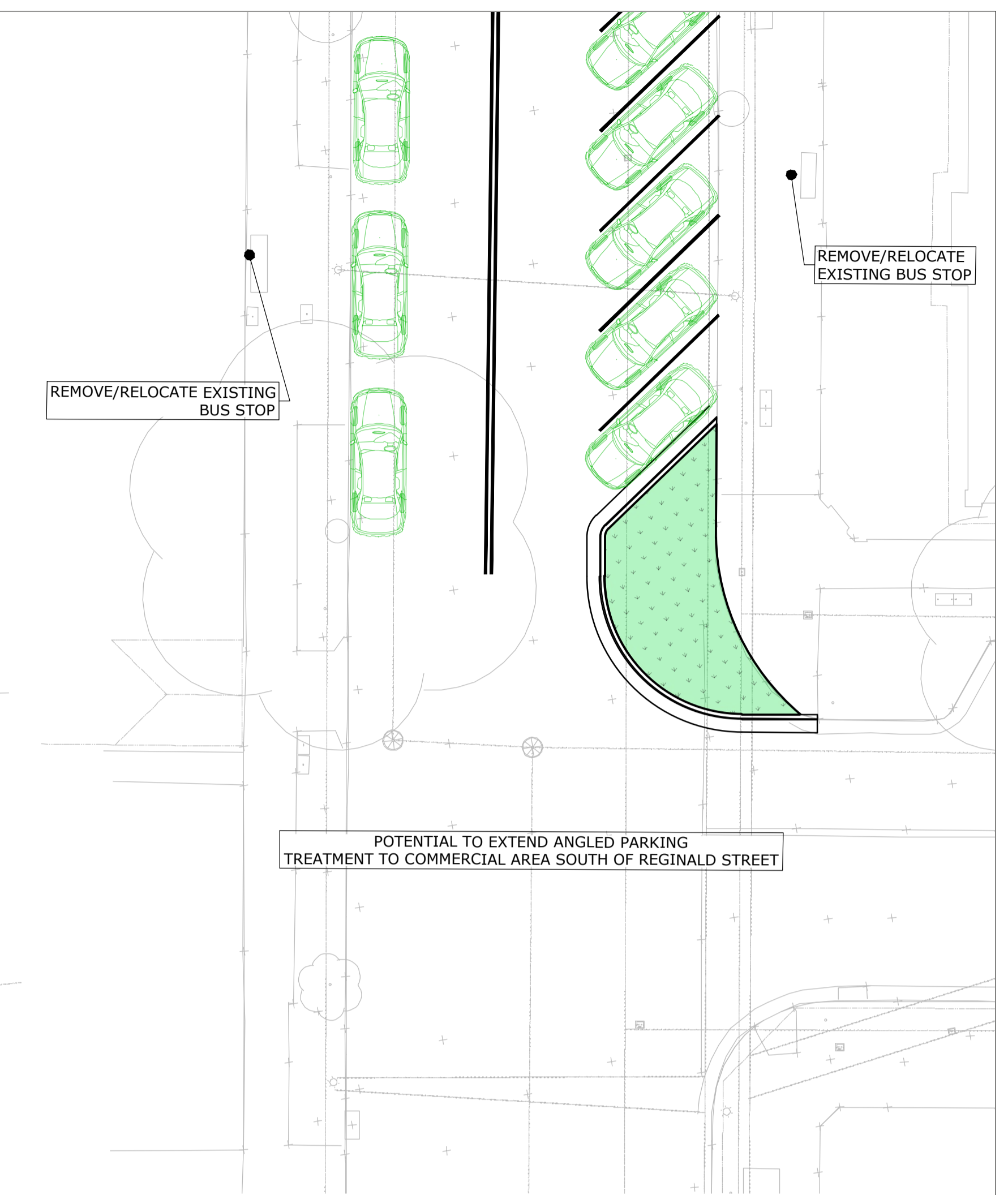
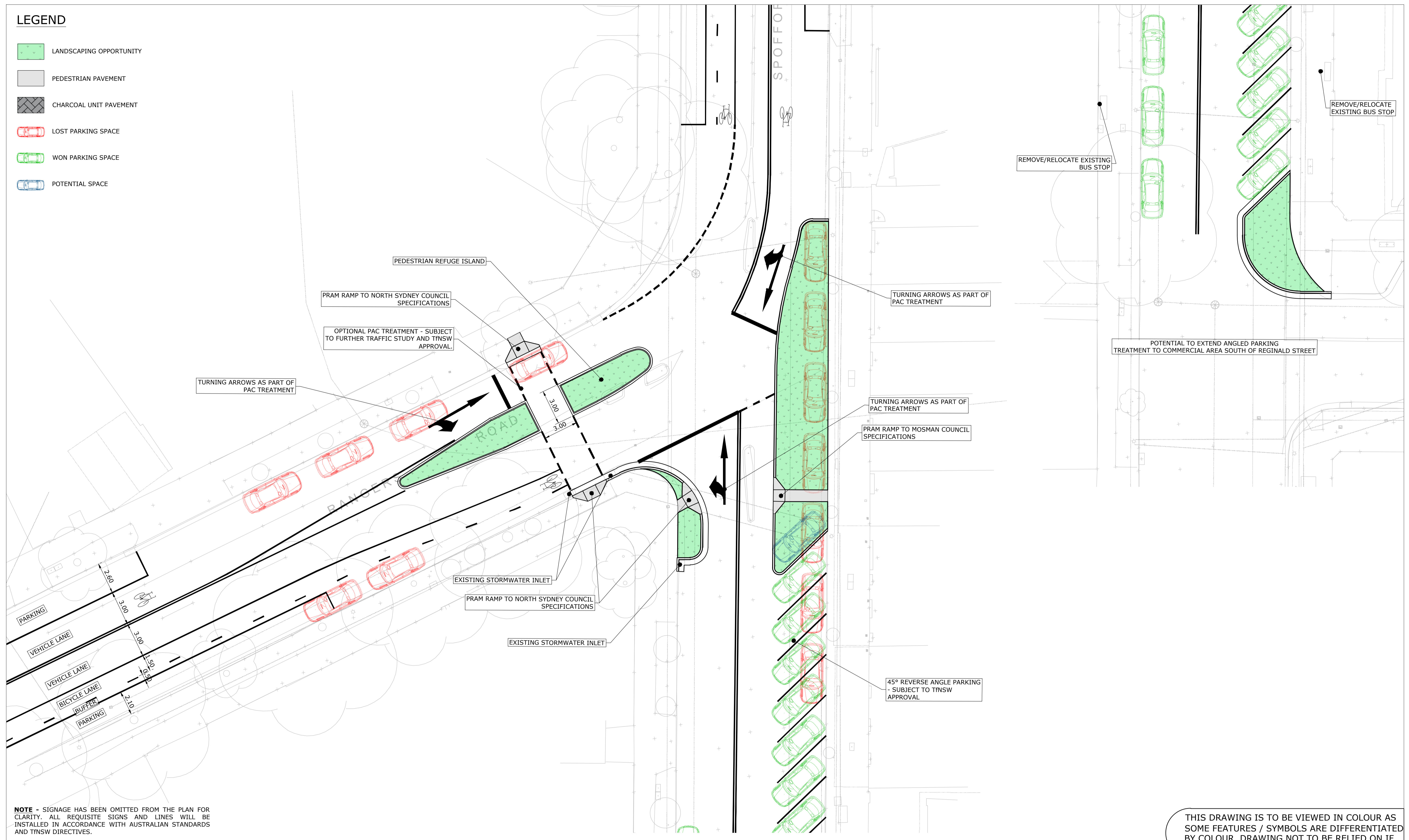
tonkin tonkin.com.au

FILENAME: 20190977_104.DWG	PROJECT NUMBER: 20190977	DRAWING NUMBER: 104	REVISION: F
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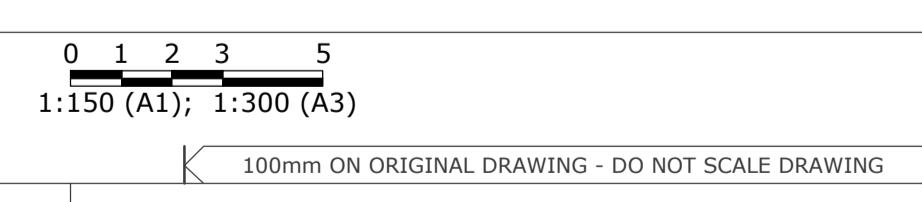


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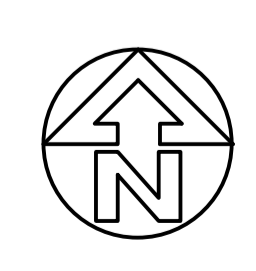
-  LANDSCAPING OPPORTUNITY
-  PEDESTRIAN PAVEMENT
-  CHARCOAL UNIT PAVEMENT
-  LOST PARKING SPACE
-  WON PARKING SPACE
-  POTENTIAL SPACE



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REV	AMENDMENT / REASON FOR ISSUE	DATE	DES.	DWN.	BRAYDON AMES
F	2ND REVISED FINAL CONCEPT ISSUE - SURVEY AMENDMENTS	021220	NS	NS	
E	REVISED FINAL CONCEPT ISSUE	011220	NS	NS	
D	FINAL CONCEPT ISSUE	241120	NS	NS	
C	TRAFFIC COMMITTEE ISSUE	091219	NS	NS	
B	REVISED ISSUE - FOR DISCUSSION ONLY	190919	NS	NS	
A	PRELIMINARY ISSUE - FOR INFORMATION ONLY	290819	NS	NS	



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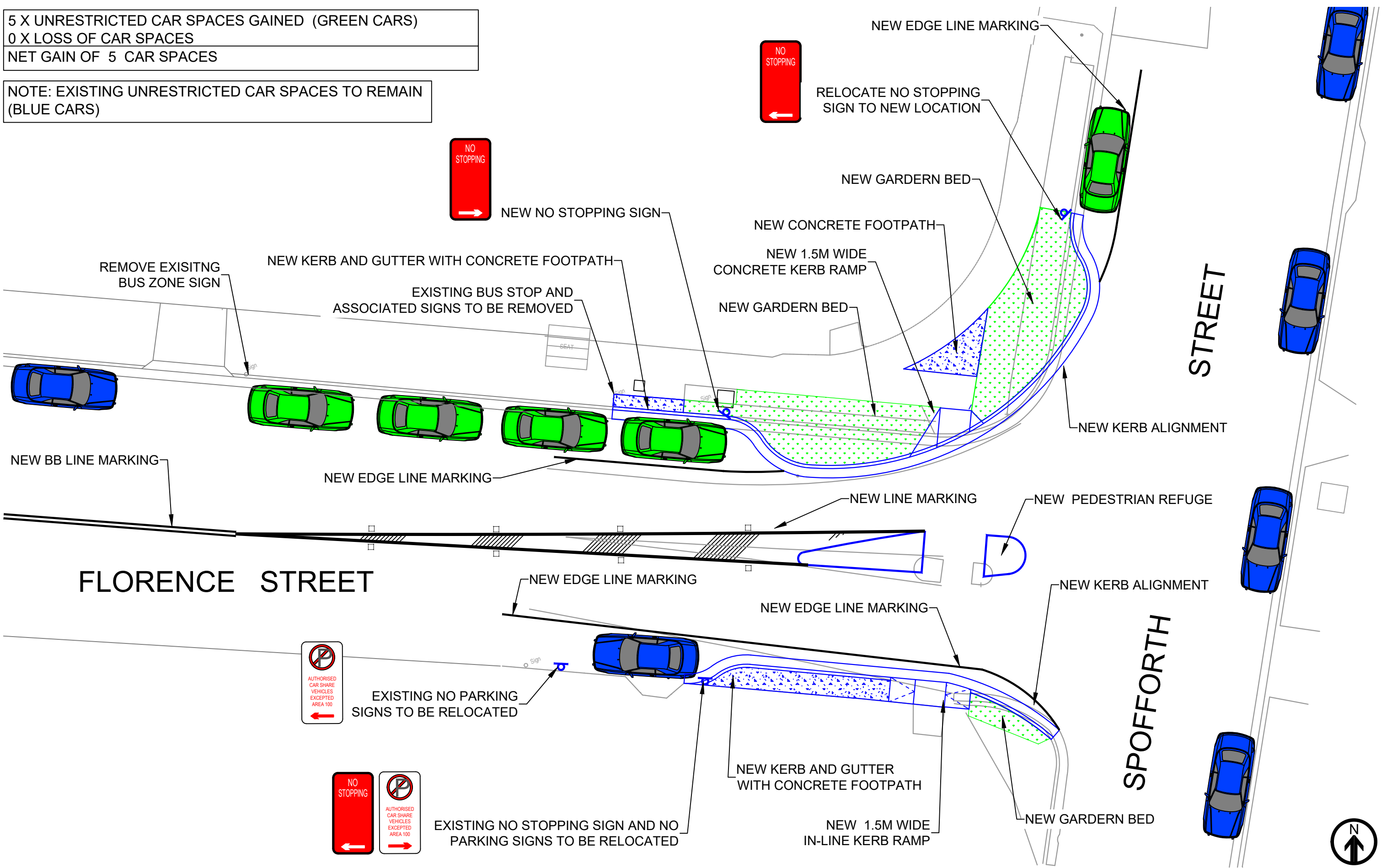
**PRELIMINARY**

**NORTH SYDNEY COUNCIL**  
SPOFFORTH STREET UPGRADES  
SPOFFORTH STREET & RANGERS ROAD  
RE-ALIGNMENT WITH OPTIONAL PAC

FILENAME:	20190977_105.DWG	PROJECT NUMBER	20190977	DRAWING NUMBER	105	REVISION	F
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5 X UNRESTRICTED CAR SPACES GAINED (GREEN CARS)  
0 X LOSS OF CAR SPACES  
NET GAIN OF 5 CAR SPACES

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



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

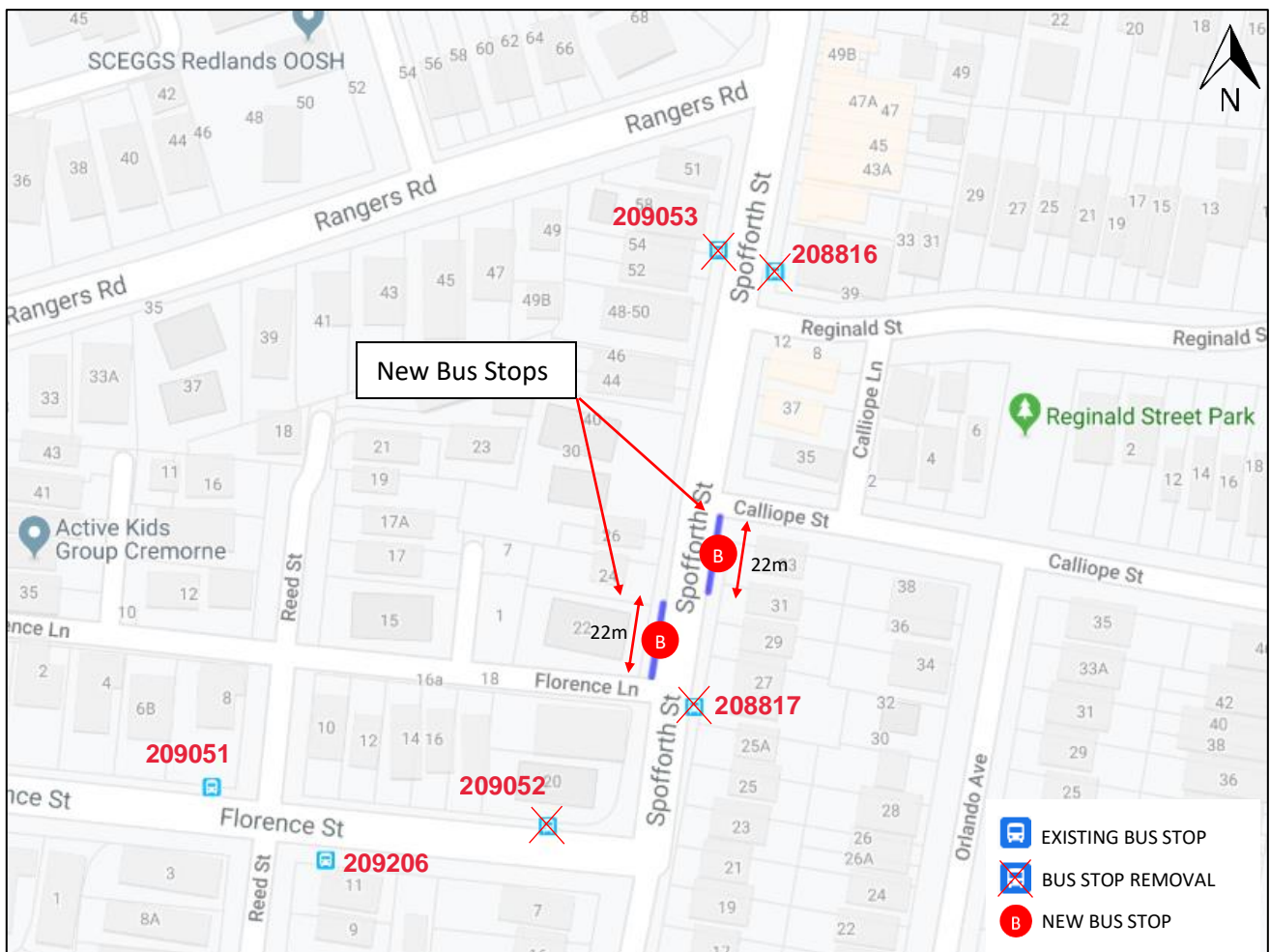


## PROPOSED BUS STOPS CONSOLIDATION

As part of the Spofforth Street Intersection Improvement proposals, to offset parking losses;

- The existing three bus stops on Spofforth Street between Rangers Road and Florence Street, and the bus stop on the northern side of Florence Street west of Spofforth Street will be removed.
- Two (2) new bus stops will be created on Spofforth Street between these bus stops, within 120 metres of the former location. Each bus stop will encompass a 22m bus zone.
- The new bus zones will start from the existing mandatory 10m No Stopping zone north of Florence Lane and south of Calliope Street to allow easy access of buses and minimise the parking loss due to bus draw-in and draw-out clearance lengths.

Refer to diagram below.



SPOFFORTH STREET UPGRADES - REV C - TfNSW COMMENTS		
DRAWING NUMBER	TfNSW COMMENT	TONKIN RESPONSE
100	As there is already an existing roundabout roughly 85m to the south of this intersection; vehicle queues from one roundabout can potentially impact the other roundabout, which is not a desirable outcome and should be investigated further.	The predominant traffic flow through the roundabouts is north-south, meaning that we anticipate queuing at either intersection to be minimal. Nonetheless, this will be investigated and confirmed by more detailed SIDRA modelling during the detailed design stage
100	The radius of the roundabout itself seems to be smaller than required to achieve adequate vehicle deflection, especially for the northsouth movements. A larger inner radius should be explored along with providing turnpaths for the design vehicle (12.5m STA bus).	The driver behind island sizing was facilitating vehicular movements (i.e. the 12.5m STA bus). Changes to fine points of geometry can be made at the detailed design stage to optimise this against deflection
100	If Council wishes to proceed with this option, a detailed design review will need to be undertaken as there are quite a few minor design concerns that will need to be designed out.	Noted - as these are concept drawings, there are naturally refinements to be made at the detailed design stage.
101	Improved line of sight is achieved for vehicles egressing Holt Avenue.	Agreed
102	There are safety concerns that left / right turning vehicles out of Holt Avenue will be too focused on looking for a gap in traffic, which may lead to a situation where motorists miss potential pedestrians that are crossing Spofforth Street via the refuges. This issue should be designed out by placing the pedestrian refuges away from the minor road (Holt Avenue).	The lower speed environment created by the revised intersection geometry should abate this concern. The kerb extensions should also place pedestrians more within the line of sight of motorists, reducing the probability of conflict. There is also limited scope to relocate the crossings further from the intersection, as this results in significant loss of parking
102	The alignment leading up to the pedestrian refuge (NB) is directing vehicles into the proposed cycle lane.	Noted - refinements to the geometry will be made at the detailed design stage
102	Improved line of sight is achieved for vehicles egressing Holt Avenue.	Agreed
103	Design vehicle turnpaths are required for all movements.	Noted - turning paths to be provided
103	The proposal for 45 degree angle parking needs to be demonstrated that it meets the relevant Australian standards (AS 2890.5) for the required road widths and other paramount parking dimensions.	Noted - full details of dimensions and spacings will be provided at the detailed design stage
104	45 degree angle parking on the southern departure side of Spofforth Street is not supported, as there is a high risk of vehicles reversing out of the respective parking spots into oncoming traffic due to poor line of sight for the reversing vehicles.	Noted - resolved through the provision of reverse-in only angled parking
104	The NB movement on Spofforth Street is likely to experience a decrease in its level of efficiency due to left turning vehicles (and consequently the whole NB leg); as there will need to be pedestrian protection implemented on all proposed pedestrian legs. This will cause vehicles to wait whilst the pedestrian lantern displays a 'green man', therefore effectively reducing the efficiency of this TCS as quite a few pedestrians are projected to utilise this northsouth pedestrian crossing.	Noted, although the intention of the signals is to enhance pedestrian safety and amenity while providing a safe opportunity for vehicles to make a turning movement that would otherwise be difficult i.e. NB on Spofforth. A key consideration has also been to improve pedestrian safety by reducing vehicular speed, which this effectively achieves
104	The same concept applies to the southbound movement on Spofforth Street, as vehicles will be held up with pedestrians crossing the southern pedestrian crossing due to the requirement of installing pedestrian protection.	Noted, although it is inevitable that a signalised treatment will require vehicles to queue at some point during its cycle
104	To demonstrate the traffic impact of this TCS proposal on the overall surrounding network, a SIDRA model (outputs and raw SIDRA files) will need to be submitted to TfNSW (Network & Safety + Network Operations team) for review and commentary.	Noted - SIDRA modelling has been completed and can be provided
104	Turnpaths are required for the design vehicle to validate if safe turning and through movements can be achieved for all movements.	Noted - turning paths to be provided
104	The southbound movement on Spofforth Street has an inherent reverse curve built into the design, this should be explored/signed further as reverse curves often cause vehicles to lose control (especially in wet weather).	Noted - the balance between driver comfort and the re-definition of road priority through geometry will be considered in greater detail during the detail design phase
105	45 degree angle parking on the southern departure side of Spofforth Street is not supported, as there is a high risk of vehicles reversing out of the respective parking spots into oncoming traffic due to poor line of sight for the reversing vehicles.	Noted - resolved through the provision of reverse-in only angled parking
105	The NB movement on Spofforth Street is likely to experience a decrease in its level of efficiency due to left turning vehicles (and consequently the whole NB leg) as there will need to be pedestrian protection implemented on all proposed pedestrian legs. This will cause vehicles to wait whilst the pedestrian lantern displays a 'green man', therefore effectively reducing the efficiency of this TCS as quite a few pedestrians are projected to utilise this northsouth pedestrian crossing.	Noted, although the intention of the PAC is to enhance pedestrian safety and amenity, while providing a safe opportunity for vehicles to make a turning movement that would otherwise be difficult i.e. NB on Spofforth. A key consideration has also been to improve pedestrian safety by reducing vehicular speed, which this effectively achieves. The provision of additional pedestrian protection (i.e. on the southern arm of Spofforth) will be investigated at the detailed design stage
105	To demonstrate the traffic impact of this TCS proposal on the overall surrounding network, a SIDRA model (outputs and raw SIDRA) files will need to be submitted to TfNSW (Network & Safety + Network Operations team) for review and commentary.	Noted - SIDRA modelling has been completed and can be provided
105	Turnpaths are required for the design vehicle to validate if safe turning and through movements can be achieved for all movements. There are increased concerns that the right turning movement from Rangers Road into Spofforth Street is too tight and unrealistic.	Noted - turning paths to be provided
105	The southbound movement on Spofforth Street has an inherent reverse curve built into the design, this should be explored/signed further as reverse curves often cause vehicles to lose control (especially in wet weather), similar to the issue raised in the first TCS design.	Noted - the balance between driver comfort and the re-definition of road priority through geometry will be considered in greater detail during the detail design phase

**Spofforth Street Proposed Intersection Upgrades  
Summary of submissions received during public exhibition period  
(11 March – 11 April 2021)**

**Prepared May 2021**

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

1. The concept plans **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 concept plans or;
  - e indicated omissions, inaccuracies or a lack of clarity.
  
2. The concept plans **would not be** amended if the point:
  - a addressed issues beyond the scope of the proposal.
  - 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	Name & address withheld	General Support	Thank you so much for addressing this. The holt Ave and rangers road intersections are dangerous and traffic levels continue to increase.	Noted		2D
2	Sharon Gilpin 76 Spofforth Street Cremorne	Traffic Impacts - Spofforth St/Rangers Road	Traffic lights at Rangers & Spofforth will result in traffic not progressing through the intersection swiftly. This route carries a huge amount of through traffic to/from North Sydney and heading to Redlands. The traffic is always backed up and this would be exacerbated with lights. I feel traffic moves freely at roundabouts.	Noted		2B
3	Grant Kepler 204 West Street Crows Nest	Roundabout design - pedestrian impacts	<p>a) Spofforth St/Holt Ave: photomontages images "from above" don't match road level images. "From above" image shows relatively low entry angles. Although this is a common design within North Sydney LGA (eg, Alexander and Holterman) it also enables inappropriately high entry speeds, leading to decreased safety for cyclists and pedestrians. If a roundabout option is selected, it should be designed similar to the Clarke and Albany roundabout with high entry angles and slow vehicle entry speeds.</p> <p>b) Roundabout design generally: The photomontages and the Treatment Descriptions and Impacts statements adopt the default position that cycle lanes are incompatible with roundabouts. Why is this the default position taken? The space is available, it is just a matter of design and priorities...</p> <p>c) I need to disagree with you in the assertion that the impact on cycling of Refuge Islands (Holt intersection) are similar to curb build outs... The design advanced results in a real pinch point in the</p>	<p>The roundabouts have been designed based on the maximum design vehicle (ie buses) manourvering through the intersection.</p> <p>One of the objectives of the proposals was to minimise parking impacts. Future cycling network will be considered through the implementation of the Integrated Cycling Strategy which is a larger scope than this project.</p>		2E

No.	Name and Address	Issue/Theme	Key Points Raised	Council Response	Recommended Action	Criteria
			middle of the intersection. To be clear, as vehicles negotiate the pedestrian refuges, they are required to make a left-right-left manoeuvre. It is in the middle to latter part of the "right" segment of that manoeuvre where the pinch arises as vehicles drift to the left - as it is the tendency of drivers to take these with a minimal amount of deceleration - which is often compounded by the kerb build out also installed. My clear preference here is for kerb build outs, straight lines, and minimised pedestrian crossing distances.			
4	Patrick Graham 25 Harrison Street Cremorne	General Support - Spofforth Street/Rangers Road	I strongly support improvements at location 2: it is a very dangerous intersection for pedestrians and drivers. A roundabout seems like a good solution given that the vast majority of traffic is turning north from Rangers Rd, or west onto Rangers Rd.	Noted		2D
5	Yusuf Khan 29 Gerard Street Cremorne	Request for pedestrian crossing at Cabramatta Road	Please install a pedestrian crossing on Cabramatta Road Cremorne at the intersection with Spofforth Street, with the pedestrian crossing on Cabramatta Road.	This is outside of the scope of this proposal, but may be considered as a separate action in the LATM action plans		2A

No.	Name and Address	Issue/Theme	Key Points Raised	Council Response	Recommended Action	Criteria
6	John Lucas 58 Rangers Road Cremorne	Opposition to solutions	<p>The issue at the intersection with Rangers rd is during Redlands junior school pick up and drop off times. The schools footprint is too big for this area and every child is dropped off or picked up by car. A centralised point with less treaffic so they can be bussed would be one solution.</p> <p>A roundabout at holt would then give traffic heading west on holt right of way and only generate more traffic using this rat run while adding to a build up on Spofforth.</p> <p>Taking parking away from the shops at the intersection with Rangers will kill off the shops. The bus stops are convenient where they are. Why are local residents always getting the short end of the stick when all the problems and proposals are a result of motorists from outside the council area.</p>	<p>The options have been designed to improve legibility at the intersections and to improve pedestrian safety and access. To comply with TfNSW and Austroads guidelines for visibility and traffic flow some parking needs to be removed in the immediate vicinity of the intersections. The parking losses have been minimised as much as possible.</p>		2E
7	David Snedden 122 Holt Avenue Cremorne	Alternate suggestions	<p>Any new traffic arrangements at Holt Avenue should include at least one and preferably two traffic calming devices in Holt Avenue to the west of the intersection as vehicles inevitably accelerate quickly and unsafely up the hill once they have crossed Spofforth Street.</p> <p>Landscaping opportunities at all intersections should be maximised to soften the visual impact of the new works and improve the streetscape.</p> <p>Why can't the bus stops in Spofforth Street be relocated further to the north of the proposed new locations, closer to the Spofforth Street shops? Why not half way between Reginald Street and Calliope Street?</p>	<p>This is outside of the scope of this proposal, but may be considered as a separate action in the LATM action plans.</p> <p>The location of the bus stops was selected to minimise parking impacts and equalise spacing between bus stops as much as possible</p>		2E



No.	Name and Address	Issue/Theme	Key Points Raised	Council Response	Recommended Action	Criteria
8	Jonathan 78 Holt Avenue Mosman	Alternate suggestion - Spofforth Street at Holt Avenue	It is great that the council is taking the initiative to improve road safety, though the big issue with the holt ave and spofforth st intersection is the volume of traffic using holt ave to access military road. The majority of accidents have been from cars crossing over spofforth as this has become a rat run to cut out traffic lights. Ideally could there be an option where you cant cross straight over Spofforth from Holt?	Previous proposal to close Holt Ave was not supported by the community.		2E
9	Emma Turner 85 Holt Avenue Mosman	Opposition to roundabout at Holt Avenue due to traffic impacts and sight lines.  Concerns about pakring loss  Alternative suggestion to remove parking on Spofforth Street to improve sight lines.	We live at 85 Holt Ave (east of Spofforth St) & experience difficulty most days when accessing & departing our driveway during peak school times due to traffic congestion at the Holt/Spofforth intersection. A roundabout will make the congestion on Holt Ave even worse. Lack of parking is already a problem so losing 7 spots is also an issue. Biggest issue crossing Spofforth St is the line of sight south of Holt Ave due to large vehicles parked close to this intersection. Removing the parking space immediatly south of Holt so no cars are parked close to the corner would alleviate the sight distance issue.	The options have been designed to improve legibility at the intersections and to improve pedestrian safety and access. To comply with TfNSW and Austroads guidelines for visibility and traffic flow some parking needs to be removed in the immediate vicinity of the intersections. The parking losses have been minimised as much as possible.		2E
10	Carine Letortu Fosse 92 Spofforth Street Cremorne	General support	It is such a great news that something is going to be done in that area. We witnessed a few accidents and near misses on Spofforth St/Holt st and my children and ourselves had a few near miss as pedestrians crossing Holt St. Crossing Rangers St is also a nightmare and so dangerous. Very happy and relieved parents!	Noted		2D

No.	Name and Address	Issue/Theme	Key Points Raised	Council Response	Recommended Action	Criteria
11	Boris 48-50 Spofforth Street Cremorne	General support	Motorist and pedestrian safety has been a community concern for a very long time. Glad to see council is doing something.	Noted		2D
12	Rachel 48-50 Spofforth Street Cremorne	General support	Great to see action taken here.	Noted		2D
13	David Yuill 2 Prior Avenue Cremorne Point	Opposition to solutions due to impact on parking.  Alternative suggestion to address congestion from school traffic	I live locally and drive through that intersection daily so am aware of the traffic problems. All of the proposals appear to over complicate the issue and do not consider the local residents who use the shops on Spofforth St. I also shop regularly at these shops and get petrol there.  Spofforth shops are very busy with people and cars. There is no way 45 degree parking will work due to too much through traffic, parking angles etc.  Also how will the local businesses survive if all the parking is removed ?  Why remove so many car spaces in your proposals ?  The big problem for morning/afternoon traffic is the Redlands school cars turning right into Allister St - why not add a No Standing zone in Rangers Road to allow cars to have extra space to get around the right hand turning cars ?	The options have been designed to improve legibility at the intersections and to improve pedestrian safety and access. To comply with TfNSW and Austroads guidelines for visibility and traffic flow some parking needs to be removed in the immediate vicinity of the intersections. To offset the parking losses, new parking spaces are proposed to be created by consolidating existing bus stops.  A No Stopping zone on Rangers Road at Allister Street has been considered previously but not supported. This does not address pedestrian safety and access at Spofforth		2B

No.	Name and Address	Issue/Theme	Key Points Raised	Council Response	Recommended Action	Criteria
				Street and Rangers Road.		
14	Natalie Green 140 Spencer Road Cremorne	General support	Agree that pedestrian safety at Spofforth and Rangers Road is terrible. As a mother with a pram I never cross there given how fast cars roar around and the small width of the refuge island in between. I support any improvements that will help people crossing the road with prams, wheelchairs, the elderly etc	Noted		2D
15	Dorrie Fitzpatrick 40 Spofforth Street Cremorne	Spofforth Street at Florence Lane - removal of bus stop may impact traffic flow	There may be an issue with a bus stop on the corner of Spofforth St and Florence Lane - many vehicles use the lane to get through to their parking areas.	Buses may park over the driveway at the bus stop for short periods while passengers embark/disembark. The impact on residents entering or exiting the driveway is expected to be minimal.		2E
16	Paula Mottek 123 Holt Avenue Cremorne	Qualified support for Roundabout option at Spofforth St/Holt Ave	I think that the option of a roundabout at the Holt/Spofforth Street intersection is by far the best option. The other options focus more on reducing the speed of traffic on Spofforth Street, but do not sufficiently fix the visibility issue when turning out of Holt Ave. While the loss of a few car spaces is likely to be an issue for some, this needs to be considered in light of the current dangers at the intersection.	Noted		2D

No.	Name and Address	Issue/Theme	Key Points Raised	Council Response	Recommended Action	Criteria
17	Robert Larosa 8 Reed Street Cremorne	Suggest further measures are required at Florence Street	I don't believe the improvements to Florence St go far enough. People drive far too fast and use it simply to avoid the lights at the Rangers Rd/Murdoch St intersection. I think some form of speed hump would also be welcome to slow people down. The ideal would be to make it local traffic only, this would lessen the traffic on Spofforth St between Rangers Rd and Florence St.	This is outside of the scope of this proposal, but may be considered as a separate action in the LATM action plans		2A
18	Fiona Barry 25 Murdoch Street Cremorne	Reduce speed limit on Murdoch Street	Put an urgent speed limit for traffic in Murdoch Street!!! It can take up to 10 minutes for residents to cross the road and the traffic usually far exceeds 60kph. It is dangerous.	This is outside of the scope of this proposal, but may be considered as a separate action in the LATM action plans		2A
19	Ann Cape 17 Spofforth Street Mosman	Alternative suggestion to address congestion from school traffic	One of the major congestion problems in this area, specifically at the intersection of Rangers Road and Spofforth Street are cars travelling west, turning right up Allister street from Rangers road, to deliver or collect children from Redlands campus. This occurs early before school hours and likewise after school. This causes major congestion backing up Spofforth Street. If there was a small 'no parking' zone on the kerb during these times, the traffic could pass on the left of the cars waiting to turn right up to the school. This would have a major impact on the positive flow of traffic through this area.	A No Stopping zone on Rangers Road at Allister Street has been considered previously but not supported		2A

No.	Name and Address	Issue/Theme	Key Points Raised	Council Response	Recommended Action	Criteria
20	Carlos Corvalan 64-70 Spofforth Street Cremorne	Suggest additional pedestrian facilities in addition to proposed treatments	<p>Spofforth St and Rangers Rd: Very dangerous crossing for everyone, in particular elderly persons, persons with prams, pregnant women, children, persons with a physical disability. Cars travel very fast from Rangers Rd into Spofforth St and the other way around. Often people need to wait a long time, and run to be able to cross.</p> <p>Spofforth St and Holt Ave: Cars travel at high speed along Spofforth St and there are not enough pedestrian crossings. A roundabout at Holt Ave. with proper pedestrian crossing (not refuge island) would make it safer for everyone.</p> <p>Spofforth St and Florence St. Proper pedestrian crossing would be preferable to a refuge island. Cars do not reduce speed or stop when they see a pedestrian in the refuge island.</p>	Pedestrian crossings were considered for Spofforth St/ Holt Ave and Spofforth St/ Florence St however they do not meet the TfNSW warrants.		2G
21	Rachel Giles 3 Florence Street Cremorne	Traffic Impacts - Spofforth St/Rangers Road	Traffic congestion and flow is a major consideration in the area, especially at school drop off and pick up times. I fear the proposed traffic light option could potentially gridlock the area.	Noted		2B

No.	Name and Address	Issue/Theme	Key Points Raised	Council Response	Recommended Action	Criteria
22	Roderic Crow 36 Royalist Road Mosman	Alternative suggestion to address congestion from school traffic	The Rangers Rd intersections with both Spofforth St and Murdoch St are usually blocked on school afternoons by tailbacks behind Redlands parents waiting to turn from Rangers Rd into Allister St. This blocks north-south traffic on Spofforth and Murdoch Streets. These intersections should have hatched road markings and signs prohibiting entry to the intersections when there is no clear space to exit into.	The NSW Road Rule 128 prohibits motorists from entering any intersection if they will cause the intersection to be blocked. The proposals for Rangers Road/ Spofforth Street may make the intersection more legible to discourage this behaviour.		2A
23	Sherry Khalili 27 Murdoch Street Cremorne	Request for improvements at Florence Street and Murdoch Street	I think there is also similar issues on corner of Florence Street and Murdoch Street which could use improvements	This is outside of the scope of this proposal, but may be considered as a separate action in the LATM action plans		2A
24	Chong Oh Holt Avenue Cremorne	General support - Spofforth Street/Holt Ave	something MUST be done to improve road safety in Location 1. there is a serious blind spot turning from the Military Rd side of Holt Ave into Spofforth St due to vehicle parking on Spofforth Ave. Almost too dangerous to turn at times! to lose a few parking spaces at the expense of road safety and lives is a no brainer.	Noted		2D

No.	Name and Address	Issue/Theme	Key Points Raised	Council Response	Recommended Action	Criteria
25	Jeannie Yuill 2 Prior Avenue Cremorne Point	Alternative suggestion to address congestion from school traffic	Redlands school traffic is very bad. Take out a few parking spaces on Rangers Rd, at intersection of Allister Street, so they can turn right into Allister Street, allowing traffic to pass on the inside lane safely on Rangers Rd. Angle parking on Spofforth St not needed and it will slow traffic. Consolidation of bus stops.	A No Stopping zone on Rangers Road at Allister Street has been considered previously but not supported. This does not address pedestrian safety and access at Spofforth Street and Rangers Road.		2A
26	Vincent Cleary 76 Spofforth Street Mosman	Request to extend cycle path	I think cyclists heading to the city or North Sydney should be directed via Florence Street as the strip along Rangers Road and left turn into Murdoch Street is dangerous with school traffic very busy. You also need to continue the cycle "lane" markings from/to Murdoch Street along Rangers Road and into Spofforth Street to the roundabout with Rangers Avenue. At the moment there are no markings between Murdoch St and Rangers Avenue, they stop on Murdoch before the traffic lights on Rangers Road.	Future cyclepath would form a separate project, design and consultation.		2A

No.	Name and Address	Issue/Theme	Key Points Raised	Council Response	Recommended Action	Criteria
27	Anne McMahon 18 Reed Street Cremorne	Qualified support for traffic signals.  Oppose consolidation of bus stops.	The main problem is the speed that motorists travel driving south along Spofforth St. we need traffic lights so that young and old can cross the road safely. Why move Bus Stops an awful waste of money.	The options have been designed to improve legibility at the intersections and to improve pedestrian safety and access. To comply with TfNSW and Austroads guidelines for visibility and traffic flow some parking needs to be removed in the immediate vicinity of the intersections. To offset the parking losses, new parking spaces are proposed to be created by consolidating existing bus stops.		2E
28	Aderita Sena 64-70 Spofforth Street Cremorne	General support	These proposals will benefit local residents.	Noted		2D
29	Patrick Sinsay 126-130 Spencer Road Cremorne	General comments on existing conditions	Spofforth and Rangers Ave people seem to struggle with the main through traffic is Rangers Rd so some motorist would give way northbound. Hence this is another source of accidents. It is a busy precinct with Pedestrians visiting the village there.  Holt Ave and Spofforth I have seen a couple of near misses. Mechanisms to slow drivers down would be good and improvement in visibility would be welcome. Unfortunately most is through speed or just bad driver behavior.	Noted		2C



No.	Name and Address	Issue/Theme	Key Points Raised	Council Response	Recommended Action	Criteria
30	Mark Fuller 128 Holt Avenue Cremorne	Alternate suggestions for Spofforth St/Holt Ave	My strong preference for the Holt Ave / Spofforth St intersection is to permanently close the entrance from Holt Ave to Military Rd. This would reduce the traffic going along Holt towards Military Rd by 99% and obviate the problems at the Holt/Spofforth intersection. Also note: the street lighting at the Holt/Spofforth intersection needs to be improved (there isn't any). This contributes to accidents in rain at night where visibility is nearly nil.	Previous proposal to close Holt Ave was not supported by the community.		2E
31	Name & address withheld	General comments on existing conditions	Lots of non-local vehicles seem to use the route passing through locations 1, 2 & 3. Many drivers to not obey the speed, indication & give way rules on this route. At location 2, the real issue about indicating is the failure of vehicles to indicate when they proceed straight down Spofforth St - see road rule 45(2)(g). At location 2 buses have to wait a long time to proceed up Spofforth St. Vehicles enter and leave Florence St at location 3 without indicating and I have observed a number of collisions with drivers coming up Spofforth St towards Military Rd. I've also experienced drivers entering Florence St using the horn on pedestrians obeying the road rules. Thank you for trying to fix these problems.	Noted		2C
32	Warwick Soden 4 Spofforth Street Cremorne	Request for further measures on Florence Street	Speed humps should be installed in Florence to slow the traffic avoiding the Spofforth St/Rangers Rd intersection travelling south	This is outside of the scope of this proposal, but may be considered as a separate action in the LATM action plans		2A

No.	Name and Address	Issue/Theme	Key Points Raised	Council Response	Recommended Action	Criteria
33	Inger Christensen 67 Spofforth Street Mosman	Opposition to parking loss.  Alternative suggestion for Spofforth St/Holt Ave	With the amount of building authorised in 2 block radius of spofforth and holt, parking is already a nightmare so losing more spaces has a big impact on home owners. What about option of only left hand turn from holt onto spofforth whic would stop cars trying to dash across	The options have been designed to improve legibility at the intersections and to improve pedestrian safety and access. To comply with TfNSW and Austroads guidelines for visibility and traffic flow some parking needs to be removed in the immediate vicinity of the intersections. To offset the parking losses, new parking spaces are proposed to be created by consolidating existing bus stops.		2E
34	Adrian Ferdinands 136 Holt Avenue Cremorne	Alternative suggestion for Holt Ave.	I would also support Holt Ave being closed at Military Rd as has previously been proposed.	Previous proposal to close Holt Ave was not supported by the community.		2A

No.	Name and Address	Issue/Theme	Key Points Raised	Council Response	Recommended Action	Criteria
35	Alastair Metcalf 140 Holt Avenue Cremorne	<p>Holt Avenue - suggestions to reduce impacts on visibility.</p> <p>Oppose traffic lights at Spofforth St/Rangers Rd.</p> <p>Request not to add hazards.</p> <p>Support relocation of bus stop.</p> <p>Florence Street - seems unnecessary.</p>	<p>Holt Ave - not a big problem, but would be better if the speed bumps on the eastern side did not cause vehicles to be elevated at the front - making vision more difficult.</p> <p>Rangers Rd - strongly oppose lights. There is not enough room for an effective roundabout. You must keep traffic flowing from the city heading to Mosman. Please do not add extra concrete hazards like you did at Murdoch and Bannerman. Do relocate the bus stop.</p> <p>Florence street - ok, but seems unnecessary expenditure.</p> <p>thank you</p>	The raised threshold has been designed in accordance with Austroads guidelines.		2E
36	MB 13 Cranbrook Avenue Cremorne	<p>Qualified support.</p> <p>Alternative suggestion to address congestion from school traffic</p>	I welcome the proposed improvements in order to increase traffic safety in Spofforth St. However, I stress that any proposed improvements will not solve the traffic issues caused through excessive traffic around school drop-off and pick-up times. As a local resident and direct neighbour of Redlands School, I had to adjust my commuting times in order to avoid peak local traffic in the morning and afternoon. I strongly encourage the Council to engage with Redlands to seek better management and reduction of school traffic. The congestions caused are beyond acceptable and reduce road safety and quality of life for residents in the area.	This is outside of the scope of this proposal, but may be considered as a separate action in the LATM action plans		2E

No.	Name and Address	Issue/Theme	Key Points Raised	Council Response	Recommended Action	Criteria
37	VB 13 Cranbrook Avenue Cremorne	Qualified support.  Alternative suggestion to address congestion from school traffic	I welcome the planned improvements of the traffic situation in Spofforth Street. ..As a long time Cremorne resident and neighbour of Redlands School, we have been very negatively affected by increasing school traffic. The main traffic issues in this area are due to the school drop off & pick ups and dictates our daily life, how we can leave and enter our house. This can lead to a total gridlock of our area at times, from Spofforth to Rangers all the way up to Military Road. From experience... school traffic is mainly responsible for decreased road safety, making it dangerous for pedestrians and motorists.... the main problem can only be solved by reducing this traffic. I would strongly encourage you to plan any improvements in this area with the safety of residents in mind, working together with Redlands School towards reducing traffic and improving the safety for pedestrians, cyclists & motorists.	This is outside of the scope of this proposal, but may be considered as a separate action in the LATM action plans		2E

No.	Name and Address	Issue/Theme	Key Points Raised	Council Response	Recommended Action	Criteria
38	Julia 24 Hodgson Avenue Cremorne Point	Qualified support for roundabout option at Spofforth St/Rangers Rd	I understand that parking will be reduced due to a roundabout on Spofforth St and Rangers Road but it is such a dangerous intersection but a roundabout is the only viable option. I drive my children to school through that intersection every morning and hardly any one indicates that they are continuing along Rangers Road and you literally have to pray that cars will let you out without hitting you. One always has push out into the oncoming traffic to continue up Spofforth St. A roundabout would be the SAFEST option which would also allow for pedestrian islands to be built so it assists both drivers and pedestrians. I do sometimes go up Murdoch St and onto Rangers Road but the traffic jam caused by Redlands parents where no one can pass the car line is getting worse and worse. I have written to the school on numerous occasions with no success.	Noted		2D
39	Valerie Boyer 3 Reed Street Cremorne	General support	Thank you for this consultation. We are in desperate need of these changes!	Noted		2D
40	Keith Dennis 7 Florence Street Cremorne	Request for additional measures in Florence Street	I live on the corner of Florence and Spofforth and I've seen many cars turning left from Florence into Spofforth whose drivers seem to be oblivious of the need to give way to cars coming from the right. As a result I think give way signs at the end of Florence should be erected. Also I'm happy to discuss this with any council representatives either on site or at any other convenient location	The proposal will increase sight lines for vehicles turning out of Spofforth Street. The new sight lines will be approximately 24m to the south and 100m to the north. It may be appropriate to install Stop signs based on the restricted sight distance to the south.	Install Stop signs on Florence Street at Spofforth Street.	1A

No.	Name and Address	Issue/Theme	Key Points Raised	Council Response	Recommended Action	Criteria
41	Stephen Wilson 120B Spencer Road Mosman	General comments on existing conditions	A general issue is speed. Council has previously used monitors close to the Rangers Avenue roundabout but results probably misleading as vehicles slow down going through the roundabout. Speeds much faster between Cabramatta Road and Bloxom Lane .	Noted		2C
42	Philip Boase 27 Spofforth Street Mosman	Request for additional measures in Florence Street	Propose the inclusion of a stop sign, on Spofforth [at the intersection of Spofforth and Florence] for minor local traffic heading north. Consideration should be given to increased traffic flow on Reginald St.	The proposal will increase sight lines for vehicles turning out of Spofforth Street. The new sight lines will be approximately 24m to the south and 100m to the north. It may be appropriate to install Stop signs based on the restricted sight distance to the south.	Install Stop signs on Florence Street at Spofforth Street.	1A
43	Katharine 27 Spofforth Street Mosman	Request for additional measures in Florence Street	Would it be possible to add a stop sign at the Spofforth Street and Florence Street location on the Spofforth Street side coming up the hill?	The proposal will increase sight lines for vehicles turning out of Spofforth Street. The new sight lines will be approximately 24m to the south and 100m to the north. It may be appropriate to install Stop signs based on the restricted sight distance to the south.	Install Stop signs on Florence Street at Spofforth Street.	1A

No.	Name and Address	Issue/Theme	Key Points Raised	Council Response	Recommended Action	Criteria
44	Ingrid Anderson 23 Reed Street Cremorne	Concerns about parking losses near Spofforth St/Rangers Road	I am concerned about the loss of parking for businesses on Spofforth St and residents on Rangers Road with the proposed changes at Location 2.	The options have been designed to improve legibility at the intersections and to improve pedestrian safety and access. To comply with TfNSW and Austroads guidelines for visibility and traffic flow some parking needs to be removed in the immediate vicinity of the intersections. To offset the parking losses, new parking spaces are proposed to be created by consolidating existing bus stops.		2B
45	Jeffrey Phillips 94a Spofforth Street Cremorne	General comments on existing conditions	The Holt Street and Spofforth Street intersection is very dangerous and needs to be fixed up urgently	Noted		2C
46	S. Tolkien 13 Cranbrook Avenue Cremorne	General support	I feel these re the best options to ensure the safety of both drivers and pedestrians	Noted		2D

No.	Name and Address	Issue/Theme	Key Points Raised	Council Response	Recommended Action	Criteria
47	Simon 20 Florence Street Cremorne	Request additional measures in Florence Street	At location 3, could we please have some road line markings to indicate right of way/ who should give way to who. I feel it is unclear for drivers turning left onto Spofforth, or turning right onto Florence, and can result in an accident if a car is coming northbound up Spofforth over the crest.	The proposal will increase sight lines for vehicles turning out of Spofforth Street. The new sight lines will be approximately 24m to the south and 100m to the north. It may be appropriate to install Stop signs based on the restricted sight distance to the south.	Install Stop signs on Florence Street at Spofforth Street.	1A
48	Dominik Mueller 140 Holt Avenue Cremorne	Qualified support for roundabout at Spofforth St/Holt Ave	Comment regarding location 1: I have witnessed several car accidents on the Holt Avenue intersection and I don't feel safe crossing as a pedestrian with my child, so I believe a roundabout is the best option to reduce the speed of cars as there is a long straight road section where cars tend to go fast.	Noted		2D
49	Tim Rees 26A Orlando Avenue Mosman	Qualified support for roundabout	Hi, I am a local resident and we definitely do not need another set of traffic lights on Spofforth Street. A roundabout is the best solution to the current issues. Thanks	Noted		2D
50	Michael and Norainie Bargholz 114 Holt Avenue Mosman	Alternative suggestion for Holt Ave.	We would also support measures to reduce traffic flow at the intersection of Holt and Spofforth	A proposal to close Holt Avenue at Military Road was considered in 2011 but was not supported by the community at the time.		2A



No.	Name and Address	Issue/Theme	Key Points Raised	Council Response	Recommended Action	Criteria
51	James Pascoe Address Withheld	Support roundabout at Spofforth St/ Rangers Road	Roundabout far and away the most efficient at spofforth/rangers corner, very much support the idea!!	Noted		2D
52	Rima 1-11 Allister Street Cremorne	General support	Currently very unsafe to cross rangers road and spofforth st at rangers road intersection. Given number of schools and daycares nearby, it is good to see action being taken to make this safer.	Noted		2D
53	David Wood 17 Grasmere Road Cremorne	General comments on existing conditions	Some driver standards need to be met, often they signal at the last second when turning the corners or are not paying attention to the traffic and pedestrians.	Noted		2C

No.	Name and Address	Issue/Theme	Key Points Raised	Council Response	Recommended Action	Criteria
54	Francine Keane 40 Spofforth Street Cremorne	General comments on existing conditions (noise).  Alternative suggestion to improve visibility at intersections.	Until 6 months ago I lived at the top of Spofforth Street and....there was a dramatic increase in traffic (despite introduction of the [B-line] buses from the Northern Beaches) along both Military Rd & Spofforth St. In particular, a dramatic increase in the number of motorbikes (up to 6 bikes travelling in groups) creating totally unreasonable noise day and night, cars with modified engines that also create excessive noise, along with drivers speeding in general. I now live below Rangers Rd, in Spofforth St & am shocked by the same issues existing here, with cars & motorbikes speeding up after they drive through the intersection at Rangers Rd. As a driver, one of issues I have noticed when trying to cross from one side of Spofforth Street to the other, is the difficulty in being able to see cars approaching these intersections from either end of Spofforth Street due to the number of SUVs & other utility vehicles parked on the kerbs, closest to the intersections. Could these parking spots be restricted to smaller vehicles?	The options have been designed to improve legibility at the intersections and to improve pedestrian safety and access. To comply with TfNSW and Austroads guidelines for visibility and traffic flow some parking needs to be removed in the immediate vicinity of the intersections.  It is not possible to designate on-street parking for "small vehicles only" unless the parking is exclusively designated as motorbike parking		2B
55	Colin White 136 Spencer Road Cremorne	Suggestion to reduce speed limit	Reduce the speed limit to 40 or even 30 - speeding traffic is the biggest problem for pedestrians.	This is outside of the scope of this proposal, but may be considered as a separate action in the LATM action plans		2A

No.	Name and Address	Issue/Theme	Key Points Raised	Council Response	Recommended Action	Criteria
56	C Moosman 68-70 Rangers Road Cremorne	Oppose relocation of bus stops	Please don't move the bus stop further down Spofforth St. lots of elderly people and mums with prams use the current stop who may not have the ability to walk further to catch the bus at a more distant location away from the shops s well	The options have been designed to improve legibility at the intersections and to improve pedestrian safety and access. To comply with TfNSW and Austroads guidelines for visibility and traffic flow some parking needs to be removed in the immediate vicinity of the intersections. To offset the parking losses, new parking spaces are proposed to be created by consolidating existing bus stops.		2E
57	Vanessa Rowe 15 Allister Street Cremorne	Traffic Impacts - Spofforth St/Rangers Road	Any changes to the intersection at spofforth st and rangers rd needs to consider the traffic that is created by the school drop off and pick up. Traffic is very bad during this time and makes it very dangerous to get out of Allister st onto Rangers rd. Traffic signals could potentially makes this much worse.	Modelling has been undertaken for the options.		2B

No.	Name and Address	Issue/Theme	Key Points Raised	Council Response	Recommended Action	Criteria
58	Rob Firth 24 Milson Road Cremorne Point	Suggestion for second pedestrian crossing at Spofforth St/ Cranbrook Ave/ Rangers Ave	Not sure if this is NSC or Mosman Council responsibility but a second raised pedestrian crossing at the Spofforth / Cranbrook Ave /Rangers Ave roundabout would be a fantastic improvement for the pedestrians and joggers attempting to cross Rangers (on the Eastern side of Spofforth) e.g. walking up or down Spofforth on the Eastern side footpath. From what I have seen there are many more cars than pedestrians but when there is a pedestrian it is very difficult to get across the cars traffic flow.	This is outside of the scope of this proposal, but may be considered as a separate action in the LATM action plans		2A
59	John Troy 7 - 17 Waters Road Neutral Bay	General comments on existing conditions	I walk regularly from Neutral Bay to and through the areas highlighted and have experienced the potential safety issues. I'm very careful to ensure I have caught the attention of drivers before crossing the roads. As a driver, it is a high risk area requiring great deal of concentration. Also not easy getting out of the petrol station at busy times in the day.	Noted		2C
60	S Winterton 27 Spofforth Street Mosman	Alternative suggestion for Florence Street	I would like to see a reduction in the traffic that uses Spofforth and Florence Streets as a rat run to avoid the intersection of Murdoch and Rangers.  Currently traffic is too heavy speeding down Spofforth Street straight past the shops and then turning into Florence Street. The speed of these cars well exceeds the 50km/hr speed limit and the drivers are often aggressive, using their horns at cars that slow to turn into driveways or pedestrians who are trying to cross the road.  I suggest a No Left Turn sign at the intersection of Florence Street with Murdoch Street to render the "short cut" no longer viable.	This is outside of the scope of this proposal, but may be considered as a separate action in the LATM action plans		2A

No.	Name and Address	Issue/Theme	Key Points Raised	Council Response	Recommended Action	Criteria
61	Carolyn Conner 27 Spofforth Street Mosman	General opposition to proposals.  Alternative suggestions for Spofforth St near Reginald St and Rangers Rd/ Allister St	I agree that the Rangers/Spofforth intersection requires modification. However, I do not believe any of the proposals adequately maintains the principal west-north traffic flow, as it is key (for me) that the residential nature of the southern end of Spofforth / Florence St is not impacted by the proposals. I support a pedestrian crossing on the southern end of Spofforth St (perhaps closer to Reginald St) , however, the predominant west-north traffic flow would be grossly interrupted with a pedestrian crossing on the Rangers Road side of the intersection. If the pedestrian crossing at Rangers/Murdoch is considered insufficient, I would support a pedestrian traffic island at Rangers/ Allister intersection. A roundabout may work, but only if the exit to the southern end of Spofforth Street was cross-hatched or somehow marked "local traffic only", to maintain the predominant west-north traffic flow. Signalisation may work, but only if the phasing prioritised the principal west-north traffic flow, including not permitting right turning into Spofforth from Rangers.	Noted		2C
62	Kirsty Chase 99 Cremorne Road Cremorne Point	Spofforth St/ Rangers Rd - may need more intervention.  Difficulty crossing Spofforth Street from Florence Street with a pram.	Location 2 is very tricky and more than realignment may need to be done. With a pram, crossing Spofforth to get to the shops from Florence hasn't been easy.	Noted		2C

No.	Name and Address	Issue/Theme	Key Points Raised	Council Response	Recommended Action	Criteria
63	Ralph Ayling 106 Holt Avenue Mosman	Proposals for Spofforth St/ Holt Ave and Spofforth St/Rangers Rd do not address safety issues.  Alternative suggestions for Holt Ave.	I agree that action should be taken to improve road safety in this area. However, the proposals for locations 1 and 2 will not do this. The real issues are that there are too many vehicles using Holt Avenue and Spofforth Street as a through route and they are travelling too fast. This could be addressed by putting in speed humps to slow the traffic. Also, steps should be taken to reduce non-resident traffic in Holt Avenue.	This is outside of the scope of this proposal, but may be considered as a separate action in the LATM action plans.  A previous proposal in 2011 to close Holt Avenue at Military Road was not supported by the community.		2A
64	Catherine Clarke 26 Cranbrook Avenue Cremorne	General comments on existing conditions	Pedestrian safety measures for those crossing Holt Avenue and Spencer Street are needed urgently before someone is hit by a 'rat runner' using the cross streets to access Military Road.	Noted		2C
65	Paul Vonwiller 8-10 Cranbrook Avenue Cremorne	Environment & sustainability	Take with integrity and help significantly what's good for the environment. I am a environmentalists and like to see sustainability. Help and health the environment and how we live sustainable. Likewise I take pride	Noted		2C
66	Anne Flynn 42 Spencer Road Mosman	Suggestion for pedestrian crossing (lights) on Spofforth St/ Spencer Rd.  Pedestrian safety concerns with existing arrangements at Spofforth St/ Rangers Rd.	Pedestrians need a crossing - lights would be the best option - on Spofforth street near Spencer Road. It is a death trap at the moment. I've seen pedestrians nearly killed there. Since the new 'Spencer Road' bus stop has been installed on Military Road there is an even stronger pedestrian desire line across Spofforth Street near Spencer Road, where the new apartments are being built. People also get off the bus on Spofforth Street here, including school buses such as the Scots bus, and pedestrians then cross Spofforth Street in that exact location. They don't walk to Military and they don't	This is outside of the scope of this proposal, but may be considered as a separate action in the LATM action plans.		2A

No.	Name and Address	Issue/Theme	Key Points Raised	Council Response	Recommended Action	Criteria
			<p>walk to the crossing near Cranbrook Ave. They just walk straight across Spofforth with no protection. I addressed a monthly Mosman Council meeting with the Mayor in attendance in late 2019 after I saw an old lady nearly struck by a motor bike on Spofforth Street near Spencer Road. Other 'jay walkers' include mothers with prams, older pedestrians and school children alone or in groups. I have multiple photos of vulnerable pedestrians I have been so concerned. This is an urgent problem. The solution is a proper crossing where cars have to STOP. Not a pedestrian island.</p> <p>Also the crossing at Rangers and Spofforth, on Rangers, is also a death trap. I would NEVER let my kids cross here unaccompanied. I have personally witnessed 4 car crashes including involving a bus and a taxi at this roundabout over the years. The pedestrian island got moved back down Rangers a bit but this actually made it worse for pedestrians because cars have time to pick up speed heading down Rangers. There are just too many cars. I don't know the solution here...can you have lights next to a roundabout I don't know. But someone will be killed here too.</p>			
67	Danielle 131 Holt Avenue Cremorne	General support	These improvements are so necessary! Spofforth street is a very dangerous street. The intersection at holt Ave needs to be made safer for both pedestrians and cars!	Noted		2D

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68	Mike Boyd 5 Shadforth Street Mosman	Oppose traffic lights.  Qualified support for roundabout at Spofforth St/ Holt Ave.	1. Traffic lights are not the solution. 2. Per Location 1 - Spofforth Street & Holt Avenue - I think a roundabout is the best solution here, but it needs to be made very clear that traffic travelling along Spofforth congesting the roundabout needs to be managed ruthlessly. A case in point is the roundabout at the intersection of Burlington and Alexander Sts in Crows Nest. Too much traffic combined with the pedestrian crossing outside Woolies makes this a very slow intersection most of the time. Traffic consistently backs up through the roundabout bogging down traffic in all directions.	Noted		2C
69	Yasmin Harris 126 Spencer Road Cremorne	General support	I am so glad to see these proposed changes, as someone who lives just off of Spofforth street (Spencer Road), non driver and avid walker (especially down to Cremorne Point) I am using these crossing points daily, the Florence Road turning is especially dangerous as the pedestrian refuge point is barely there anymore over time and dangerous and I feel unsafe crossing especially when cars zoom around without indicating. Thanks North Sydney Council!	Noted		2D
70	Taso Lambridis 104 Spofforth Street Cremorne	Oppose proposals due to impact on parking.	As a local business owner whose clients rely on finding parking I support those measures that retain the current level of car spaces and improve road safety, rather than those that would result in a net loss. At some point drivers & pedestrians need to take some responsibility for their safety and I would dispute the view that somehow these 3 locations are 'death traps'. Sure, accidents have occurred but I don't support measures that would impact negatively on local businesses, nor residents that struggle to find available car spots.	Noted		2E



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71	Mark Harvey 39 Spofforth Street Mosman	Oppose removal of bus stop at Spofforth St/ Reginald St.  Support for roundabout or realignment at Rangers Road.	Please keep the [bus] stop where it is in relation to Spofforth and Reginald. The main concern is drivers speeding down Spofforth from the Rangers road intersection, without looking. There needs to be either a roundabout or realignment.	The options have been designed to improve legibility at the intersections and to improve pedestrian safety and access. To comply with TfNSW and Austroads guidelines for visibility and traffic flow some parking needs to be removed in the immediate vicinity of the intersections. To offset the parking losses, new parking spaces are proposed to be created by consolidating existing bus stops.		2E
72	Adam Wells 102 Unknown Other	General comments on existing conditions	The most dangerous intersection is Rangers and Spofforth. It is noted that this would need approval from [Mosman] council as well but you are strongly urged to do this.  Also I don't know why the Spofforth/ Cabramatta isn't being considered as well? This is dangerous too.	Cabramatta Road did not form part of the scope for this proposal, but may be considered separately in the future.		2A
73	Chelsea Gillies 39 Spofforth Street Mosman	Support changes to intersections, but not angled parking proposal.	As a resident at the corner of Spofforth and Reginald we support the changes to the intersections but don't support the angle parking addition. It will be too tight having cars reversing out of those parks into traffic. The lights from the cars will also come directly into our house. Parallel parking if required would be much better. Or ideally nothing.	The options have been designed to improve legibility at the intersections and to improve pedestrian safety and access. To comply with TfNSW and		2E

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				Austroads guidelines for visibility and traffic flow some parking needs to be removed in the immediate vicinity of the intersections. To offset the parking losses, new parking spaces are proposed to be created by converting the parallel parking to angle parking. TfNSW has specified the parking should be reverse in only to maximise visibility & minimise risk of collisions.		
74	Elouise Monck 66 Holt Avenue Mosman	General comments on existing conditions	I live on Holt Avenue and I find cars go way too fast down Spofforth Street and it is very hard for cars to see. I have seen multiple accidents there. It is also hard to cross as a pedestrian and I worry about all the kids going past there.	Noted		2C

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75	Suzanne Lulham 24 Spofforth Street Cremorne	Oppose consolidation of bus stops.	Merging of the two bus stops will result in longer distance between the bus stops. It will also remove parking outside a block of units. These spots are always used, often by residents of the units.	The options have been designed to improve legibility at the intersections and to improve pedestrian safety and access. To comply with TfNSW and Austroads guidelines for visibility and traffic flow some parking needs to be removed in the immediate vicinity of the intersections. To offset the parking losses, new parking spaces are proposed to be created by consolidating existing bus stops.		2E
76	Barbara Potter 7 Spofforth Street Mosman	Spofforth St/ Florence St - needs to be designed for bus movements.  Suggestion to remove parking at Spofforth St/ Florence St to improve visibility.  Spofforth St/ Holt Ave - support pedestrian and	Points 3/4 Florence St. Please consider the turning circle of the 225 bus moving south along Spofforth St then turning right, into Florence St. ( leave plenty of room) . The corner here is also dangerous with traffic moving too fast heading north up Spofforth St, from Mosman Bay. Can the parking at the corner (Spofforth and Florence), be set back to more than 10m to aid visibility?  I approve and support the proposed removal and changes to the bus stops, especially as it will increase car spaces at the local shops.  Point 2; Rangers Rd. It is most imperative that something/anything is done to fix up this much	The options have been designed to accommodate the largest design vehicle, including buses where there are existing bus routes.  The proposal for Spofforth St/ Florence St should increase sight lines but moving the kerb extensions out. However parking losses need to be minimised as		2E

No.	Name and Address	Issue/Theme	Key Points Raised	Council Response	Recommended Action	Criteria
		<p>visibility improvements.</p> <p>Additional suggestions for Reginald Street (Mosman Council).</p> <p>Support consolidation of bus stops.</p> <p>Spofforth St/ Rangers Rd - general comments on existing conditions.</p> <p>Spofforth Street - angle parking design inconsistent</p>	<p>neglected intersection with Spofforth St. Mandatory pedestrian safety, better traffic movement and general improvement in the appearance, functionality and beautification of the Spofforth St shops, their patrons and shopkeepers is long overdue. Angle parking is a great idea (but note that you are inconsistent with the direction in your drawings); the photo montages are the correct direction for angle parking. The planned cycle path along Rangers Rd is unnecessary, as most cyclists use Florence St, heading towards the city. However cyclists heading from the city back to Mosman, use Rangers Rd, as the preferred route, so a cycle lane located on the opposite side of Rangers Rd, would be better.</p> <p>Pedestrian refuge islands are really necessary, if signalisation is not possible. I'm so pleased to see such super proposals by your council employees and consultants.</p> <p>Point 1; anything there at Holt St, to improve safety for pedestrians and visibility for drivers, is good.</p> <p>Overall, I'd really like action on all the intersections proposed by North Sydney Council.</p> <p>Perhaps Mosman Council should do more on Calliope and Reginald St, to slow through traffic, and protect pedestrians. More angle parking on the north side of Reginald St would improve car access to the local shops and businesses.</p>	<p>much as possible.</p> <p>The proposed angle parking was reconfigured to reverse in to address TfNSW comments. This arrangement is shown in the publicly exhibited plans (note the photomontage shows the incorrect angle).</p>		
77	John Potter 7 Spofforth Street	General comments on	I live on Spofforth St, south of Florence St. I drive and walk frequently, and occasionally cycle.	Cycle lane was adapted from the Integrated		2E

No.	Name and Address	Issue/Theme	Key Points Raised	Council Response	Recommended Action	Criteria
	Mosman	<p>existing traffic conditions.</p> <p>Support for roundabout with refuges or signals at Spofforth St/ Rangers Rd.</p> <p>Suggest stop sign at Spofforth St / Florence St.</p> <p>Suggest cycle lane on Rangers Road should be changed to eastbound.</p> <p>Alternative suggestion to address school traffic issues on Rangers Rd near Allister St.</p> <p>Spofforth St/ Holt Ave - support kerb buildouts or refuges.</p> <p>Support consolidation of</p>	<p>My personal safety concerns, in order of my priority, are:</p> <p>1. driving northbound along Spofforth St, crossing Rangers (many drivers, including me, have to force their way into the eastbound turning northbound traffic, who have right of way: we sometimes do this by illegally blocking the traffic in the opposite direction, until someone lets us in). Also southbound traffic on Spofforth often fails to indicate right turns, so when exiting from the south, you cannot rely on traffic indicators.</p> <p>2. driving, turning right from Florence eastbound, into Spofforth southbound (the problem is the sightlines: with cars parked on the SW corner of intersection, it is impossible to see cars coming up the Spofforth St hill, even though I usually stop at the intersection, before turning right) 3. driving up the Spofforth St hill northbound, many drivers on the rat-run turning right from Spofforth southbound into Florence westbound, fail to give way, or only do so belatedly (bad sightlines again) 4. walking across Rangers Rd at Spofforth St 5. walking across Florence St/Spofforth St intersection</p> <p>At Location 2, either a roundabout with pedestrian refuges, or signalisation would be good solutions. I have no particular preference. [Both options address concerns 1 and 4 above.]</p> <p>At Location 3, in addition to the proposed improvement to the pedestrian refuge [addressing concern 5], I would like to see extra traffic control (e.g. stop sign northbound on Spofforth [addressing concern 2 above] and stop or give way sign southbound on Spofforth [addressing concern 3].</p>	<p>Cycling Strategy.</p> <p>A No Stopping zone on Rangers Road at Allister Street has been considered previously but not supported</p>		

No.	Name and Address	Issue/Theme	Key Points Raised	Council Response	Recommended Action	Criteria
		<p>bus stops and angle parking proposals to offset parking loss.</p>	<p>At Location 1, I have no particular preference, but would like to see some kerb build outs or refuges at the least.</p> <p>To increase availability of car parking I strongly support the reduction and moving of bus stops, and angle parking on the eastern side of Spofforth at the shops.</p> <p>As a cyclist, I have observed that city-bound cyclists typically come all the way down Spofforth St southbound, then Florence St westbound. On the other hand, Mosman-bound cyclists typically go northbound to the lights at Murdoch/Rangers (avoiding an earlier dangerous uphill right turn into Florence), then eastbound on Rangers.</p> <p>So I think the proposal for a westbound cycleway along Rangers is misplaced. It would be better to be eastbound.</p> <p>Finally, at school pickup/dropoff times, Rangers Rd is often blocked by traffic turning into Allister St. If lanes are being realigned along Rangers, as in some of the proposals for Location 2, perhaps a turn right lane into Allister may ease some of that congestion.</p>			

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78	Peter 37A Spofforth Street Mosman	<p>Support realignment option at Spofforth St/ Rangers Rd.</p> <p>Support consolidation of bus stops to offset parking loss.</p> <p>Suggestion for reduced speed limit and traffic calming in Spofforth St.</p> <p>Other suggestions to increase parking.</p>	<p>LOC 2 #3 alignment is a fair solution. the amount of traffic is not going to disappear, it will only increase over the coming years. lights and a roundabout will do little. locals know how to circumvent the gridlock at the point in question. removing bus stop allows additional parking, for the trade of a 150m flat walk. relaxing the 10m parking rule for 'lanes' would also increase viable parking. Remove the communal rental car at Caliope st. Speed bumps, 40km per hour signs and a complete reseal of lower spofforth is also required. Its a damn race track at certain parts of the week. Very dangerous.</p>	<p>A 40km/h HPAA in Spofforth Street is listed in the <i>40km/h &amp; 10km/h Shared Zone Masterplan</i>. This will be considered separately as part of the LATM Action Plans</p>		2A
79	Emma Hodges 128 Holt Avenue Cremorne	Support refuge island at Holt Ave.	<p>I live on Holt Avenue (Military rd side) and it's very dangerous to try and cross Spofforth St, especially with a pram and a young child</p> <p>I think there needs to be a zebra crossing or refuge island at the very least</p>	<p>Provision of pedestrian crossing was considered however the site does not appear to meet the TfNSW warrants</p>		2F

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80	Vanessa Michael 23 Spofforth Street Mosman	Did not receive notification.	Spofforth Street residents on Mosman side did NOT receive any notification of these changes. We found out through casual conversation on 10th April.	Letters were hand-delivered to Mosman residents within the area bounded by Spofforth St, Spencer Rd, Lodge Lane, Cartref Lane, Orlando Ave, and Boyle St.		2B
81	Name & address withheld	Additional suggestions for Spofforth St at Spencer St and Cabramatta Rd	Work to improve safety along Spofforth should be undertaken collaboratively with Mosman council to address rat runs & risks at Spencer & Cabramatta intersections too	NSC has engaged with Mosman Council. These discussions are detailed in the Traffic Committee reports. Further discussions to continue		2A
82	Nicole 25 Spofforth Street Mosman	Traffic impacts on Oswald Street and Reginald Street.  Engagement with Mosman Council.	Given Spofforth street is both mosman and north sydney council, assume mosman council has been engaged in this conversation as well? It is important as additional changes to Oswald and Reginald streets will be required to ensure no flow on negative impact and further funnelling of "rat run" traffic along these streets in attempt to avoid improvements proposed by Nth sydney council.	NSC has engaged with Mosman Council. These discussions are detailed in the Traffic Committee reports.		2B



No.	Name and Address	Issue/Theme	Key Points Raised	Council Response	Recommended Action	Criteria
83	Patricia O'Grady 5 Spofforth Street Mosman	General comments on existing conditions.	<p>At the Spofforth Street and Rangers Road intersection it is imperative that either a roundabout or signalling is installed. There is a high probability of both minor and fatal accidents to pedestrians and vehicles at this extremely dangerous intersection. Visitors to the area approaching the intersection from south Spofforth Street heading north are confused as southbound traffic along Spofforth Street turning into Rangers Road cannot be relied upon to signal.</p> <p>Cars parked outside of the shops south of the garage on Spofforth Street, Nosh and the Pharmacy, often turn right at high speed within the intersection when leaving their parking space. Their actions are not within the peripheral vision of the motorist attempting to enter the intersection who is giving way to traffic from Rangers Road heading north into Spofforth, turning right from Rangers into Spofforth, approaching from north Spofforth Street to south through the intersection or turning right from Spofforth into Rangers.</p>	Noted		2C

No.	Name and Address	Issue/Theme	Key Points Raised	Council Response	Recommended Action	Criteria
84	Richard Wilkins 29 Reed Street Cremorne	General comments on existing conditions.  Preference for options at each location.	The source of all these problems is the rat run to/from Mosman (both at Rangers Ave roundabout and to Military Rd Jn) I support all 4 changes, but Rangers/Spofforth is most urgent and most dangerous. My order of preference for Location 1 is c/b/a . For Location 2 b/c/a . Traffic at Rangers/Spofforth junction is much too fast/ impatient, especially in peak hours. Much road rage. Very dangerous for pedestrians and cyclists. Many vehicles travelling southbound in Spofforth Street don't signal to turn right into Rangers Rd westbound . My strong preference is full traffic lights here, including PACs- which should partly deter the current rat run. Option C is less good because it doesn't solve the safety/access problem for northbound traffic in Spofforth St. A roundabout is not a good idea- there is not enough room and it would be abused by the dominant traffic flow, just as the roundabout at Spofforth/ Rangers AVENUE junction has been abused for many years.	Noted		2C

No.	Name and Address	Issue/Theme	Key Points Raised	Council Response	Recommended Action	Criteria
85	Diana Gibson 21 Spofforth Street Mosman	Spofforth St/ Rangers Rd - impacts on Florence Street.	<p>My comments refer to the proposed changes to the Spofforth St/Rangers Rd intersection.</p> <p>As a resident of Spofforth St near Florence St, I am very concerned that any of these changes would make an all-day rat run of Florence St and Spofforth St south of Rangers Rd, which would adversely affect both pedestrian safety and residential amenity in this area. North-east bound traffic will prefer to avoid the traffic lights at the intersection of Murdoch St and Rangers Rd if there is a quicker way.</p> <p>Of the three proposed options I believe Signalisation, with only a short green signal for northbound traffic on Spofforth St, is the least worst in being least likely to encourage through traffic from Murdoch St onto Florence St and then through the intersection in question. I also believe the Signalisation option would be the best of the three for pedestrian/cyclist/motorist safety at the intersection.</p>	Noted		2C
86	Christian McGregor 21 Spofforth Street Mosman	<p>Oppose roundabout or signals at Spofforth St/Rangers Rd due to impacts on Florence St.</p> <p>Suggestions for additional measures for Florence Street in</p>	<p>Thank you for the opportunity to comment.</p> <p>I am a resident of Spofforth St, our house is directly opposite Florence St. There is already a heavy morning peak rat-run to the city southbound using Spofforth-Florence-Murdoch, which creates queues of traffic turning onto Murdoch. There is far less of an evening equivalent due to the difficulty of drivers crossing the Spofforth-Rangers intersection.</p> <p>A roundabout or traffic signals at Spofforth-Rangers will have a huge impact on the evening traffic</p>	Noted.		

No.	Name and Address	Issue/Theme	Key Points Raised	Council Response	Recommended Action	Criteria
		<p>conjunction if proposals proceed.</p> <p>Alternative suggestions for Spofforth St/ Rangers Rd.</p>	<p>creating a terrible rat-run, as cars will be able to bypass the Murdoch-Rangers right turn and use Florence-Spofforth instead. Google maps will route drivers that way and create the same kind of problems Holt Ave has due to weekend Zoo and Balmoral traffic.</p> <p>The proposals claim that signals '*may*' increase congestion' - living here, I would submit that there is no doubt, given current driver behaviour in the morning peak.</p> <p>The roundabout is the worst option as it does nothing to discourage rat-runners. The traffic signals are almost as bad, but if traffic lights must be installed, it would be essential that the northbound Spofforth lights be on a very long interval to discourage rat-run behaviour.</p> <p>Another possible mitigation to this new rat-run would be to have a no right turn sign (busses excepted) during evening peak on Murdoch into Florence.</p>			

No.	Name and Address	Issue/Theme	Key Points Raised	Council Response	Recommended Action	Criteria
87	N James 104 Holt Avenue Mosman	Proposals for Spofforth St/ Holt Ave and Spofforth St/Rangers Rd do not address safety issues.  Suggest reduced speed limit and traffic calming for Spofforth St.	It is agreed that there is an accident risk, but the proposed changes at Holt Ave will not solve the problem because they do not address the cause: too much traffic driving too fast, especially along Spofforth Street. We need the traffic to be reduced in speed along Spofforth Street, which could be achieved with much less expense through speed reduction humps in the road and other traffic slowing devices.	A 40km/h HPAA in Spofforth Street is listed in the 40km/h & 10km/h Shared Zone Masterplan. This will be considered separately as part of the LATM Action Plans		2A
88	Deborah McWilliams 110 Holt Avenue Mosman	General comments on existing conditions.  Suggest speed humps for Spofforth Street and Holt Avenue.	The major problem is too much traffic, especially in Holt Ave which is used as a rat run. So much through traffic in the avenue, bad driving and speeding. What about speed bumps in Spofforth to slow down that traffic? Are speed bumps feasible in Holt Ave also?	A 40km/h HPAA in Spofforth Street is listed in the 40km/h & 10km/h Shared Zone Masterplan. This will be considered separately as part of the LATM Action Plans		2A

No.	Name and Address	Issue/Theme	Key Points Raised	Council Response	Recommended Action	Criteria
89	Stuart Millar 68 Rangers Road Cremorne	Oppose loss of parking	We cannot lose parking in this area, for residents and the shops. There is a simple solution.	The options have been designed to improve legibility at the intersections and to improve pedestrian safety and access. To comply with TfNSW and Austroads guidelines for visibility and traffic flow some parking needs to be removed in the immediate vicinity of the intersections. To offset the parking losses, new parking spaces are proposed to be created by consolidating existing bus stops.		2B

No.	Name and Address	Issue/Theme	Key Points Raised	Council Response	Recommended Action	Criteria
90	Andrew 99 Baker Street Carlingford	Suggestions for design of bus stops.	<p>Could the council consider installing bus stop shelters at both relocated stops to allow passengers to wait out of the hot sun and rain? At the new stops can the Australian Disability Standards that had not been adhered to when the kerb and guttering were replaced at the other stops along Spofforth St.</p> <p>TfNSW has improved services creating 15-minute frequency during peak hours and low floor buses, but councils have been reluctant to enhance the stops for elderly and disabled passengers to go shopping up the hill at the local shops. Could the following be considered:</p> <ol style="list-style-type: none"> <li>1. Bus Shelters.</li> <li>2. Kerbs at bus stops 8 inches high.</li> <li>3. Remove trees or build out kerbs to avoid trees.</li> <li>4. All signs more than 800mm from the edge of the kerb.</li> </ol> <p>These changes will encourage more people, especially the elderly, to take public transport locally.</p>	Noted. Any relocated bus stops will be designed in accordance with State Transit Bus Infrastructure Guide		2B
91	Donald Wilson 39 Rangers Road Cremorne	<p>Spofforth St/ Rangers Rd - proposals do not consider impacts from school traffic.</p> <p>Consolidation of bus stops is essential if any of the options</p>	<p>The assessments for Location 2 do not refer to the significant issues arising from SCEGGS school traffic in mornings and afternoons - in the peak period this results in almost total traffic stall between Spofforth and Murdoch st that flows into the connecting streets. Rangers rd is a priority through road for emergency vehicles but this is a nonsense during these hours. Traffic light option may increase congestion on Rangers rd if traffic can't flow as readily in to lower Spofforth. Broader consideration needs to be given to traffic flows around the school</p>	Modelling has been undertaken for the options.		2B

No.	Name and Address	Issue/Theme	Key Points Raised	Council Response	Recommended Action	Criteria
		proceed to offset parking loss.	<p>and where traffic might be diverted - was consideration given to diverting traffic coming from Mosman directions on Spofforth down Spofforth and into Florence St, bypassing Rangers Rd? There is already an issue with accelerating cars trying to run the lights at Rangers Rd and Murdoch - there is a risk this could increase with traffic light options for Location 2.</p> <p>ABSOLUTELY CRITICAL THAT ANY OF THE OPTIONS ADOPTED ARE ACCOMPANIED BY THE BUS RELOCATION - PARKING IS ALREADY AT PREMIUM ESPECIALLY IN RANGERS RD 8AM-5PM AND AROUND SPOFFORTH ST SHOPS - CURRENT PARKING LOCATED AT AND IMMEDIATELY ADJACENT TO INTERSECTION ON MOSMAN SIDE CREATE TRAFFIC HAZARDS AS WELL AS INTERRUPTING FLOW.</p>			
91	Glenda S Easton 47 Rangers Road Cremorne	General comments on existing conditions.	<p>At present arrangement it all sorts itself out amazingly well, considering. The sheer constant flow of traffic in all directions, especially at peak time hours, every (day and evening) moves reasonably and also prevents speeding completely for several hours each day. Travelling south down Spofforth St, does have some drivers, often the buses, moving at speeds inappropriate to the prevailing condition. Traffic lights, at intersection of Rangers and Spofforth St, would help prevent this occurring or at very least slow vehicles down somewhat. Human nature in drivers is the cause of many dangerous conditions here and everywhere really.</p>	Noted		2C



No.	Name and Address	Issue/Theme	Key Points Raised	Council Response	Recommended Action	Criteria
92	Dr Sue-Anne Wallace Neutral Bay	Suggest additional treatment at Spofforth St/ Cabramatta Rd	<p>Thank you for the opportunity to comment to say how timely it is that you are doing improvements to three Spofforth Street intersections, particularly Rangers Road and Spofforth Street. However there is one further intersection that also requires a roundabout, the intersection of Spofforth and Cabramatta streets. Cabramatta crosses Spofforth but is not aligned which adds to the difficulties for traffic and pedestrians.</p> <p>Have you seen the traffic exiting the shopping centre in Cremorne, trying to make a right hand turn against the traffic coming from Military Road, especially at school finish times traffic coming up Spofforth towards Military Road and all competing with the traffic from the east side of Cabramatta making a right hand turn into Spofforth. This intersection is a night mare because the sight lines are insufficient as well with parking in Spofforth from the intersection with Cabramatta towards Rangers Rd.</p> <p>Please can you add this to your schedule as you will be working in Spofforth Street.</p>	This is outside of the scope of this proposal, but may be considered as a separate action in the LATM action plans		2A
93	Fiona Caffin 49A Rangers Road Cremorne	Do not support any of the options.	<p>I wish to advise that I do NOT support either of the 3 options proposed.</p> <p>Option 1 - Roundabout - my concern with this option is it will INCREASE traffic northwards on Spofforth St with City traffic 'cutting through' from the Murdoch St 'city run'. With a clear 'right' to travel north on Spofforth St, traffic will likely avoid the Murdoch St / Rangers Road traffic lights and cut through Florence (or other) to use this round-a-bout. This will cause</p>	Noted		2E

No.	Name and Address	Issue/Theme	Key Points Raised	Council Response	Recommended Action	Criteria
			<p>untold chaos and increase the already extremely bad congestion (esp at school hours) on Rangers Rd/Spofforth St</p> <p>Option 2 - Traffic Lights - Ditto above.</p> <p>Option 3 - realignment - this completely fails to address the most dangerous issue of all - which is northbound cars on Spofforth St failing to give way to east bound cars and motorbikes arriving at the intersection on Rangers Rd. I was effectively knocked off my motor scooter on 3/12/2020 at this intersection by a car who failed to give way at the give-way sign and proceeded North up Spofforth St on a collision course with myself. I fell avoiding them and was fortunate not to really badly injure myself (I did have to take an ambulance to RNS to be checked out and stop some bleeding).</p> <p>As a local I regularly see cars "push" north through the give-way sign at this intersection relying on cars in both directions to 'let them through'. It is very dangerous.</p> <p>There should be a 4th Option - to CEASE allowing traffic to proceed north up Spofforth St at this point. ONLY left turn onto Rangers Rd should be allowed at this intersection.</p>			
94	John Lucas 58 Rangers Road Cremorne	<p>General comments on existing traffic conditions.</p> <p>Concerns about parking impacts.</p> <p>Options favour</p>	<p>A few observations I have as a resident of the lower end of Rangers rd between Alistair and Spofforth sts.</p> <p>Traffic is exacerbated during Redlands drop off and pick up. The schools footprint is too big for the area and adds to the peak hour traffic. It's a car park along rangers rd with many frustrated drivers as mums try and turn into Alistair st.</p> <p>The single issue on the cnr with Spofforth is drivers</p>	<p>Noted.</p> <p>The options have been designed to improve legibility at the intersections and to improve pedestrian safety and access. To comply with TfNSW and</p>		2E

No.	Name and Address	Issue/Theme	Key Points Raised	Council Response	Recommended Action	Criteria
		<p>through traffic rather than local traffic and pedestrians.</p> <p>Cycle route should be placed along Florence St.</p>	<p>heading south and not indicating their intention to turn right into rangers. You then don't know if they are indeed turning or going straight down Spofforth. This is the scenario that puts pedestrians in danger. Regarding the intersection of Spofforth and Holt, a roundabout would be a disaster as it would give drivers heading west on Holt equal egress to traffic on Spofforth.</p> <p>Additionally, the eastern side of Spofforth st is the jurisdiction of Mosman council. What is their position on proposed changes, especially related to the viability of the group of shops who rely mostly on trade from people driving and parking. If they can't park they won't shop there.</p> <p>Also as a local resident, if you take parking away that puts pressure on resident parking at the eastern end of Rangers. It's hard enough now to park.</p> <p>The whole Rangers rd/Spofforth st section incl the three options appears to favour traffic from other areas rather than the residents who live here or the shopkeepers trying to keep businesses viable.</p> <p>It would be far safer for cyclists to place the bicycle route along Florence st. Florence st is much wider than Rangers Rd and carries significantly less traffic. Rangers rd by comparison is very dangerous for cyclists as motorists spend when they can, it a narrow road that also takes heavy traffic during drop off and pick up times for Redlands junior school with motorists watching for a gap in traffic to turn and not looking out for cyclists....or even pedestrians for that matter.It would also mean cyclists could travel straight down Spofforth st without crossing the intersection.</p>	<p>Austrroads guidelines for visibility and traffic flow some parking needs to be removed in the immediate vicinity of the intersections. To offset the parking losses, new parking spaces are proposed to be created by consolidating existing bus stops.</p> <p>The proposed cycle lane was adapted from the Integrated Cycling Strategy.</p>		

## Item 4.5 - Traffic - 11/06/21



## N O R T H S Y D N E Y C O U N C I L R E P O R T S

To the General Manager

**Attach:** 1. Plan - Union St Alternate Treatments

**SUBJECT:** (4.5) Union Street, McMahons Point – Proposed traffic calming and pedestrian facilities options – Survey Results

**AUTHOR:** Report of Traffic & Transport Engineer, Iman Mohammadi

**DESCRIPTION/SUBJECT MATTER:**

The issue of the speeding motorists and pedestrian facilities on Union Street between Euroka Street and Dumbarton Street included in the LATM Action Plans Zone 3 as a short-term priority. The matter was also raised at the 519th Traffic Committee held on 7 September 2018 and has been the subject of several reports to the Traffic Committee.

At its meeting on 7 February 2020, the Traffic Committee recommended, and Council subsequently resolved:

1. *THAT based on the finding of the Road Safety Audit and safety issues stated in the report, installation of speed cushions not to proceed.*
2. *THAT other alternate treatments be investigated by Council's Traffic Engineer to resolve the speeding issues and report back to Traffic Committee."*

The matter was further investigated by Council's Traffic Engineer for alternate solutions in Union Street. Three options were developed and affected properties were consulted between 1 April and 5 May 2021 with the three proposed options.

This report details the outcomes of the community consultation.

**RECOMMENDATION:**

**1. THAT** Council, as part of the 2021/22 LATM Program, installs a concrete median and kerb extension in Union Street at the bend near Euroka Street, upgrade the road line marking and retain the existing garden bed at Bank Street as shown in the attached plan (Option 3).

## FINANCIAL IMPLICATIONS

The cost for this project is estimated to be \$50,000 which can be funded from Traffic's LATM 2021/2022 budget

## CONSULTATION REQUIREMENTS

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

**Relates to ECM No:** 8094432

**Standard or Guideline Used:** AS1742.2

**Signs & Lines Priority:** N/A

**Precinct and Ward:** Union/ Wollstonecraft

**Impact on Bicycles:** Nil

**Impact on Pedestrians:** Nil

**Impact on Parking:** Proposed concrete median and kerb extension will not affect parking.

## DETAIL

### Background

As part of the 2018/2019 implementation of North Sydney Council's Local Area Traffic Management (LATM) Action Plans, it is proposed to install traffic calming devices in Union Street, McMahons Point. The issue of the speeding motorists was also raised at the 519th Traffic Committee held on 7 September 2018 where the committee recommended:

- 4. THAT** Council urgently installs speed bumps along the road and also examine the kerb blister on the corner of Union Street.

Community consultation took place from 13 March 2019 until 10 April 2019. The outcomes of the community consultation were reported to the Traffic Committee meeting on 14 June 2019 where it was:

***“Resolved to Recommend:***

- 1. THAT** Council notes the outcome of the community consultation with regards to proposed speed cushions in Union Street.
- 2. THAT** subject to an urgent road surface/speed cushion friction analysis being undertaken and if found to be satisfactory, Council installs three (3) rows of speed cushions in Union Street, McMahons Point as per the attached plan.”

A copy of the full report is attached and also available at:

[https://www.northsydney.nsw.gov.au/Council\\_Meetings/Meetings/Committees/Traffic\\_Committee/2019/14\\_June\\_2019](https://www.northsydney.nsw.gov.au/Council_Meetings/Meetings/Committees/Traffic_Committee/2019/14_June_2019)

Consequently, Council engaged Transport & Urban Planning to prepare a Road Safety Audit of Union Street. This report was presented to the Traffic Committee on 7 February 2020 and it was resolved to recommend:

Report of Traffic & Transport Engineer, Iman Mohammadi  
 Re: Union Street, McMahons Point – Proposed traffic calming and pedestrian facilities  
 options – Survey Results (3)

1. **THAT** based on the finding of the Road Safety Audit and safety issues stated in the report, installation of speed cushions not to proceed.
2. **THAT** other alternate treatments be investigated by Council's Traffic Engineer to resolve the speeding issues and report back to Traffic Committee."

The matter was further investigated by Council's Traffic Engineer for alternate solutions in Union Street. Three options were considered with advantages and disadvantages of each option for public consultation as listed below, and shown in the attached plans:

Option	Proposal	Advantages	Disadvantages
1	<ul style="list-style-type: none"> <li>• Construction of a concrete median and kerb extension at the bend,</li> <li>• Construction of a refuge island at Bank Street.</li> <li>• Upgrade the road line marking</li> </ul>	<ul style="list-style-type: none"> <li>• Narrowing the road width at the bend, hence reduction in speed at this location,</li> <li>• Narrowing the road width at Bank St, hence reduction in speed at this intersection,</li> <li>• Provision of pedestrian facility at the intersection of Bank St</li> </ul>	<ul style="list-style-type: none"> <li>• loss of 8 parking spaces on the north and southern sides of Union St</li> </ul>
2	<ul style="list-style-type: none"> <li>• Construction of a concrete median and kerb extension at the bend,</li> <li>• Construction of kerb extensions at Bank Street.</li> <li>• Upgrade the road line marking</li> </ul>	<ul style="list-style-type: none"> <li>• Narrowing the road width at the bend, hence reduction in speed at this location,</li> <li>• Narrowing the road width at Bank St, hence reduction in speed at this intersection,</li> <li>• Shortening the crossing distance for pedestrians at this intersection</li> </ul>	<ul style="list-style-type: none"> <li>• loss of 2 parking spaces on the southern side of Union St</li> </ul>
3	<ul style="list-style-type: none"> <li>• Construction of a concrete median and kerb extension at the bend,</li> <li>• Upgrade the road line marking</li> <li>• Retain the existing garden bed at Bank Street.</li> </ul>	<ul style="list-style-type: none"> <li>• Narrowing the road width at the bend, hence reduction in speed at this location,</li> </ul>	<ul style="list-style-type: none"> <li>• No Loss of parking space</li> </ul>

These proposals were consulted with the Union Precinct Committee in November 2020 where the precinct preferred Option 3.

### **Community Consultation**

Community consultation took place from 1 April 2021 until 5 May 2021. Approximately 300 letters were sent to properties surrounding area and Union Precinct Committee and the survey was available online through Council's 'Have Your Say' webpage. A total of 70 responses (23% response rate) were received including a duplicate entry and an invalid entry to the survey. Of the responses 12 (17.64%) were supportive of option 1, 5 (7.35%) were supportive of option 2 and 51 (75%) were supportive option 3.

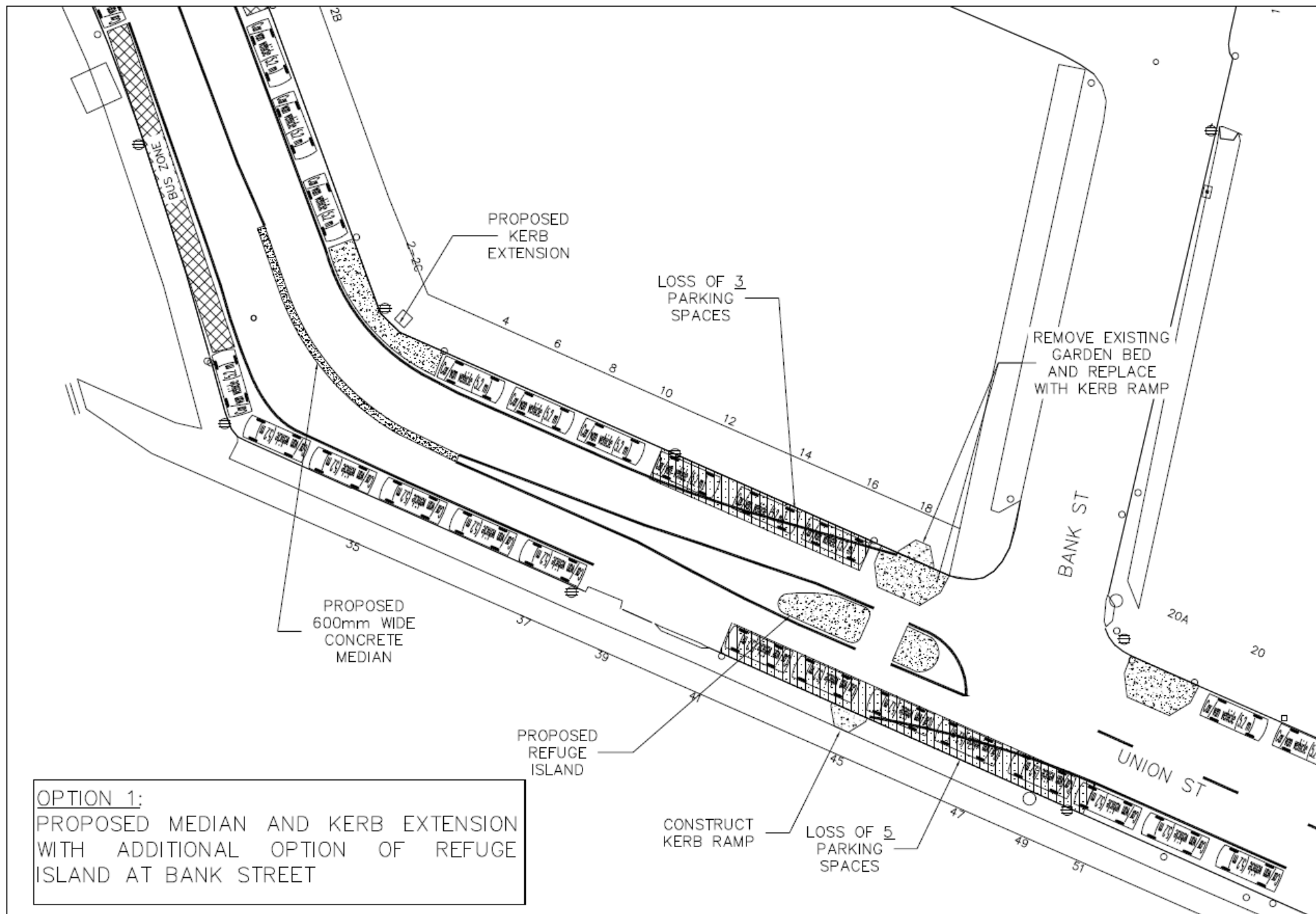
In addition to the above, 75% of the responses received from residents of Union Street who are directly affected by the proposal supported Option 3.

Result of the survey revealed that preference of Option 3 over the other two options was due to the retention of on-street parking compared to loss of parking under Options 1 and 2.

Address	OPTION 1		OPTION 2		OPTION 3		Grand Total
	Qty	%	Qty	%	Qty	%	Qty
Ancrum St					2	100%	2
Bank Ln					2	100%	2
Bank St	1	10%			9	90%	10
Carr St			1	100%			1
Chuter St	2	67%			1	33%	3
Commodore Cres	1	33%			2	67%	3
Dumbarton St					1	100%	1
Euroka St			2	40%	3	60%	5
John St	2	40%			3	60%	5
Military Road, Mosman					1	100%	1
Munro St					1	100%	1
Thomas St			1	17%	5	83%	6
Toongarah Rd (Garage in Bank St)					1	100%	1
Union St	6	21%	1	4%	21	75%	28
<b>Grand Total</b>	<b>12</b>	<b>17.4%</b>	<b>5</b>	<b>7.2%</b>	<b>52</b>	<b>75.4%</b>	<b>69</b>

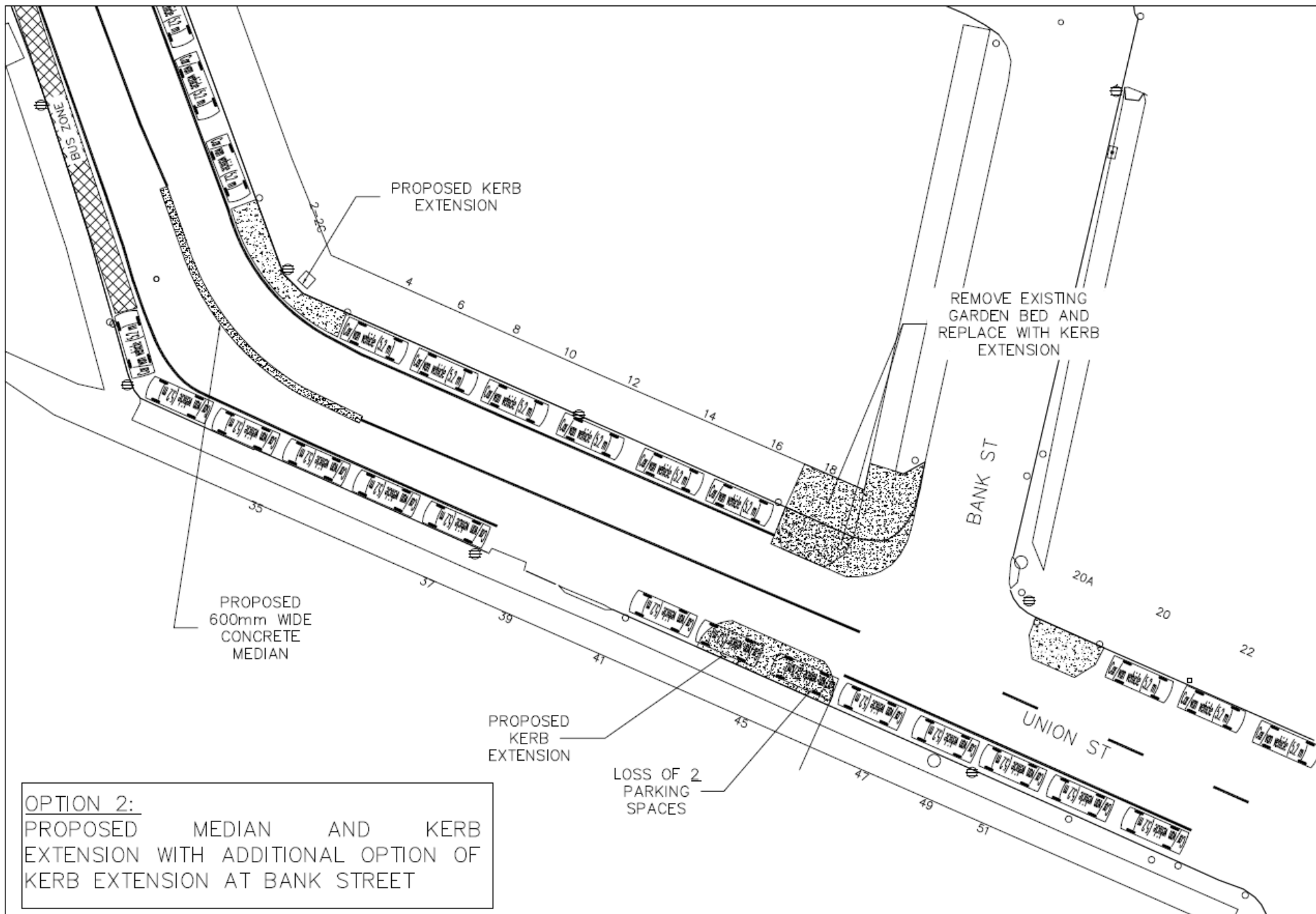
At the 4 November 2020 meeting, it was noted that "Residents expressed serious concerns on the loss of parking spots with Options 1 and 2 and the Precinct unanimously resolved to recommend Option 3 as the preferred choice of the three options".

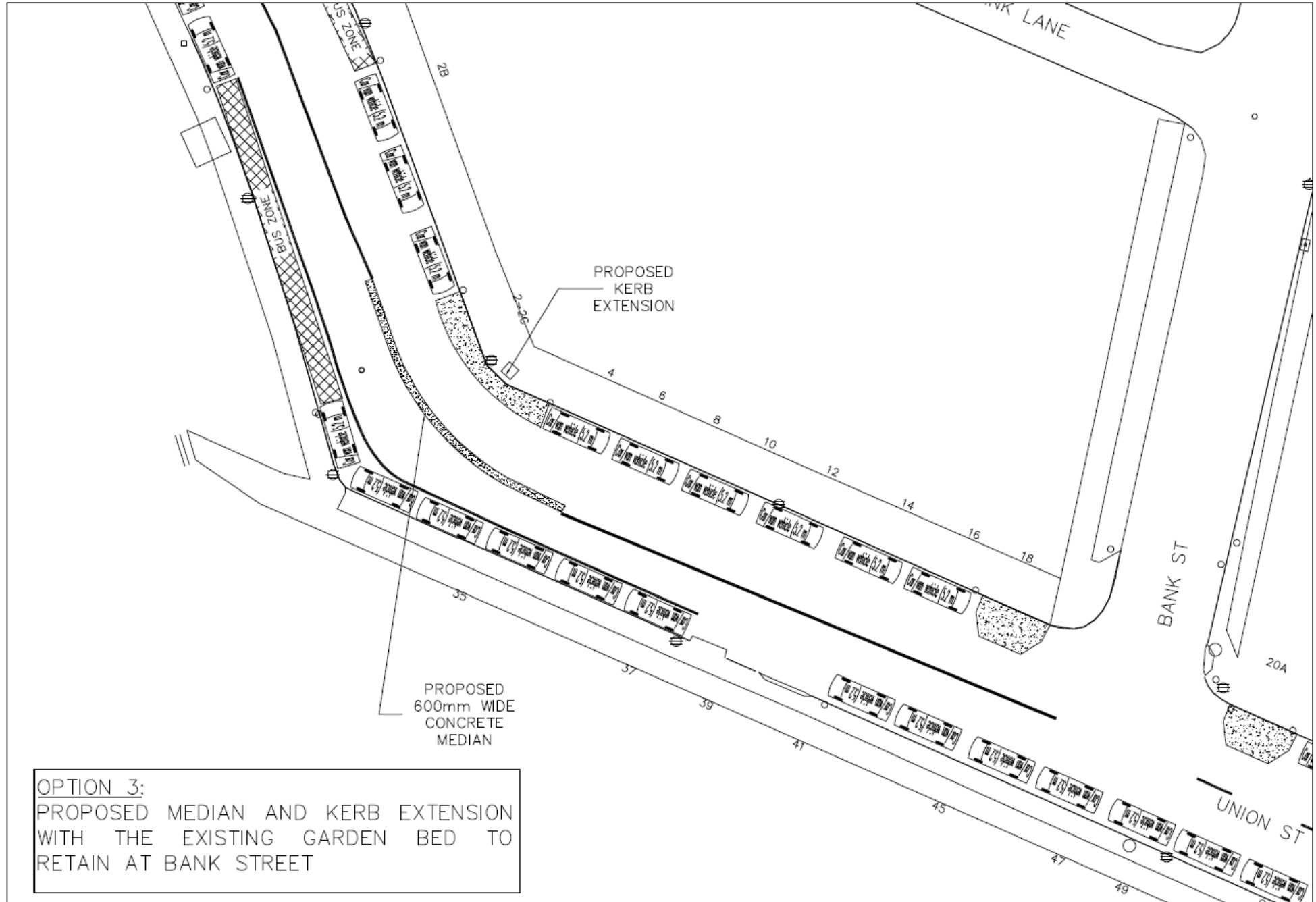
Based on the outcomes of the community consultation it is recommended that Council proceeds with Option 3 - construction of a concrete median and kerb extension at the bend, upgrade the road line marking and retain the existing garden bed at Bank Street.



**OPTION 1:**  
PROPOSED MEDIAN AND KERB EXTENSION  
WITH ADDITIONAL OPTION OF REFUGE  
ISLAND AT BANK STREET







OPTION 3:  
PROPOSED MEDIAN AND KERB EXTENSION  
WITH THE EXISTING GARDEN BED TO  
RETAIN AT BANK STREET

## Item 4.6 - Traffic - 11/06/21



## N O R T H S Y D N E Y C O U N C I L R E P O R T S

To the General Manager

Attach: 1. Plan

**SUBJECT:** (4.6) Berry Street at Pacific Highway – Proposed Raised Pedestrian Crossing

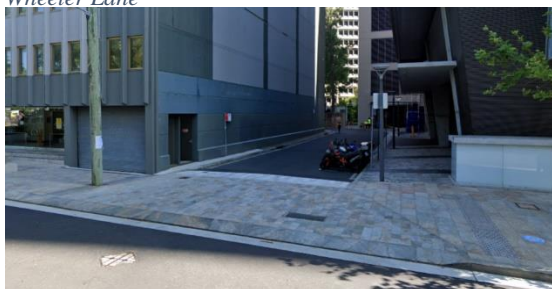
**AUTHOR:** Report of Manager Traffic & Transport Operations, Michaela Kemp

**DESCRIPTION/SUBJECT MATTER:**

Over the past 8 years, Council has been actively raising the footpath at intersections for safety and aesthetic purposes. It is proposed to raise the existing pedestrian crossing at the intersection of Berry St and Pacific Highway as part of footpath and streetscape upgrades in the locality. A plan for the proposed upgrade is attached.

The crossing will be raised to footpath level similar to other sites completed in the CBD. The raised crossing has been designed in accordance with the Australian Standards, including minimum No Stopping distances on approach and departure of the crossing, and does not impact on existing street parking.

*Figure 1 Continuous footpath treatment Mount Street at Wheeler Lane*



*Figure 2 Raised pedestrian crossing William Street at Mount Street*



**CONSULTATION REQUIREMENTS**

Consultation is not required

**Relates to ECM No:** N/A

**Standard or Guideline Used:** AS1274.10

**Signs & Lines Priority:** N/A

**Impact on Pedestrians:** Raised crossing will improve sight lines for pedestrians using the crossing and encourage lower vehicle speeds approaching the crossing.

**Precinct and Ward:** Edward/ Wollstonecraft

**Impact on Bicycles:** Nil

**Impact on Parking:** Nil

**RECOMMENDATION:**

**1. THAT** Council construct a raised pedestrian crossing on Berry Street at Pacific Highway as shown in attached plan CS-01 under delegation of the Manager Traffic & Transport Operations.

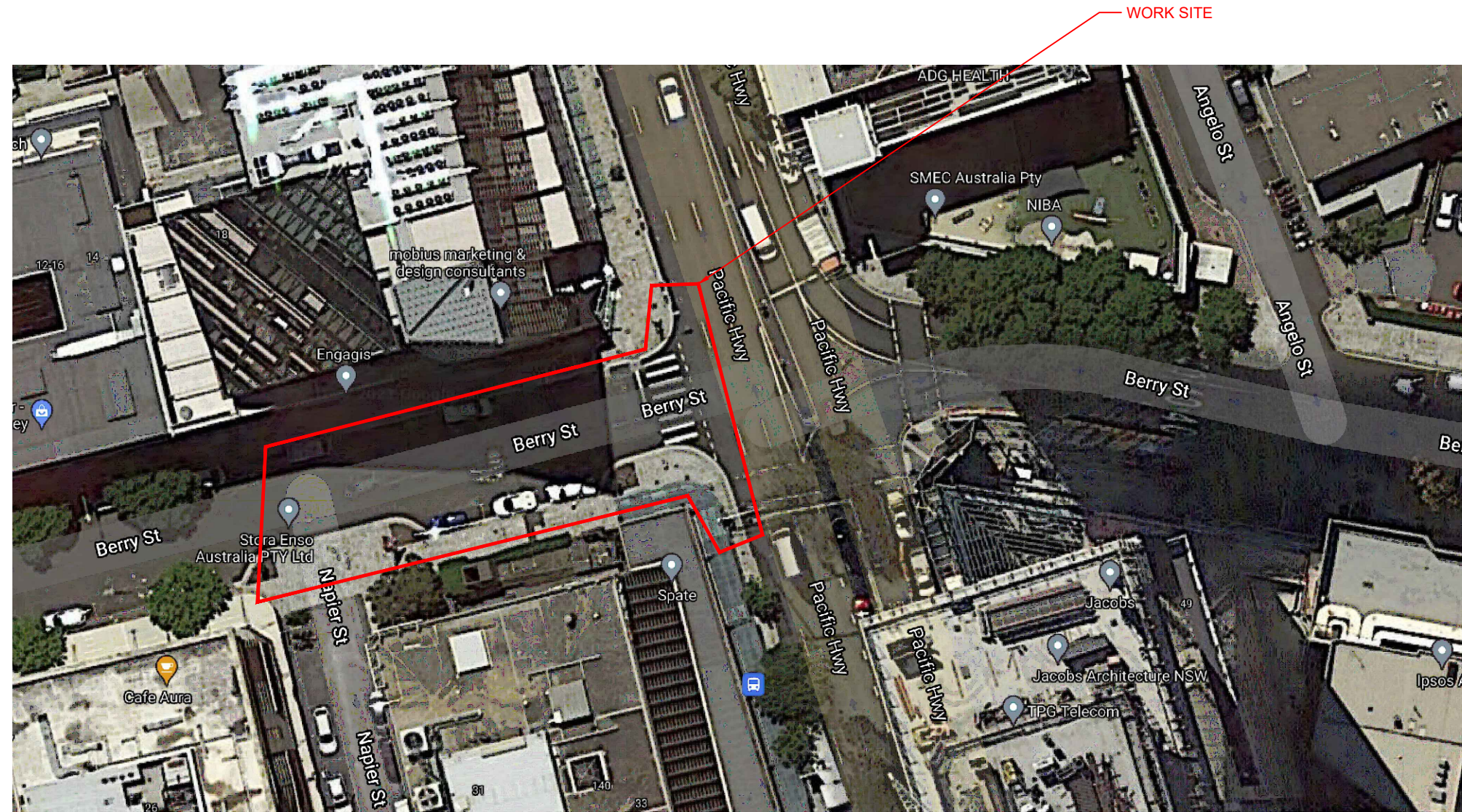
# BERRY STREET AND PACIFIC HIGHWAY - RAISED PEDESTRIAN CROSSING , North Sydney

## DRAWING SCHEDULE

- INDEX:  
1. COVERSHEET  
2. PLAN

### GENERAL NOTES:

THESE CONCEPT PLANS HAS BEEN PREPARED FOR SUBMISSION TO THE TRAFFIC COMMITTEE.





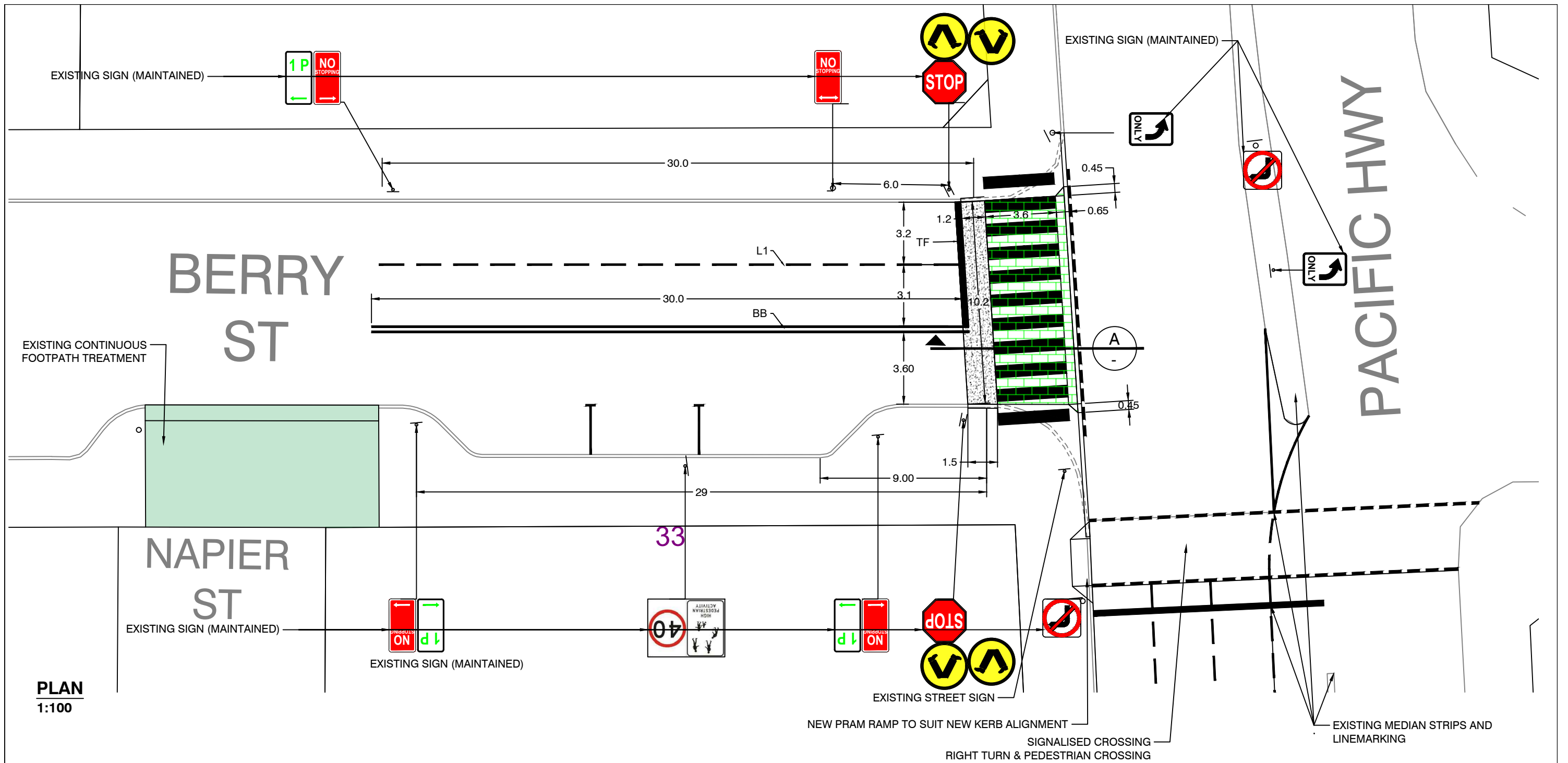
EXISTING ROAD AND TRAFFIC LAYOUT



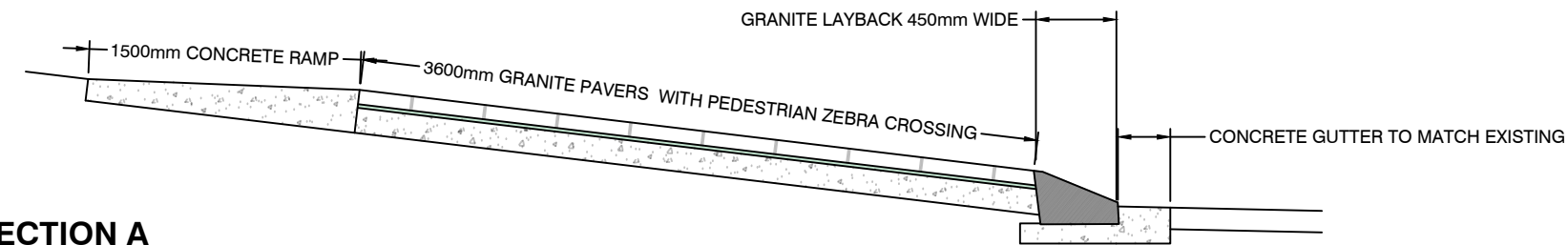
DATED 19.05.2021 - Urbanspec Engineering Pty Ltd

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17.05.2021	1	AM	FOR INFORMATION	HN
Date	No.	By	Amendments	Chckd

Project: <b>BERRY STREET AND PACIFIC HIGHWAY - RAISED PEDESTRIAN CROSSING</b>		Address: <b>BERRY STREET, NORTH SYDNEY</b>	
Client:  <b>NORTH SYDNEY COUNCIL</b>	By:  <b>URBANSPEC ENGINEERING PTY LTD</b> ABN 96 628 940 983 M: 0411 352 614 Email: hassan@urbanspec.com.au www.urbanspec.com.au	Drawing Title: <b>COVERSHEET</b>	
Designed: HN    Checked: HN    SCALE: NTS    PAPER: A3		PROJECT NO. 122044	
Drawn: AM    Approved: HN		Drawing No. CS01	
		Issue 1	
		Sheet No. 1 OF 2	



**PLAN**  
1:100



**SECTION A**  
1:100

**NOTE:**  
 1. THE NEW PROPOSAL HAS NO IMPACT ON THE ON-STREET PARKING SPACES.  
 2. THE NEW PROPOSAL HAS NO IMPACT ON THE TRAFFIC SIGNAL DESIGN, PHASING AND TIMING.  
 3. THE CHANGES IN THE TRAFFIC SIGNAGE ARE MINIMUM AND ALL SIGNS ARE RETAINED.



**NOTE:**  
 1- ALL ENGINEERING DETAILS SHALL BE IN ACCORDANCE WITH NORTH SYDNEY COUNCIL PUBLIC DOMAIN STYLE MANUAL AND DESIGN CODES.  
 2- BERRY STREET SLOPE IS SHOWN INDICATIVELY ONLY .

	5			
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17.05.2021	1	AM	FOR INFORMATION	HN
Date	No.	By	Amendments	Chckd

<b>BERRY STREET AND PACIFIC HIGHWAY - RAISED PEDESTRIAN CROSSING - CONCEPT DESIGN - OPTION 1</b>		Address: BERRY STREET , NORTH SYDNEY	
Client: NORTH SYDNEY COUNCIL	By: URBANSPEC ENGINEERING PTY LTD ABN 96 628 940 983 M: 0411 352 614 Email: hassan@urbanspec.com.au www.urbanspec.com.au	Drawing Title: PLAN	
		Designed: HN	Checked: HN
		Drawing No. CS-01	Issue 1 PROJECT No. 122044 Sheet No. 1 OF 2

PLOTTED BY : HN DATED 19.05.2021 : URBANSPEC ENGINEERING PTY LTD

**Item 5.1 . - Traffic - 11/06/21**



N O R T H S Y D N E Y C O U N C I L R E P O R T S

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**To the General Manager**

**Attach** Abandoned Vehicles and  
Unattended Boat Trailers Report

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**SUBJECT:** (5.1) Abandoned Vehicles and Unattended Boat Trailers Processed Report

**AUTHOR:** Report of Manager Ranger and Parking Services, Mark Richardson

**DESCRIPTION/SUBJECT MATTER:**

Report of Abandoned Vehicles and Unattended Boat Trailers processed during the reporting period of 10 April 2021 to 21 May 2021.

Year to date (2021) Council had investigated **138** reports of abandoned vehicles.

Year to date (2021) Council processed **24** reports of unattended boat trailers.

**RECOMMENDATION:**

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

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

(2)

**ABANDONED VEHICLES PROCESSED DURING THE PERIOD FROM 10 April 2021 TO 21 May 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	
004/21*	25 Harrison St, Cremorne	5/1/21	Released	to finance	company	6/1/21	24/2/21	
011/21*	36 Elamang Ave, Kirribilli	11/1/21				12/1/21	23/2/21	16/4/21
016/21	15 Churchill Cres, Cammeray	12/1/21				12/1/21 ongoing	23/2/21	
017/21	15 Churchill Cres, Cammeray	12/1/21				12/1/21 ongoing	19/3/21	
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 ongoing	24/3/21	
053/21*	85 Ernest St, Crows Nest	20/2/21	Released	to owner		24/2/21	16/4/21	
068/21	Matthew St, Crows Nest (cnr Chandos L)	6/3/21				8/3/21 ongoing	14/4/21	
071/21	Opp 13 Thrupp St, Neutral Bay	8/3/21				8/3/21 ongoing	15/4/21	
076/21*	Opp 63 Kirribilli Ave, Kirribilli	15/3/21		✓				
077/21*	Kirribilli Ave, Kirribilli (cnr Jeffreys St)	15/3/21		✓				
080/21	84 Bent St, Neutral Bay	15/3/21				15/3/21 ongoing	7/5/21	
083/21*	33 Shellcove Rd, Kurraba Point	17/3/21	✓					
086/21*	Woolcott St, Waverton (cnr Union St)	17/3/21	✓					

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

(3)

Ref # * indicates completed	Location	Reported	Not Abandoned			Actioned as an Abandoned Vehicle		
			Advised by owner not abandoned	Moved so cannot be considered abandoned	Unregistered but not abandoned. Referred to Police for enforcement action	Impound process commenced	Impounded	Disposed at Auction
088/21*	20 Milray Ave, Wollstonecraft	19/3/21		✓				
089/21*	Oxley St, St Leonards (cnr Clarke L)	24/3/21		✓				
090/21*	Alfred St Sth, Milsons Point (opp Paul St)	26/3/21		✓				
091/21*	14 Blues Point Rd, McMahons Point	26/3/21		✓				
092/21*	61 Grasmere Rd, Cremorne	28/3/21		✓				
095/21*	109 Burlington St, Crows Nest	29/3/21		✓				
096/21*	153 Ernest St, Crows Nest	30/3/21	✓					
097/21	Opp 60 Kareela Rd, Cremorne Point	31/3/21				31/3/21 ongoing		
098/21	15 Bertha Rd, Cremorne	6/4/21				13/4/21 ongoing		
099/21	Opp 1 Clark Rd, North Sydney	7/4/21				13/4/21 ongoing		
100/21*	Montpelier St, Neutral Bay (o/s Scout Hall)	7/4/21	✓					
101/21*	Opp 19 Montpelier St, Neutral Bay	7/4/21		✓				
102/21	10 Langley Ave, Cremorne	8/4/21				13/4/21 ongoing		
103/21*	Council Depot D/way, Ernest St, Cammeray	12/4/21		✓				
104/21*	11-13 Murdoch St, Cremorne Point	15/4/21		✓				
105/21*	Bridgeview Ave, Cammeray (cnr West St)	16/4/21	✓					
106/21*	Bridgeview Ave, Cammeray (cnr West St)	16/4/21	✓					
107/21*	Opp 22 Prospect Ave, Cremorne	16/4/21		✓				
108/21*	48 Larkin St, Waverton	16/4/21	✓					
109/21*	18 Lodge Rd, Cremorne	16/4/21	✓					



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

(4)

Ref # * indicates completed	Location	Reported	Not Abandoned			Actioned as an Abandoned Vehicle		
			Advised by owner not abandoned	Moved so cannot be considered abandoned	Unregistered but not abandoned. Referred to Police for enforcement action	Impound process commenced	Impounded	Disposed at Auction
110/21*	100 Arthur St, North Sydney	17/4/21	✓					
111/21*	71-73 Holtermann St, Crows Nest	17/4/21	✓					
112/21	49 Aubin St, Neutral Bay	17/4/21				19/4/21 ongoing		
113/21*	95 Milson Rd, Cremorne Point	17/4/21	✓					
114/21*	Opp 13 Wyagdon St, Neutral Bay	18/4/21	✓					
115/21	Powell St, Neutral Bay (cnr Shellcove Rd)	20/4/21				21/4/21 ongoing		
116/21*	17 Churchill Cres, Cammeray	22/4/21		✓				
117/21*	8 Churchill Cres, Cammeray	22/4/21	✓					
118/21	37 Grasmere Rd, Cremorne	22/4/21				22/4/21 ongoing		
119/21*	54 Murdoch St, Cremorne	22/4/21	✓					
120/21	90 Bay Rd, Waverton	22/4/21				27/4/21 ongoing		
121/21*	12 Parkes St, Kirribilli	26/4/21	✓					
122/21	Mitchell St, St Leonards (cnr Atchison St)	28/4/21				30/4/21 ongoing		
123/21*	2 Green St, Cremorne Point	28/4/21		✓				
124/21	Opp 22 Cremorne Rd, Cremorne Point	28/4/21				30/4/21 ongoing		
125/21*	Bydown St, Neutral Bay (cnr Military Rd)	28/4/21		✓				
126/21*	1B Lithgow St, Wollstonecraft	28/4/21		✓				
127/21*	6A Lower Wycombe Rd, Neutral Bay	28/4/21	✓					

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

(5)

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
128/21*	3 Illiliwa St, Cremorne	29/4/21	✓					
129/21	46 Larkin St, Waverton	30/4/21				4/5/21 ongoing		
130/21	Opp 36 Carlow St, North Sydney	3/5/21				4/5/21 ongoing		
131/21	Opp 83 Wycombe Rd, Neutral Bay	9/5/21				20/5/21 ongoing		
132/21*	16 Selwyn St, Wollstonecraft	15/5/21	✓					
133/21*	90 Undercliff St, Neutral Bay	15/5/21	✓					
134/21	6 Wyagdon St, Neutral Bay	18/5/21				20/5/21 ongoing		
135/21	3 Carlow St, North Sydney	19/5/21				21/5/21 ongoing		
136/21	26 Emmett St, Crows Nest	19/5/21				21/5/21 ongoing		
137/21*	Palmer St, Cammeray (opp West St)	20/5/21	✓					
138/21*	Euroka L, Waverton (cnr Euroka St)	20/5/21	✓					

**UNATTENDED BOAT TRAILERS PROCESSED DURING THE PERIOD FROM 10 April 2021 TO 21 May 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	
21/003*	Wonga Road, Cremorne (o/s reserve)	March	✓			

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

(6)

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
21/004*	4 Avon Street, Cammeray	March	✓			
21/005*	Opp. 41 Cowdroy Avenue, Cammeray	March	✓			
21/006*	8 Cowdroy Avenue, Cammeray	March	✓			
21/007*	1 Little Young Street, Cremiorne	March	✓			
21/008*	27 Ryries Parade, Cremorne	March	✓			
21/009*	Shirley Road, Wollstonecraft (cnr Milray Ave)	March	✓			
21/010*	Larkin Street, Waverton (o/s Waverton Park)	March	✓			
21/011*	Lindsay Street, Neutral Bay (cnr Ben Boyd Rd)	March	✓			
21/012*	Undercliff Street, Neutral Bay	April	✓			
21/013*	Yeo Street, Neutral Bay	April	✓			
21/014*	Pine Street, Cammeray	April	✓			
21/015*	Raymond Road Neutral Bay	April	✓			
21/016*	Undercliff Street, Neutral Bay	April	✓			
21/017	Little Young St Cremorne	May				
21/018	66 Kurraba Rd Neutral Bay	May				
21/019	37 Cowdroy Ave Cammeray	May				
21/020	28 The Boulevardde Cammeray	May				
21/021	35 King St Waverton	May				
21/022*	1 Shirley Rd Wollstonecraft	May	✓			
21/023*	Vernon St Cammeray	May	✓			
21/024*	35 Earle St Neutral Bay	May	✓			

**Item 5.2 - Traffic - 11/06/21**N O R T H S Y D N E Y C O U N C I L R E P O R T S

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**To the General Manager**

- Attach** 1. Pedestrian Safety Items  
2. Letter from Parliamentary Secretary for Transport and Roads
- 

**SUBJECT:** (5.2) Standing Item – Pedestrian Safety

**AUTHOR:** Report of Manager Traffic & Transport Operations, Michaela Kemp

**DESCRIPTION/SUBJECT MATTER:**

At the 530<sup>th</sup> 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.

**RECOMMENDATION:**

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

**Standing Item - Pedestrian Safety**  
**Traffic Committee 11 June 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.	<p>Bligh Street Shared Zone is listed in Council's Zone 7 LATM Action Plan as a long term priority (T.17).</p> <p>Bligh Street Shared Zone is also listed in Council's Draft 40km/h and 10km/h Shared Zone Masterplan as a long term priority.</p> <p>The cost to implement a Category 1 10km/h Shared Zone, including paving, drainage and lighting, is in the order of \$1 million. A detailed design is required for TfNSW to approve a Shared Zone.</p> <p>Traffic projects are planned on an annual basis according to budget allocations and priorities within the LATM Action Plans. The total Traffic Facilities/LATM Implementation budget allocation in 2020/21 is \$1 million.</p> <p>A Shared Zone for Bligh Street is being considered as part of Kirribilli Streetscape Masterplan.</p>	
20/02	Various	Various	8/7/20	Blackspot Grant Funded Projects 2020/21	<p>Council was successful with grant funding applications for 4 locations under the Federal Black Spot Program.</p> <p>Design, consultation and construction is scheduled for 2020/21 financial year.</p>	<p>Projects include:</p> <ol style="list-style-type: none"> <li>1. Hazelbank St/Morton St - move stop lines forward &amp; install refuge island (TC 5/2/21 - Item 4.6; TC 19/3/21 - Item 4.5)</li> <li>2. Kurraba Road near Hayes St - raise existing pedestrian crossing</li> <li>3. Lavender St at Walker St - raise existing pedestrian crossing (TC 5/2/21 - Item 4.7)</li> <li>4. Ben Boyd Road between Lindsay Street and Kurraba Road - traffic calming (TC 19/3/21 - Item 4.4)</li> </ol>	

Item	Street	Location	First TC	Summary	Problem/Request	Comments	ECM
20/03	Various	Various	20/3/20	Pedestrian Crossing Audit	Council's Traffic Engineer completed an audit of all existing pedestrian crossings to prioritise upgrade of existing flush pedestrian crossings to raised crossings.	Crossings to be upgraded in 2020/21 include: 1. Clark Road at Margaret Street 2. Ben Boyd Road at Hardie Street 3. Miller Street at Falcon Street 4. Carabella Street at Fitzroy Street (TC 5/2/21 - Item 4.8)	
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 "&lt;Look&gt;" 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	
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>	<p>A report was considered at the Council meeting on 30 November 2020 where it was resolved:</p> <p><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></p> <p>The letter was sent 5/2/21</p> <p><i>2. THAT the following signage changes be referred to the Traffic Committee for installation under delegation of the Manager Traffic &amp; Transport Operations:</i></p> <p><i>a. an additional pedestrian crossing sign installed in front of the tree on the southern side of Gerard Street facing west.</i></p> <p><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></p> <p>Approved and signage instruction issued.</p> <p><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></p> <p>Crossing is included in regular maintenance program.</p> <p>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.</p>	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 &amp; 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"> <li>- St Aloysius College Junior School: Install two raised pedestrian crossings on the Alfred Street South at Fitzroy Street intersection, Milsons Point</li> <li>- St Aloysius College: Install raised pedestrian crossing on Broughton Street at Kirribilli Avenue, Kirribilli</li> <li>- Loreto Kirribilli: Raise existing crossing on Carabella Street at Fitzroy Street, Kirribilli</li> <li>- St Aloysius College: Raise existing crossing on Clark Road at Margaret Street, North Sydney</li> <li>- Neutral Bay Public School: Raise existing crossing on Ben Boyd Road at Hardie St, Neutral Bay</li> <li>- Cammeray Public School: Raise existing crossing on Carter Street at Colin Street, Cammeray</li> <li>- Cammeraygal High School: Raise existing crossing on Clarke Street at Willoughby Road, Crows Nest</li> <li>- St Aloysius College Junior School: Raise existing crossing on Burton Street, Kirribilli.</li> <li>- Redlands: Raise existing crossing on Waters Road at Grosvenor Street, Neutral Bay</li> <li>- North Sydney Public School: Raise existing crossing on Morton St at Rocklands Rd, Wollstonecraft</li> <li>- North Sydney Public School: Construct pedestrian refuge islands and kerb buildouts on Crows Nest Road at McHatton Street, Waverton</li> </ul>	



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)	7/5/21: Referred to project manager	



**Ms Eleni Petinos MP**  
Parliamentary Secretary for Transport and Roads

Our Ref: 01200915

Mr Duncan Mitchell  
Director Engineering and Property Services  
North Sydney Council  
PO Box 12  
NORTH SYDNEY NSW 2059



Dear Mr Mitchell

Thank you for your correspondence to the Minister for Transport and Roads about pedestrian safety at the intersection of Gerard and Macpherson streets, Cremorne. The Minister has asked me to respond on his behalf.

I am advised nominations for the 2021-22 Safer Roads Program closed on 31 August 2020. North Sydney Council submitted a nomination in October 2020, after submissions had closed. As such, I regret to advise that council is not eligible for funding under this program.

As you are aware, this location does not meet the traffic warrants for traffic lights. Further, there are significant constraints that would prevent signals from being installed. These constraints include sight distance, horizontal road alignment and vehicle swept paths. Due to these constraints, Transport for NSW does not support installing traffic lights at this intersection. Other treatments, such as raising the crossing, would be more appropriate. I am also advised Transport for NSW has previously communicated this to council.

You may be assured that Transport for NSW will continue to work with council to improve pedestrian safety at this location.

I trust this information is of assistance.

Yours sincerely

12/04/2021

**Eleni Petinos MP**  
Parliamentary Secretary for Transport and Roads

## Item 5.3 - Traffic - 11/06/21



N O R T H S Y D N E Y C O U N C I L R E P O R T S

To the General Manager

Attach: Nil

**SUBJECT:** (5.3) Standing Item – Blues Point Road – Vehicle Noise & Traffic Issues

**AUTHOR:** Report of Traffic & Transport Operations Manager, Michaela Kemp

**DESCRIPTION/SUBJECT MATTER:**

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

A report was considered at the Traffic Committee meeting on 5 February 2021 where it was recommended, and Council subsequently resolved at its meeting on 22 February 2021 (in-part):

- 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.*
- 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.*
- 3. THAT Council request TfNSW install a speed camera in Blues Point Road between East Crescent Street and Blues Point Reserve.*
- 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.*
- 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.*

**Update June 2021:**

Community consultation on the traffic calming (Resolution 1) will commenced 4 May 2021 until 1 June 2021.

A submission was made via the Safer Roads NSW website for a speed camera on Blues Point Road.

Council staff are investigating temporary CCTV options for Blues Point Road and will provide a further report to the Traffic Committee in due course.

**RECOMMENDATION:**

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

## Item 5.4 - Traffic - 11/06/21



## N O R T H S Y D N E Y C O U N C I L R E P O R T S

**To the General Manager**

**Attach** 1. Complaints register  
2. TfNSW Road Authority Maps

**SUBJECT:** (5.4) Standing Item – Western Harbour Tunnel & Warringah Freeway Upgrade

**AUTHOR:** Report of Manager Traffic & Transport Operations, Michaela Kemp

**DESCRIPTION/SUBJECT MATTER:**

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>

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](mailto:whtbl@transport.nsw.gov.au)

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

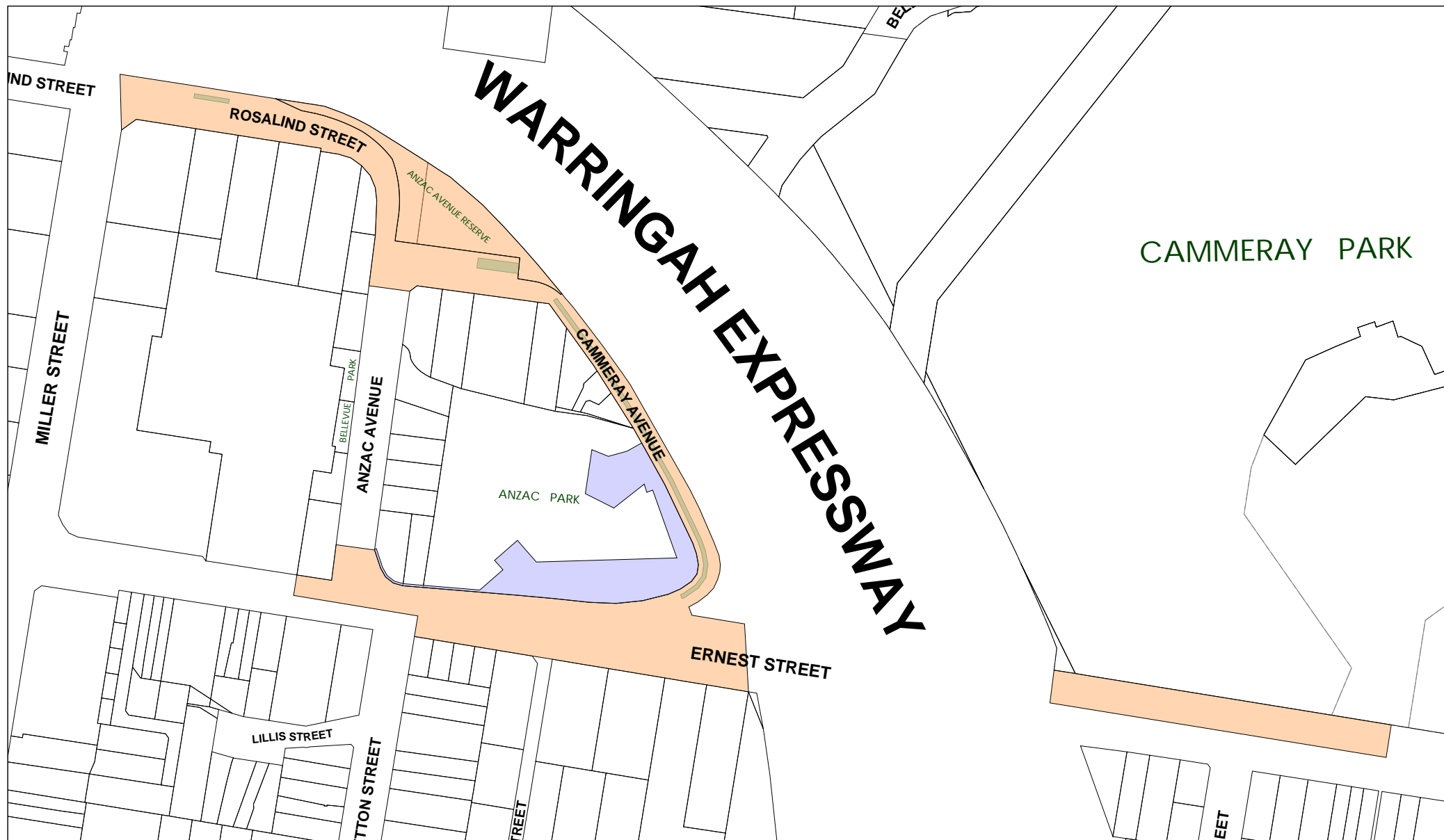
**RECOMMENDATION:**

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

**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



# TfNSW WHT & WFU Road Authority Notices Locations

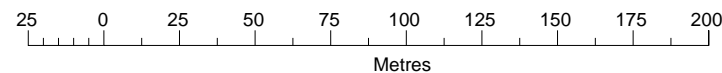


**North Sydney Council**

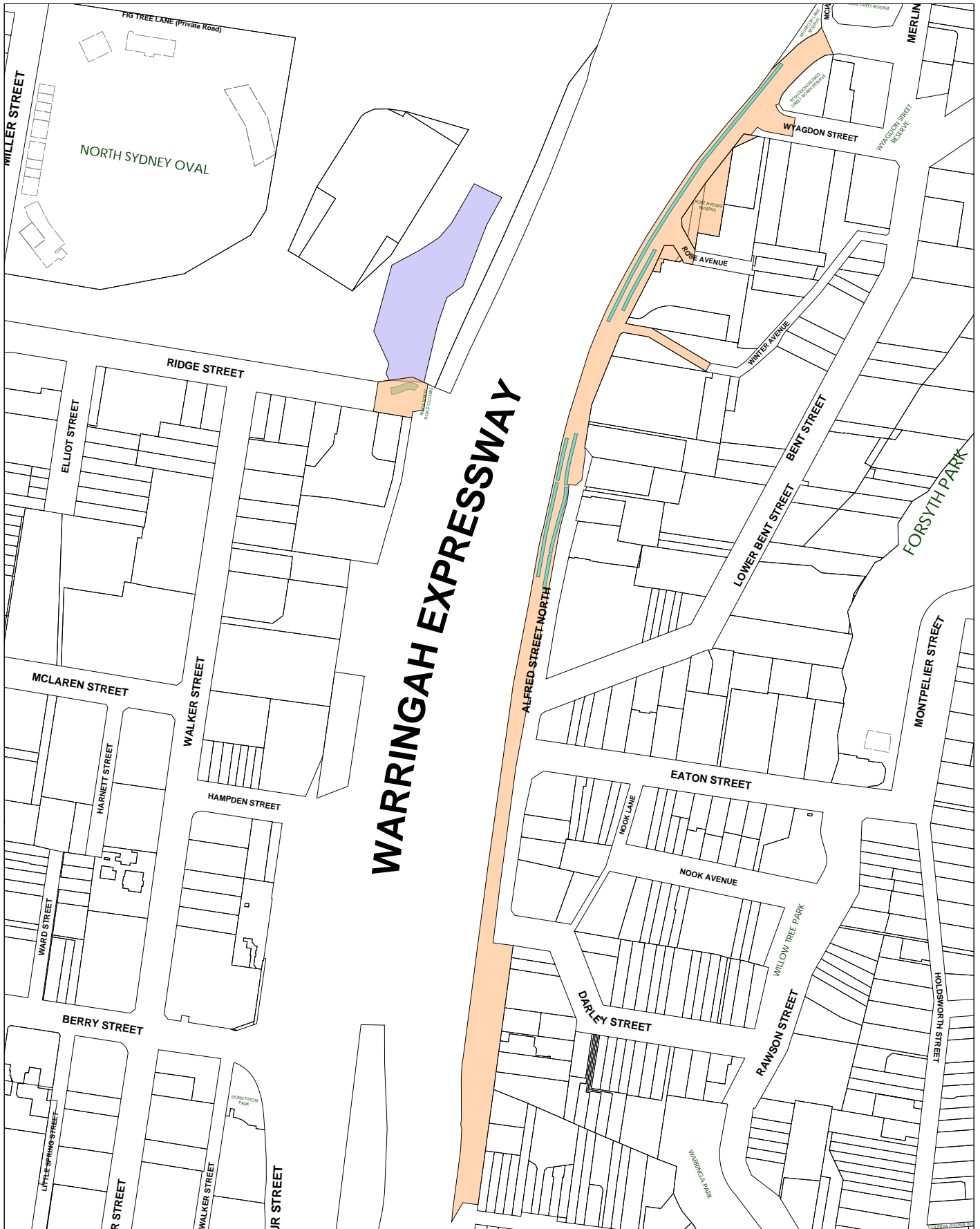
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Further details can be obtained by calling (02) 9936 8100 or e-mail mapping@northsydney.nsw.gov.au.

-  TfNSW Road Authority Notices in roads
-  TfNSW Road Authority Notices in parks



# TfNSW WHT & WFU Road Authority Notices Locations



## WARRINGAH EXPRESSWAY

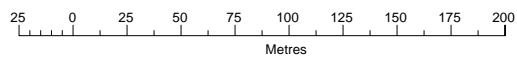


### North Sydney Council

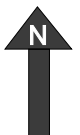
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Further details can be obtained by calling (02) 9936 8100 or e-mail [mapping@northsydney.nsw.gov.au](mailto:mapping@northsydney.nsw.gov.au).





- TfNSW Road Authority Notices in roads
- TfNSW Road Authority Notices in parks



# TfNSW Sydney Metro Road Authority Notice – Crows Nest



-  TfNSW Road Authority Notices
-  Sydney Metro Construction Sites



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Metres

