

NORTH SYDNEY COUNCIL

Council Chambers
28 January 2021

I wish to inform you that the **537th** Meeting of the **TRAFFIC COMMITTEE** will be held in the Council Chambers, North Sydney at 10.00am on Friday, 5 February 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

BUSINESS

1. Minutes

Confirmation of Minutes of the previous Meeting held on Friday, 27 November 2020. Please note these minutes will be presented to the next Council meeting on 22 February 2021.

(Circulated)



Attending Traffic Committee Meetings including Public Teleconferencing

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. Meeting agendas and reports are published on Council's website on the Thursday before the meeting.

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

The Traffic Committee meetings will operate differently due to the COVID-19 government restrictions, and to minimise the risk to all.

The Traffic Committee will meet via Zoom (digital platform). There will be no public gallery, however members of the public who wish to address the Traffic Committee on any agenda item, must register before 5pm on the day prior to the meeting (Thursdays) by emailing governance@northsydney.nsw.gov.au

You will be provided with a link and code to enable you to join the public teleconference prior to the meeting.

Alternatively, submitters can provide in abbreviated written form a submission in response to the Traffic Committee report. Email submissions should be sent to governance@northsydney.nsw.gov.au and be received no later than 5pm on the Wednesday before the meeting. Submissions should be no more than 1 x A4 page in length. Submitters are encouraged to provide photographs which illustrate the matters that concern them.

Written submissions will be acknowledged by the Traffic Committee individually, but they will not be read out in their entirety.

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:

- All participants should sign into the online platform with their name so that the Chairperson can clearly identify relevant participants for each item
- 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.
- All participants are to remain silent unless invited by the chair to speak, those listening or waiting their turn to speak should have their phone or microphones muted
- Please be mindful of not talking over the chair or another speaker
- All participants are encouraged to reduce surrounding noises (e.g. pets, children, general office noise, etc.) where possible. This will help with the quality of the sound and recording of the minutes
- The meeting is not a debate, it is a forum to allow the Committee to hear the community’s concerns
- Council may record the teleconference 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

Michaela Kemp, Manager Traffic & Transport Operations

Endorsed by Director of Engineering & Property Services

Duncan Mitchell

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 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.

4. (4.3) Blues Point Road, McMahons Point - Proposed Traffic Calming

Report of Manager Traffic & Transport Operations, Michaela Kemp
Council has received further representations from residents of McMahons Point concerning vehicle noise, illegal parking and street racing in Blues Point Road near Blues Point Reserve.

A petition was tabled at the Traffic Committee meeting on 12 June 2020 where the Committee recommended and Council subsequently resolved:

- 1. THAT** the Committee receives and acknowledge the petition with 113 signatures and thanks all residents who have had input on this matter.
- 2. THAT** discussions commence immediately with Council staff, NSW Police and the two local residents with a view to finding a permanent solution to the issues at this location.
- 3. THAT** Council Traffic staff investigate restrictions to prohibit parking in evenings in consultation with the Police, and if approved under delegated authority, signage be installed by 12 July 2020.
- 4. THAT** Council develop concept plans for immediate consultation with the local community regarding traffic calming at this location, and the associated actions in the LATM Action Plan at this location be given priority.
- 5. THAT** the Minutes of this meeting be forwarded to Felicity O'Brien and Paul Singh.

This report provides an update on progress of the investigations.

Recommending:

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.

5. **(4.4) Moodie Street, Cammeray–Footpath design and Parking Re-arrangement**

Report of Traffic & Transport Engineer, Iman Mohammadi

A report concerning speeding and rat-run issues, request for converting Moodie Street to one-way and construction of footpath in the northern section of street was considered at the 536th Traffic Committee meeting on 27 November 2020 where it was recommended:

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

Subsequently, Henry & Hymas Consulting was engaged by North Sydney Council to undertake concept design plans for footpath and associated civil and drainage works as well as parking re-arrangement in Moodie Street. This report outlines the proposed arrangements and the financial implications.

Recommending:

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

6. **(4.5) River Road at Russell Street, Wollstonecraft –Refuge Island and Kerb Build-outs - Survey Results**

Report of Traffic & Transport Engineer, Iman Mohammadi

As part of the 2020/2021 implementation of North Sydney Council's Local Area Traffic Management (LATM) Action Plans, it is proposed to construct a refuge Island and kerb build out in Russell Street at River Road. The proposed works will increase visibility of approaching drivers, slow down traffic and reduce the crossing distance for pedestrians. A concept plan of the proposal is enclosed.

Community consultation took place from 20 November 2020 until 10 January 2021. Approximately 110 questionnaires were sent to properties in the surrounding area, Wollstonecraft Precinct committee, and the survey was available online through Council's 'Have Your Say' webpage. A total of 8 responses were received, including 5 from the outside survey area.

The results indicate a community preference for the installation of the refuge island (100% support and no objection).

Recommending:

1. THAT Council, as part of the 2020/21 LATM program, constructs a refuge island and kerb build outs in Russell Street at River Road, Wollstonecraft as shown on Plan 062-19C-S2-0601 Rev D to comply with the current Australian Standards, after the affected properties are notified by letterbox delivery.

7. (4.6) Morton Street at Hazelbank Road, Wollstonecraft –Refuge Islands and Kerb Build-outs – Survey Results

Report of Traffic & Transport Engineer, Iman Mohammadi

Council has been successful in gaining funding under the 2020/21 Australian Government Black Spot Program to upgrade the existing intersection at Morton Street and Hazelbank Road with refuge islands and kerb build outs to improve pedestrian safety at the intersection.

The proposal incorporates construction of refuge islands at all four legs and kerb build out at the four corners of intersection which will increase visibility of approaching drivers, slow down traffic and reduce the crossing distance for pedestrians. A concept plan of the proposal is enclosed.

Community consultation took place from 20 November 2020 until 10 January 2021. Approximately 1280 questionnaires were sent to properties in the surrounding area, Wollstonecraft and Edward Precinct committees, and the survey was available online through Council's 'Have Your Say' webpage. A total of 131 responses were received, including 48 from the outside survey area. The results indicate a community preference for the installation of the refuge island (89.3% support and 10.7% objection).

Recommending:

1. THAT Council, as part of the 2020/21 Black Spot program, constructs refuge islands and kerb build outs at the four corners of intersection of Morton Street and Hazelbank Road, as shown on the attached plan, after the affected properties are notified by letterbox delivery.

8. (4.7) Lavender Street, Lavender Bay – Raised Pedestrian Crossing – Survey Results

Report of Traffic & Transport Engineer, Iman Mohammadi

Council has been successful in gaining funding under the 2020/21 Australian Government Black Spot Program to convert the existing marked foot crossing on Lavender Street at Walker Street to a raised pedestrian crossing.

The proposed raised pedestrian crossing incorporates a flat top road hump and kerb extensions, which will increase visibility of approaching drivers, slow down traffic and reduce the crossing distance. A concept plan of the proposal is enclosed.

Community consultation took place from 20 November 2020 until 10 January 2021. Approximately 960 questionnaires were sent to properties in the surrounding area, Wollstonecraft and Edward Precinct committees, and the survey was available online through Council's 'Have Your Say' webpage. A total of 39 responses were received, including 7 from the outside survey area. The results indicate a community preference for the installation of the refuge island (89.7% support and 10.3% objection).

Recommending:

1. THAT Council, as part of the 2020/21 Black Spot Program, convert the existing marked foot crossing on Lavender Street at Walker Street to a raised pedestrian crossing as shown on the attached plan, after the affected properties are notified by letterbox delivery.

9. (4.8) Carabella Street, Kirribilli - Proposed Raised Pedestrian Crossing – Survey Results

Report of Traffic & Transport Engineer, Iman Mohammadi

As part of the 2020/2021 implementation of North Sydney Council's Local Area Traffic Management (LATM) Action Plans, it is proposed to convert the existing marked foot crossing on Carabella Street at Fitzroy Street to a raised pedestrian crossing.

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

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

The proposed raised pedestrian crossing on Carabella Street incorporates a flat top road hump and kerb extensions, which will increase visibility of approaching drivers, slow down traffic and reduce the crossing distance. A concept plan of the proposal is enclosed.

Community consultation took place from 20 November 2020 until 10 January 2021. Approximately 485 questionnaires were sent to properties in the surrounding area, Milson Precinct committee, and the survey was available online through Council's 'Have Your Say' webpage. A total of 35 responses were received, including 3 from the outside survey area.

The results indicate a community preference for the installation of the refuge island (68.50% support and 31.5% objection). Eight (8) responses objected to the proposed raised crossing due to the loss of one parking space.

Recommending:

1. THAT Council, as part of the 2020/21 LATM Program, convert the existing marked foot crossing on Carabella Street at Fitzroy Street to a raised pedestrian crossing, as shown on plan 20D97_SK_C11, after the affected properties are notified by letterbox delivery.

10. (4.9) Kurraba Point South Area - Parking Area 32 – Survey Results

Report of Parking Operations Support Officer, Jessica Choy

A parking survey for Kurraba Point South Parking Area 32 was sent out on the 24 November 2020 to 520 residents, businesses, and to Edward, Waverton & Wollstonecraft Precincts. Residents were given until 10 January 2021 to respond. A total of 32 responses were received. This represents a response rate of 6%, which is below the average response rate of 10 to 12%.

The answers received from the residents for the Parking Area 32 survey are summarised in the attached report. Recommended changes to the parking restrictions in the Parking Area 32 are also detailed in the report.

Recommending:

- 1. THAT** Council change one (1) existing unrestricted parking space fronting property No. 200 Kurraba Road, Kurraba Point, to “2 Hour Parking 8.30am - 6pm Mon – Fri Permit Holders Excepted Area 32”.
- 2. THAT** Council notify the residents before installing the parking restriction changes in Kurraba Point South Parking Area 32.
- 3. THAT** the new parking restrictions be reviewed six (6) months after the date of installation in Kurraba Point South Parking Area 32.

INFORMAL ITEMS FOR CONSIDERATION**11. (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 7 November 2020 to 18 January 2021.

Year to date (2020) Council had investigated 254 reports of abandoned vehicles.

Year to date (2021) Council had investigated 23 reports of abandoned vehicles.

Year to date (2020) Council processed 84 reports of unattended boat trailers.

Year to date (2021) Council processed 0 reports of unattended boat trailers.

Recommending:

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

12. (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.
-

13. (5.3) Standing Item – Pedestrian Safety

Report of Manager Traffic & Transport Operations, Michaela Kemp

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

Recommending:

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

**LOCAL DEVELOPMENT ADVISORY COMMITTEE ITEMS
FOR CONSIDERATION**

Nil

NORTH SYDNEY COUNCIL

REPORT OF 536th TRAFFIC COMMITTEE

SUBJECT: PROCEEDINGS OF COMMITTEE AT MEETING HELD IN THE SUPPER ROOM AT THE COUNCIL CHAMBERS, NORTH SYDNEY, ON FRIDAY, 27 NOVEMBER 2020 AT 10.00AM.

PRESENT

Councillor Gibson in the Chair, Councillor Keen, Councillor Brodie (attended remotely)

Staff: Duncan Mitchell, Director Engineering and Property Services
Michaela Kemp, Manager Traffic & Transport
Operations
Nathan Wu, Traffic & Transport Engineer
Ian Curry, Manager Governance & Committee Services

Members: Veronique Marchandean representing Felicity Wilson, Member for North Shore
Garvin Rutherford representing Gladys Berejiklian, Member for Willoughby (attended remotely)
Sgt Ryan Edwards, North Shore Police
Bikram Sigh, Transport for NSW

Non-Voting Members: Egwin Herbert, STA

At the commencement of business (10.05am) Councillors present were:
Councillor Gibson in the Chair, Councillor Keen, Councillor Brodie

76. Minutes

The Minutes of the previous meeting held on 16 October 2020, copies of which had been previously circulated, were taken as read and confirmed.

The Motion was moved by Garvin Rutherford and seconded by Councillor Keen.

ITEMS FOR CONSIDERATION

77. (4.3) Moodie Street, North Sydney– Requests for one-way traffic

Report of Traffic & Transport Engineer, Iman Mohammadi

Council has received representations from residents of Moodie Street concerning speeding and rat-running and requests for Moodie Street to be converted to one-way northbound due to the restricted carriageway. Residents have also requested a footpath in Moodie Street from Ernest Street to the start of the bend.

North Sydney Council's Local Area Traffic Management (LATM) Zone 2 Action Plan includes the following proposals to address the issues previously raised by the community:

LATM ID T.35a - convert Moodie Street to one-way (Long term)

LATM ID T35b - Create 40km/h local area speed zone (Medium term)

LATM ID T.29 - Partial closure of minor roads at main roads (no entry) (Medium term)

LATM ID T.145 - speed cushions (Medium term)

LATM ID T.146 - angle parking (Not recommended in isolation)

LATM ID T.147 - construct footpath through removal of parking in northern section of Moodie Street (Medium term)

LATM ID T.148 - Shared Zone (Long term)

This report details the outcomes of the Council's investigations on the above issues.

Recommending:

1. THAT Council does not proceed with converting Moodie Street to one way northbound due to the impact of traffic diversions to the surrounding streets including Ernest Street, Falcon Street and Lytton Street, Cammeray.

2. THAT if Council proceeds with the proposed conversion of Moodie Street to one way northbound, all affected residents, including those living in Ernest Street, Falcon Street and Lytton Street, Cammeray be consulted.

3. THAT Council consider the alternate solution to construct a footpath in the northern section of Moodie Street and offset some of the parking loss by converting the parallel parking in the central section of Moodie Street to angle parking.

Mary Cuy, Graham Maynard, Emma Whybrow, Chris Bell and Paul Dunn addressed the Committee

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

1. THAT Council progress as soon as possible the construction of a footpath in the northern section of Moodie Street and offset some of the parking loss by converting the parallel parking in the central section of Moodie Street to angle parking.

2. THAT Council proceed with community consultation as soon as practicable.

3. THAT a report be submitted to the next Traffic Committee on the design and estimated cost of this work.

4. THAT Council acknowledges the concerns raised by local residents with regard to pedestrians and traffic in Moodie Street.

Voting was unanimous.

Resolved to Recommend:

1. THAT Council progress as soon as possible the construction of a footpath in the northern section of Moodie Street and offset some of the parking loss by converting the parallel parking in the central section of Moodie Street to angle parking.

2. THAT Council proceed with community consultation as soon as practicable.

3. THAT a report be submitted to the next Traffic Committee on the design and estimated cost of this work.

4. THAT Council acknowledges the concerns raised by local residents with regard to pedestrians and traffic in Moodie Street.

78. (4.5) North Sydney and Neutral Bay - Parking Area 1 – Survey Results

Report of Parking Facilities and Operations Officer, Tram Nguyen

A parking survey for North Sydney and Neutral Bay Parking Area 1 was sent out on the 18 September 2020 to 1529 residents, businesses, property owners, and to Neutral, Anderson and Milson Precincts. Residents were given until 18 October 2020 to respond. A total of 104 responses were received. This represents a response rate of 6.8%, which is slightly below the average response rate of 10 to 12%.

The answers received from the residents for the Parking Area 1 survey are summarised in the report. Recommended changes to the parking restrictions in the Parking Area 1 are also detailed in the report.

Recommending:

1. THAT Council change the one (1) existing “1/2 Hour Parking 8.30am - 6pm Mon – Fri Permit Holders Excepted Area 1” parking space fronting property No. 19 Bray Street, North Sydney, to “2 Hour Parking 8.30am - 6pm Mon – Fri Permit Holders Excepted Area 1”.

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

3. THAT Council change the six (6) existing “2 Hour Parking 8.30am - 6pm Mon – Fri Permit Holders Excepted Area 1” parking spaces between property no. 1 and 4 Margaret Street, North Sydney, on the southern side of Margaret Street Reserve, to “1/2 Hour Parking 8.30am - 6pm Mon – Fri Permit Holders Excepted Area 1”.

4. THAT Council change the three (3) unrestricted parking spaces in The Avenue at the south eastern boundary of no. 32 Whaling Road, North Sydney, to “4 Hour Parking 8.30am - 6pm Mon – Fri Permit Holders Excepted Area 1”.

5. THAT Council notify the residents before installing the parking restriction changes in North Sydney and Neutral Bay Parking Area 1.

6. THAT Parking changes be implemented under delegation to the Manager Traffic & Transport Operations.

7. THAT the new parking restrictions be reviewed six (6) months after the date of installation in North Sydney and Neutral Bay Parking Area 1.

Note: a correction was noted with regard to recommendation No. 4 that the correct street name is Margaret Street (not The Avenue).

Colin Lynch addressed the Committee

The Motion was moved by Councillor Keen and seconded by Veronique Marchandau,

Voting was unanimous.

Resolved to Recommend:

1. THAT Council change the one (1) existing “1/2 Hour Parking 8.30am - 6pm Mon – Fri Permit Holders Excepted Area 1” parking space fronting property No. 19 Bray Street, North Sydney, to “2 Hour Parking 8.30am - 6pm Mon – Fri Permit Holders Excepted Area 1”.

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

3. THAT Council change the six (6) existing “2 Hour Parking 8.30am - 6pm Mon – Fri Permit Holders Excepted Area 1” parking spaces between property no. 1 and 4 Margaret Street, North Sydney, on the southern side of Margaret Street Reserve, to “1/2 Hour Parking 8.30am - 6pm Mon – Fri Permit Holders Excepted Area 1”.

4. THAT Council change the three (3) unrestricted parking spaces in *Margaret Street* at the south eastern boundary of no. 32 Whaling Road, North Sydney, to “4 Hour Parking 8.30am - 6pm Mon – Fri Permit Holders Excepted Area 1”.

5. THAT Council notify the residents before installing the parking restriction changes in North Sydney and Neutral Bay Parking Area 1.

6. THAT Parking changes be implemented under delegation to the Manager Traffic & Transport Operations prior to Christmas 2020.

7. THAT the new parking restrictions be reviewed six (6) months after the date of installation in North Sydney and Neutral Bay Parking Area 1.

79. (4.10) Resident Parking Area 2 – Kirribilli – Parking Restrictions – 6 Month Review

Report of Traffic & Transport Engineer, Nathan Wu

At the North Sydney Traffic Committee meeting held on 18 October 2019, the Traffic Committee considered the survey results of a community consultation for Resident Parking Area 2 - Kirribilli. At the meeting, the following recommendations were made and subsequently adopted by Council:

1. THAT Council adopt the attached parking restriction recommendations for Parking Area 2.

2. THAT Council notify the residents before installing the parking restriction changes in Parking Area 2.

3. THAT the new parking restrictions be reviewed six (6) months after the date of installation in Parking Area 2.

The new signage installation in High Street, Hipwood Street and Bradly Avenue were completed on 27 March 2020 and the new meter installation in Bradly Avenue was completed on 17 June 2020. Therefore, the new signage is now due for the 6-month review.

Recommending:

1. THAT the parking restrictions installed in Resident Parking Area 2 - Kirribilli that were completed on 17 June 2020 remain.

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

Voting was unanimous.

Resolved to Recommend:

1. THAT the parking restrictions installed in Resident Parking Area 2 - Kirribilli that were completed on 17 June 2020 remain.

80. (4.13) Gerard Lane, Cremorne — No Stopping - Survey Results

Report of Traffic & Transport Engineer, Nathan Wu

At the 531st North Sydney Local Traffic Committee meeting on 20 March 2020 the issue of parking on the north-western frontage of 81 Gerard Lane was discussed. It is claimed that there is insufficient road width to park a vehicle at this location. Subsequently, Council resolved to survey the community about the installation of No Stopping signs in Gerard Lane.

A survey regarding the installation of No Stopping signs in Gerard lane was sent out on the 29 September 2020 to 133 residents and property owners. The survey was also available online. Residents were given until 27 October 2020 to respond. A total of 26 responses were received. This represents a response rate of 19.5% which is above the average response rate of 10 to 12% for parking surveys.

The answers received from the residents and property owners are summarised in the report. Recommended changes to the parking restrictions are also detailed in the report.

Recommending:

1. THAT Council install No Stopping signs on the south-western side of Gerard Lane between the driveway of H/No.81 Gerard Lane and the 90-degree bend.

2. THAT Council notify the affected residents prior to the installation of No Stopping signs in Gerard Lane.

Graham Short addressed the Committee

A Motion was moved by Garvin Rutherford and seconded by Councillor Keen,

1. THAT Council install No Stopping signs on the south-western side of Gerard Lane between the driveway of H/No.81 Gerard Lane and the 90-degree bend.

2. THAT Council notify the affected residents prior to the installation of No Stopping signs in Gerard Lane.

3. THAT Council trim any trees inhibiting safe pedestrian access.

Voting was unanimous.

Resolved to Recommend:

1. **THAT** Council install No Stopping signs on the south-western side of Gerard Lane between the driveway of H/No.81 Gerard Lane and the 90-degree bend.
2. **THAT** Council notify the affected residents prior to the installation of No Stopping signs in Gerard Lane.
3. **THAT** Council trim any trees inhibiting safe pedestrian access.

81. **(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.

Mr Graham Short addressed the Committee and the Members noted the recent accident at this location was due to illegal turn

A Motion was moved by Councillor Keen and seconded by Sgt Edwards,

1. **THAT** the information concerning Standing Item - Military Road B-Line be received.
2. **THAT** it be noted the TfNSW representative provided a report to the Committee on the accident at this location.

Voting was unanimous.

Resolved to Recommend:

1. **THAT** the information concerning Standing Item - Military Road B-Line be received.
2. **THAT** it be noted the TfNSW representative provided a report to the Committee on the accident at this location.

82. **(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.

The Motion was moved by Sgt Edwards and seconded by Garvin Rutherford,

Voting was unanimous.

Resolved to Recommend:

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

83. (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.

Councillor Keen and Ms Marchandean declared non-pecuniary/less than significant interests in this matter as they are acquainted with the owner of 38 Phillips St Neutral Bay

The Motion was moved by Councillor Keen and seconded by Veronique Marchandean,

Voting was unanimous.

Resolved to Recommend:

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

84. (4.3) Moodie Street, North Sydney – Requests for one-way traffic

(This matter was considered earlier in the meeting, see Min. No.77)

85. (4.4) Waverton & Wollstonecraft - Parking Area 11 – Survey Results

Report of Parking Operations Support Officer, Jessica Choy

A parking survey for Waverton & Wollstonecraft Parking Area 11 was sent out on the 11 September 2020 to 3,909 residents, businesses, and to Edward, Waverton & Wollstonecraft Precincts. Residents were given until 11 October 2020 to respond. A total of 235 responses were received. This represents a response rate of 6%, which is below the average response rate of 10 to 12%.

The answers received from the residents for the Parking Area 11 survey are summarised in Attachments 1 and 2.

Recommending:

1. THAT the survey results for Waverton & Wollstonecraft Parking Area 11 be received.

2. THAT Council retain the existing parking restrictions for Waverton & Wollstonecraft Parking Area 11 and that it be received.

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

Voting was unanimous.

Resolved to Recommend:

1. **THAT** the survey results for Waverton & Wollstonecraft Parking Area 11 be received.
2. **THAT** Council retain the existing parking restrictions for Waverton & Wollstonecraft Parking Area 11 and that it be received.

86. **(4.5) North Sydney and Neutral Bay - Parking Area 1 – Survey Results**

(This matter was considered earlier in the meeting, see Min. No.78)

87. **(4.6) Resident Parking Area 15 – Wollstonecraft – Parking Restrictions – Final Review**

Report of Traffic and Transport Engineer, Iman Mohammadi

The Traffic Committee through Traffic Delegated Authority (TDA 19/075) dated 5 June 2019 considered the survey results of a community consultation for Resident Parking Area 15 - Wollstonecraft. The following recommendations were made, received no objection from the Traffic Committee members, and were subsequently approved under delegation to the Traffic Engineer:

1. *THAT Council adopt the attached parking restriction recommendations for Wollstonecraft Parking Area 15.*
2. *THAT Council notify the residents before installing the parking restriction changes in Wollstonecraft Parking Area 15.*
3. *THAT the new parking restrictions be reviewed six (6) months after the date of installation in Wollstonecraft Parking Area 15.*
4. *THAT Council installs the statutory 10m “No Stopping” restrictions at the intersections that lacks this restriction.*

Following the implementation of new signs on 14 November 2019 in resident parking area 15, Traffic Committee at its 531st meeting dated 20 March 2020 considered the 3-monthly review and subsequently resolved to recommend changes to some of the parking restrictions.

These changes were implemented in July 2020.

In addition, it was recommended:

THAT Council review the feedback as well as occupancy rates on the odd side of Shirley Road between Cable Street and Telopea Street from the Resident Parking Area 15, Wollstonecraft - Parking Restrictions - 3 Month Review survey. (4.4)

Subsequently to the Traffic Committee meeting, between March 2020 and 31 October 2020, Council received submissions from community in relation to the changes in Parking area 15.

Therefore, the signage changes are now due for the final review.

This report recommends some changes to some of the parking restrictions in Milray Avenue, to reflect the recent feedback from the community and to better utilise the on-street parking

Recommending:

1. **THAT** the existing 3 unrestricted parking spaces in front of H.No.84 Milray Avenue, Wollstonecraft be converted back to “4P 8:30am-6pm Mon-Fri, Permit Holders Excepted Area 15”.
2. **THAT** the existing 2 unrestricted parking spaces in front of H.No.20 Milray Avenue, Wollstonecraft be converted to “4P 8:30am-6pm Mon-Fri, Permit Holders Excepted Area 15”.

A Motion was moved by Councillor Keen and seconded by Sgt Edwards,

Voting was unanimous.

Resolved to Recommend:

1. **THAT** the existing 3 unrestricted parking spaces in front of H.No.84 Milray Avenue, Wollstonecraft be converted back to “4P 8:30am-6pm Mon-Fri, Permit Holders Excepted Area 15”.
2. **THAT** the existing 2 unrestricted parking spaces in front of H.No.20 Milray Avenue, Wollstonecraft be converted to “4P 8:30am-6pm Mon-Fri, Permit Holders Excepted Area 15”.

88. (4.7) Various Streets – No Parking Waste Collection Days – Survey Results

Report of Traffic & Transport Engineer, Nathan Wu

Council’s Waste Management team has raised concerns that, garbage trucks are experiencing difficulties accessing the following streets due to vehicles parked in the street:

- Bariston Avenue, Cremorne
- Wallaringa Avenue, Kurraba Point
- Ellalong Road, Cremorne
- Davidson Parade, Cremorne
- MacArthur Avenue, Crows Nest

Following investigations, Council has proposed No Parking restrictions at various pinch points along the above streets during waste collection days only. A survey regarding the proposed parking arrangement in the above streets was sent out on the 29 September 2020 to all affected residents and property owners. The survey was also available online. Residents were given until 27 October 2020 to respond.

The answers received from the residents and property owners are summarised in the report. Recommended changes to the parking restrictions are also detailed in the report.

Recommending:

1. **THAT** “No Parking 6:00am – 10:00am Fridays” (waste collection days only) be installed on the southern side of Bariston Avenue between HNo.1 Bariston Avenue and HNo.60 Macpherson Street.
2. **THAT** “No Parking 6:00am – 10:00am Tuesdays” (waste collection days only) be installed on the eastern side of Wallaringa Ave (outside 2B Wallaringa Ave), Kurraba Point.
3. **THAT** the affected residents be notified prior to the implementation of the above parking changes.

4. THAT due to objections from affect residents, the proposed parking restrictions on waste collection days do not proceed in Ellalong Road, Davidson Parade and MacArthur Avenue.

A Motion was moved by Sgt Edwards and seconded by Veronique Marchandau,

1. THAT “No Parking 6:00am – 10:00am Fridays” (waste collection days only) be installed on the southern side of Bariston Avenue between HNo.1 Bariston Avenue and HNo.60 Macpherson Street.

2. THAT “No Parking 6:00am – 10:00am Tuesdays” (waste collection days only) be installed on the eastern side of Wallaringa Ave (outside 2B Wallaringa Ave), Kurraba Point.

3. THAT the affected residents be notified prior to the implementation of the above parking changes.

4. THAT due to objections from affect residents, the proposed parking restrictions on waste collection days do not proceed in Ellalong Road, Davidson Parade and MacArthur Avenue.

5. THAT these arrangements be reviewed in 6 months’ time and reported back the Committee.

Voting was unanimous.

Resolved to Recommend:

1. THAT “No Parking 6:00am – 10:00am Fridays” (waste collection days only) be installed on the southern side of Bariston Avenue between HNo.1 Bariston Avenue and HNo.60 Macpherson Street.

2. THAT “No Parking 6:00am – 10:00am Tuesdays” (waste collection days only) be installed on the eastern side of Wallaringa Ave (outside 2B Wallaringa Ave), Kurraba Point.

3. THAT the affected residents be notified prior to the implementation of the above parking changes.

4. THAT due to objections from affect residents, the proposed parking restrictions on waste collection days do not proceed in Ellalong Road, Davidson Parade and MacArthur Avenue.

5. THAT these arrangements be reviewed in 6 months’ time and reported back the Committee.

89. (4.8) Military Road LATM Intersection Improvements - Survey Results

Report of Traffic & Transport Engineer, Nathan Wu & Project Manager, Chris Stevens

Council’s adopted LATM Action Plans Zones 5 & 6 identified pedestrian safety along the Military Road Corridor at five locations: Rangers and Military Neutral Bay; Holt and Military Cremorne, Spencer and Military Cremorne, Cabramatta and Military Cremorne and Macpherson and Military Cremorne.

As part of the 2020/21 implementation of the LATM Action Plans it is proposed to

- install a raised pedestrian crossing at Location 1 - Rangers Road, on the southern side of the intersection with Military Road.

- install kerb extensions on each corner that is connected by a level continuous footpath treatment at Location 2 - Holt Avenue, Location 3 - Spencer Road and Location 4 - Cabramatta Road on the southern side of the intersection with Military Road
- improve the existing level pedestrian crossing at Location 5 - Macpherson Street, on the northern side of the intersection with Military Road

The improvements assist in increasing pedestrian safety by increasing the visibility of approaching drivers, increasing the awareness of pedestrians and slowing down traffic at the point of the crossing or footpath treatment. Plans of the proposals are attached.

The works will be funded from the Transport for NSW B-Line funding grant for improvements to pedestrian and traffic management along the Military Road corridor.

A survey regarding the proposals was sent out on the 9 October 2020 to 4,804 residents and businesses, and to Harrison, Neutral and Brightmore Precincts. The community was given until 8 November 2020 to respond. A total of 153 responses were received. The report outlines the community response to the survey.

Recommending:

1. **THAT** Council install the proposed raised pedestrian crossing on Rangers Road at Military Road in accordance with Design Plan 1.
2. **THAT** Council install the proposed kerb extensions and continuous footpath treatments along Military Road at Holt Avenue, Spencer Road and Cabramatta Road in accordance with Design Plans 2A, 3A and 4A.
3. **THAT** Council install the proposed pedestrian crossing at Macpherson Street at Military Road in accordance with Design Plan 5.
4. **THAT** subject to no objection from the Traffic Committee, the above pedestrian facilities are approved under delegated authority of Council's Manager Traffic & Transport Operations.

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

Voting was unanimous.

Resolved to Recommend:

1. **THAT** Council install the proposed raised pedestrian crossing on Rangers Road at Military Road in accordance with Design Plan 1.
2. **THAT** Council install the proposed kerb extensions and continuous footpath treatments along Military Road at Holt Avenue, Spencer Road and Cabramatta Road in accordance with Design Plans 2A, 3A and 4A.
3. **THAT** Council install the proposed pedestrian crossing at Macpherson Street at Military Road in accordance with Design Plan 5.
4. **THAT** subject to no objection from the Traffic Committee, the above pedestrian facilities are approved under delegated authority of Council's Manager Traffic & Transport Operations.

90. (4.9) Broughton Street, Kirribilli – Loading Zone in front of 11-17 – Trial Outcomes

Report of Manager Traffic & Transport Operations, Michaela Kemp

The Traffic Committee previously considered a request from Woolworths Metro for a Loading Zone on Broughton Street. Following community consultation, at the Traffic Committee meeting on 22 November 2019 it was recommended, and subsequently resolved at the Council meeting on 24 February 2020:

1. THAT Council install 18 metres (3 spaces) of Loading Zone 5am-7am Monday to Saturday on Broughton Street in front of 11-17 Broughton Street, Kirribilli for a trial period of 6 months, under delegation to the Manager Traffic & Transport Operations, once the trial period is complete, any feedback be brought back to the Traffic Committee for review.

2. THAT all submitters be informed of the decision with regard to the Broughton Street loading zone.

The Loading Zone 5am-7am Monday to Saturday in front of 11-17 Broughton Street was installed on 14 February 2020 for an initial period of 6 months.

Previous submitters and affected businesses were informed of the changes and feedback was invited during the initial trial period. At the Traffic Committee meeting on 24 July 2020 it was recommended that the submission period be extended for an additional month due to COVID-19 impacts. Accordingly, the submission period was extended to 13 September 2020.

This report details the feedback received during the initial trial period.

Recommending:

1. THAT the ‘Loading Zone 5am-7am Monday to Saturday’ in front of 11-17 Broughton Street, Kirribilli be retained.

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

Voting was unanimous.

Resolved to Recommend:

1. THAT the ‘Loading Zone 5am-7am Monday to Saturday’ in front of 11-17 Broughton Street, Kirribilli be retained.

91. (4.10) Resident Parking Area 2 – Kirribilli – Parking Restrictions – 6 Month Review

(This matter was considered earlier in the meeting, see Min. No.79)

92. (4.11) Cremorne Parking Area 26 -- Parking Restrictions – 6 Month Review

Report of Traffic & Transport Engineer, Nathan Wu

At the North Sydney Traffic Committee meeting held on 26 July 2019, the Traffic Committee considered the survey results of a community consultation for Resident Parking Area 26 - Cremorne. At the meeting, the following recommendations were made and subsequently adopted by Council:

1. **THAT** Council adopt the attached parking restriction recommendations for Cremorne Parking Area 26.
2. **THAT** Council notify the residents before installing the parking restriction changes in Cremorne Parking Area 26.
3. **THAT** the new parking restrictions be reviewed six (6) months after the date of installation in Cremorne Parking Area 26.

The new signage installation in Ben Boyd Lane, Ben Boyd Road, Earle Street, Grasmere Road, Park Avenue, Sutherland Lane, Sutherland Street were completed on 18 March 2020. Therefore, the new signage is now due for the 6-month review.

Recommending:

1. **THAT** the parking restrictions installed in Resident Parking Area 26 - Cremorne that were completed on 18 March 2020 remain.

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

Voting was unanimous.

Resolved to Recommend:

1. **THAT** the parking restrictions installed in Resident Parking Area 26 - Cremorne that were completed on 18 March 2020 remain.

93. **(4.12) Crescent Place, Kirribilli — Motorbike Parking Survey Results**

Report of Traffic & Transport Engineer, Nathan Wu

Residents have raised concerns over vehicles parked in Crescent Place between the garages of 74 and 76 Carabella Street. It is claimed that the space is not long enough for a vehicle to park and as such when a car is parked at this location, they cannot access their garage.

This matter was considered at the North Sydney Local Traffic Committee Meeting on 20 March 2020. Subsequently, Council resolved:

1. **THAT** Council undertake community consultation to convert the parking space in Crescent Place between the garages of 74 and 76 Carabella Street to Motorbike Parking
2. **THAT** should no objection be received, Council proceeds to convert the existing parking space in Crescent Place, between the garages of 74 and 76 Carabella Street to Motorbike Parking under delegation to the Traffic Engineer.
3. **THAT** should any objection be received; the matter be referred back to the next available Traffic Committee meeting following community consultation.

A survey regarding the Motorbike Parking proposal in Crescent Place was sent out on the 29 September 2020 to 43 residents and property owners. The survey was also available online. Residents were given until 27 October 2020 to respond. A total of 8 responses were received. This represents a response rate of 18% which is above the average response rate of 10 to 12% for parking surveys.

The answers received from the residents and property owners are summarised in the report. Recommended changes to the parking restrictions are also detailed in the report.

Recommending:

1.THAT the existing parking arrangement between the garages of 74 and 76 Carabella Street remains unchanged.

A Motion was moved by Councillor Gibson and seconded by Sgt Edwards,

1.THAT Council convert the parking space on Crescent Place between the garages of 74 and 76 Carabella Street to “No Parking”, but that this be reviewed on a yearly basis.

2. THAT no extra signage be installed and the existing ‘No Parking (L)’ sign outside 76 Carabella Street be relocated to the power pole outside 74 Carabella Street to cover this location.

(see further recommendation at Min. No.100 below)

Voting was unanimous.

Resolved to Recommend:

1.THAT Council convert the parking space on Crescent Place between the garages of 74 and 76 Carabella Street to “No Parking”, but that this be reviewed on a yearly basis.

2.THAT no extra signage be installed and the existing ‘No Parking (L)’ sign outside 76 Carabella Street be relocated to the power pole outside 74 Carabella Street to cover this location.

94. (4.13) Gerard Lane, Cremorne — No Stopping - Survey Results

(This matter was considered earlier in the meeting, see Min. No.80)

95. (4.14) Vernon Street, Cammeray — Trailer Parking Restrictions -Survey Results

Report of Traffic & Transport Engineer, Nathan Wu

At the 531st North Sydney Local Traffic Committee meeting on 20 March 2020 the issue of trailer parking in Vernon Street was discussed. Subsequently, Council resolved to survey to residents of Vernon Street for a trial of ‘No Parking Motor Vehicles Excepted’

A survey regarding the trailer parking trial in Vernon Street was sent out on the 29 September 2020 to 16 residents and property owners. The survey was also available online. Residents were given until 27 October 2020 to respond. A total of 5 responses were received. This represents a response rate of 31% which is above the average response rate of 10 to 12% for parking surveys.

The answers received from the residents and property owners are summarised in the report.

This report also takes into consideration Council’s Trailer Parking Policy which was adopted on 27 July 2020.

Recommending:

1. THAT the existing parking arrangement in Vernon Street, Cammeray remains unchanged.

2. THAT Council Rangers continue to patrol and enforce boat trailers parking in Vernon Street, Cammeray.

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

Voting was unanimous.

Resolved to Recommend:

1. THAT the existing parking arrangement in Vernon Street, Cammeray remains unchanged.

2. THAT Council Rangers continue to patrol and enforce boat trailers parking in Vernon Street, Cammeray.

INFORMAL ITEMS FOR CONSIDERATION

96. (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 26 September 2020 to 6 November 2020.
Year to date (2020) Council had investigated 213 reports of abandoned vehicles.
Year to date (2020) Council processed 69 reports of unattended boat trailers.

Recommending:

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

A Motion was moved by Councillor Keen and seconded by Garvin Rutherford,

Voting was unanimous.

Resolved to Recommend:

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

97. (5.2) Standing Item - Military Road B-Line

(This matter was considered earlier in the meeting, see Min. No.81)

98. (5.3) Standing Item – Pedestrian Safety

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

Recommending:

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

The Chair noted that a site meeting at the Gerard & Macpherson Streets intersection was held at 10am on Thursday 26 November 2020, with Ms Marchandau, Mr Rutherford, Ms Kemp and herself present. It was noted the inspection that the current pedestrian crossing poses particular concerns for schoolchildren at Middle Harbour school and driver and traffic conditions were observed. A report on this matter would be considered by Council on 30 November 2020.

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

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

2.THAT it be noted the Committee has responded and found a solution to concerns from residents in Moodie St (Item 4.3) and recommendations for pedestrian improvements along Military Road (Item 4.8)

Voting was unanimous.

Resolved to Recommend:

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

2.THAT it be noted the Committee has responded and found a solution to concerns from residents in Moodie St (Item 4.3) and recommendations for pedestrian improvements along Military Road (Item 4.8)

99. (5.4) Traffic Committee Meeting Dates for 2021

Report of Traffic Operations Officer, Maria Coyne

The meetings of North Sydney Traffic Committee (NSTC) for 2021 are proposed to commence on 5 February 2021 and then to be held every sixth Friday after that. The scheduled NSTC meeting dates including the Agenda closing dates are shown on the table below. All Traffic Committee minutes/recommendations have to be approved by Council. At the time of writing this report the Council meeting dates for 2021 had not been set therefore the minutes/recommendation will be reported to the first available Council meeting after the Traffic Committee minutes have been finalised.

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

<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
9 August 2021	3 September 2021
20 September 2021	15 October 2021
1 November 2021	26 November 2021

Recommending:

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

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

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.

Voting was unanimous.

Resolved to Recommend:

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.

General Business

Minutes of Sustainable Transport Reference Group – 16 November 2020

Councillor Keen requested that items raised in the Minutes of the Sustainable Transport Reference Group on 16 November 2020 be referred to the Traffic Committee in early 2021

Ms Marchandean requested that the Minutes also be referred to TfNSW for any follow up action.

Kiss and drop area on Park Ave, Neutral Bay

Councillor Keen requested that the current parking restrictions and residents permit system at this location be re-examined.

Post-meeting note: The Traffic Engineer confirmed that a pick-up/ drop-off zone was installed between 4-6pm and there is no conflict with resident permit holders during this period.

100. (4.12) Crescent Place, Kirribilli — Motorbike Parking Survey Results

The Chair asked that debate be re-opened on this matter to consider an amended Motion.

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

1.THAT Council convert the parking space on Crescent Place between the garages of 74 and 76 Carabella Street to “No Parking”, but that this be reviewed on a yearly basis.

2.THAT no extra signage be installed and the existing ‘No Parking (L)’ sign outside 76 Carabella Street be relocated to the power pole outside 74 Carabella Street to cover this location, and the changes be implemented under delegated authority to the Manager Traffic and Transport Operations prior to Christmas 2020.

Voting was unanimous.

Resolved to Recommend:

1.THAT Council convert the parking space on Crescent Place between the garages of 74 and 76 Carabella Street to “No Parking”, but that this be reviewed on a yearly basis.

2.THAT no extra signage be installed and the existing ‘No Parking (L)’ sign outside 76 Carabella Street be relocated to the power pole outside 74 Carabella Street to cover this location, and the changes be implemented under delegated authority to the Manager Traffic and Transport Operations prior to Christmas 2020.

The meeting closed at 11.40am

CHAIRPERSON

GENERAL MANAGER

Item 4.1 - Traffic - 5/02/21



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. List of Items

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
537th TRAFFIC COMMITTEE - 5 FEBRUARY 2021**

No.	Street	Location	Precinct, Ward, Electorate	Issue	Recommendation	Appr	Date	ECM	Comments
Resident Parking									
Nil									
Temporary Road Closures									
20-127	Harriette Street, Neutral Bay	7-9A Harriette Street. Between Phillips Street and Thrupp Street	Hayes, Victoria, North Shore Electorate	Temporary Road Closure	<p>1. THAT Council raise no objection to the temporary road closure of Harriette St, Neutral Bay between Phillips St and Thrupp St for 03.12.20, 7am-5pm for the purpose of a concrete pour, as per the submitted application and council's standard road closure conditions. Approval is subject to managed access to all affected properties and the applicant notifying all affected residents/tenants as per Council's standard conditions of approval.</p> <p>2. THAT should Council receive an application for an alternative date to carry out these works due to inclement weather or operational delays, that application be approved, subject to Police Permit approval.</p>	Yes	19/11/20	8318591	
20-131	Hume Street, Crows Nest	521 Pacific – Metro – Hume Street Frontage, Between Pacific Highway and Clarke Street	Holtermann, Tunks, Willoughby Electorate	Temporary Road Closure	<p>1. THAT Council raise no objection to the closure of Hume St, Crows Nest for 07.12.20-28.12.20, 24/7 for the purposes of mobile crane to remove site acoustic shed, as per the submitted application and subject to Council's standard road closure conditions. Approval is subject to managed access to all affected properties and the applicant notifying all affected residents/tenants as per Council's standard conditions of approval.</p> <p>2. THAT should Council receive an application for an alternative date to carry out these works due to inclement weather or operational delays, that application be approved, subject to Police Permit approval.</p>	Yes	30/11/20	8339678	

No.	Street	Location	Precinct, Ward, Electorate	Issue	Recommendation	Appr	Date	ECM	Comments
20-132	Clarke Lane, St Leonards	563 Pacific Highway, Between Oxley Street and Pole Lane	Holtermann, Tunks, Willoughby Electorate	Temporary Road Closure	<p>1. THAT Council raise no objection to the temporary road closure of Clarke Ln, St Leonards between Oxley St and Pole Ln on 03.12.20, 7am-5pm for the purpose of removing tower crane, as per the submitted application and council's standard road closure conditions. Approval is subject to managed access to all affected properties and the applicant notifying all affected residents/tenants as per Council's standard conditions of approval.</p> <p>2. THAT should Council receive an application for an alternative date to carry out these works due to inclement weather or operational delays, that application be approved, subject to Police Permit approval</p>	Yes	8/12/20	8318577	
20-134	Ben Boyd Lane, Neutral Bay	12-14 Grosvenor Street, Between Belgrave Street and Grosvenor Street	Parkes, Tunks, Willoughby Electorate	Temporary Road Closure	<p>1. THAT Council raise no objection to the temporary road closure of Ben Boyd Ln, Neutral Bay between Belgrave St and Grosvenor St for 17.12.20-18.12.20, 8am-3pm for the purpose of Excavating for sewer works, as per the submitted application and council's standard road closure conditions. Approval is subject to managed access to all affected properties and the applicant notifying all affected residents/tenants as per Council's standard conditions of approval.</p> <p>2. THAT should Council receive an application for an alternative date to carry out these works due to inclement weather or operational delays, that application be approved, subject to Police Permit approval.</p>	Yes	7/12/20	8347623	
20-140	New Year's Eve 2020/2021	Various locations along the foreshore	Various, Various, North Shore Electorate	Temporary Road Closure/ /traffic Management Plan	<p>1. THAT Council raises no objections to the New Year's Eve 2020/21 Traffic Management Plan.</p>	Yes	14/12/20	N/A	

No.	Street	Location	Precinct, Ward, Electorate	Issue	Recommendation	Appr	Date	ECM	Comments
20-145	Clarke Lane, Crows Nest	521 Pacific – Metro – Hume Street Frontage, Between Oxley Street and Hume Street	Holtermann, Tunks, Willoughby Electorate	Temporary Road Closure	<p>1. THAT Council raise no objection to the closure of Clarke Ln, Crows Nest between 14.01.21-20.01.21 from 7am-6pm with back up dates between 27.01.21-02.02.21 for the purposes of mobile crane to install tower crane to the site, as per the submitted application and subject to Council's standard road closure conditions. Approval is subject to managed access to all affected properties and the applicant notifying all affected residents/tenants as per Council's standard conditions of approval.</p> <p>2. THAT should Council receive an application for an alternative date to carry out these works due to inclement weather or operational delays, that application be approved, subject to Police Permit approval.</p> <p>3. THAT minimum 3.5m wide of the road reserve in Clarke Street be maintained open for the local traffic and access to the nearby construction sites.</p> <p>4. THAT access through Clarke Street for heavy vehicles, contractors and workers to the development sites at 72 Willoughby Rd and 90 Willoughby Road be provided during the closure times.</p> <p>5. THAT temporary drop off and pick up spaces in Clarke Street be provided to the Kelly's Place Child Care Centre and NSBA Sport Centre as shown on the application form at the cost to the applicant.</p>	Yes	14/1/21	N/A	
20-146	Clarke Lane, Crows Nest	521 Pacific – Metro – Hume Street Frontage, Between Oxley Street and Hume Street	Holtermann, Tunks, Willoughby Electorate	Temporary Road Closure	<p>1. THAT Council raise no objection to the closure of Clarke Ln, Crows Nest between 27.01.21-01.02.21 from 7am-6pm with back up dates between 02.02.21-07.02.21 for the purposes of mobile crane to install tower crane to the site, as per the submitted application and subject to Council's standard road closure conditions. Approval is subject to managed access to all affected properties and the applicant notifying all affected residents/tenants as per Council's standard conditions of approval.</p>	Yes	14/1/21	N/A	

No.	Street	Location	Precinct, Ward, Electorate	Issue	Recommendation	Appr	Date	ECM	Comments
					<p>2. THAT should Council receive an application for an alternative date to carry out these works due to inclement weather or operational delays, that application be approved, subject to Police Permit approval.</p> <p>3. THAT minimum 3.5m wide of the road reserve in Clarke Street be maintained open for the local traffic and access to the nearby construction sites.</p> <p>4. THAT access through Clarke Street for heavy vehicles, contractors and workers to the development sites at 72 Willoughby Rd and 90 Willoughby Road be provided during the closure times.</p> <p>5. THAT temporary drop off and pick up spaces in Clarke Street be provided to the Kelly's Place Child Care Centre and NSBA Sport Centre as shown on the application form at the cost to the applicant.</p>				
20-147	Hume Street, Crows Nest	521 Pacific – Metro – Hume Street Frontage, Between Oxley Street and Hume Street	Holtermann, Tunks, Willoughby Electorate	Temporary Road Closure	<p>1. THAT Council raise no objection to the closure of Hume St, Crows Nest between Pacific Highway and Clarke Street from 05.01.21-02.02.21, as per the submitted application and subject to Council's standard road closure conditions. Approval is subject to managed access to all affected properties and the applicant notifying all affected residents/tenants as per Council's standard conditions of approval.</p> <p>2. THAT should Council receive an application for an alternative date to carry out these works due to inclement weather or operational delays, that application be approved, subject to Police Permit approval.</p> <p>3. THAT minimum 3.5m wide of the road reserve in Clarke Street be maintained open for the local traffic and access to the nearby construction sites.</p> <p>4. THAT access through Clarke Street for heavy vehicles, contractors and workers to the development sites at 72 Willoughby Rd and 90 Willoughby Road be provided during the closure times.</p>	Yes	14/1/21	N/A	

No.	Street	Location	Precinct, Ward, Electorate	Issue	Recommendation	Appr	Date	ECM	Comments
					<p>5. THAT temporary drop off and pick up spaces in Clarke Street be provided to the Kelly's Place Child Care Centre and NSBA Sport Centre as shown on the application form at the cost to the applicant.</p>				
20-150	Little Spring Street, North Sydney	1 Denison Street, between Berry Street and Spring Street	Edward, Wollstonecraft, North Shore Electorate	Temporary Road Closure	<p>1. THAT Council raise no objection to the temporary road closure of Little Spring St, North Sydney between Berry St and Spring St on 27.01.21-29.01.21 and 3.02.21-5.02.21 from 7pm-5am for the purpose of excavation for stormwater diversion, as per the submitted application and council's standard road closure conditions. Approval is subject to managed access to all affected properties and the applicant notifying all affected residents/tenants as per Council's standard conditions of approval.</p> <p>2. THAT should Council receive an application for an alternative date to carry out these works due to inclement weather or operational delays, that application be approved, subject to Police Permit approval.</p>	Yes	14/1/21	8370067	
20-151	The Boulevard, Cammeray	1 The Boulevard, between Miller Street and Rowlinson Parade	Bridgeview Tunks, Willoughby Electorate	Temporary Road Closure	<p>1. THAT Council raise no objection to the temporary road closure of The Boulevard, Cammeray between Miller St and Rowlinson Pde on 19.01.20, 7am-5pm for the purpose of removing tower crane, as per the submitted application and council's standard road closure conditions. Approval is subject to managed access to all affected properties and the applicant notifying all affected residents/tenants as per Council's standard conditions of approval.</p> <p>2. THAT should Council receive an application for an alternative date to carry out these works due to inclement weather or operational delays, that application be approved, subject to Police Permit approval.</p>	Yes	14/1/20	8342419	

No.	Street	Location	Precinct, Ward, Electorate	Issue	Recommendation	Appr	Date	ECM	Comments
20-152	Thrupp Street, Neutral Bay	14-16 Thrupp Street, between Aubin Street and Harriette Street	Hayes, Victoria, North Shore Electorate	Temporary Road Closure	<p>1. THAT Council raise no objection to the temporary road closure of Thrupp St, Neutral Bay between Aubin St and Harriette St for 01.02.21-03.02.21, 7am-3pm for the purpose of Excavating for sewer works, as per the submitted application and council's standard road closure conditions. Approval is subject to managed access to all affected properties and the applicant notifying all affected residents/tenants as per Council's standard conditions of approval.</p> <p>2. THAT should Council receive an application for an alternative date to carry out these works due to inclement weather or operational delays, that application be approved, subject to Police Permit approval.</p>	Yes	14/1/21	8368783	
21-001	Lavender Street, Lavender Bay	61 Lavender Street, between Cliff Street and Harbourview Crescent	Lavender Bay, Wollstonecraft, North Shore Electorate	Temporary Road Closure	<p>1. THAT Council raise no objection to the temporary road closure of Lavender St, Lavender Bay between Cliff St and Harbourview Cr for 30.01.21, the whole 24hrs for the purpose of removing tower crane, as per the submitted application and council's standard road closure conditions. Approval is subject to managed access to all affected properties and the applicant notifying all affected residents/tenants as per Council's standard conditions of approval.</p> <p>2. THAT should Council receive an application for an alternative date to carry out these works due to inclement weather or operational delays, that application be approved, subject to Police Permit approval.</p>	Yes	14/1/21	8372779	
Special Use Zones									
20-129	Holt Avenue, Cremorne	126 Holt Avenue	Harrison, Victoria, North Shore Electorate	Works Zone	<p>1. THAT 10 metres of unrestricted parking be changed to 10 metres "Works Zone 7.00am-5.00pm Mon-Fri, 8.00am-1.00pm Sat" as shown on the attached plan, subject to the attached conditions and for an initial period of 24 weeks.</p>	Yes	9/12/20	8348056	

No.	Street	Location	Precinct, Ward, Electorate	Issue	Recommendation	Appr	Date	ECM	Comments
20-137	Miller Street, Berry Street and Denison Street North Sydney	155-189 Miller Street – Victoria Cross Metro	CBD, Wollstonecraft, North Shore Electorate	No Stopping and Works Zone	<p>1. THAT in Miller Street the existing No Stopping be extended by converting six (6) spaces of “Clearway 6am-10am; ½P Meter 10am-6pm Mon-Fri; 2P Meter 6pm- Midnight Mon-Fri” parking and one (1) “Taxi Zone” adjacent to Victoria Cross Metro Station to 77.4 metres of No Stopping as shown on the attached plan (Sheet 3 & 4) and subject to the attached conditions, for an initial period of 52 weeks.</p> <p>2. THAT in Miller Street 72 metres of “Work Zone 7am-6pm Mon-Fri 8am-1pm Sat” be installed within the footpath area between the kerb and B-class hoarding as shown on the attached plan (Sheet 4) and subject to the attached conditions, which will be accessed via a layback kerb to be constructed by Lend Lease as per the <i>Sydney Metro Victoria Cross Station – Station Construction Stage - Construction Traffic Management Plan</i> dated 28/5/20.</p> <p>3. THAT in Berry Street the existing Loading Zone in front of 53 Berry Street be reduced from 11.8 metres to 8.2 metres and 5.4 metres of Taxi Zone be installed at 10 metres from the kerb ramp at Miller Street as shown on the attached plan (Sheet 2) for an initial period of 52 weeks.</p> <p>4. THAT in Berry Street 30 metres - five (5) spaces of “Loading Zone 6am-10am; 1P Meter 10am-6pm Mon-Fri; 2P Meter 6pm-Midnight Mon-Fri” parking adjacent to Victoria Cross Metro Station be converted to 30 metres of ‘Works Zone 7am-6pm Mon-Fri; 8am-1pm Sat’ as shown on the attached plan (Sheet 5) and subject to the attached conditions, for an initial period of 52 weeks.</p>	Yes	18/12/20	8347495	

No.	Street	Location	Precinct, Ward, Electorate	Issue	Recommendation	Appr	Date	ECM	Comments
					<p>5. THAT in Denison Street 32 metres of “Work Zone 7am-6pm Mon-Fri 8am-1pm Sat; No Stopping at Other Times” be installed within the footpath area as shown on the attached plan (Sheet 6), subject to a pedestrian diversion management plan be provided to Council and subject to the attached conditions, for a period of 13 weeks only for detailed excavation works.</p> <p>6. THAT in Denison Street the previously approved, under TDA 18/105, 42 metres of “No Stopping 5am-6pm Mon-Fri; 5am-5pm Sat” remain for an initial period of 52 weeks.</p>				
20-138	Pacific Highway, Crows Nest	521 Pacific Highway, - Crows Nest Metro	Holtermann, Tunks, Willoughby Electorate	Timed No Parking and Works Zone	<p>1. THAT on Pacific Highway between Albany Street and Oxley Street, up to 54.4 metres of T3 6am-10am Mon-Fri; 1P Metered 10am – 6pm Mon-Fri; 8.30am – 1pm Sat be converted to “T3 6am-10am Mon-Fri; No Parking 10am-6pm Mon-Fri; 8am-1pm Sat” as shown on the attached plan and subject to the attached conditions, for an initial period of 8 weeks.</p> <p>2. THAT on Pacific Highway between Oxley Street and Hume Street, the existing 62.6 metres of T3 6am-10am Mon-Fri; ½P Metered 10am – 6pm Mon-Fri; 8.30am – 1pm Sat” and 20.4 metres of “No Stopping” be converted to 83 metres “T3 6am-10am Mon-Fri; Works Zone 10am-6pm Mon-Fri; 8am-1pm Sat; No Parking at Other Times” within the footpath area and kerb-side lane as shown on the attached plan (Sheets 3 & 4), which will be accessed via a layback kerb to be constructed by AW Edwards as per the <i>Sydney City & South West – Crows Nest Station – Logistics Lane Traffic Management Plan</i> dated 27/11/20 and subject to the attached conditions, for an initial period of 8 weeks.</p>	Yes	23/12/20	8350927	

No.	Street	Location	Precinct, Ward, Electorate	Issue	Recommendation	Appr	Date	ECM	Comments
					3. THAT on Pacific Highway between Hume Street Willoughby Road, the existing 4.1 metres of “No Stopping”; 18 metres of “T3 6am-10am Mon-Fri; 1/2P Metered 10am – 6pm Mon-Fri; 8.30am – 1pm Sat” and 24.6 metres of “T3 6am-10am Mon-Fri; 1P Metered 10am – 6pm Mon-Fri; 8.30am – 1pm Sat” be converted to 46.7 metres of “T3 6am-10am Mon-Fri; Works Zone 10am-6pm Mon-Fri; 8am-1pm Sat; No Parking at Other Times” within the footpath area between the kerb and B-class hoarding as shown on the attached plan (Sheets 5 & 6) which will be accessed via a layback kerb to be constructed by AW Edwards as per the <i>Sydney City & South West – Crows Nest Station – Logistics Lane Traffic Management Plan</i> dated 27/11/20 and subject to the attached conditions, for an initial period of 8 weeks.				
Line Marking/Pavement Marking									
20-102	Kiara Close, North Sydney	At the roundabout in the entrance to Iora	Milson, Victoria, North Shore Electorate	Directional and Slow Pavement markings	1. THAT Council install directional pavement arrows on the western and northern sides of the roundabout, and “Slow” pavement marking on the western approach to the roundabout.	Yes	10/12/20	8230318	
20-130	Winslow Street, Kirribilli	2-8 Winslow Street	Milson, Victoria, North Shore Electorate	90-degree angle parking line marking	1. THAT Council install line marking for five (5) parking spaces at the existing 12m of 90-degree angle parking fronting property numbers 2-8 Winslow Street, Kirribilli.	Yes	26/11/20	8330704	
Regulatory Signs									
Nil									
Signs Across Driveways									
20-133	Myrtle Street, North Sydney	32 Myrtle Street	Hayberry, Wollstonecraft, North Shore Electorate	Driveway Line Marking	1. THAT Council install driveway line markings across the driveway to no. 32 Myrtle Street, North Sydney.	Yes	1/12/20	8343095	
20-141	Cowdroy Ave, Cammeray	46A Cowdroy Ave,	Bay, Tunks, Willoughby Electorate	Driveway Line Marking	1. THAT Council install a driveway line marking on the western side of the driveway to no. 46A Cowdroy Ave, Cammeray.	Yes	15/12/20	8354133	

No.	Street	Location	Precinct, Ward, Electorate	Issue	Recommendation	Appr	Date	ECM	Comments
21-002	Waruda St, Kirribilli	4 Waruda St,	Bradfield, Victoria, North Shore Electorate	Driveway Line Marking	1. THAT Council install line markings across the driveway to no. 4 Waruda Street, Kirribilli.	Yes	14/1/20	8366000	
Warning Signs									
Nil									
Construction Management Plan									
20-119	Blue Street, North Sydney	2-4 Blue Street	CBD, Wollstonecraft, North Shore Electorate	CTMP	1. THAT the traffic aspects of the Construction Traffic Management Plan prepared by “Varga Traffic Planning” Pty Ltd dated 30 October 2020, Rev 5 for Development application 47/20 at 2-4 Blue Street, North Sydney be approved subject to the conditions of approval.	Yes	26/11/20	8250321, 8313210	Police approved with additional conditions
20-123	Walker Street, North Sydney	168 Walker Street	Stanton, Wollstonecraft, North Shore Electorate	CTMP <u>Demolition</u> stage ONLY	1. THAT the traffic aspects of the Construction Traffic Management Plan prepared by “Colston Budd Rogers & Kafes Pty Ltd” dated July 2020, REF 11524/2 and supporting letter dated 16 th October 2020, for Development Application 486/15 at 168 Walker St, North Sydney be approved subject to the conditions of approval.	Yes	5/11/20	8244930, 8297164	
20-123A	Walker Street, North Sydney	168 Walker Street,	Stanton, Wollstonecraft, North Shore Electorate	CTMP	1. THAT the traffic aspects of the Construction Traffic Management Plan prepared by “Colston Budd Rogers & Kafes Pty Ltd” dated July 2020, REF 11524/2 and supporting letter dated 16 th October 2020, for Development Application 486/15 at 168 Walker St, North Sydney be approved subject to the conditions of approval. 2. THAT the Work Zone as described in this CTMP is approved under delegated authority of Council’s Traffic Engineer, with the same conditions pending lodgement of a Work zone application and payment of all applicable fees. WZ length to be specified once a WZ application is submitted to Council	Yes	18/11/20	8244930, 8297164	

No.	Street	Location	Precinct, Ward, Electorate	Issue	Recommendation	Appr	Date	ECM	Comments
20-124	Pacific Highway, North Sydney	80 Pacific Highway	CBD, Wollstonecraft, North Shore Electorate	CTMP	1. THAT the traffic aspects of the Construction Traffic Management Plan prepared by "ETM" Traffic dated 29 October 2020, Rev 1.3 for Development Application 50/20 at 80 Pacific Highway, North Sydney be approved subject to the conditions of approval.	Yes	5/11/20	8266523, 8311412	RMS approved with additional conditions
20-128	West Street, Cammeray	324-316 West Street	Registry, Tunks, Willoughby Electorate	CTMP	1. THAT the traffic aspects of the Construction Traffic Management Plan dated 12 November 2020 prepared by Varga Traffic Planning for approved development (Development Consent 21/20) at 314-316 West Street, Cammeray be approved subject to the conditions of approval. 2. THAT the Work Zone on West Street as described in this CTMP is approved under delegated authority of Council's Traffic Engineer, with the same conditions pending lodgement of a Work zone application and payment of all applicable fees.	Yes	20/11/20	8327504	
20-135	Willoughby Road, Crows Nest	90-92 Willoughby Road	Holtermann, Tunks, Willoughby Electorate	CTMP	1. THAT subject to no objection from the Traffic Committee members, the traffic aspects of the Traffic Impact Assessment" prepared by "Optimus Traffic Management Pty Ltd", dated 19 November 2020, for the approved development at 90-92 Willoughby Rd, Crows Nest (Development Consent 234/18) is approved under delegated authority of Council's Traffic Engineer subject to the conditions outlined in the report.	Yes	14/12/20	N/A	RMS approved with additional conditions
20-142	Wycombe Road, Neutral Bay	54-58A Wycombe Road	Parks, Tunks, Willoughby Electorate	CTMP	1. THAT Council approve the traffic aspects of the Construction Traffic Management Plan dated 5 November 2020 prepared by Varga Traffic Planning Pty Ltd for the approved development (306/19) at 54-58A Wycombe Road, Neutral Bay subject to the conditions of approval. 2. THAT the Works Zone on Wycombe Road as described in this CTMP is approved under delegated authority of Council's Traffic Engineer, with the same conditions pending lodgement of a Work zone application and payment of all applicable fees.	Yes	21/12/20	8323547	RMS approved with additional conditions

Item 4.2 - Traffic - 5/02/21



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. List of Recommendations

SUBJECT: (4.2) Minor Parking Restrictions

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

DESCRIPTION/SUBJECT MATTER:

Attached is a list of recommendations made for changes in the parking restrictions.

RECOMMENDATION:

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

MINOR PARKING RESTRICTIONS
537th TRAFFIC COMMITTEE - 5 FEBRUARY 2021

	Street/ Location	Precinct, Ward,	Issue/ Request	Investigation	Rec	Signs & Lines Priority	Standard/ Guideline	ECM
1	Northcliff Street, Milsons Point	Lavender Bay, Wollstonecraft	<p>Council has received representations from residents of 1 Northcliff Street requesting the motorbike parking in Northcliff Street near Paul Street be removed or relocated due to noise from motorbikes impacting residents.</p> <p>The resident has suggested:</p> <ul style="list-style-type: none"> • Relocate the motorbike parking to Alfred Street South in front of Hopkins Park (removes one car space) • Relocate the motorbike parking to the northern end of Northcliff Street • Install parking restrictions to prevent motorbikes from using the space at night. 	<p>The motorbike parking was installed in 2009 when the parking bays were remarked to maximise the use of the limited on-street parking resource and to increase the motorbike parking network.</p> <p>Council receives numerous requests to install additional motorbike parking each year. It has been Council's standard practice for many years to convert small remnant spaces between 1.2m to 5m long to motorbike parking to increase the supply of motorbike parking wherever possible. This practice is reinforced in Council's Motorbike & Scooter Parking Strategy adopted in 2019.</p> <p>Relocating the motorbike parking space to Alfred Street South outside Hopkins Park would result in removal of a metered parking space which is not preferable due to the high demand for parking in the area.</p> <p>Relocating the motorbike parking to the northern end of Northcliff Street would require remarking of all 10 parking bays and would shift the motorbike parking in front of another residential property.</p> <p>Restricting access to the motorbike parking space at night is likely to result in demand for additional motorbike parking spaces in Milsons Point.</p>	<p>1. THAT the information concerning the motorbike parking space in Northcliff Street be received.</p>	N/A	AS2890.5	(MK)

	Street/ Location	Precinct, Ward,	Issue/ Request	Investigation	Rec	Signs & Lines Priority	Standard/ Guideline	ECM
				The placement of the motorbike parking is similar to many locations in Milsons Point. Therefore changes to the motorbike parking is not supported at this time.				
2	Shellbank Parade, Cremorne	Willoughby Bay, Tunks	Council has received representations from a resident of Shellbank Parade concerning lack of parking and a request to install rolltop kerbs in Shellbank Parade to increase the amount of parking in Shellbank Avenue.	<p>Council has received similar requests from the resident since 2007.</p> <p>Shellbank Parade is a no through road servicing 14 adjacent properties. There are 7 on-street parking spaces and most properties have at least 1 off-street parking space. The road is 6.6m wide between kerbs with grass verges either-side with a total road reserve width of 10m. The provision of roll-top kerbs may allow for up to 5 additional parking spaces.</p> <p>The proposal to install rolltop kerbs in Shellbank Parade was originally listed in the Traffic Strategy 2011/2012 and has been unsuccessful at attracting funding since that time.</p> <p>The LATM Action Plans replaced the Traffic Strategy in 2015. Projects remaining on the Traffic Strategy list were transferred to the LATM Action Plans and assessed under the new LATM criteria.</p> <p>The project is currently ranked with a long-term priority in accordance with the North Sydney Integrated Traffic and Parking Strategy.</p>	1. THAT the proposal to install rolltop kerbs in Shellbank Parade to increase the amount of parking in Shellbank Avenue remains on the LATM Action Plan until funding is available through the LATM implementation and subject to community consultation.	2	AS 2890.1: 2004 NSW Road Rules 2014, Rule 208. TfNSW TTD 2014/004	(NW)

	Street/ Location	Precinct, Ward,	Issue/ Request	Investigation	Rec	Signs & Lines Priority	Standard/ Guideline	ECM
				<p>Shellbank Parade is a no-through road and the proposal for rolltop kerbs to increase parking will generally only benefit a very small number of motorists in the immediate area.</p> <p>Therefore, the project will remain on the LATM Action Plan until funding is available through the LATM implementation and subject to community consultation.</p> <p>It should be noted that the proposed rolltop kerb to facilitate parking on footpath may not comply with the current TfNSW Technical Direction TTD 2014/004 'Off-road Parking Provision On Narrow Roads'. The TfNSW guideline requires a minimum 1.8m footpath on <u>both</u> sides of the road which will be difficult to achieve with the current road reserve width.</p>				

Item 4.3 - Traffic - 5/02/21



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. Concept Plan

SUBJECT: (4.3) Blues Point Road, McMahons Point - Proposed Traffic Calming

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

DESCRIPTION/SUBJECT MATTER:

Council has received further representations from residents of McMahons Point concerning vehicle noise, illegal parking and street racing in Blues Point Road near Blues Point Reserve.

A petition was tabled at the Traffic Committee meeting on 12 June 2020 where the Committee recommended and Council subsequently resolved:

1. ***THAT** the Committee receives and acknowledge the petition with 113 signatures and thanks all residents who have had input on this matter.*
2. ***THAT** discussions commence immediately with Council staff, NSW Police and the two local residents with a view to finding a permanent solution to the issues at this location.*
3. ***THAT** Council Traffic staff investigate restrictions to prohibit parking in evenings in consultation with the Police, and if approved under delegated authority, signage be installed by 12 July 2020.*
4. ***THAT** Council develop concept plans for immediate consultation with the local community regarding traffic calming at this location, and the associated actions in the LATM Action Plan at this location be given priority.*
5. ***THAT** the Minutes of this meeting be forwarded to Felicity O'Brien and Paul Singh.*

This report provides an update on progress of the investigations.

RECOMMENDATION:

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.

CONSULTATION REQUIREMENTS

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

Relates to ECM No: 8272680; 8379670; 8379466; 8376892; 8272680; 8380674; 8380616; 8373543

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

Signs & Lines Priority: N/A

Precinct and Ward: Lavender Bay, Wollstonecraft

Impact on Bicycles: Lower traffic speeds will provide safer environment for cyclists. Traffic calming scheme will comply with standards with regard to cycling

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

Impact on Parking: Nil

DETAIL

Council has received further representations from residents of McMahons Point concerning vehicle noise, illegal parking and street racing in Blues Point Road near Blues Point Reserve.

The concerns raised include concerns about noise from frequent late-night gatherings at Blues Point Reserve and noisy vehicles and illegal parking in Blues Point Road adjacent to the Reserve.

Concerns raised about loud music and noise within Blues Point Reserve late at night is not a matter for the Traffic Committee and has been referred to Council's Open Space and Environment Division for attention.

A petition was tabled at the Traffic Committee meeting on 12 June 2020 where the Committee recommended and Council subsequently resolved:

- 1. THAT the Committee receives and acknowledge the petition with 113 signatures and thanks all residents who have had input on this matter.*
- 2. THAT discussions commence immediately with Council staff, NSW Police and the two local residents with a view to finding a permanent solution to the issues at this location.*
- 3. THAT Council Traffic staff investigate restrictions to prohibit parking in evenings in consultation with the Police, and if approved under delegated authority, signage be installed by 12 July 2020.*
- 4. THAT Council develop concept plans for immediate consultation with the local community regarding traffic calming at this location, and the associated actions in the LATM Action Plan at this location be given priority.*
- 5. THAT the Minutes of this meeting be forwarded to Felicity O'Brien and Paul Singh*

Following a site meeting with NSW Police and Manager Ranger Services, "No Stopping 9pm-6am" and "No Parking Other Times" were installed around the cul-de-sac adjacent to Blues Point Road. Four existing "½ Hour Parking 8.30am-6pm Mon-Fri" spaces at the south-easternmost end of Blues Point Road were retained and "No Stopping 9pm-6am" restrictions were also installed across these spaces.

Council staff also met with a local resident to discuss the specific traffic concerns onsite to assist the investigations.

Some suggestions requested by the residents to alleviate the traffic issues include:

- Remove the four parking spaces at the south-easternmost end of Blues Point Road and install a roundabout within the turning area
- Traffic calming devices along Blues Point Road
- Increased enforcement of parking restrictions and noisy vehicles
- Installation of additional signage “Restricted Parking Area – No Parking 10pm-6am”
- Roundabout at the intersection of Blues Point Road and Henry Lawson Avenue
- CCTV
- Speed camera

Other suggestions made by residents with respect to Blues Point Reserve would be a matter for Council’s Open Space and Environment Division to consider

- Increased lighting within Blues Point Reserve
- Closure of the park between 10pm to 6am
- CCTV

Traffic Data

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

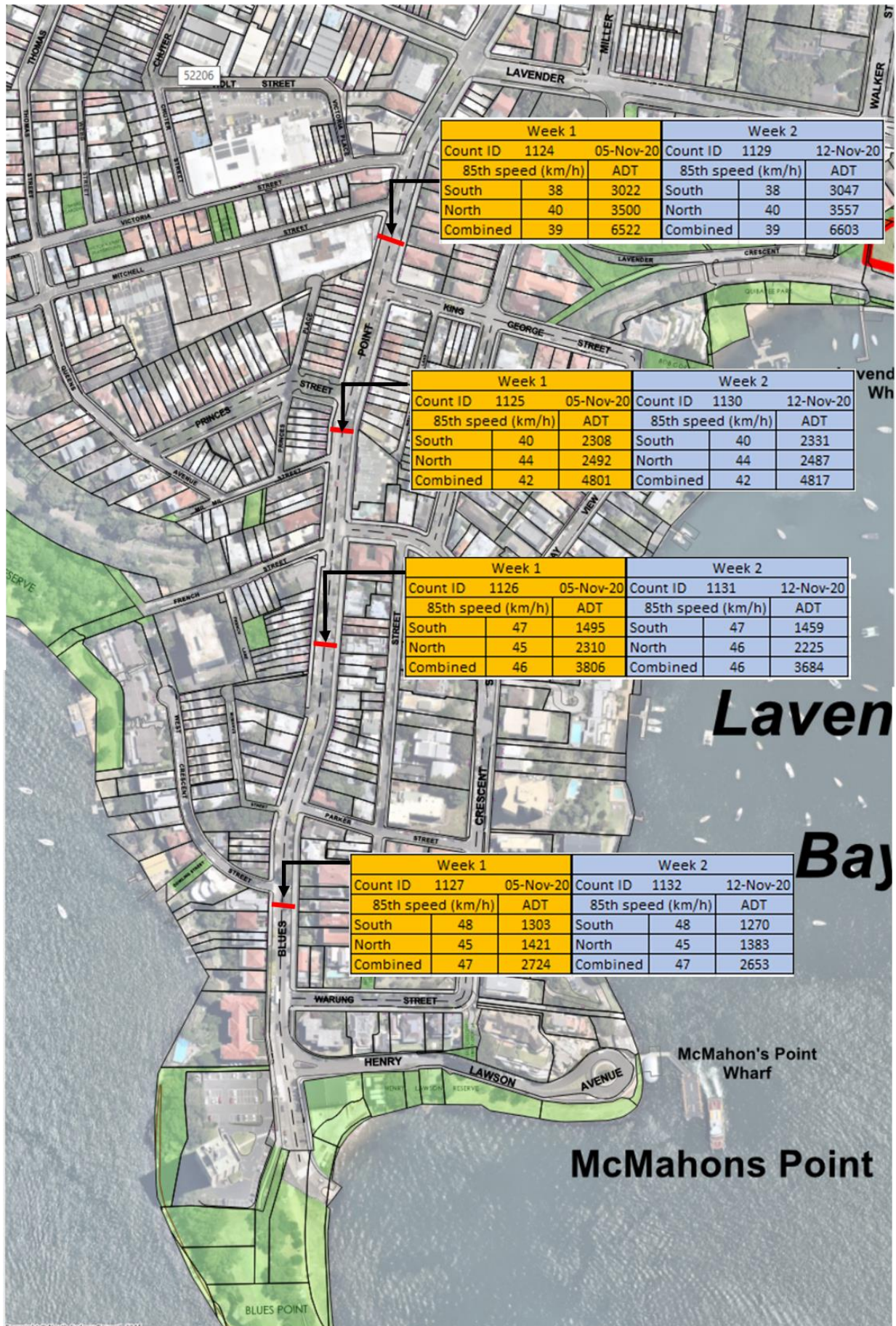
The traffic volume increases from south to north along Blues Point Road, ranging between 2653 vehicles per day to 6603 vehicles per day. Traffic speeds gradually increase along Blues Point Road with 85th percentile speeds of 39km/h to 47km/h from north to south. The 85th percentile speeds are below the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

A summary of the traffic count data is presented in Figure 1 over page.

Report of Manager Traffic & Transport Operations, Michaela Kemp
 Re: Blues Point Road, McMahons Point – Proposed Traffic Calming

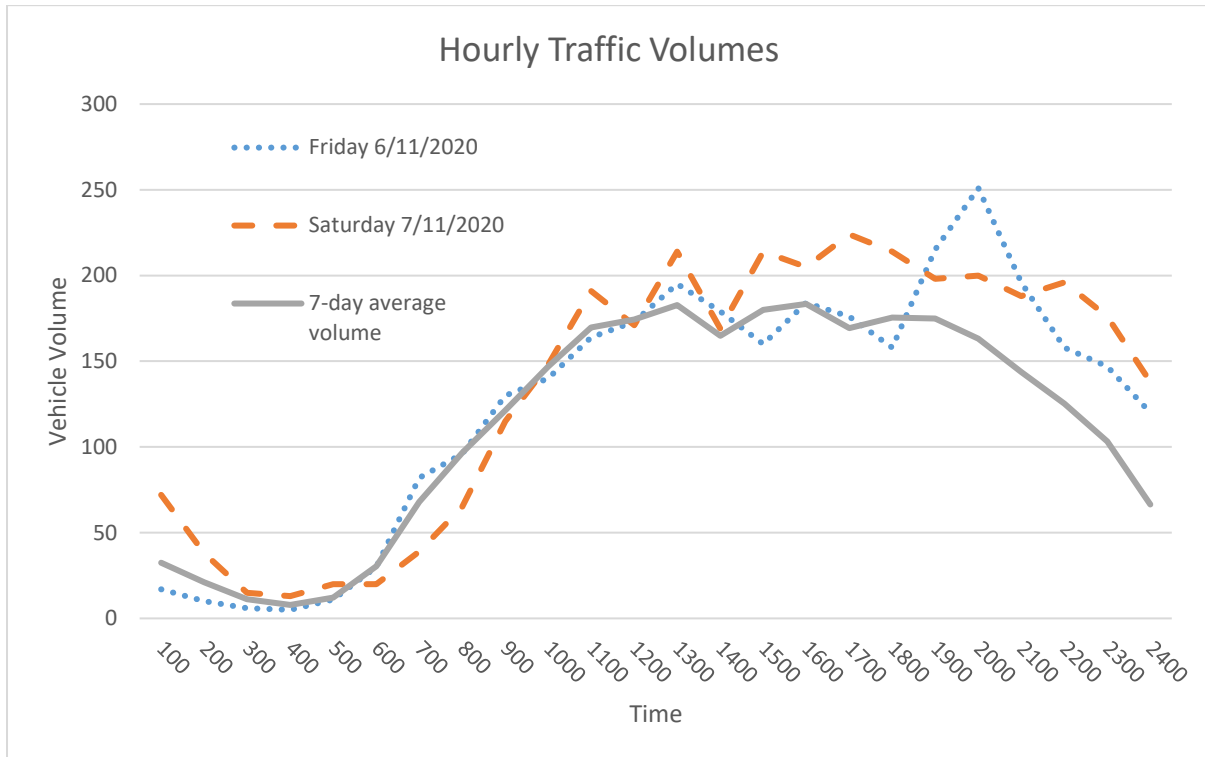
(4)

Figure 1 Summary of Blues Point Road traffic count speed and volume data 5/11/20 to 19/11/20



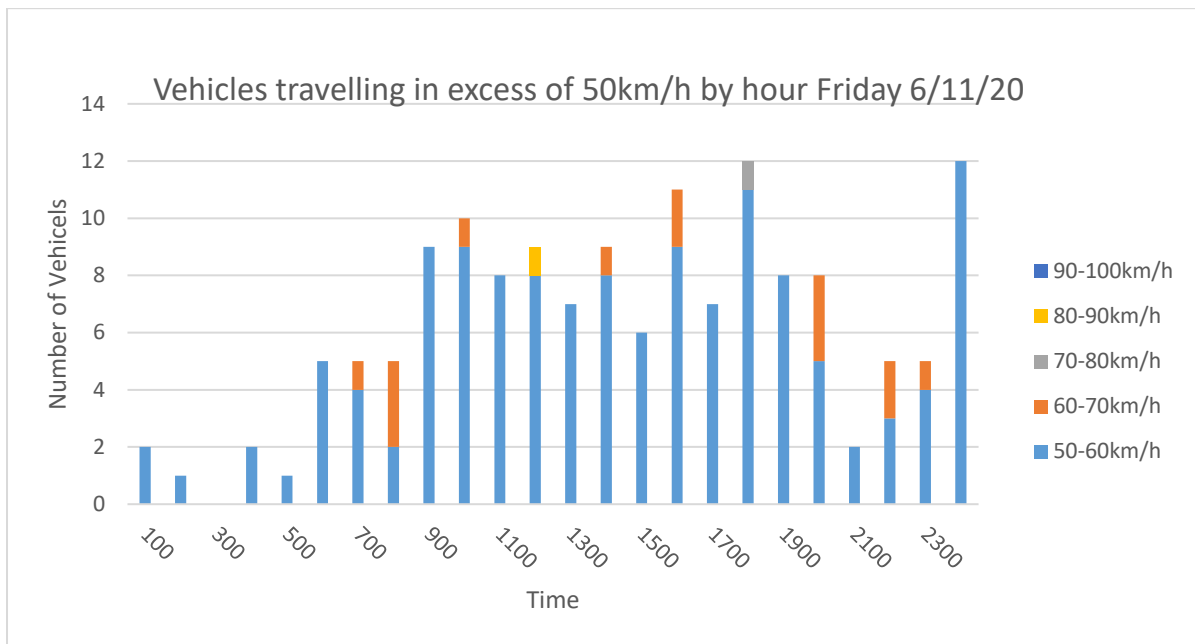
A more detailed analysis of the speed and volume data was undertaken for the portion of Blues Point Road south of West Crescent Street which is closest to Blues Point Reserve and experiences the highest traffic speeds. Traffic volumes peak on Fridays and Saturdays and are on average 10 to 20% higher than the 7-day average traffic volumes. There is a spike in traffic volumes on Saturday evenings between 7pm-10pm compared to the average 7-day volume at the same time.

Figure 2 Blues Point Road Hourly Traffic Volumes – Count ID 1127 – West Crescent Street to Warung Street



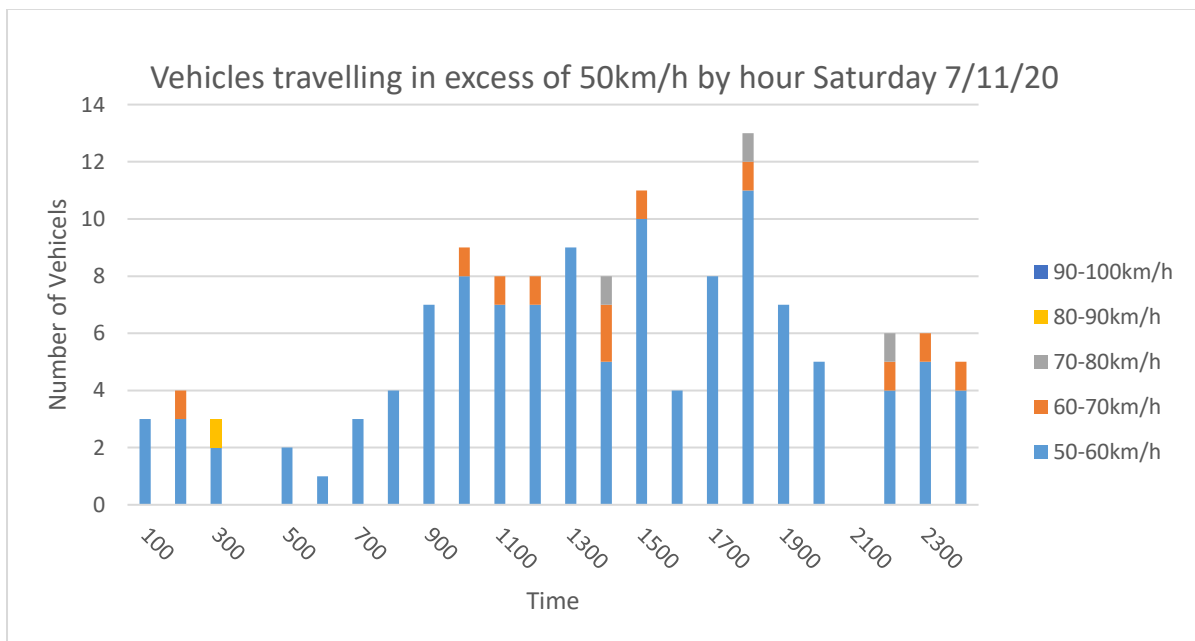
Of the 3,003 vehicles travelling on Blues Point Road on Friday 6/11/20, 95% of vehicles travelled at or below the 50km/h speed limit. 149 vehicles (4.9%) travelled in excess of the 50km/h speed limit. Of those, 14 vehicles (0.46%) travelled between 60-70km/h at various times between 7am and 10pm; 1 vehicle travelled between 70-80km/h between 6pm-7pm; and 1 vehicle travelled between 80-90km/h between 12pm-1pm. The graph in Figure 3 shows the hourly excess vehicle speeds.

Figure 3 Excess vehicle speeds Blues Point Road Count ID 1127 – Friday 6/11/20



Similarly, of the 3,243 vehicles travelling on Blues Point Road on Saturday 7/11/20, 96% of vehicles travelled at or below the 50km/h speed limit. 134 vehicles (4.1%) travelled in excess of the 50km/h speed limit. Of those, 11 vehicles (0.3%) travelled between 60-70km/h at various times throughout the day; 3 vehicles travelled between 70-80km/h at 2pm, 6pm and 10pm. The graph in Figure 4 shows the hourly excess vehicle speeds.

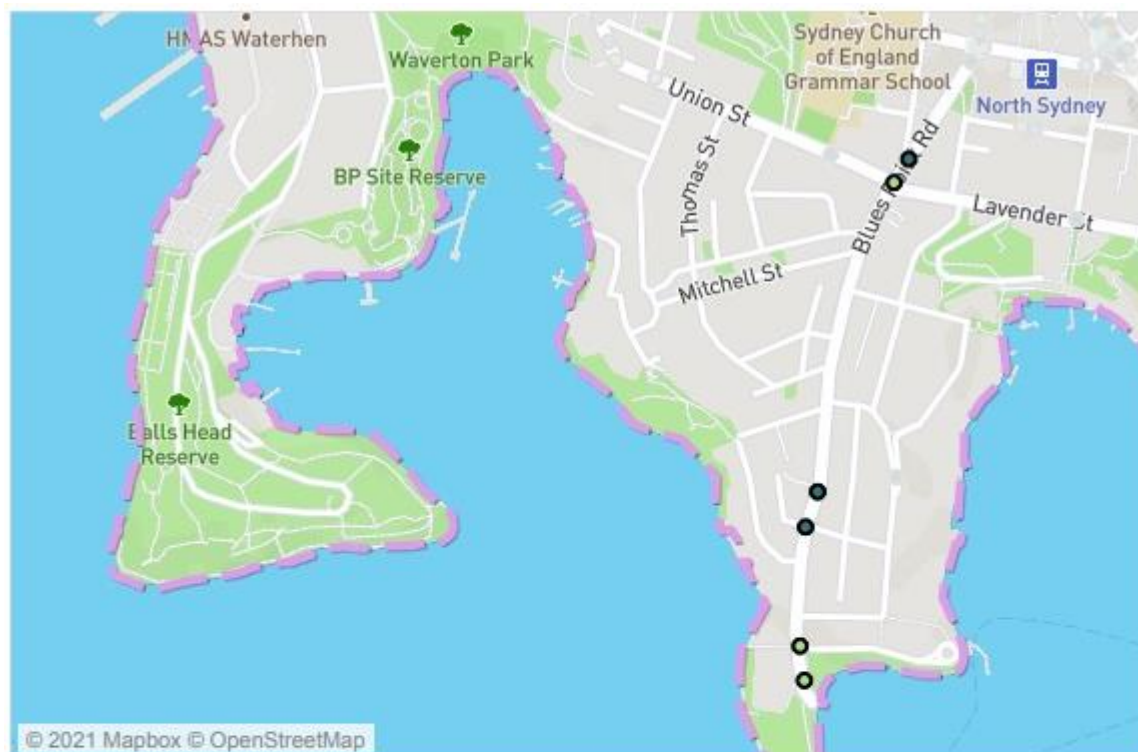
Figure 4 Excess vehicle speeds Blues Point Road Count ID 1127 - Saturday 7/11/20



Crash History

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

Figure 5 Blues Point Road crash summary 2015-2019 (Source TfNSW)



Degree of crash

■ Fatal
 ■ Serious Injury
 ■ Moderate Injury
 ■ Minor/Other Injury

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

Discussion

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

Whilst traffic calming is not likely to prevent such noise, the desirable 85th percentile speed for Blues Point Road is 40km/h, as identified in the North Sydney 40km/h & 10km/h Shared Zone Masterplan; and traffic calming may assist to reduce general traffic speeds to this level.

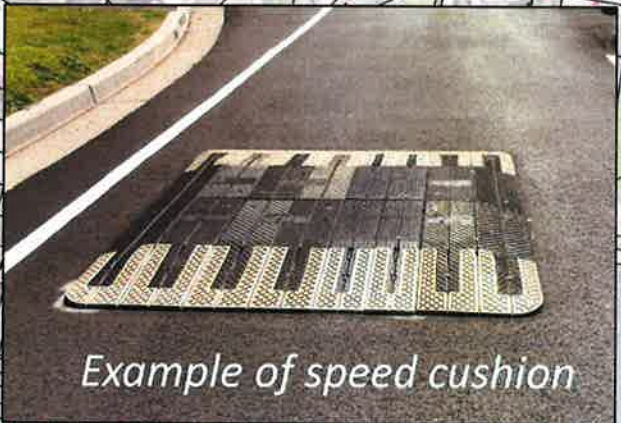
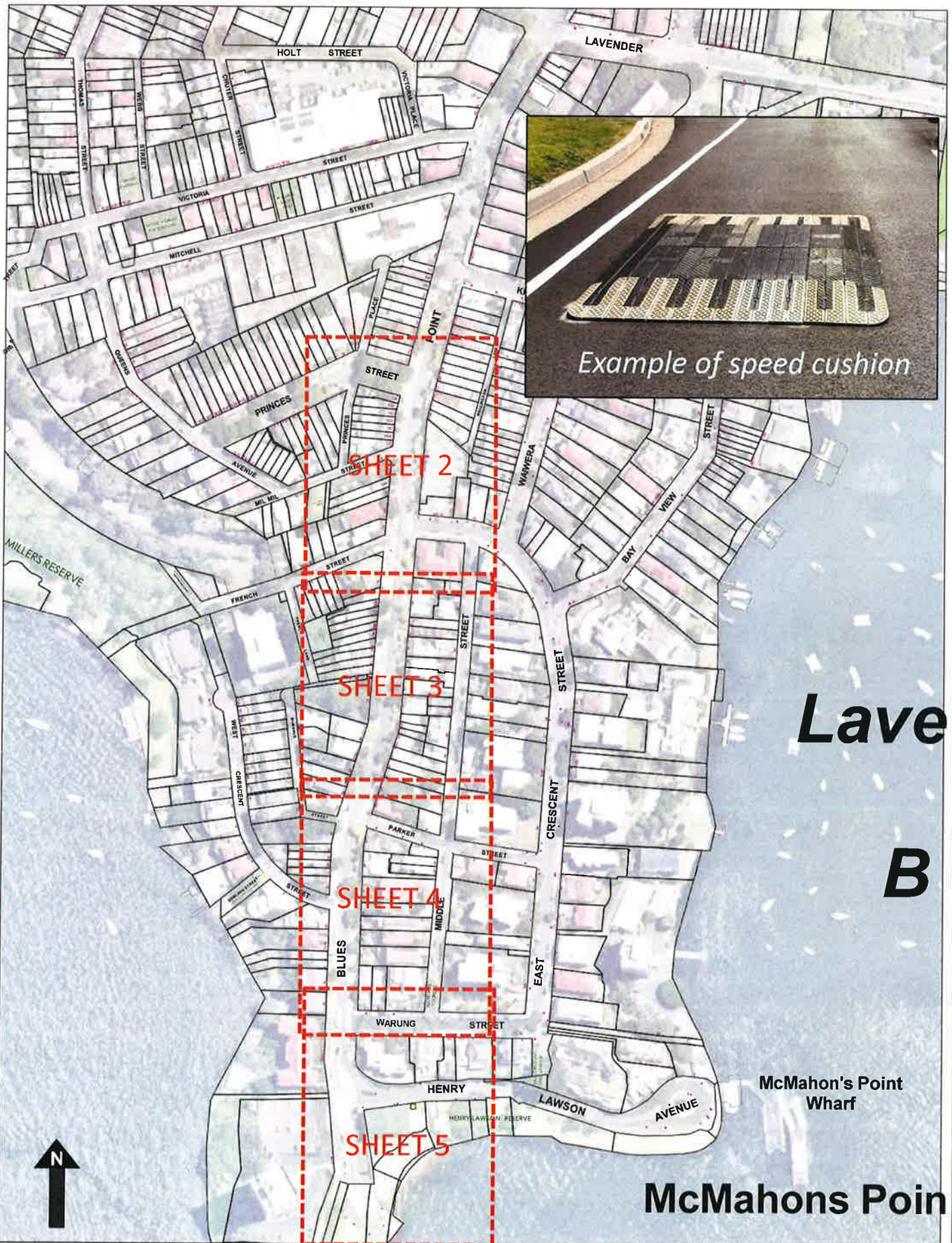
Angled slow-points, speed cushions and flat top road humps generally provide the most effective speed reductions. Angled slow points are unlikely to be suitable or effective in Blues Point Road due to the need for less deflection in order to accommodate buses which operate along the route. Similarly,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

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

Based on the above, a concept plan for speed cushions spaced at the recommended 70-80 metre spacings has been prepared as attached and is recommended that Council consult with affected residents and businesses regarding the proposed scheme. The proposed locations of the speed cushions also take into consideration the McMahons Point (Blues Point Road) Public Domain Upgrade Masterplan that was recently exhibited to complement the planned upgrades along Blues Point Road.

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

In addition, Council may request TfNSW consider installation of a speed camera to target enforcement of speeding in Blues Point Road at all times of the day.



**Lave
B**

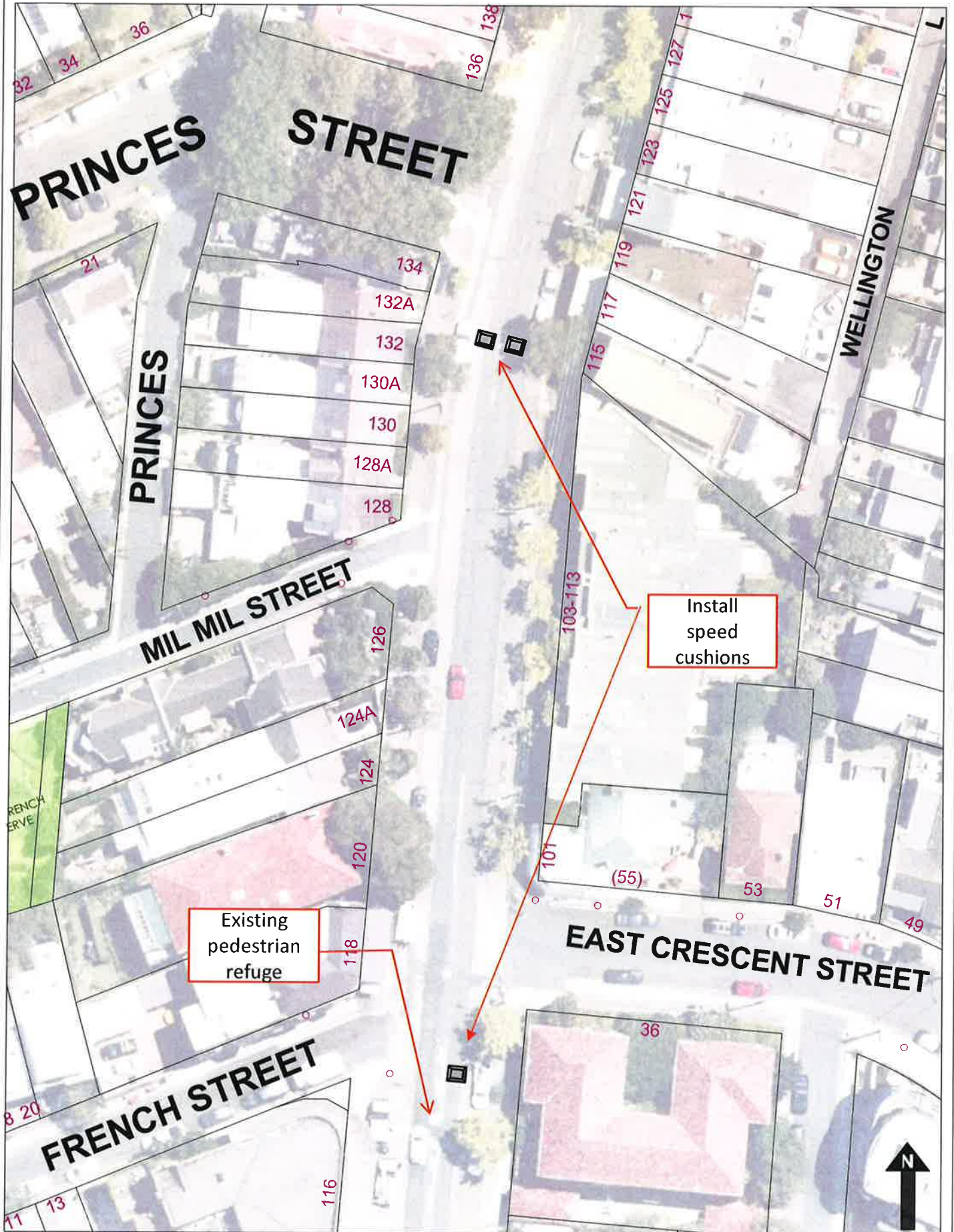
McMahon's Point Wharf

McMahons Point



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FOR CONSULTATION Date: January 2021
 Blues Point Road, McMahon's Point
 Proposed Speed Cushions – Traffic Calming Scheme
 Sheet 1 of 5 – General Arrangement



North Sydney Council

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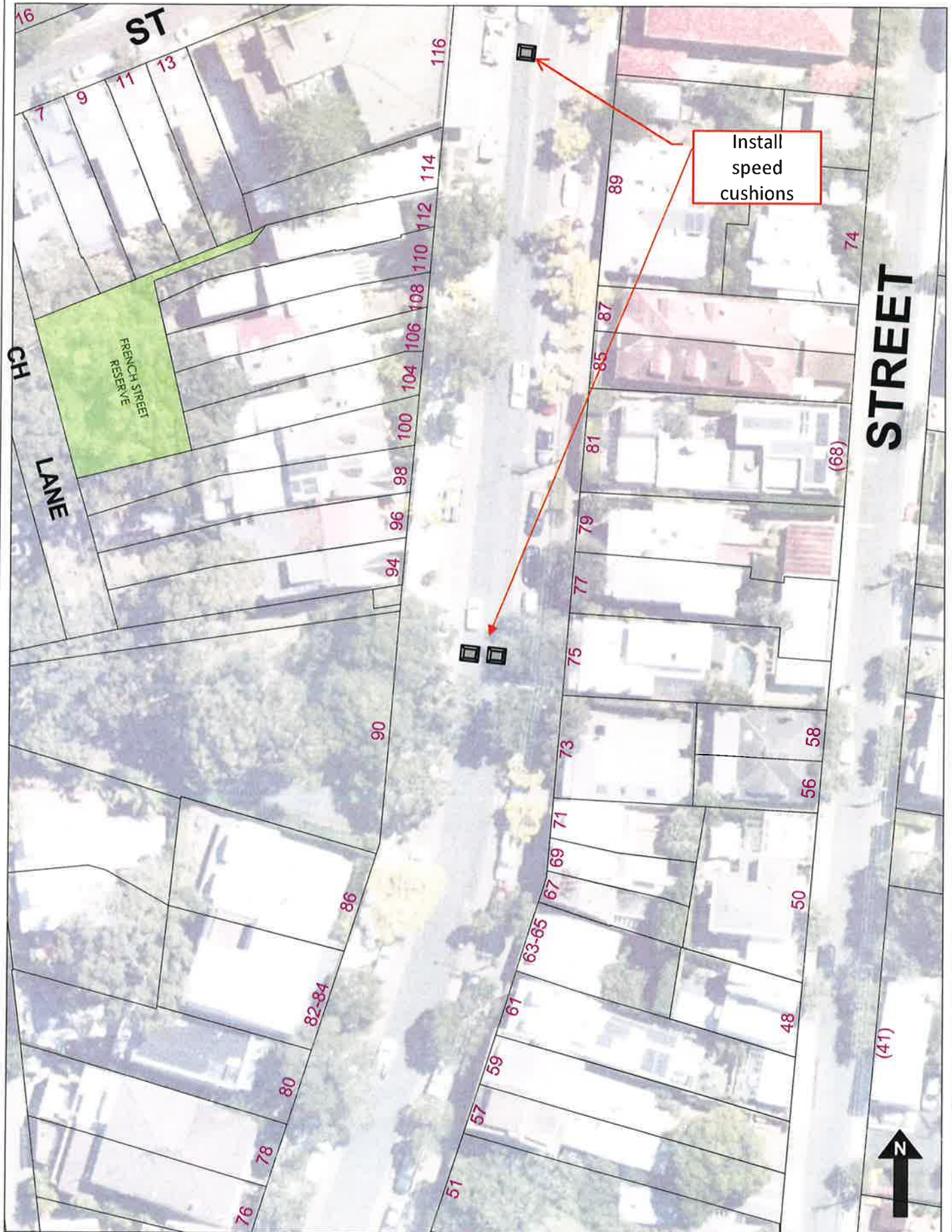
FOR CONSULTATION

Date: January 2021

Blues Point Road, McMahon's Point

Proposed Speed Cushions – Traffic Calming Scheme

Sheet 2 of 5



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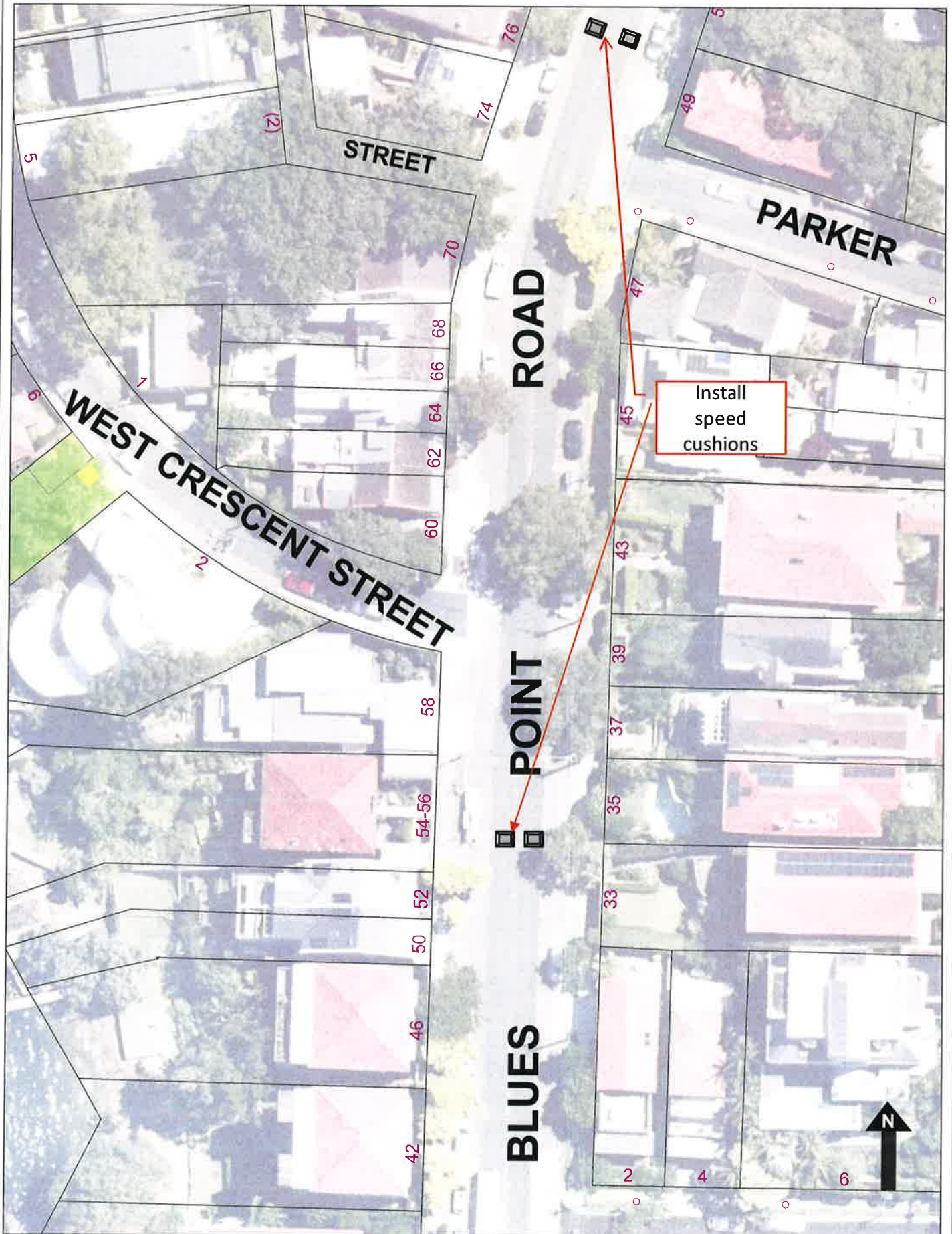
FOR CONSULTATION

Date: January 2021

Blues Point Road, McMahon's Point

Proposed Speed Cushions – Traffic Calming Scheme

Sheet 3 of 5



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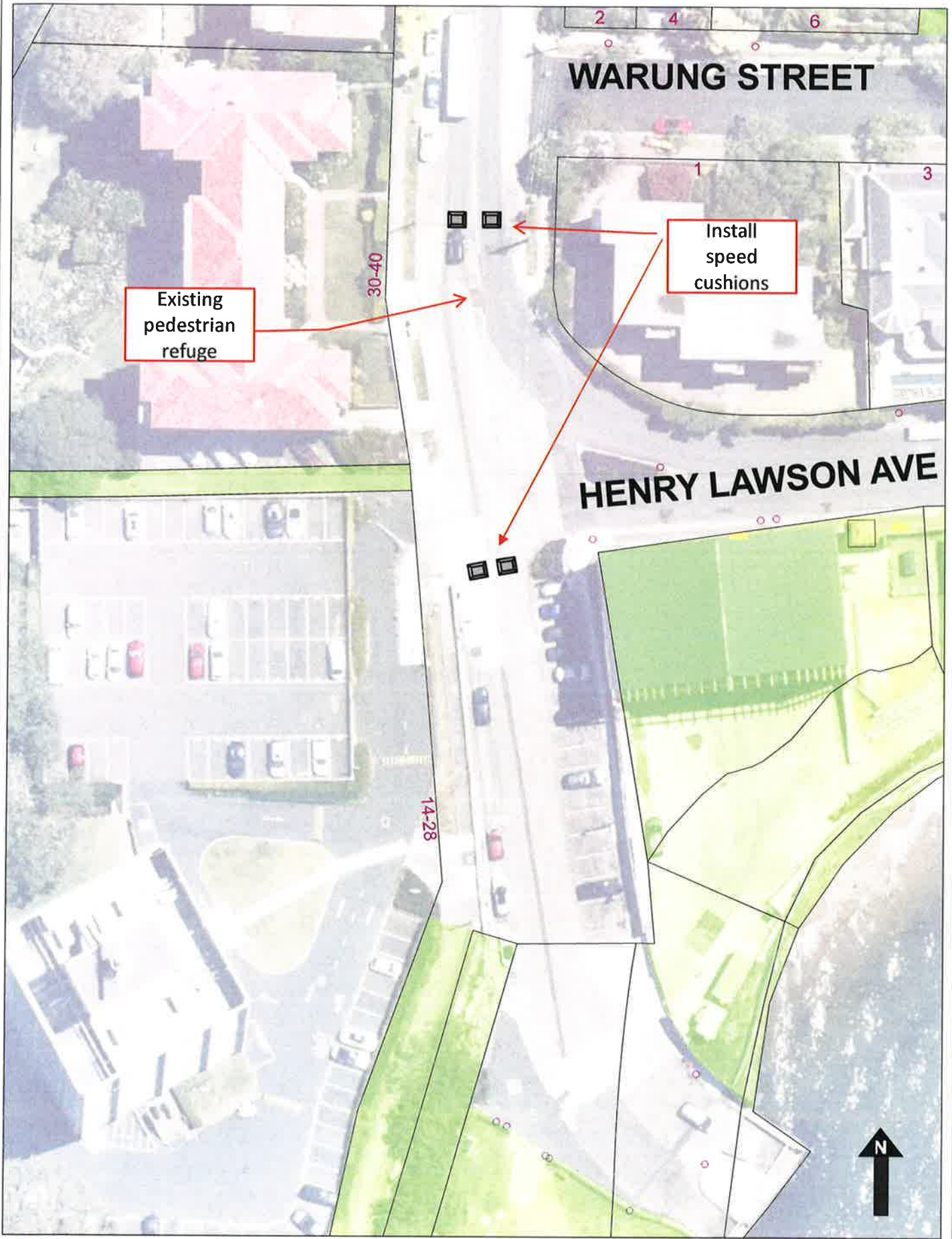
FOR CONSULTATION

Date: January 2021

Blues Point Road, McMahon's Point

Proposed Speed Cushions – Traffic Calming Scheme

Sheet 4 of 5



Existing pedestrian refuge

Install speed cushions

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FOR CONSULTATION

Date: January 2021

Blues Point Road, McMahon's Point

Proposed Speed Cushions – Traffic Calming Scheme

Sheet 5 of 5



Item 4.4 - Traffic - 5/02/21



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. Footpath design and Parking Re-arrangement Plan**SUBJECT:** (4.4) Moodie Street, Cammeray–Footpath design and Parking Re-arrangement**AUTHOR:** Report of Traffic & Transport Engineer, Iman Mohammadi**DESCRIPTION/SUBJECT MATTER:**

A report concerning speeding and rat-run issues, request for converting Moodie Street to one-way and construction of footpath in the northern section of street was considered at the 536th Traffic Committee meeting on 27 November 2020 where it was recommended:

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

Subsequently, Henry & Hymas Consulting was engaged by North Sydney Council to undertake concept design plans for footpath and associated civil and drainage works as well as parking re-arrangement in Moodie Street. This report outlines the proposed arrangements and the financial implications.

RECOMMENDATION:

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

CONSULTATION REQUIREMENTS

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

Relates to ECM No: 7288725, 7303955, 7561568, 7695837, 7702808, 7867525, 7869335, 7891936, 7896025, 7966018, 8155868, 8258417, 8261629, 8283807, 8293872, 8278956, 8301377, 8303693, 8304267, 8309486, 8319890, 8322985

Standard or Guideline Used: AS1742.2, 2890.5

Signs & Lines Priority: N/A

Precinct and Ward: Registry/ Tunks

Impact on Bicycles: Nil

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

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

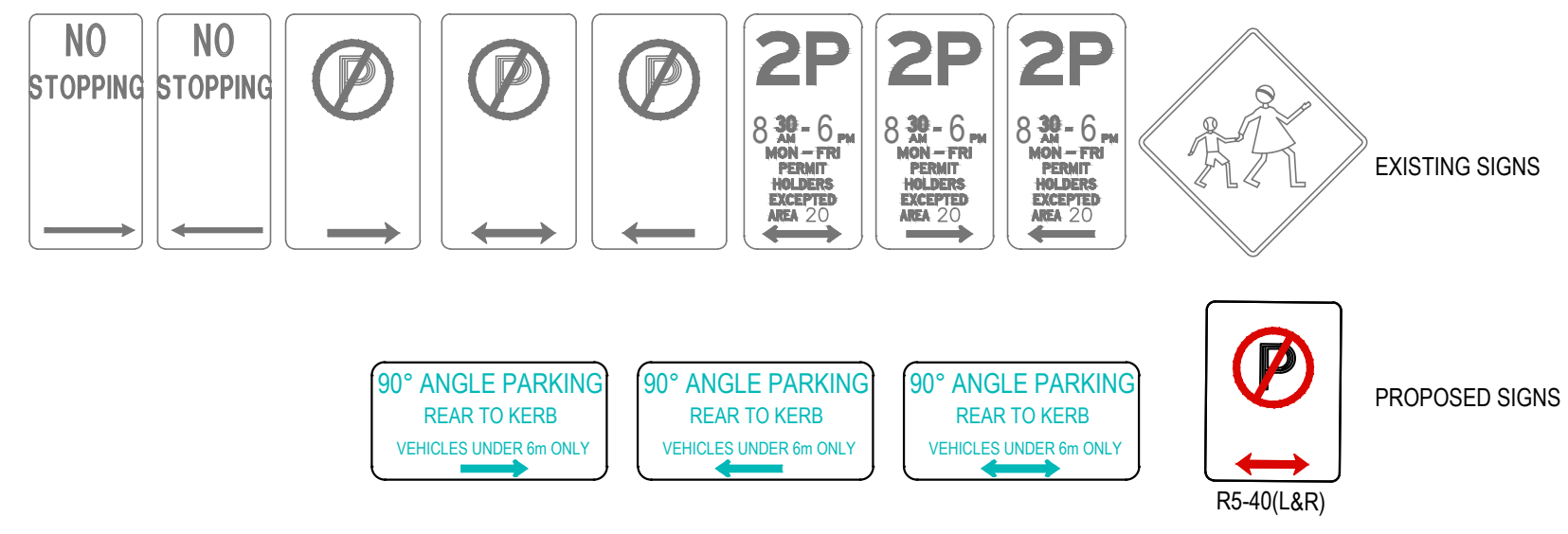
DETAIL

Attached to this report is a concept plan proposing a 1.2-1.3m wide footpath along the western side of Moodie Street from Ernest Street to the middle section and parking re-arrangement in the middle section of the street. The proposal would result in a carriageway width of 4.8 metres suitable for two opposing cars as well as a car and a service vehicle passing each other.

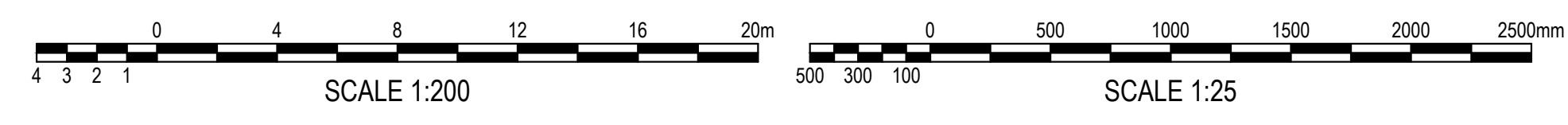
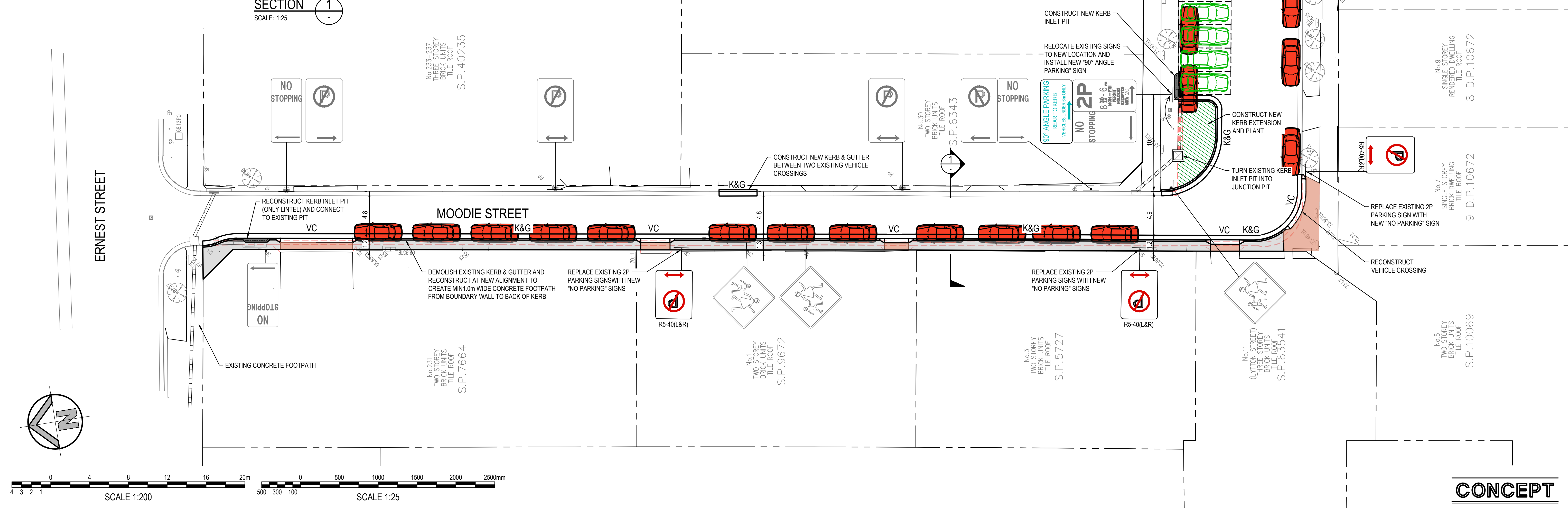
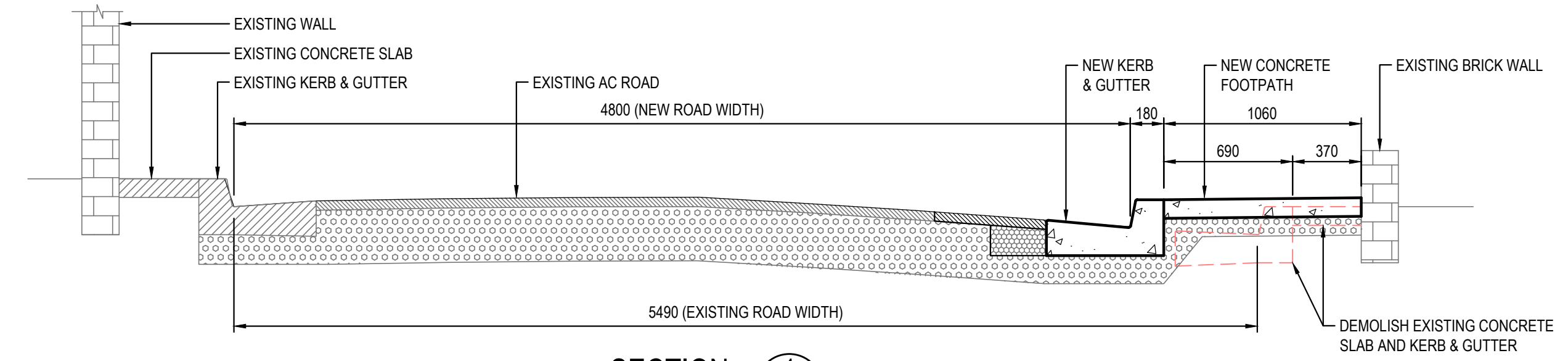
The estimated cost to carry out these works is around \$100,000. Traffic projects are planned on an annual basis. The traffic facilities program for 2020/21 has already been set. The proposal has been included in the LATM Action Plan Zone 2 as a medium-term priority. LATM Projects for 2021/22 will be subsequently determined based on budget availability and respective priorities of projects within the 7 LATM Zones.

LEGEND

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



CAR SPACES - MOODIE STREET	
EXISTING	8 No (FROM No.20 MOODIE STREET TO No.28 MOODIE STREET) 18 No (FROM No.13 MOODIE STREET TO ERNEST STREET) TOTAL: 26 No
PROPOSED / RETAINED	17 No (FROM No.20 MOODIE STREET TO No.28 MOODIE STREET) 0 No (FROM No.13 MOODIE STREET TO ERNEST STREET) TOTAL: 17 No
LOSS	9 NO



SURVEY INFORMATION HORIZONTAL SYSTEM: MGA 2020 COORD SYS: MARK ADOPTED: MAGNETIC E 333 000.000 NORTH N 6 000 000.000 VERTICAL SYSTEM: DATUM A.H.D. 71 BM ADOPTED SSM 21824		CLIENT NORTH SYDNEY COUNCIL CLIENT ADDRESS Suite 2.01 828 Pacific Highway Gordon NSW 2072 CONTACT Telephone +61 2 9417 8400 Facsimile +61 2 9417 8337 Email email@hhconsult.com.au Web www.henrydhymas.com.au		PROJECT CIVIL AND DRAINAGE WORKS DESIGN MOODIE STREET, CAMMERAY TITLE GENERAL ARRANGEMENT		DESIGNER D.Rhodes APPROVED L.Herrgren DATE Jan 2021 SCALE As shown	
REVISION 01 ISSUED FOR CONCEPT AMENDMENT		DESIGNER D.Tran DATE 13.01.2021		DRAWING NUMBER 20H01_SK_C100		REVISION 01	

CONCEPT

Item 4.5 - Traffic - 5/02/21N O R T H S Y D N E Y C O U N C I L

To the General Manager**Attach Plan:** 1. River Road at Russell Street Plan

SUBJECT: (4.5) River Road at Russell Street, Wollstonecraft –Refuge Island and Kerb Build-outs - Survey Results**AUTHOR:** Report of Traffic & Transport Engineer, Iman Mohammadi**DESCRIPTION/SUBJECT MATTER:**

As part of the 2020/2021 implementation of North Sydney Council's Local Area Traffic Management (LATM) Action Plans, it is proposed to construct a refuge Island and kerb build out in Russell Street at River Road. The proposed works will increase visibility of approaching drivers, slow down traffic and reduce the crossing distance for pedestrians. A concept plan of the proposal is enclosed.

Community consultation took place from 20 November 2020 until 10 January 2021. Approximately 110 questionnaires were sent to properties in the surrounding area, Wollstonecraft Precinct committee, and the survey was available online through Council's 'Have Your Say' webpage. A total of 8 responses were received, including 5 from the outside survey area.

The results indicate a community preference for the installation of the refuge island (100% support and no objection).

RECOMMENDATION:

1. THAT Council, as part of the 2020/21 LATM program, constructs a refuge island and kerb build outs in Russell Street at River Road, Wollstonecraft as shown on Plan 062-19C-S2-0601 Rev D to comply with the current Australian Standards, after the affected properties are notified by letterbox delivery.

CONSULTATION REQUIREMENTS

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

Relates to ECM No: ECM 8381666

Standard or Guideline Used: AS1742.10

Signs & Lines Priority: N/A

Precinct and Ward: Wollstonecraft / Wollstonecraft

Impact on Bicycles: Proposed refuge island and kerb build outs will improve cyclist's safety

Impact on Pedestrians: Proposed refuge island and kerb build outs will improve pedestrian's safety

Impact on Parking: Proposed refuge island and kerb build outs will not affect parking

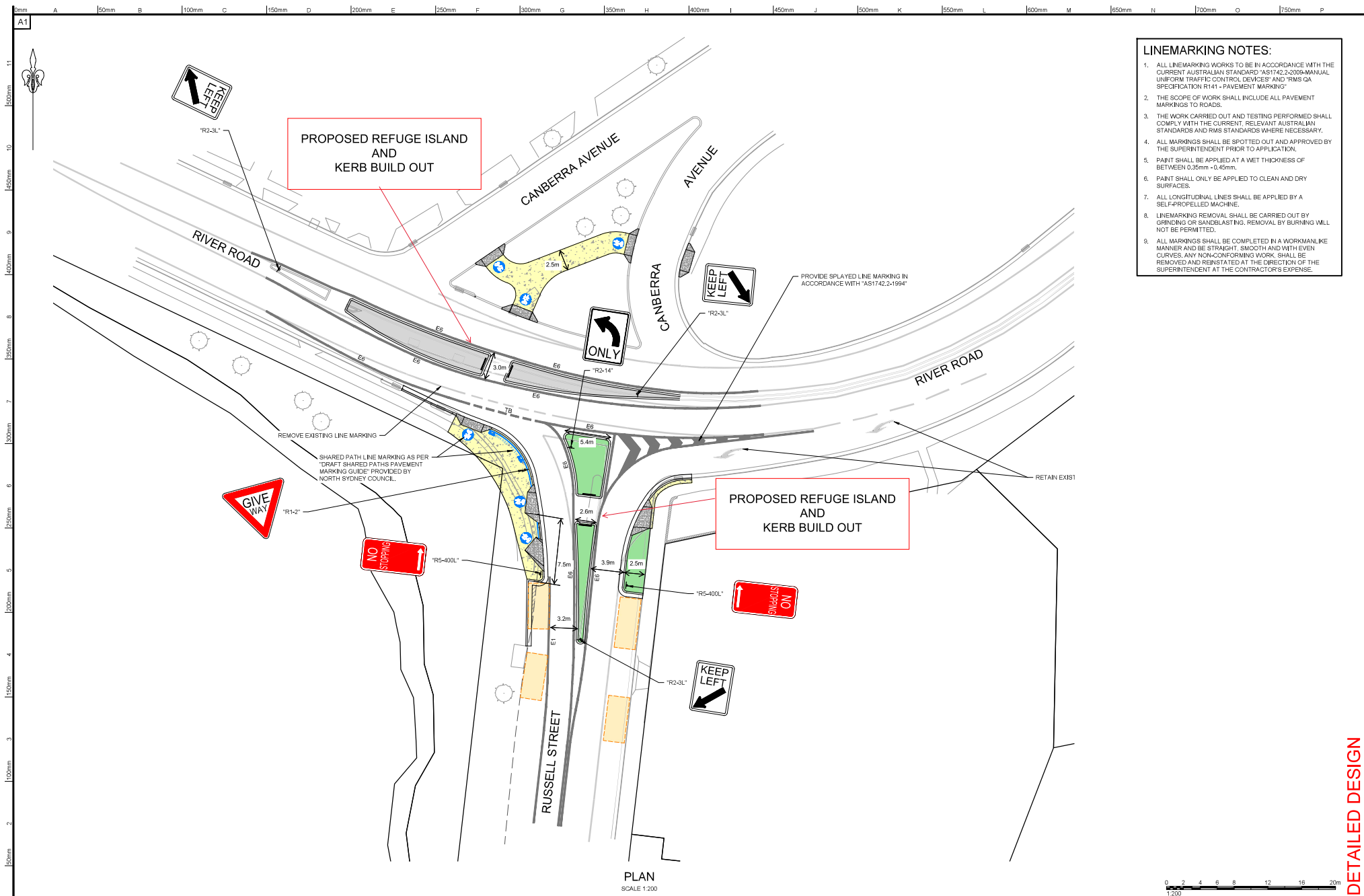
DETAIL

As part of the 2020/2021 implementation of North Sydney Council's Local Area Traffic Management (LATM) Action Plans, it is proposed to construct a refuge Island and kerb build out in Russell Street at River Road. The proposed works will increase visibility of approaching drivers, slow down traffic and reduce the crossing distance for pedestrians. A concept plan of the proposal is enclosed.

Community consultation took place from 20 November 2020 until 10 January 2021. Approximately 110 questionnaires were sent to properties in the surrounding area, Wollstonecraft Precinct committee, and the survey was available online through Council's 'Have Your Say' webpage. A total of 8 responses were received, including 5 from the outside survey area.

The results indicate a community preference for the installation of the refuge island (100% support and no objection). The result of this survey is shown on the tabular format below.

I support the proposed refuge island and kerb build outs in Russell Street and reconstruct the existing refuge island in River Road	Response				
	No		Yes		Total
	Qty	%	Qty	%	
Within Survey area: • Russell Street			3	100%	3
Outside Survey area: • Boronia Street • Crows Nest Road • Milner Crescent • Sinclair Street • Bike North Organisation			5	100%	5
Grand Total			8	100%	8



- LINEMARKING NOTES:**
1. ALL LINEMARKING WORKS TO BE IN ACCORDANCE WITH THE CURRENT AUSTRALIAN STANDARD "AS1742.2-2009-MANUAL UNIFORM TRAFFIC CONTROL DEVICES" AND "RMS QA SPECIFICATION R141 - PAVEMENT MARKING"
 2. THE SCOPE OF WORK SHALL INCLUDE ALL PAVEMENT MARKINGS TO ROADS.
 3. THE WORK CARRIED OUT AND TESTING PERFORMED SHALL COMPLY WITH THE CURRENT, RELEVANT AUSTRALIAN STANDARDS AND RMS STANDARDS WHERE NECESSARY.
 4. ALL MARKINGS SHALL BE SPOTTED OUT AND APPROVED BY THE SUPERINTENDENT PRIOR TO APPLICATION.
 5. PAINT SHALL BE APPLIED AT A WET THICKNESS OF BETWEEN 0.35mm - 0.45mm.
 6. PAINT SHALL ONLY BE APPLIED TO CLEAN AND DRY SURFACES.
 7. ALL LONGITUDINAL LINES SHALL BE APPLIED BY A SELF-PROPELLED MACHINE.
 8. LINEMARKING REMOVAL SHALL BE CARRIED OUT BY GRINDING OR SANDBLASTING. REMOVAL BY BURNING WILL NOT BE PERMITTED.
 9. ALL MARKINGS SHALL BE COMPLETED IN A WORKMANLIKE MANNER AND BE STRAIGHT, SMOOTH AND WITH EVEN CURVES. ANY NON-CONFORMING WORK, SHALL BE REMOVED AND REINSTATED AT THE DIRECTION OF THE SUPERINTENDENT AT THE CONTRACTOR'S EXPENSE.

PLAN
SCALE 1:200



1	18.06.20	DETAILED DESIGN			
2	12.03.20	COUNCIL COMMENTS DATED 17.01.20 ADDRESSED	P.K.	P.K.	
3	23.10.19	COUNCIL COMMENTS DATED 15.10.19 ADDRESSED	P.K.	P.K.	
4	03.10.19	DRAFT CONCEPT DESIGN	P.K.	P.K.	
REV.	DATE	AMENDMENT DESCRIPTION	DES.	DRN.	



Authorised for issue by: MNH, VUJ	Principal: NORTH SYDNEY COUNCIL
Signature: _____	Scale: AS SHOWN
	Date: AHD

Project:
DESIGN AND DOCUMENTATION
AT VARIOUS LOCATIONS
SITE No.2 - RUSSELL STREET, WOLLSTONECRAFT



AS/NZS 1700:2015 AS/NZS 9001:2015 AS/NZS 4500:2016 AS/NZS 5300:2016 AS/NZS 6000:2016 AS/NZS 6001:2016 AS/NZS 6002:2016 AS/NZS 6003:2016 AS/NZS 6004:2016 AS/NZS 6005:2016 AS/NZS 6006:2016 AS/NZS 6007:2016 AS/NZS 6008:2016 AS/NZS 6009:2016 AS/NZS 6010:2016 AS/NZS 6011:2016 AS/NZS 6012:2016 AS/NZS 6013:2016 AS/NZS 6014:2016 AS/NZS 6015:2016 AS/NZS 6016:2016 AS/NZS 6017:2016 AS/NZS 6018:2016 AS/NZS 6019:2016 AS/NZS 6020:2016 AS/NZS 6021:2016 AS/NZS 6022:2016 AS/NZS 6023:2016 AS/NZS 6024:2016 AS/NZS 6025:2016 AS/NZS 6026:2016 AS/NZS 6027:2016 AS/NZS 6028:2016 AS/NZS 6029:2016 AS/NZS 6030:2016 AS/NZS 6031:2016 AS/NZS 6032:2016 AS/NZS 6033:2016 AS/NZS 6034:2016 AS/NZS 6035:2016 AS/NZS 6036:2016 AS/NZS 6037:2016 AS/NZS 6038:2016 AS/NZS 6039:2016 AS/NZS 6040:2016 AS/NZS 6041:2016 AS/NZS 6042:2016 AS/NZS 6043:2016 AS/NZS 6044:2016 AS/NZS 6045:2016 AS/NZS 6046:2016 AS/NZS 6047:2016 AS/NZS 6048:2016 AS/NZS 6049:2016 AS/NZS 6050:2016 AS/NZS 6051:2016 AS/NZS 6052:2016 AS/NZS 6053:2016 AS/NZS 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DETAILED DESIGN

Item 4.6 - Traffic - 5/02/21N O R T H S Y D N E Y C O U N C I L

To the General Manager**Attach Plan:** 1. Morton Street at Hazelbank Road Plan

SUBJECT: (4.6) Morton Street at Hazelbank Road, Wollstonecraft –Refuge Islands and Kerb Build-outs – Survey Results**AUTHOR:** Report of Traffic & Transport Engineer, Iman Mohammadi**DESCRIPTION/SUBJECT MATTER:**

Council has been successful in gaining funding under the 2020/21 Australian Government Black Spot Program to upgrade the existing intersection at Morton Street and Hazelbank Road with refuge islands and kerb build outs to improve pedestrian safety at the intersection.

The proposal incorporates construction of refuge islands at all four legs and kerb build out at the four corners of intersection which will increase visibility of approaching drivers, slow down traffic and reduce the crossing distance for pedestrians. A concept plan of the proposal is enclosed.

Community consultation took place from 20 November 2020 until 10 January 2021. Approximately 1280 questionnaires were sent to properties in the surrounding area, Wollstonecraft and Edward Precinct committees, and the survey was available online through Council's 'Have Your Say' webpage. A total of 131 responses were received, including 48 from the outside survey area.

The results indicate a community preference for the installation of the refuge island (89.3% support and 10.7% objection).

RECOMMENDATION:

1. THAT Council, as part of the 2020/21 Black Spot program, constructs refuge islands and kerb build outs at the four corners of intersection of Morton Street and Hazelbank Road, as shown on the attached plan, after the affected properties are notified by letterbox delivery.

CONSULTATION REQUIREMENTS

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

Relates to ECM No: ECM 8381866

Standard or Guideline Used: AS1742.10

Signs & Lines Priority: N/A

Precinct and Ward: Wollstonecraft - Edward / Wollstonecraft

Impact on Bicycles: Proposed refuge island and kerb build outs will improve cyclist's safety

Impact on Pedestrians: Proposed refuge island and kerb build outs will improve pedestrian's safety

Impact on Parking: Proposed refuge islands and kerb build outs will result in loss of 6 parking spaces

DETAIL

Council has been successful in gaining funding under the 2020/21 Australian Government Black Spot Program to upgrade the existing intersection at Morton Street and Hazelbank Road with refuge islands and kerb build outs to improve pedestrian safety at the intersection.

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The results indicate a community preference for the installation of the refuge island (89.3% support and 10.7% objection). The results of the survey are shown in tabular format below:

Report of Traffic & Transport Engineer, Iman Mohammadi
 Re: Morton Street at Hazelbank Road, Wollstonecraft – Proposed Refuge Islands – Survey
 Results

(3)

I support the proposed Refuge Islands and Kerb Build Outs at Morton Street and Hazelbank Road	Response				
	No		Yes		Total
	Qty	%	Qty	%	
Within Survey area: <ul style="list-style-type: none"> • Carr Street • Crows Nest Road • Gilles Street • Hazelbank Road • Ivy Street • King Street • Morton Street • Rocklands Road 	11	13.3	72	86.7%	83
Outside Survey area: <ul style="list-style-type: none"> • Belfour Street • Belmont Avenue • Berry Street • Boronia Street • Christie Street • Cypress Street • Emmett Street • Ernest Street • Greenwich Road • Kelrose Lane • Milner Crescent • Milray Avenue • Neutral Street • Pacific Highway • Park Road • Priory Road • Russell Street • Selwyn Street • Shirley Road • Sinclair Street • Telopea Street • Union Street • Walker Street • Union Street • Walker Street • Walumetta Drive • West Street 	3	6.3%	45	93.7%	48
Grand Total	14	10.7%	117	89.3%	131

Comments Received

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

Support proposal (Within Survey Area)

Report of Traffic & Transport Engineer, Iman Mohammadi
Re: Morton Street at Hazelbank Road, Wollstonecraft – Proposed Refuge Islands – Survey Results

(4)

- glad to see that the council is listening to the community and proactive increasing safety of all (mostly school children)
- This would be wonderful as it is treacherous for children and parents crossing the road due to speed of traffic and intersection itself.
As a resident on the corner of Morton and hazelbank, I am all too familiar with the Numerous car accidents, and near misses, occur at this intersection.
- Excellent idea for the safety of everyone crossing the intersection here. The blind spots on the corners means it's been especially tricky for my daughter (4.5yo) and I walking home from preschool. The changes will be welcome.
- Being so close to Brennan Park and the schools means there are many children around. Having this upgrade will make their journey safer.
- Zebra crossings and a protected bike lane are needed too.
- Great idea and fully supported. Crossing here can be difficult in busy times especially because of the wide road and long crossing distance. It should be confirmed that the existing trees are being retained. The plan shows the kerb extensions going around trees but doesn't specify if these are retained. There have been a number of locations nearby where large mature trees have been cut down and replaced with smaller ones, which is a real shame for the area in terms of shade, heat island effect, and general character and views. It would be great and important to see existing trees retained.
- This is a great initiative to increase pedestrian safety. It would also be great if NS Council would consider amendments to other quite dangerous and busy crossings in our area - 1) Carr St and King St; 2) Carr St and Crows Nest Rd
- I think that the improvements proposed will make the junction a lot safer for everyone and will also improve how the area looks aesthetically.
- The intersection at Morton St and Hazelbank Road is terrifying and unsafe it particularly for kids. please create pedestrian refuges and build out the curbs to make it safer for pedestrians to cross
- I would also support a pedestrian crossing as cars travel quite fast down Hazelbank Rd. There are too many directions for a child to look when crossing. A way to have them cross further up or down Hazelbank Rd would also work.
- While I welcome theses additions I would suggest that what is really needed here is a pedestrian crossing on both streets and speed humps or similar on Hazelbank. Cars drive up and down that speed quicker than it takes a toddler and parent to cross
- That would help our kids to walk safer to school
- The safety of children at that intersection is very concerning. It is unclear why the council would not resolve to have a pedestrian crossing put there. That is what we need. I would urge you to please consider a pedestrian crossing as part of this initiative

-
- I often feel unsafe crossing this intersection with my baby and dog.
 - In my experience, the Hazelbank/Morton intersection is the most dangerous in Wollstonecraft/Waverton.
 A roundabout would be the best overall solution for both traffic management and pedestrian safety - the proposal does not incorporate a means to actively slow down through traffic on Hazelbank and only slightly improve sightlines for drivers crossing on Morton St (trees and cars cause most problems, not shrubs).
 Having said that, the proposal is much better than the current situation and is supported if a roundabout is not feasible.
 - This junction is highly used by Dem schoolchildren walking to school. Please consider a 40km speed limit during school mornings and afternoons. Or a speed bump or two.
 - I have always found this a dangerous place to cross, and I walk to and from work each day. This new proposal looks fantastic and I support it.
 - I have personally witnessed many many many near misses at this intersection. It is only a matter of time until someone gets injured. Hazelbank is a race track for some idiot drivers. King st needs to have parking reviewed too.
 - This is a long overdue project. My 17 yo son had to assist a driver who was hit a couple months ago by another driver driving across Hazelbank Road from Morton street who failed to stop. He did not see the stop sign. I live on Hazelbank and have had numerous close calls. People are unable to see the traffic driving onto Hazelbank Road from Morton street.
 - At the moment the bars on the refuge island on Hazelbank road (at Morton Street) are currently gone and there is poor markings or reflectors showing there is a concrete slab sticking up in the middle of the road that use to hold these bars/rails. There is an accident waiting to happen due to poor markings. Difficult to see at night. This should be rectified ASAP before the project begins. Thank you for the opportunity to comment on this project.
 - Thank you for this opportunity to comment on the proposed plans for the Hazelbank Road and Morton Street intersection. While I am very supportive of improvements to pedestrian safety at this intersection, the proposed plans do not go far enough, and in some ways increase risks for pedestrians. Specifically:
 1. The use of a refuge without pedestrian crossing on Hazelbank Road positions pedestrians in the middle of Hazelbank Road: this is a dangerous approach to pedestrian management in this instance. Hazelbank Road already sees persistent speeding, and the existing pedestrian refuge has had its signage knocked down by a vehicle: persisting with placing pedestrians in the middle of this road is not the solution.

ACTION: update the plan to include a raised pedestrian crossing on Hazelbank Road, immediately north of the intersection with Morton Street.

2. Kerb widening east-bound on Morton Street at Hazelbank Road. While this would normally be beneficial, the current plan will exacerbate the current problem of vehicles east-bound on Morton Street failing to stop when turning left onto Hazelbank Road. And not just fail to stop, but proceed through the stop sign at 30-40kph. The current footpath widening plan will result in the angle for vehicles turning left from Morton Street (east bound) into Hazelbank Road being lessened, further encouraging vehicles to proceed at speed through the intersection. Drivers doing this will be looking right to ensure no traffic is coming, rather than looking left to where pedestrians are trying to get to the refuge, thus increasing the risk to pedestrians on the proposed pedestrian refuge on Hazelbank Road.

ACTION: extend the footpath widening into the intersection of Morton and Hazelbank, with a sharp corner (north-west corner) and a vehicle lane on Morton Street into the intersection. This simple design change will prevent vehicles speeding through the stop sign on the already shallow angle from Morton (east bound) left onto Hazelbank.

3. Missing raised pedestrian crossing on Morton Street. There needs to be a pedestrian crossing on Morton Street, preferably immediately west of the intersection with Hazelbank Road.

ACTION: include a pedestrian crossing on Morton Street, preferably immediately west of the intersection with Hazelbank Road.

4. ACTION: Extend the footpath widening into the intersection of Hazelbank and Morton, so that there is only a single lane each way available at the intersection. (At present, the road at the intersection is roughly two lanes wide in all directions, and this extra space encourages risk taking by vehicles sweeping through stop signs or swerving around turning vehicles). This action would act as a traffic calming measure, as well as reducing the curb-to-curb distance that pedestrians have to negotiate when crossing either Hazelbank Road or Morton Street.

4. The overall street layout of Hazelbank Road. Hazelbank Road would be made safer if the overall streetscape was updated with specific raised parking areas between the trees, rather than the current extension of the road surface between the trees. This would narrow Hazelbank Road to one lane each way for its entire length, significantly improving pedestrian safety and amenity.

ACTION: use the recent road and parking upgrade of Watson Street Neutral Bay (between Yeo Street and Military Road) as the model for upgrading Hazelbank Road between King Street and the Pacific Highway.

- A sound initiative to reduce dangers at this intersection - well done.
- I often use the intersection and find it unsafe during peak hour at + before and after school hours.
- This crossing is very dangerous for pedestrians & drivers due to lack of visibility and crossing distance - it would be great to see this improved before someone gets hurt.

-
- This is a very dangerous intersection, not only for people but for cars. Living close to this section i hear beeping and near accidents multiple times a day. A roundabout would be a good idea.
 - 'In addition to refuge islands and kerb build outs
 - Speed humps. Too many people speed along the roads towards the intersection
 - Roundabout at the intersection. There have been many near accidents as people try to sneak across the intersection.
 - Very dangerous intersection
 - The improved visibility at the corner and the stop signs in the middle of the road on Morton street will definitely improve safety. As I have witnessed an accident at this corner, the poor visibility of stop signs was an issue. The speed of travel of some cars is also an issue as Morton in both directions and Hazelbank from the highway side are downhill entries to the intersection. The speed of travel could be potentially addressed by a roundabout if practical.
 - This is a really good idea and over due.
 - An excellent idea but long overdue. Drivers only tend to look in the direction they expect cars to come from, not to the other side where there might be pedestrians trying to cross. This also occurs at the intersection of Bay Road and Harriot Street, especially in the mornings when people use Harriot Street as a short cut.
 - Thanks for finally doing something about this dangerous intersection. Some more traffic management further uphill to slow down drivers racing down long and straight Hazelbank road could also be considered. Hopefully the revised intersection will force drivers to slow down.
 - I have two young children under 5 and we regularly walk through this intersection. There has been number of times I have felt unsafe crossing Morton street due to the speed of cars traveling on hazelbank street turning into Morton street and the lack of visibility due to parked cars, and trees.
 - Anything is better than what is currently there but I believe a roundabout along with either speed humps or chicanes on Morton Street would be better. I walk across this intersection at least twice daily and drive through it numerous times a week and the number of near misses is breathtaking. Also I have been the first on scene witnessing a car going straight through the Morton St stop sign. It is a very high pedestrian intersection with children walking to schools, both North Sydney Dem and Cammeraygal High School and this needs urgent attention. And whilst I think the current proposal will improve the safety in my opinion it doesn't go far enough.
 - I'm an older person who uses the crossing very often and feels it is quite dangerous for pedestrians. My eyesight is deteriorating which makes the crossings even more worrying.
 - i am a new south wales school crossing supervisor and a nanny to three children who go to NSDS, it is extremely unsafe and the cars parked right up against the pedestrian area make it a blind spot for children and cars. if no action is taken- a potentially fatal collision

is bound to occur

- Correction - I meant speeding up Hazelbank St

Original;

Traffic races at excessive speeds up HAZELBANK street and doubt the plan will slow them unless the curbs are built like chicanes further into the road rather than narrowing the road as per plan. Further speed inhibitors should be implemented at other corners eg Gillies on HAZELBANK so speed cannot be built up before getting to this intersection. Yet again the island barriers were smashed flat last week which wont help pedestrians. Pedestrian crossings on two corners or away from the intersection to force priority would help. Lighting should be improved and light poles on corners relocated as they block views - people look at the oncoming traffic as they turn the corners and don't see people or the islands. Whatever solution should not increase the noise on this intersection caused by traffic slowing down and then accelerating(no speed humps, lights) - it should just be slower and smoother. The traffic is often heavy with trucks incl doubleDs, very frequent rail replacement buses that grind their way up the Morton St hill and loud bikes that enjoy the straight run. The traffic on this corner at peak backs up - it is the rat run for the naval base and the extensive education precinct and the very frequent rail replacement route which runs most of the night and seems like every 15 mins when it is on!! This plan will increase the duration of traffic jams and future work at Balls Point will make it unbearable.

- Endorse this plan to create a series of pedestrian refuge spaces as I have witnessed, and been subject to 'near misses'. It will be a boon for young children, people with mobility issues, parents with strollers/shoppers, out-of-area trekkers - and the brush turkeys. While this may seem silly, I have observed the birds become flustered as they try to cross the road and avoid traffic.

Will this plan ensure the brush turkey nest on the corner of No7-9 be retained?

Additionally

Can the residents be informed about any early morning or late afternoon drilling/blasting or any other noise that will create problems.

The intersection is used by State Rail buses when they are doing State rail repairs. Are the reduced lanes wide enough for State Rail buses?

- Until recently I lived at this corner & it is so dangerous even i would be stressed crossing at peak times. I would go as far as recommending a crossing with a hump. Definitely need something that slows cars down.
- This is not enough, speed hump in both direction and/or crossing path should be added. Let's not wait for an accident to react.
- While acknowledging that the safety of pedestrians is paramount, and that those measures suggested may go some way to improve the issue at hand, the crux of the problem is not being addressed. The problem is two fold:
 - 1) Excessive speed of vehicles travelling along Hazelbank Road.
 - 2) Drivers wilfully ignoring the stop signs on Morton Street on both sides of the intersection.

The following observations are provided as anecdotal evidence to the statements above:

1) Having lived on the corner of Morton Street and Hazelbank Road for close to a year and a half, we have have observed four traffic collisions involving two vehicles at this

intersection with one vehicle having been travelling along Morton Street and not stopped at the stop sign striking or having been struck by a vehicle travelling along Hazelbank Road.

2) Multiple times a day (in excess of five) near misses occur as identified by the beeping of car horns and the screeching of tyres from sudden braking (this can be seen as skid marks on the road), these incidents have also been visually observed on a number of occasions.

A more fitting solution to the issue in hand may be:

1) Chicanes or speedbumps to reduce the speed of traffic going down Hazelbank Road from the Pacific Highway.

2) Reducing the speed limit along Hazelbank Road and/or incorporating into the School Zone.

These measures would also aid in reducing the risk to pedestrians.

- This will improve pedestrian safety and is fully supported
- While any improvement is welcomed, what this intersection really needs is a pedestrian crossing and traffic calming measures. It is very dangerous, especially for small children, as traffic goes very quickly and it is hard to be seen.
- My kids and I cross this road every day to go to school. We do not like it, cars go fast and it's a wide intersection.
- I think it will improve safety
- I would like this intersection to be safer and easier to cross however I think that a roundabout should be installed.
 There are a lot of children that use this intersection to walk to and from school and it is dangerous and difficult for them to keep track of traffic in all 4 directions on such a busy intersection.
 It would also be easier for cars to merge.
 I think a round about would make this intersection much safer without impacting the flow of traffic.
- After witnessing another collision at this intersection on 29th November 2020 due to a car running the Stop sign, I am supportive of this proposal however I would ask the council to reconsider the design in order to minimise the loss of parking spaces. On street parking is already a challenge in this area, and as the parking is used by the workers of the Mater Hospital and the Cammeraygal school from a community perspective it would be beneficial to keep as many parking spots as possible.
- Fully support this proposal to make pedestrian crossing safer. This intersection has been a pain for many parents and children for many years. Wonderful to see actions are finally taken to address this.
- I regularly walk to Brennan Park and find it hard to spot oncoming cars around parked vehicles and trees, especially when I am returning up Hazelbank Rd. Cars travel north at alarming speeds. The idea of pedestrians having right of way at intersections is respected

by only a few drivers. Anything you can do to make it easier to see oncoming cars before a pedestrian steps onto the road would be very helpful, particularly for elderly residents who want to keep fit, but cannot move very quickly.

- I walk my child to the Dem school every day and cross this intersection with a great deal of trepidation and caution. It's a very busy intersection and cars can be travelling along Hazelbank Rd quite quickly and are not always easy to see, particularly when turning into Morton St. I support the proposed works, as safety definitely needs to be improved at this intersection.
- With so many school children in the area we are desperate to improve this, and the rocklands road and Morton street intersection.
- I've lived locally for 20 years, and this is an intersection that has become incredibly dangerous in recent years, with more local traffic on backroads. At rush hour in mornings/afternoons, I've personally witnessed close to 20 very near-misses where fatal accidents were narrowly avoided, including young schoolchildren being hit as they are forced to take a big risk in crossing that road in order to get to North Sydney Demonstration School. I walk my own young kids to school every morning, and dread crossing that intersection though it's the only way to get to school. Even with me paying close attention and holding their hands I never feel that we are safe. It's unacceptable given the high numbers of young kids using that intersection to walk/cycle to school, just as all the public health advice tells us to do. I know that dozens of local parents have complained to Council over the years about this intersection, and we are very grateful that our concerns have been heard and that this action is proposed. It is a crucial and relatively simple amendment that will have a major impact on the safety of our children, and enable us to continue to walk to school daily and build community and health that way. Please do the right thing and make this intersection safe to use! Thank you so much.
- A great step forward. Your foresight is to be congratulated. I know these projects are ongoing and cannot please everyone. Corner of Rockmans Road and Morton Street could do with a revision please. The "Through" traffic increase daily 89 year old has concerns. Keep up the good work!
- We like increased safety for all drivers + pedestrians.

Oppose proposal (Within survey Area)

LOSS OF PARKING

- While something needs to be done, the proposed solution of Kerb Build Outs and Refuge Islands will not help pedestrian safety, and will unnecessarily remove car parking in the area.
- I have found this intersection to have adequate signage and safety refuges. For the past 19years I have walked and driven my car in this area and have never encountered a problem. The removal of car parking spaces will severely impact residents, the staff from the Mater hospital and commuters. Please do not change. Many Thanks
- You will recall our requests for a planting area between No's 1 & 3 Morton St driveways were rejected because it would take away a parking space and in your works a "valuable

parking space”. This proposal removes 6 spaces which will now add to our illegal parking issues.

SAFETY

- The current pedestrian refuge on Hazelbank St gets flattened, yes flattened, fairly regularly, so does not actually provide any pedestrian safety. You actually need to slow the cars coming down Hazelbank Road, and some who speed up the street, i.e. via a speed-hump or similar to Morton St/Cross Nest Road but before the intersection.

SIGHT DISTANCE

- 2. Re outside 13-15 Morton St: Cars currently regularly stick their 'noses' out when trying to cross Hazelbank Road despite the STOP sign and line - this is because they can not see. Removing the two car spots near the post box on Hazelbank Road will assist seeing down hill, but the tree near the mailbox also needs to go so cars can actually see down Hazelbank Road. Removing the two existing car parks as proposed outside 13-15 Morton St will not visibility and appear as cosmetic kerb adjustments. You need to remove the tree and the first car spot from outside 13-15 Morton St but on Hazelbank, not Morton St, so they can see what's coming down the hill as well.
- 3. Re outside 1B Morton St: Cars currently stick out as they can not see up the hill. Agree to removing the vegetation and possibly relocating the power pole, but also include vegetation in 7-9 Morton St. Removing the two single parking spot in Morton St will not help visibility, and appear as cosmetic kerb adjustments. The drainage outside 7-9 Morton St also needs work as regularly clogs and floods over making it slippery.

PROVISION OF PEDESTRIAN CROSSING

- 4. Suggest making a raised pedestrian crossing from 16 to 13-15 Morton St, and then 13-15 Morton St to 7-9 Morton St. This would provide continuity and support to the crossings at Morton St and Crows Nest Road. You also need to add a speed bump incentive to slow cars coming down Hazelbank, maybe just after Gillies St.
- While I agree something needs to be done and its quite dangerous there is only really one entry point that is an issue. The cars coming down the hill from the north on Morton Street is the issue they fly down and don't stop. You need to have some pedestrian crossing here to ensure people are looked after I have seen countless times people almost be clipped by speeding drivers. A simple elevated crossing would solve the problem and mean a lot less work and money spent.

PROVISION OF ROUNDABOUT

- Agree we need some change however the real issue is poor traffic behaviour of cars that cross that intersection. Currently the cars travelling along Moreton are impatient and do not 'stop' causing near misses with cars travelling along Hazelbank. If you can fix this problem, the safety for pedestrians will also be improved. The construction of refuge islands will not fix the traffic issue and so is not the best solution. A roundabout however could be a better solution as it would importantly slow traffic in all directions (thereby

improving safety) and it would also appease the Moreton drivers (which these days almost equal the number of Hazelbank drivers).

- Appears to be a major, industrial / commercial - looking design for a highly residential and heritage area. And yet, it does not include traffic lights or other design-inclusive requirements to slow down traffic at Morton Street corners. Cutting back shrubs on the corners to improve drivers' sight is insufficient to 'hurried' drivers in the mornings and evenings that want to swiftly get across without looking for cars going up/down Hazelbank Road. Design creates additional safety risk for pedestrians allowing them to stand in the middle of the road.
 Alternative suggestions - roundabout and/or speed humps on Morton Street approaching each side of Hazelbank Road. Both suggestions would not hinder reduction of crucial car parks in the area - loss of 6 car spaces is significant. Garden beds - whilst nice greenery - is going to be a maintenance hazard and cost ongoing.
- I suggest we add in a roundabout at the morton st and hazelbank rd to add some sort of system. I have seen numerous close accidents because people are not sure who has right of way. It will also slow people down on the approach to the intersection.

PROVISION OF SPEED HUMPS

- I suggest speed humps on all entrances and exits to the speed hump. For some reason people seem to speed on all approaches to the intersection which is quite dangerous and won't be prevented by either the refuge islands or the kerb build outs.

PROVISION OF TRAFFIC LIGHTS

- This upgrade would seem to be a waste of time and money. The only way to prevent motorists from using the area as a speedway is to install traffic lights.

PROVISION OF CYCLE LANE

- I cycle across this intersection every day. It appears that the proposed changes will narrow the road and increase danger for cyclists as a result. I was actually hit by a car at this intersection about 15 years ago. How about a proper cycle lane (not in the door zone)!

TRAFFIC ISSUES/CONGESTION

- 3 refuges already exist for pedestrian safety. The intersection is too narrow to accommodate kerb build outs at Morton St and Hazelbank Rd. Single lane traffic will incur large build-up of traffic waiting at the intersection.
- I support refuge islands. I do not support kerb build out because it will cause a bottleneck of traffic.

NOISE POLLUTION

- Assuming that this work will actually result in improved safety outcomes for this intersection, as someone who lives in very close proximity to the intersection I am deeply concerned about the noise pollution that this work will no doubt produce. In the past I have been severely affected by noise pollution produced by similar works which were conducted throughout the night and persisted for many months. As is now well established in the science of sleep, poor health outcomes are expected for both those who carry out the work and those whose sleep is interrupted due to the noise. I trust that this work will not be carried out during the night. My concern then lies with the noise produced during the day as I work from home. What efforts are being made to ensure that there is a minimal amount of noise pollution produced by this work? How long is this work expected to take from start to finish?

OTHER

- 5. Could they fix the camber on the driveway of 13-15 Morton St onto Hazelbank as this means cars currently go in and out very slowly compared to what most drivers expect, so causes cars to behave unexpectedly
- It is my opinion that the volume of traffic does not require such traffic restrictions to be implemented. There is also very little pedestrian traffic in that area. Money should be better used in actual 'black spots'.

Comments received from outside Survey Area

Support proposal

- It is a very busy intersection and needs help slowing cars down to protect children crossing.
- Thank goodness you are considering this proposal. I have been very concerned about safety at this intersection for years, especially given it is a key crossroads for both North Sydney Dem and Cammeraygal High, for both pedestrians and cars. Even at times without the flow of kids, visibility is poor and I am commonly nervous about crossing Hazelbank while driving, or any street here while walking. It would be tragic to wait for an accident to action change, especially as the local population grows and this intersection gets busier and more dysfunctional over time. Full support!
- It's really scary to cross this road for adults and kids
- As a parent walking their children to/from school and daycare I wholeheartedly support this change. A speed hump on Hazelbank Rd would also be a welcomed addition!
- This is an incredibly dangerous intersection for pedestrians (including school children) to cross during peak hour and this change is long overdue.
- This will make that very busy crossing much safer for my school kids walking to North Sydney Demonstration School.
- Email Please.

-
- A round about here would also make it safer with cars not making mad dashes to pass through the intersection.
 - I support the upgrade as it is a dangerous crossing with so many students. However, I think a roundabout and pedestrian crossings would be much safer for all involved, including cyclists. Extending the 40km school zone would also help.
 - So many school kids cross here every day and it's currently quite dangerous so any improvements to make it safer is a good thing.
 - This is a dangerous intersection for pedestrians as well as drivers. It would be great to have a proper pedestrian crossing/crosswalk here.
 - I had wondered about a roundabout but this seems to be an alternative
 - As a pedestrian and also a driver here around school hours it does not feel safe in either situations. If we can upgrade the safety for all parties during busy school drop off and pick up hours it will make the community feel much more secure.
 - This is a very dangerous intersection for kids to cross. Please consider zebra crossings as well. This intersection also has poor visibility for drivers on either side of Morton St. Please consider a roundabout. Thanks
 - I drive this route every day and would appreciate more visibility of pedestrians at this location to improve safety.
 - The proposed improvements will address issues of pedestrian safety, which is particularly important as this intersection is on main walking routes for multiple schools.
 - I have seen a couple of times that kids almost got hit by car when crossing.
 - I am very supportive of this project as this crossing is not safe for young kids to cross.
 - I have to supervise my child every school day of the year to cross this road. It is very hard to see / gauge the approaching traffic. Intersection is busy in the morning and is a true challenge each day. I do not have any photo evidence as need to focus on safety when crossing.
 - I speak on behalf of residents whose children use this crossing in the morning and afternoon and who have been agitating for an upgrade of this crossing for some time.
 - This intersection worries me every day, on foot and by car. It's an accident waiting to happen. I have seen car accidents there, and near misses involving adults and children. Please improve it
 - In addition to the proposals, I suggest to turn that intersection into a runabout or to put in pedestrian crossings across Hazelbank Road. One of the problems currently is the cars

driving on Hazelbank Road in the downhill direction is going too fast and does not slow down at all, making crossing it dangerous for small children. The road is also not officially in the school traffic zone even though a lot of school children walk home and walk to school crossing that road.

- Parking is already at a premium. Can the extended kerbs be reduced in length so fewer spaces have to be removed? Particularly the west side of Hazelbank and south side of Morton Sts.
- Improvement here is desperately needed. I walk with my daughter in a pram through this intersection almost every day on our way down to Brennan Park. It is so scary because cars can come flying over the hill and down Morton St (normally from the west but sometimes from the east) and you just pray that they see you and can stop in time. When pushing a pram, it's not possible to stop safely inside the whole refuge island and it's also not possible to push the pram fast enough across the entire road width. Luckily, a number of drivers have stopped to let me cross safely but that isn't always the case and it's so dangerous. There are so many young parents now walking prams and strollers along here to get to Brennan Park that I'm really worried that it's only a matter of time before a child is run down and killed.
 Frankly - Council should be implementing full pedestrian crossings here to give priority to pedestrians and ensuring motorists need to drive like they're expecting children running out on their way to the park. It's a residential area anyway and shouldn't be used for rat running by motorists.
- This is a busy intersection that is regularly used by many children traveling to and from school. It is potentially dangerous for young children to cross. A pedestrian crossing or refuge islands would greatly increase the safety for children crossing.

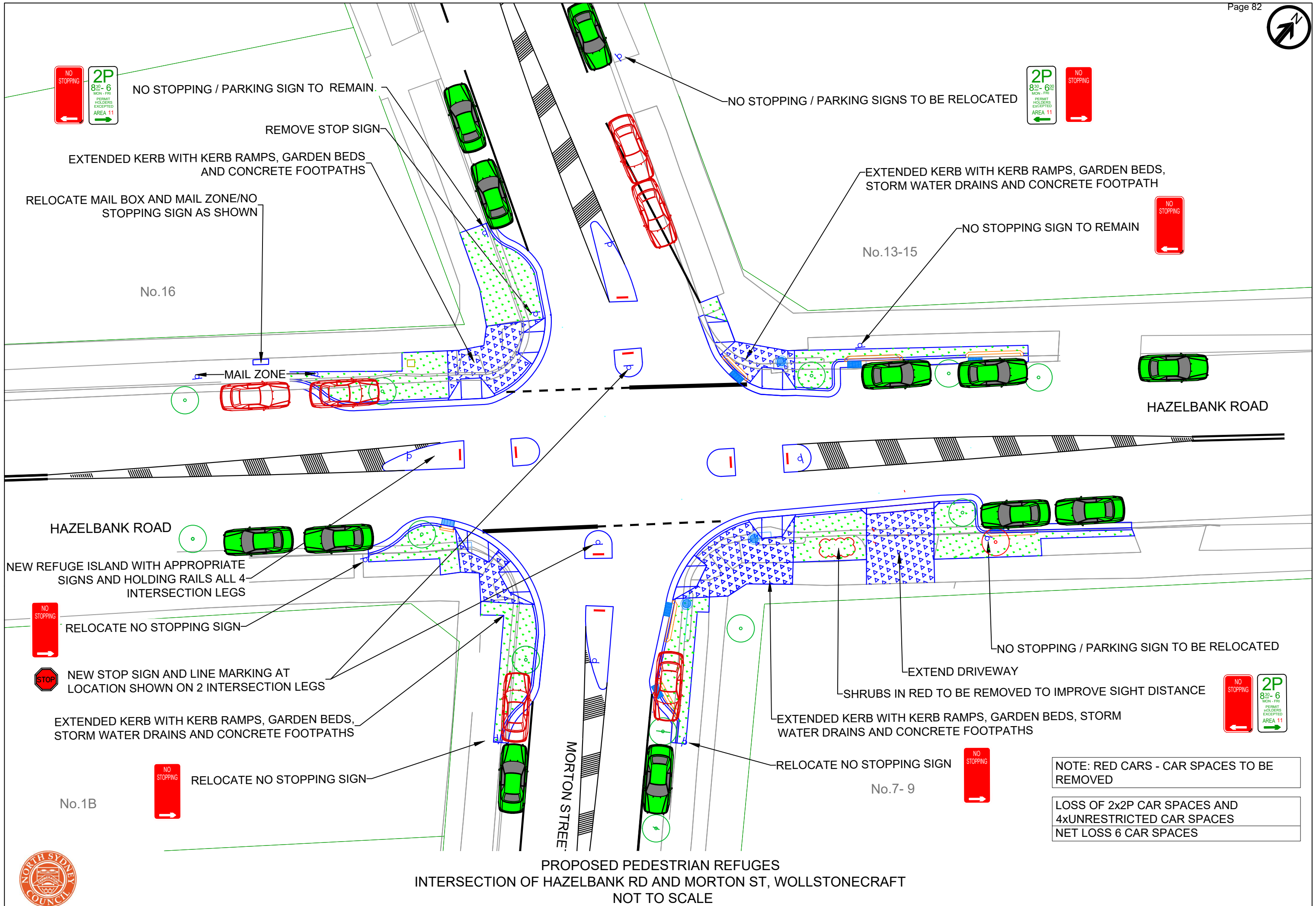
Oppose proposal

PROVISION OF TRAFFIC LIGHTS/ROUNDAABOUT

- Thank you for working on this project and improving the safety of our community. At peak hours , there are a lot of kids with and without parents trying to cross the road at the same time. They will not all fit on the refuge island and therefore this solution is not providing full pedestrian safety. I personally would prefer traffic lights. Also a lot of cars are queuing impatiently to cross the road and often bully their way across. I feel the traffic lights are more regulating and visible to drivers.
- Good start but not enough as the cars are speeding and rushing.
 Need something so that pedestrians are first priority, traffic lights are ideal or at least zebra crossing for 2 or more of the entry points.
 Thank you for looking into this and ensuring our kids (and adults) have a better and safer experience.

TRAFFIC ISSUES/CONGESTION

- The introduction of a kerb build out on the eastern side of Morton Street will narrow access to vehicles that wish to turn left into Hazelbank Street heading east towards the Pacific Highway. This will result in a significant traffic build up in the morning peak hours - possibly as far back as Rocklands Road. The kerb build out on Hazelbank Street east of Morton Street will do nothing to improve the safety of pedestrians at this crossing which is too close to the intersection anyway and should be moved further east.



PROPOSED PEDESTRIAN REFUGES
 INTERSECTION OF HAZELBANK RD AND MORTON ST, WOLLSTONECRAFT
 NOT TO SCALE



Item 4.7 - Traffic - 5/02/21

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

To the General Manager**Attach Plan:** 1. Lavender Street Plan

SUBJECT: (4.7) Lavender Street, Lavender Bay – Raised Pedestrian Crossing – Survey Results**AUTHOR:** Report of Traffic & Transport Engineer, Iman Mohammadi**DESCRIPTION/SUBJECT MATTER:**

Council has been successful in gaining funding under the 2020/21 Australian Government Black Spot Program to convert the existing marked foot crossing on Lavender Street at Walker Street to a raised pedestrian crossing.

The proposed raised pedestrian crossing incorporates a flat top road hump and kerb extensions, which will increase visibility of approaching drivers, slow down traffic and reduce the crossing distance. A concept plan of the proposal is enclosed.

Community consultation took place from 20 November 2020 until 10 January 2021. Approximately 960 questionnaires were sent to properties in the surrounding area, Wollstonecraft and Edward Precinct committees, and the survey was available online through Council's 'Have Your Say' webpage. A total of 39 responses were received, including 7 from the outside survey area.

The results indicate a community preference for the installation of the refuge island (89.7% support and 10.3% objection).

RECOMMENDATION:

1. THAT Council, as part of the 2020/21 Black Spot Program, convert the existing marked foot crossing on Lavender Street at Walker Street to a raised pedestrian crossing as shown on the attached plan, after the affected properties are notified by letterbox delivery.

CONSULTATION REQUIREMENTS

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

Relates to ECM No: ECM 8381819

Standard or Guideline Used: AS1742.10

Signs & Lines Priority: N/A

Precinct and Ward: Lavender Bay / Wollstonecraft

Impact on Bicycles: N/A

Impact on Pedestrians: Proposed raised pedestrian crossing will improve pedestrian's safety

Impact on Parking: N/A

DETAIL

Council has been successful in gaining funding under the 2020/21 Australian Government Black Spot Program to convert the existing marked foot crossing on Lavender Street at Walker Street to a raised pedestrian crossing.

The proposed raised pedestrian crossing incorporates a flat top road hump and kerb extensions, which will increase visibility of approaching drivers, slow down traffic and reduce the crossing distance. A concept plan of the proposal is enclosed.

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The results indicate a community preference for the installation of the refuge island (89.7% support and 10.3% objection). The result of this survey is shown on the tabular format below:

I support the proposed raised pedestrian crossing on Lavender Street at Walker Street	Response				
	No		Yes		Total
	Qty	%	Qty	%	
Within Survey area: <ul style="list-style-type: none"> • Alfred Street • Arthur Street • Harbourview Crescent • Lavender Crescent • Lavender Street • McKenzie Street • Walker Street 	4	12.5%	28	87.5	32
Outside Survey area: <ul style="list-style-type: none"> • Bank Street • Crows Nest Road • Euroka Street • Fitzroy Street • Warratah Street Balgowlah 			7	100%	7
Grand Total	4	10.3%	35	89.7%	39

Comments Received

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

Support proposal (Within Survey Area)

- We would welcome the proposed pedestrian crossing as detailed
- I request that the Cats Eyes Raised Markers be permanently removed on each lane to the east of the pedestrian crossing. These raised markers are significant noise generators at No 30 Lavender Street. This is particularly noticeable during the day in busy periods and at night-time. The lanes are very narrow approaching the crossing and the Cats Eyes are inboard of the Line Markings. This means at least 50% of all vehicles wheels (I have counted them!) travel over the Raised Markers generating a tyre impact "Machine gun" rat-tat-tat. We would be most grateful if the existing Cats Eyes were removed altogether and a fluorescent paint used at the Line Marker. If a Cats Eye is mandatory from a road safety point of view, flush mounted versions would be less noisy. If the above two options are not possible then relocating the Cats Eyes to out board of the Line Marking would reduce the frequency of noise events. Thank you.
- We are very supportive of the concept. It will both slow down oncoming traffic and make drivers more aware of the usually quite busy crossing
- Support increased visibility and the raised pedestrian crossing plan. I do not support any measures that will further narrow the road around that area, such as the widening of footpaths for garden beds. It is already very narrow, and please note that there is regular bus traffic along that road.
- Ernest Street humps at the crossing have always been an issue. eg suspension damage to vehicles and drivers swerving out-of-lane to avoid them.
glad to see improvement
- This is a main pedestrian cross as it leads to North Sydney Train Station and Bus stands
- I support the proposals for a raised pedestrian crossing at Lavender/Walker however I would like to include a couple of concerns.

Important to ensure drainage is adequate as this is a problem at Lavender/Arthur Street.

I think existing median cushion on west side is unnecessary as it does not slow down buses or cyclists anyway.

- Recommend existing concrete speed cushion on western side of crossing be replaced by the smoother kind installed on Lavender Street east of the corner of Blues Point Road.
- This initiative is long overdue. Apart from significantly increasing pedestrian safety by slowing approaching cars and bikes in both directions, it will make it easier and safer for cars to exit left or right from Harbourview Cres. Currently, visibility of cars and bikes coming down Lavender St from the direction of Alfred St is poor, due to parked cars on the left. And in the case of cars and bikes coming in the opposite direction from Blues Point Rd., their speed is relatively fast due to downhill grade of the road. Indeed the road

in both directions along Lavender St bottoms out approx. where the proposed pedestrian crossing is to be located. So, the new crossing will greatly enhance safety conditions for all road users in the vicinity.

- The existing crossing is very dangerous and much used. The proposal should improve pedestrian safety considerably.
- a good idea
- Raising the crossing might make the surface of the crossing less visible to motorists when approaching from the west. The piano keys on the leading edges might seem too like the piano keys on the preceding speed humps, which aren't pedestrian crossings (although some pedestrians seem to treat them that way). If there is a raised crossing, I hope it is NOT designed as all the other devices in Lavender St, which allow buses to continue on their merry way unimpeded.
- We really need a wider sidewalk on the harbour side of Lavender street - it is dangerous! Do all those parking spots need to be retained?
- Great initiative and well needed. I have witnessed many occasions of sudden braking by cars where they have not seen pedestrians crossing.
- Would you please also address the problem of turning from Lavender Crescent into Lavender Street when you then have to turn left towards Blues Point Road. At present the median strip is elevated - as well as close to the turning circle - and makes turning difficult and dangerous due to traffic coming both ways
- I fully support the proposed raised pedestrian crossing on Lavender Street at Walker Street - far too many times have I nearly been close to be knocked-down by speeding cars approaching this crossing. Also, the dedicated street-light/lamp-post lighting this crossing is currently faulty; therefore, it would be great to have this fixed so the new, upgraded crossing is well illuminated at night.
- This will help me feel safer crossing the street. I sometimes avoid this crossing because drivers tend to not slow down or stop for pedestrians here.
- The sooner the better as the speeding cars and bikes, particularly late at night, are not good
- It will significantly increase pedestrian safety
- Hopefully a raised pedestrian crossing will stop the parade of cars with big noisy mufflers driving down Lavender Street. A big issue over the last few months especially at night. A negative of course is the noise the cars make as they fly over the hump.
- An excellent idea. I would ask that the traffic calming device in front of no 26 lavender street be removed. With the installation of this structure there would be three devices between Walker Street and Blues Point Road. The device in front of our residence slows down cars but truck and medium size delivery vans take it at full pelt. This makes a very

substantial racker. If this were removed it would greatly improve the amenity of the residences at this point. Our homes are fairly close to the roadway and the noise intrudes into our building.

- The existing speed cushion in Lavender St just west of the proposed pedestrian crossing is cracked and bumpy. Can it be remade to match the two other speed cushions in Lavender St closer to Blues Point Rd ?
- I live in Walker Street Lavender Bay and am supportive. Drivers sometimes do not see the crossing and fail to stop. This will help. Also think your proposed gardens will enhance the environment
- I think it will be a great safety upgrade

Oppose proposal (Within survey Area)

- This will create further traffic problems on Lavender Crescent where cars already have to reverse back onto Lavender St when they meet an oncoming car coming up Lavender Crescent. The last thing that intersection needs is anything to further create issues with entry and exit from Lavender Crescent. This is completely unnecessary and will lead to accidents on the intersection.
- The planned new widen footpath along kerb will make the lavender street even narrower and thus bring more difficulties for vehicle drivers.
- Key objective of these works should be pedestrian safety as vehicles do drive fast along Lavender Street and through illegal driving can avoid the current speed reduction measures along the street. I therefore question whether the current proposal is sufficient. I would also strongly recommend a "left turn only" from Lavender Crescent onto Lavender Street.

Comment received from outside Survey Area

- Any tweaks for cyclists ?
- I am 100% in favour of the proposal but I do hope the alignment of the garden beds is better than the alignment of the garden beds you 'recently' placed at the intersection of lavender street / arthur street ... the kink in the alignment there induces east bound cars in the northern lane to consistently cross into the west bound southern lane even though the centre line is well to the south of the true centre (just look on google maps). I've had plenty of near death experiences there in addition to daily scares. While I'm whinging about Lavender Street ... At the intersection of lavender street - union street / blues point road, the west bound southern side of lavender street splits into two lanes. The more southern of the two should be left turn only (into blues point road) and the more northern of the two should be 'straight' ahead (into union street) or right turn into blues point road. The more southern lane is in no way aligned with union street, which is only one lane wide, so idiots attempting to go 'straight' ahead from the more southern lane have to perform a dangerous merger that always catches out unsuspecting drivers heading straight ahead in the more northern lane.

- From my experience, cars drive relatively fast along that section of Lavender Street. It would be great to have a crossing that would lower traffic speed and make pedestrians feel safer when crossing

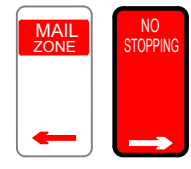
As someone who drives, rides a bicycle and walks using Lavender /Walker Sts, I would like to stress that apparent road calming measured take those on bicycles into account. So that if the angle of the traffic calming structure is too high at either end, this makes it dangerous for a bike rider as its incline means the rider has to move more into the centre of the object to avoid being on a slope. Cars don't take kindly to a bicyclist moving in ways they don't expect when the bicyclist is forced to do so given the road infrastructure (and to avoid being shunted into the gutter/kerb). Widening the pavement on the N/w side (Wendy's Secret Garden side) would be the best thing ever (to avoid people walking on the road/ buggies having to squeeze past given street lights/cable trunks). That said, it's good to have traffic calming devices in place and this is most welcome.

- I support improving pedestrian safety.

MONTESSORI SCHOOL

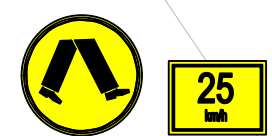


NEW GIVEWAY LINE MARKING
NEW STORMWATER PIT
TURF AROUND TREE. TREE TO REMAIN.



No. 9

No. 30



WALKER STREET

LAVENDER STREET

LAVENDER CRES

EXISTING SIGNS TO REMAIN

NEW GARDEN BED

NEW WINGLESS KERB RAMP AND CONCRETE FOOTPATH

NEW GARDEN BED. EXISTING TREE TO REMAIN.

RELOCATE GIVE WAY SIGN

NEW STORMWATER PIT AND EXTENDED STORMWATER PIPELINE

EXISTING SIGN TO REMAIN

EXISTING POWER POLE TO REMAIN

NEW WINGLESS KERB RAMP AND CONCRETE FOOTPATH

RELOCATE STREET SIGNS

NEW GARDEN BED

NEW DOUBLE SIDED PEDESTRIAN CROSSING SIGN

NEW DESIGN KERB ALIGNMENT

EXISTING EDGE LINE MARKING TO REMAIN

TRIM BACK TRAFFIC MEDIAN AND INSTALL NEW NARROW KEEP LEFT SIGN.

NEW GARDEN BED

MAINTAIN EXISTING ZIG ZAG ADVANCE PAVEMENT MARKING

REMOVE REDUNDANT TRAFFIC ISLAND AND KERB & GUTTER

NEW DESIGN KERB ALIGNMENT

EXISTING SPEED CUSHION AND MEDIAN TO REMAIN

NEW DOUBLE BARRIER LINE MARKING

NEW GIVEWAY LINE MARKING

PAINT NEW PIANO KEYS LINE MARKING

NEW KERB RAMP AND CONCRETE FOOTPATH

EXISTING BOLLARDS AND STAIRCASE TO REMAIN

PAINT NEW PEDESTRIAN CROSSING LINE ACROSS NEW RAISED THRESHOLD

SPEED CUSHION TO BE REMOVED

NEW WIDEN CONCRETE FOOTPATH ALONG KERB ALIGNMENT

MAINTAIN EXISTING ZIG ZAG ADVANCE PAVEMENT MARKING

NEW DESIGN KERB ALIGNMENT

NO LOSS OF ON STREET PARKING



PROPOSED RAISED PEDESTRIAN CROSSING
INTERSECTION OF LAVENDER ST AND WALKER ST , LAVENDER BAY
NOT TO SCALE

Item 4.8 - Traffic - 5/02/21



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

To the General Manager

Attach Plan: 1. Carabella Street Plan

SUBJECT: (4.8) Carabella Street, Kirribilli - Proposed Raised Pedestrian Crossing – Survey Results

AUTHOR: Report of Traffic & Transport Engineer, Iman Mohammadi

DESCRIPTION/SUBJECT MATTER:

As part of the 2020/2021 implementation of North Sydney Council's Local Area Traffic Management (LATM) Action Plans, it is proposed to convert the existing marked foot crossing on Carabella Street at Fitzroy Street to a raised pedestrian crossing.

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

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

The proposed raised pedestrian crossing on Carabella Street incorporates a flat top road hump and kerb extensions, which will increase visibility of approaching drivers, slow down traffic and reduce the crossing distance. A concept plan of the proposal is enclosed.

Community consultation took place from 20 November 2020 until 10 January 2021. Approximately 485 questionnaires were sent to properties in the surrounding area, Milson Precinct committee, and the survey was available online through Council's 'Have Your Say' webpage. A total of 35 responses were received, including 3 from the outside survey area.

The results indicate a community preference for the installation of the refuge island (68.50% support and 31.5% objection). Eight (8) responses objected to the proposed raised crossing due to the loss of one parking space.

RECOMMENDATION:

1. THAT Council, as part of the 2020/21 LATM Program, convert the existing marked foot crossing on Carabella Street at Fitzroy Street to a raised pedestrian crossing, as shown on plan 20D97_SK_C11, after the affected properties are notified by letterbox delivery.

CONSULTATION REQUIREMENTS

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

Relates to ECM No: ECM 8381741

Standard or Guideline Used: AS1742.10

Signs & Lines Priority: N/A

Precinct and Ward: Bradfield - Milson / Victoria

Impact on Bicycles: N/A

Impact on Pedestrians: Proposed raised pedestrian crossing will improve pedestrian's safety

Impact on Parking: Proposed refuge islands and kerb build outs will result in loss of one parking space.

DETAIL

As part of the 2020/2021 implementation of North Sydney Council's Local Area Traffic Management (LATM) Action Plans, it is proposed to convert the existing marked foot crossing on Carabella Street at Fitzroy Street to a raised pedestrian crossing.

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

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The results indicate a community preference for the installation of the refuge island (68.50% support and 31.5% objection). Eight (8) responses objected to the proposed raised crossing due to the loss of one parking space. The result of this survey is shown on the tabular format below.

Milson Precinct comments:

2. Kirribilli Traffic matters – including a.) Carabella St Pedestrian Crossing at Fitzroy

MOTION: Carabella St. Pedestrian Crossing at Fitzroy St: Milson Precinct does not support this proposal, with the loss of a car parking space on Carabella St. The current management system should be retained, using the lollipop man during school days. This is unnecessary expenditure, especially given the loss of a car parking space.

I support the proposed raised pedestrian crossing on Carabella Street at Fitzroy Street	Response				
	No		Yes		Total
	Qty	%	Qty	%	
Within Survey area: <ul style="list-style-type: none"> • Burton Street • Carabella Street • Fitzroy Street 	11	34%	21	66%	32
Outside Survey area: <ul style="list-style-type: none"> • Alfred Street • Thrupp Street • Warratah Street Balgowlah 			3	100%	3
Grand Total	11	31.5%	24	68.5%	35

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 would greatly assist in the safety of the crossing. The large tree right at the crossing makes it difficult for drivers to see pedestrians so a raised crossing might bring more awareness. A pedestrian crossing across Fitzroy Street at the intersection of Fitzroy Street and Carabella Street would be beneficial too. Many people cross the street here and it is very dangerous.
- Because Carabella is a long street, some drivers exceed the speed limit regularly. With children about, something needs to be done.
- Carabella is a long street and so some drivers see this as a chance to pick up speed. This street has both children and seniors. Any means of discouraging speeding would be most welcome.
- In addition to this there should be a stop sign when entering Carabella Street at Fitzroy Street. Cars already speed out of there onto Carabella street without looking for traffic on Carabella Street.
- There are too many speeding cars in this street. The raised pedestrian crossing should slow down cars, which is needed. Speeding occurs at various times of the day. Thanks.
- I consider that the traffic travels too fast down Carabella Street and this presents a damper to school students and other pedestrians. Raising the crossing, lowering the speed limit, or other traffic slowing measures would increase safety in this street.

- I live immediately adjacent to the pedestrian crossing at the corner of Carabella + Fitzroy Street. I see on a daily basis how busy the crossing is, especially during school times. I believe the proposal will significantly improve safety
- The raised pedestrian crossing will slow traffic on Carabella Street and provide a safer junction, especially for cars turning right from Fitzroy onto Carabella that tend to overshoot the intersection whilst checking for cars on their left. It will help for the instances where the cars overshoot so much that they impinge on the cars travelling eastbound on Carabella.
 My main concern is around school pickup/dropoff times when Carabella St eastbound is a conga line that runs the length of the road. The additional kerb removes at least two "waiting" areas for the drivers. Cars cannot get past this conga line and something needs to be considered. The extension of the kerb is great as it will reduce instances of side swiping which has happened twice in the last few weeks to neighbours.
 Please consider signage for the crossing on the approach to the intersection along Fitzroy Street, as many drivers will make for a blind left turn without checking for pedestrians crossing.
- As a resident that uses the crossing regularly, i've experienced many situations when traffic travelling along Carabella does not observe pedestrian safety approaching the crossing. Raising the crossing as proposed will improve safety.
- I agree with all your safety assessments that a speed bump would engender. I live near the crossing and frequently witness vehicles traveling at speed and failing to slow down on approach to the crossing, and sometimes stopping abruptly when they notice someone crossing. The fact that Carabella Street is a long and straight road encourages higher speeds, and parked cars make it difficult to sight pedestrians about to cross.
- Greater safety with these traffic calming measures.
- I live on Carabella Street. Many cars speed along Carabella Street. This should help slow down traffic to make it safer for residents and school children. Great idea!
- A great idea as vehicles shoot down Carabella Street way over the speed limit. Also Fitzroy is a street where drivers hoon down and often don't bother to stop at the intersection of Carabella/Fitzroy, giving a quick glance as they speed round on to Carabella. Why not reduce the speed limit the whole length of Carabella? It is a dense area full of children, elderly people, dogs and congested traffic due to the two schools. We have first hand knowledge of the degree of traffic and excess speed as our house is ON Carabella St.

Oppose proposal (Within survey Area)

PARKING

- As a long term resident and owner of in Carabella Street I strongly object to this proposal. I must traverse this crossing by car for ingress and egress to my property, sometimes several times a day. I do NOT want to have to bump over a raised crossing every single time. I also strongly object to the loss of a very scarce parking space. There are so few of these in this area with options further reduced by car share parking. I have not seen any evidence of speeding that would necessitate such a costly and obtrusive intervention. We

get traffic jams at school drop off times, not speeding! The road is already too crowded or narrow for that. Please kindly reconsider.

- There is plenty of visibility outside school hours on this crossing and during school hours there is a traffic controller so I do not think there is a need for a raised crossing . In addition the parking spaces are more required for the school, residents and local business - especially considering the shared space proposal that will lose Spaces on Ennis Rd
- Submission regarding Carabella Street Raised pedestrian crossing
 I Object to the current plan for Carabella street raised crossing in its current proposed form because it needs a little bit of work on it to make it work perfectly and functionality in a very busy area with lots of vehicles and people, and the high need for parking. There will be a way for you to do it without having the garden bed and losing parking, potentially by giving some more thought to the design.
 Is the design and loss of a parking space, pretty much just to incorporate double lines which have never been in this street for all my schooling at the school for over 20 years. It would make it very difficult for people to manoeuvre and go along the opposite way of the traffic because of the school pick up line which happens on a daily basis whenever there is school in operation 40 weeks of the year. The people do it very carefully at the moment . By this design you'd be making them actually break the law so you have to have people here to enforce the road rules. By having people there to enforcing the road rules, by this design, you will actually be impeding the flow of traffic even further, causing a gridlock in the surrounding streets and areas to a greater degree than what it currently is, because of the restrictions on manouvrality of this design, especially when it's schools pick up times.
 A solution would be to have some markings on the road which means it would still be functional because these roads have had no markings on them for years. Why is this small section of double lines only on one approach and section of this road? Why is it not in the rest of the street, as it would not be functional in the street, as it would wreck the parking opportunity, as many properties do not have off street parking. So every parking spot matters in this context. Rather than a single broken line for the whole street, which would slow the traffic and still allow the street parking.
 I object to the Proposed Raised Crossing, as it has garden bedding which would take out a parking spot but also with some of that garden bed is where the cars for the school pick up currently pull into that area and wait so as not be across the crossing or across in the middle of the Fitzroy Street intersection to allow traffic to continue moving slowly when it is school pick up time.
 Also this design reminds me of when council tried to put trees at inappropriate locations on the roads surfaces, along all these high road usage areas, where it would impede and cause more trouble for the traffic flow and movement in the areas. The roads were dug up and with kerb guttering and soil put into these locations 2019 ... only to then have all being filled in, after being informed by members of the community, that they were putting in hazards at all locations that were proposed, with waste management trucks not being able to easily service the areas, along with busses in high traffic flow streets, in streets with school access and pickup. I believe that this narrowing would make it more difficult for traffic movement & the ability of service trucks to easily navigate the street.
 Also with regards to the garden bed please make sure that you have low planting because of the plantings on Broughton St at Bligh Street where there are rose bushes that actually impede your ability to see clearly any on-coming vehicles, as you try to exit. This planting bed has been redone several times, due to inappropriate planting blocking line of sight for drivers exiting Bligh St., can we please request in this submission, that the

current rose bushes be removed or replanted in the bed at a better position, as they currently block sight. So you need to be very careful about what planting choices, so you don't obstruct people's line of sight of pedestrians.

All low shrubbery is likely to be walked all over by school students. Your plans show a narrowing of the footpaths on both sides of Carabella St, which is madness when students currently walk 2-4 abreast, so plants will be getting squished. They are more likely to be crossing thru young garden beds, to cross with their friends, while the lollipop man is stopping the traffic. A greater area for waiting by students at the crossing, would be more effective. Especially when you have different age groups supervised by teachers, to get to other services within the local area - bus or trains, or school swimming classes at NSOP and mandatory learn to swim and water rescue classes.

Parking spots are always in use in Kirribilli and that spot that you're proposing to get rid of, is pretty much always occupied by a vehicle and all of the school cars are aware of it because they all know to manoeuvre around that space, when they form the school pick up line because you'll have one or two cars on either side of the pedestrian crossing waiting to get further up in the queue for school pick up.

Also I want to just bring to your attention you've also got new raised up areas in Kirribilli which is just for slowing traffic so you need to make sure that it is very clearly distinguish that this not for just for slowing traffic but they're actually going to be pedestrians walking out onto the road.

- I support a raised pedestrian crossing but not at the expense of losing a parking space. Kirribilli has limited street parking, which needs to be addressed as it is. I have noticed that on weekends/ school or public holidays, particularly if it's a sunny day, getting a park can be difficult

- CARABELLA STREET – RAISED PEDESTRIAN CROSSING – COMMUNITY CONSULTATION – 10 JAN.21

I do NOT support the proposed raised pedestrian crossing on Carabella St. at Fitzroy St.
 PARKING:

I OBJECT to the loss of one on-street parking space with this proposal.

Parking is at a premium along this street, with so many houses not having any off-street parking, including mine. We do not need to lose another parking space. Often I have had to park in this space, as there are no other parking spaces closer to my house. I have lived here for 22 years, with 3 children attending Loreto, so I am familiar with the workings of the school community, with our road and public transport system.

SAFETY

- ALSO A raised and shortened pedestrian crossing at this intersection, with 'Y' angled Fitzroy St, will give pedestrians free movement onto the roadway, without having to pause and think about what they are doing. If they are distracted, like a lot of the Loreto girls and others, being on their devices, heads down, chatting to others, it will put them at more risk, as they do not have to pause to assess before entering the roadway. Similar to those existing the train station and walk straight out onto Ennis Road's raised pedestrian crossing, without looking up from their devices. Coming to a curb's edge, makes you stop and look before stepping off. Too many younger people and young adults are oblivious to their environments due to these distraction.

Having a shortened crossing, but not raised, so pedestrians need to be aware of stepping onto the roadway, with smaller kerb extensions, without the loss of a parking space, so that more students can congregate before crossing, might be a reasonable compromise.

TRAFFIC CONGESTION:

- Living on the street, I know the speed with which trucks belt down the road, which will only put the pedestrians at more risk.

Placing a broken white line along Carabella St., from Willoughby St. to Peel Street, would slow the busses, trucks, 4WD vehicles down considerably, as they would be required to drive on one half of the road, and that not being the middle of the road.

The raised pedestrian crossing will increase traffic in the area and is potentially dangerous for cars on Carabella Street. The reasons are as follows:

There is a lot of traffic and noise already around school pick up and drop off time because of Loretto and St Aloysius schools. The addition of the raised crossing will just increase the time the parent's cars spend on Carabella Street and slow down the drop-offs and pick-ups. It is also NOT going to make it any more safe for students walking back because there is already a school traffic controller managing the pedestrian crossing. Therefore, the raised pedestrian crossing is just going to increase the time the parent's cars remain on Carabella Street and have no incremental benefit to student safety;

At other times Carabella Street is a relatively quiet street with fairly light levels of vehicle and pedestrian activity (only residents). For this reason, the raised pedestrian crossing serves no purpose;

The turn between Fitzroy Street and Carabella Street is an awkward turn to navigate due to the direction of Fitzroy Street and cars being able to park on either side of the end of Fitzroy Street. The addition of a raised pedestrian crossing will increase the difficulty in turning right from Carabella Street to Fitzroy Street as the turn will need to be made while the car is still on the raised pedestrian crossing.

Further a car at the intersection (i.e. on Fitzroy Street) has increased incentive to not give way to the car on Carabella Street as a result of the pedestrian crossing (as the car will need to slow down). This can make the turn potentially more dangerous.

I would instead suggest increasing street lighting on Carabella Street to make it easier for car drivers to notice pedestrians and the marked pedestrian crossing after daylight hours.
- Raised kerb at pedestrian crossing on Fitzroy and Carabella will affect fire trucks, ambulances or other emergency vehicles from parking or allowing other vehicles to pass them while they are attending emergencies. Also traffic would be more congested on Carabella when parent cars line up to pickup their children from Loretto college.

WATER EGRESS:

- Water coming down Fitzroy Street, after torrential rains, is similar to that which comes down Bligh St., which took out a wall 24 years ago on my property, and in NSC review of 'flood' impacts, changed all the properties along Carabella St. to be flood prone. The Bligh St. water egress was address by additional new kerb inlet pits, some 8-10 years ago. I feel that the proposed kerb inlet pits shown on the concept plan 20D97_SK_C111 no.2, dated Nov2020 should be implemented anyway, regardless of the proposed pedestrian crossing, to avoid additional water ingress down the Loreto / Tremayne existing driveway. Thanking you for your consideration of these matters.

NOISE

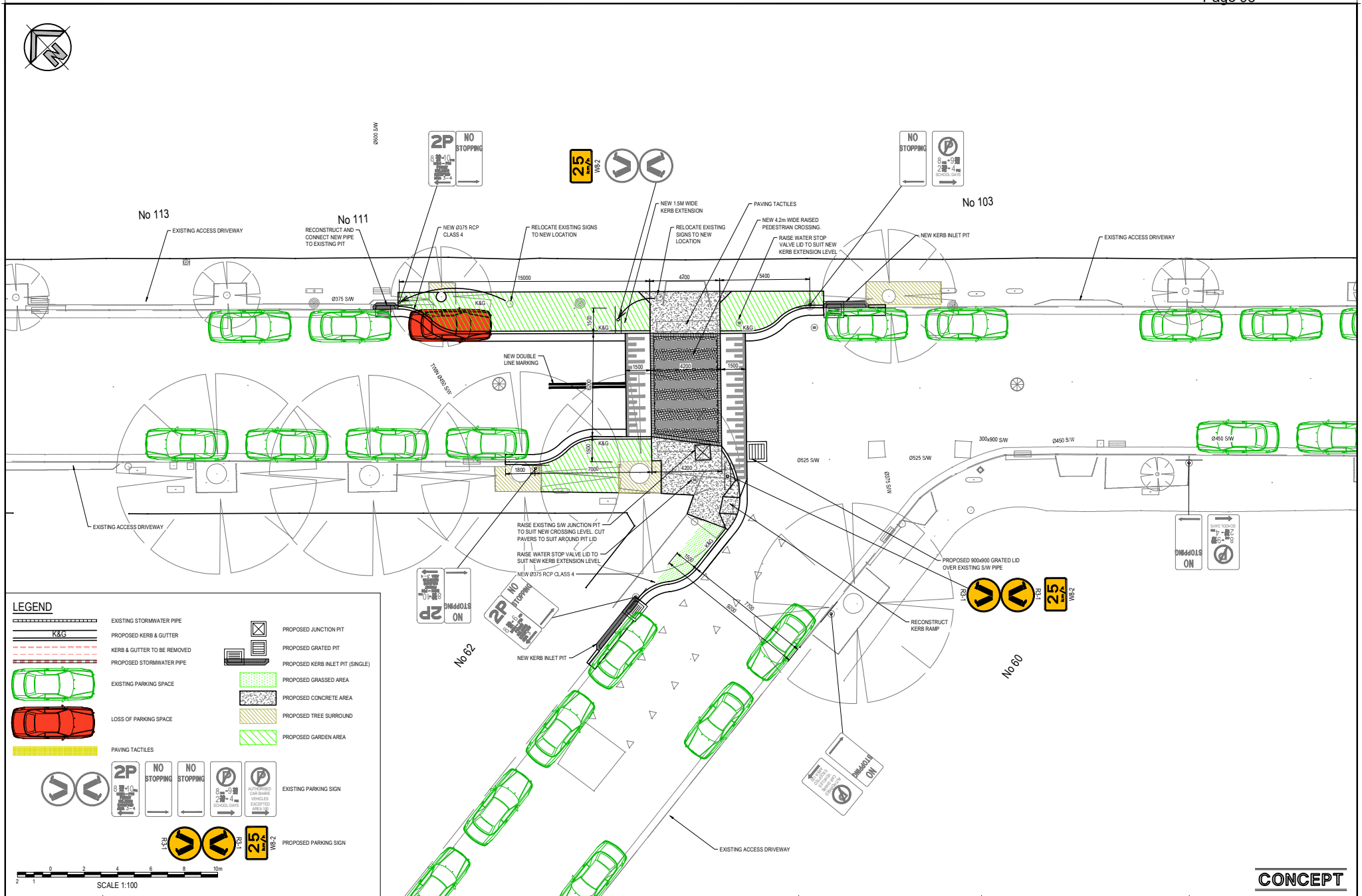
- The noise from trucks and cars going over the raised crossing is significant. 50kph is sufficient to control traffic and pedestrians should not be entitled to cross the street on arrival but must stop look both ways and cross when safe as we were all taught at school

ENFORCEMENT

- The proposed raised crossing is presumably mainly to protect students of Loretto College. It would be far more effective to police parents who routinely double park in such a narrow street whilst waiting for their children. Raised crossings are a minor irritation but prefer not to have.

Comment received from outside Survey Area

- The stop line at the end of Fitzroy Street was covered over when the street was resurfaced. This should be reinstated asap (not waiting for the outcome of this consultation) as a lot of cars pull partway into Carabella before they stop. There is a stop line on Burton at Carabella so why wouldn't there be on Fitzroy ? Thanks.



LEGEND

	EXISTING STORMWATER PIPE		PROPOSED JUNCTION PIT
	PROPOSED KERB & GUTTER		PROPOSED GRATE PIT
	KERB & GUTTER TO BE REMOVED		PROPOSED KERB INLET PIT (SINGLE)
	PROPOSED STORMWATER PIPE		PROPOSED GRASSED AREA
	EXISTING PARKING SPACE		PROPOSED CONCRETE AREA
	LOSS OF PARKING SPACE		PROPOSED TREE SURROUND
	PAVING TACTILES		PROPOSED GARDEN AREA
	EXISTING PARKING SIGN		
	PROPOSED PARKING SIGN		

SCALE 1:100

CONCEPT

SURVEY INFORMATION HORIZONTAL SYSTEM: COORD. SYS: MARK ADAPTED AREA: E 300 000 000 NORTH: N 6 000 000 000 VERTICAL SYSTEM: DATUM: A.M.D. T.M.A. ADOPTED: 82M 21703		Client: NORTH SYDNEY COUNCIL Designer: C-SIDE SURVEYORS Suite 2.01 678 Pacific Highway Gordon NSW 2072 Telephone: +61 2 9417 8400 Facsimile: +61 2 9417 8337 Email: smol@hconsult.com.au Web: www.henrydhynas.com.au		Project: PEDESTRIAN CROSSING DESIGN CARABELLA STREET, KIRRIBILLI Title: GENERAL ARRANGEMENT		Date: Nov 2020 Checked: D. Triantafyllidis Approved: L. Herrington Scale: As shown	
02 ISSUED FOR CONCEPT 01 ISSUED FOR CONCEPT		Date: 18/10/20 Date: 18/10/20		Drawing Number: 20D97_SK_C111		Revision: 02	

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Item 4.9 - Traffic – 05/02/21

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

To the General Manager

- Attach:** 1. Survey Results
2. Summary of Survey Results
3. Survey Map
-

SUBJECT: (4.9) Kurraba Point South Area - Parking Area 32 – Survey Results

AUTHOR: Report of Parking Operations Support Officer, Jessica Choy

DESCRIPTION/SUBJECT MATTER:

A parking survey for Kurraba Point South Parking Area 32 was sent out on the 24 November 2020 to 520 residents, businesses, and to Edward, Waverton & Wollstonecraft Precincts. Residents were given until 10 January 2021 to respond. A total of 32 responses were received. This represents a response rate of 6%, which is below the average response rate of 10 to 12%.

The answers received from the residents for the Parking Area 32 survey are summarised in the attached report. Recommended changes to the parking restrictions in the Parking Area 32 are also detailed in the report.

RECOMMENDATION:

- 1. THAT** Council change one (1) existing unrestricted parking space fronting property No. 200 Kurraba Road, Kurraba Point, to “2 Hour Parking 8.30am - 6pm Mon – Fri Permit Holders Excepted Area 32”.
- 2. THAT** Council notify the residents before installing the parking restriction changes in Kurraba Point South Parking Area 32.
- 3. THAT** the new parking restrictions be reviewed six (6) months after the date of installation in Kurraba Point South Parking Area 32.

CONSULTATION REQUIREMENTS

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

Relates to ECM No: N/A

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

Signs & Lines Priority: 2

Precinct and Ward: Kurraba/ Neutral

Impact on Bicycles: Nil

Impact on Pedestrians: Nil

Impact on Parking: One change to a parking restriction is proposed as outlined in the report.

DETAIL

Parking Area 32 South includes Kurraba Road (south of Shellcove Road) and Baden Road.

A total of **520** surveys were distributed to residents, property owners, businesses, and to the Kurraba and Neutral Precincts on 24 November 2020. The survey was also available online. Residents were given until the 10 January 2021 to respond. A total of 32 responses were received, including 1 hard copy responses and 31 online responses. This represents a response rate of 6%, which is below the average response rate of 10 to 12%.

Survey Results

The responses received for Kurraba Point South Area 32 parking survey are summarised in Attachments 1 and 2.

Precinct Comments

Neutral Precinct:

The Precinct understands the decision to undertake this survey arose from complaints made by residents experiencing difficulty in parking. The meeting agreed that the Council should first take action to enforce the existing parking restrictions before implementing new arrangements.

Comments Received

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

Retain existing restrictions

- I am strongly in favour of retaining the existing restrictions which already sufficiently restrict parking for residents and non-residents alike.
- Please leave as is, if not residence who live In 2 bedrooms units/homes should get access to 2 parking permits!
- The current situation re parking on Kurraba Road past Shellcove Road is a direct result of the approved development now underway. Council should note its role in creating this situation. The management of parking must be in the favour of residents and owners. Therefore it is recommended that no additional sanctions are put into place for this cohort. However parking approvals need to be sought and put into place for all other vehicles with a special focus upon the construction vehicles which should

be wither on site or within the loading zone. A reduction in the allowable timeframe and strong policing should act as a deterrent. Because of your (North Sydney Council) rules we are unable to apply for a second vehicle parking permit OR visitor parking permits. This is something you should consider for owners who reside in two locations, who still contribute to council rates etc.

Oppose Meters

- I am a resident. Restrictions make parking worse not better, already too restricted. Remove all restrictions, AND DEFINITELY NO PARKING METERS! Just because a few residents whinge about parking does not mean council needs to step in and try to "fix it".
- I do not believe charging for parking is appropriate. Council have the option to increase the available off street parking by widening the loop road and having parking on both sides around Hodginson lookout. Council are renovating this park so now it the perfect time to increase parking supply
- Instead of revenue raising you should be engaging with Engineers to resolve the issue. By allowing the new development to be build at the tip of Kurraba you should have excess parking option to decrease parking issues within the area. Charging people for parking or timing them is not your only resolution and it's disappointing to see this. Your preventing visitors, family and friends visiting our homes and potential tenants not renting our properties due to already not enough parking.
- Parking meters would dramatically change the streetscape of this area and not appeal. Parking is easily available during the day which says the volume of parking isn't the issue it's the volume of car ownership that is. Also the disabled car park ok Kurraba Rd Kurraba Point goes unused now the local resident has moved out of the demolished block.
- Additionally, this is a residential area and it seems absolutely ridiculous to propose metered parking.
- I do not support paid parking for a number of reasons:
 - Having meters or similar paid parking infrastructure on the footpath will make the footpaths inaccessible, and even more difficult to stay on them and not walk on the road (a serious major concern - so many people do it). It will make it hard for people with prams, people in wheelchairs.
 - Public transport is very poorly served in Kurraba Point, unless you want to go to the city by ferry. You can't connect with train or major bus routes without a car. Many people - couples/families - have cars due to substantial work and family responsibilities that cannot be accessed by public transport. However, they may be only eligible for one resident parking sticker per household. It is not right that residents who pay rates may have to pay for parking at their home.

Request Parking Restriction Changes

- Any parking restrictions are pointless unless they are enforced. Currently, there is no enforcement of time limits, only cars parked in no standing or no stopping zones. I'm sure there is technology available that can assist your parking officers enforce time restrictions.
- I don't park there during the day. At night or on the weekend I would like the parking to be non restricted when I return home. I am not eligible for a permit.
- There is an oversupply of unrestricted parking in the area that leads to residents using this as overflow parking for 2nd / 3rd cars and also to issues with cars, trailers, etc.

being parked in this area for extended periods of time. For example, see photo attached of a "bus" that has been parked in the area for a few weeks. The majority of cars parked in these spaces do NOT have residential parking permits. On-street parking for residents is extremely limited in this area noting that parking is only allowed on one side of the street due to the narrowness of the streets in the neighborhood. Hence, parking should be further restricted to ensure that those who are eligible for on-street parking have access.

- Parking is most difficult at night rather than during the day. The 2 hour resident parking zones are during the day, and don't have any effect at night, when I can park up to 700 metres from my home - even with a resident parking sticker. It's a long walk with a briefcase and bag. My next suggestion is that resident parking (non paid) is 24 hour.

Request for resident parking permit changes

- Please could you increase the number of visitor permits per household from the standard 30 per year to 50 per year?

Other

- Stop approving developments with insufficient parking for residents. Public transport is not an option for many people to get to work. Therefore in many cases households require several cars.
- All new developments should be required to have 1.5-2:1 parking onsite and suitable visitor parking
- Multi-car ownership is using unrestricted. Thirdi project contractors/traffic management are using unrestricted. This and coming development (Op. Thirdi) will be chaotic for years. I have a garage.
- Rather than changing the parking restrictions, it would be preferable if Council looked more closely at the impact of recently approved DA's which have ruined Kurraba Point.
- The current heavy program of building and construction works will only get more intrusive in the next couple of years so maybe any changes should be subject to another review when most of the larger projects are completed say mid 2022. Also some limitations on the developers who should not be allowed to park on the streets at any time as they can make arrangements to bus in their work crews and make limited provisions on the building sites if needed for other parking
- The current problem with Kurraba Point is the existing arrangements during the Thirdi works - we need them to be able to guide our cars not just the development vehicles as it is extremely dangerous and there will be an accident or fatality
- There needs to be white lined parking as cars block half way across driveways which makes it difficult to get around them due to narrow street that Kurraba Road is. Kurraba Road also needs lane divider to separate on going traffic as cars sway on opposite side of road and becomes very dangerous
- This would not be necessary if the building site Kurraba Residences was not going ahead, the truck drivers show little care for locals when speeding up Kurraba Road, I have been nearly run off the road on numerous occasions. There has been a serious water leak from the site for a week now and despite contacting numerous people it has not been fixed. Shouldn't the Council take ultimate responsibility for this, seeing as they approved the development despite opposition from residents.

- The parking issues have largely arisen to many new developments in the area (not just at 147 -151 Kurraba Road). The issues have arisen as council continues to approve DA's in isolation instead of looking at all DA's approved and their impact on the area. The road is not only blocked for the works zone, Sydney Water, AusGrid seems to take over the area as well. We will lose a large part of the road in January due to sewerage works (outside works zone).
 Next is the works proposed at Hodgsons Park - where will Council park these vehicles etc etc. This will cause further parking issues. Increased parking restrictions will not improve this situation. We have small developments at the Kurraba Road shops, the continuing saga with the replacement of a carlift that has never worked. It is really dangerous passing the shop. Council has done nothing to police this. It was a large part of why the community objected to the development in the first place. Council needs to take more responsibility to keep pedestrians and motorists safe. Why must residents be penalised, forced to pay for parking or forced to park illegally and incur fines all so that unbridled development can occur?
 Is Council also going to look at a right arrow at the traffic lights to Wycombe road? Residents are unable to turn right in peak hour traffic without putting themselves at risk. Honestly, more cars and developments on this road is not a good idea. The roads are not up to it.
- I've been a resident in Kurraba Point for over 30 years. Yes, street parking can be very difficult. My observations are:
 - It's much worse at the moment with the development at the Point and all the workmen taking up spaces - let alone how completely unpleasant it is now to live here with huge trucks every waking minute.....but that's another story.
 - It appears that Council has difficulty enforcing the 2-hour limits during the day.
 - Can this be addressed?

Discussion

The survey results indicate some level of support for timed restrictions on Kurraba Road at the intersection of Kurraba Road and Baden Road. Overall, there was a high level of support to retain the existing parking restrictions within Area 32 Kurraba Point South. There was strong support for the 6pm expiry time and Monday to Friday restrictions to be retained. Detailed summary of the survey results based on the responses are listed in Attachment 2. Overall, there was strong support to retain existing parking restrictions and opposition to parking meters in Area 32 and as such no additional parking meters have been recommended in Area 32.

Note that there are five (5) 2 Hour Parking Spaces fronting a development at 147-154 Kurraba Road, Kurraba Point which have been temporarily converted into a Work Zone. They will be reinstated once the development is complete.

PARKING RESTRICTION REVIEW – SURVEY RESULTS

Note: online questions 1 relates to acknowledgements regarding resident parking permits

Q2. In KURRABA ROAD, between Shellcove Road and Baden Road, I am in favour of (choose one):

Respondent Type	Retain existing parking arrangement		Replacing the existing "2 hour parking" and some of the unrestricted parking with "2 hour METER Parking"		Replacing the existing "2 hour parking" and some of the unrestricted parking with "1 hour parking"		Replacing some of the unrestricted parking with "2 hour parking"		Total	
	Number	%	Number	%	Number	%	Number	%	Number	%
Resident										
Kurraba Road	16	59%	1	4%	1	4%	9	33%	27	84%
Baden Road	4	100%							4	13%
	20	65%	1	3%	1	3%	9	29%	31	97%
Business Owner	1	100%							1	3%
Grand Total	21	66%	1	3%	1	3%	9	28%	32	100%

Q3. In BADEN ROAD, between Kurraba Road and Baden Road cul-de-sac, I am in favour of replacing some of the existing "unrestricted parking" with (choose one):

Respondent Type	Retain existing parking arrangement		1 Hour parking		2 Hour parking		4 Hour parking		No Answer		Total	
	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%
Resident												
Baden Road	5	100%									5	16%
Kurraba Road	11	42%	1	4%	7	27%	5	19%	2	8%	26	81%
	16	52%	1	3%	7	23%	5	16%	2	6%	31	97%
Business Owner					1						1	3%
Grand Total	16	50%	1	3%	8	25%	5	16%	2	6%	32	100%

Q4. The current parking restrictions usually expire at 6.00pm. I would like them to be extended to (choose one):

Respondent Type	Retain Existing		8pm		10pm		Midnight		Total	
	Number	%	Number	%	Number	%	Number	%	Number	%
Resident										
Kurraba Road	21	81%	4	15%			1	4%	26	81%
Baden Road	4	80%					1		5	16%
	25	81%	4	13%	0	0%	2	6%	31	97%
Business Owner					1	100%			1	3%
Grand Total	25	78%	4	13%	1	3%	2	6%	32	100%

Q5. The current parking restrictions operate Monday to Friday. I would like them to operate (choose one):

Respondent Type	Retain Existing		Monday to Saturday		Monday to Sunday		Total	
	Number	%	Number	%	Number	%	Number	%
Resident								
Kurraba Road	19	73%	3	12%	4	15%	26	81%
Baden Road	5	100%					5	16%
	24	77%	3	10%	4	13%	31	97%
Business Owner					1	100%	1	3%
Grand Total	24	75%	3	9%	5	16%	32	100%

Zone ID	Street	Street No.	Weekday Average Occupancy	No. Bays	Current Restrictions	Proposed Restrictions	Comments
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Baden Road 100%

1048	Baden Road	17	100%	10	Unrestricted Parking	Retain	Overall 50% of respondents do not support changes to existing parking. Baden Road residents - 100% retain existing and 0% support changes. Overall residents - 52% retain existing.
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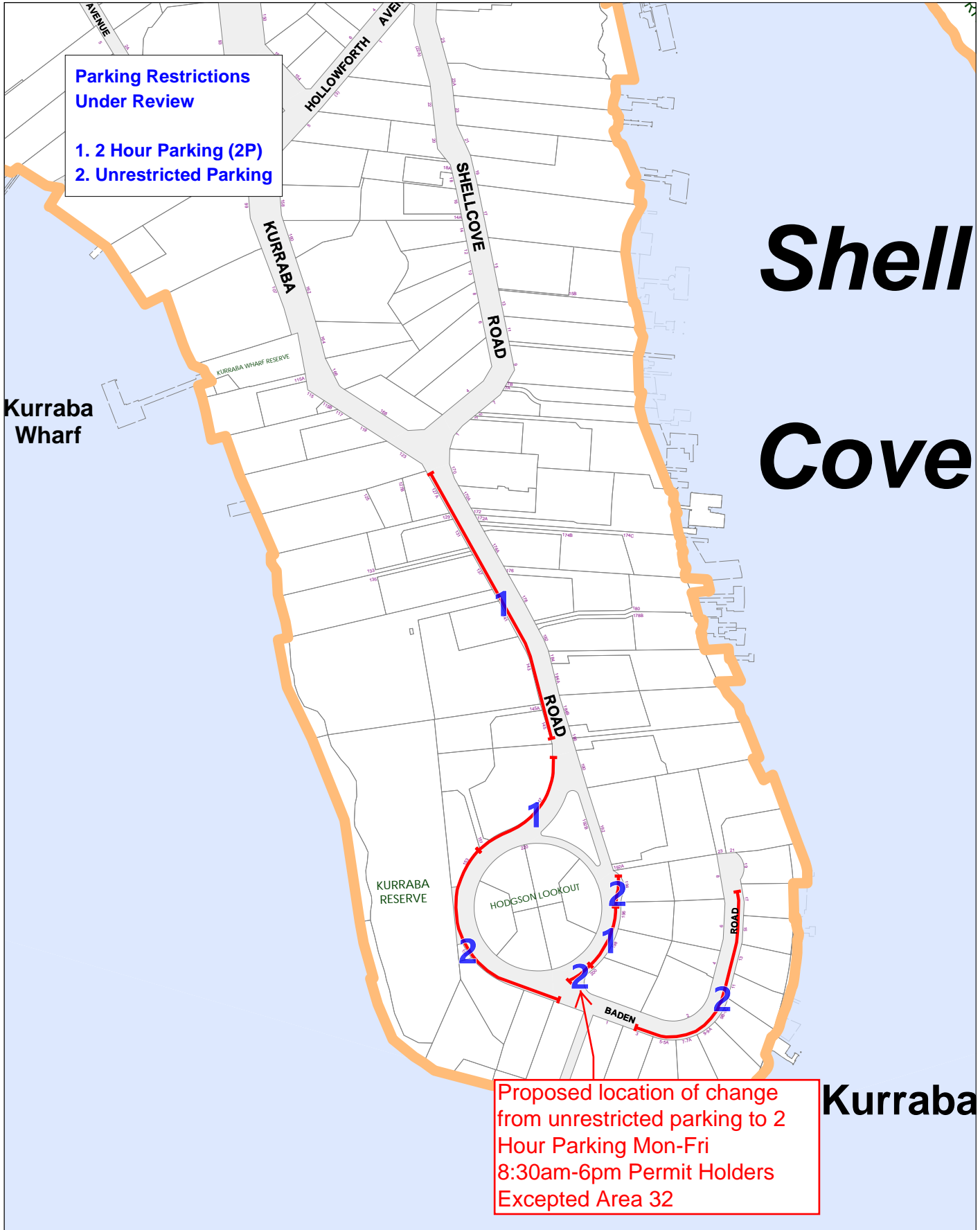
Kurraba Road 97%

1045	Kurraba Road	194	100%	1	Unrestricted Parking	Retain	Residents in this section of Kurraba Road generally support retaining the existing unrestricted parking. Overall 66% of respondents do not support changes to existing parking. Kurraba Road residents - 59% retain existing and 41% support changes. Overall residents - 65% retain existing.
1046	Kurraba Road	200	100%	5	2 Hour Parking 8.30am - 6pm Mon - Fri Permit Holders Excepted Area 32	Retain	Residents in this section of Kurraba Road generally support 2 Hour Parking. Overall 66% of respondents do not support changes to existing parking. Kurraba Road Residents - 59% retain existing and 8% supported changes. Overall residents - 65% retain existing.
1047	Kurraba Road	200	100%	1	Unrestricted Parking	2 Hour Parking 8.30am - 6pm Mon - Fri Permit Holders Excepted Area 32	Residents in this section of Kurraba Road generally support 2 Hour Parking. Overall 66% of respondents do not support changes to existing parking. 5 residents in this section of Kurraba Road support restricted parking. 59% of residents in Kurraba Road do not support changes to existing parking and 33% want to replace some of the unrestricted parking with "2 Hour Parking". Overall residents - 65% retain existing.
1049	Kurraba Road	155	88%	13	Unrestricted Parking	Retain	Residents in this section of Kurraba Road did not respond to the survey. Overall 66% of respondents do not support changes to existing parking. Kurraba Road residents - 59% retain existing and 41% support changes. Overall residents - 65% retain existing.
1051	Kurraba Road	147	93%	15	2 Hour Parking 8.30am - 6pm Mon - Fri Permit Holders Excepted Area 32	Retain	Residents in this section of Kurraba Road generally support retaining the existing parking arrangements. Overall 66% of respondents do not support changes to existing parking. Kurraba Road Residents - 59% retain existing and 8% supported changes. Overall residents - 65% retain existing.
1052	Kurraba Road	141	100%	15	2 Hour Parking 8.30am - 6pm Mon - Fri Permit Holders Excepted Area 32	Retain	Residents in this section of Kurraba Road generally support retaining the existing parking arrangements. Overall 66% of respondents do not support changes to existing parking. Kurraba Road Residents - 59% retain existing and 8% supported changes. Overall residents - 65% retain existing.

Results - Parking Restrictions expire and operate

Area 32 - Various Streets	<p>Overall 78% of respondents support 6pm Overall 81% residents support 6pm</p> <p>Overall 75% of respondents support Mondays to Fridays Overall 77% residents support Mondays to Fridays</p>
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Kurraba Point - Area 32



Parking Restrictions Under Review

- 1. 2 Hour Parking (2P)
- 2. Unrestricted Parking

Proposed location of change from unrestricted parking to 2 Hour Parking Mon-Fri 8:30am-6pm Permit Holders Excepted Area 32

**Shell
Cove**

Kurraba



North Sydney Council

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Item 5.1 - Traffic - 5/02/21



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. Abandoned Vehicles and Unattended Boat Trailers Report

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 7 November 2020 to 18 January 2021.

Year to date (2020) Council had investigated **254** reports of abandoned vehicles.

Year to date (2021) Council had investigated **23** reports of abandoned vehicles.

Year to date (2020) Council processed **84** reports of unattended boat trailers.

Year to date (2021) Council processed **0** 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

Page (2)

ABANDONED VEHICLES PROCESSED DURING THE PERIOD FROM 7 November 2020 TO 18 January 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	
148/20*	122-124 Holt Ave, Cremorne	29/7/20				30/7/20	28/8/20	18/11/20
167/20*	24 Wilson St, Cammeray	31/8/20		✓				
189/20	15 Premier St, Neutral Bay	22/9/20				23/9/20 ongoing	12/11/20	
191/20*	Opp 9 Reserve St, Neutral Bay	27/9/20		✓				
192/20*	90 Undercliff St, Neutral Bay	28/9/20		✓				
195/20*	Carr St, Waverton (opp Clifton St)	30/9/20		✓				
199/20*	31 Alan St, Cammeray	6/10/20	✓					
200/20*	Ennis Rd, Milsons Point (o/s Greenway Block C)	13/10/20	✓					
201/20*	Opp 58 Milner Cres, Wollstonecraft	13/10/20		✓				
202/20*	73 Holtermann St, Crows Nest	16/10/20		✓				
203/20*	Opp 49 McDougall St, Kirribilli	17/10/20		✓				
204/20*	Opp 38 Woolcott St, Waverton	20/10/20		✓				
205/20*	10 Spruson St, Neutral Bay	20/10/20	✓					
207/20*	Tramway L, Neutral Bay	20/10/20	✓					
208/20*	Opp 2 Balls Head Dr	21/10/20		✓				
210/20*	Opp 11 Park Ave, Neutral Bay	21/10/20	✓					
211/20*	126 Holt Ave, Cremorne	26/10/20		✓				
212/20*	17-19 Christie St, Wollstonecraft	28/10/20		✓				

213/20*	8 Selwyn St, Wollstonecraft	28/10/20		✓				
214/20*	84 Holtermann St, Crows Nest	5/11/20		✓				
215/20*	75 Sinclair St, Wollstonecraft	10/11/20	✓					
216/20*	2-4 Highview St, Neutral Bay	10/11/20		✓				
217/20*	2-4 Highview St, Neutral Bay	10/11/20		✓				
218/20	63 Earle St, Cremorne	10/11/20					11/11/20 ongoing	
219/20*	12 Parkes St, Kirribilli	11/11/20	✓					
220/20*	43 Jenkins St, Cammeray	14/11/20	✓	✓				
221/20*	6 Armstrong St, Cammeray	14/11/20	✓					
222/20	Cammeray Rd, Cammeray (o/s Scout Hall)	14/11/20					17/11/20 ongoing	10/12/20
223/20*	96 Grasmere Rd, Cremorne	14/11/20	✓					
224/20*	Hardie St, Neutral Bay (cnr Ben Boyd Rd)	17/11/20	✓					
225/20*	101 Burlington St, Crows Nest	18/11/20	✓					
226/20*	Opp 5 Belmont Ave, Wollstonecraft	18/11/20	✓					
227/20*	11 Trafalgar St, Crows Nest	19/11/20		✓				
228/20*	6 Tiley St, Cammeray	24/11/20		✓				
229/20*	50 Willoughby St, Kirribilli	23/11/20		✓				
230/20*	7 Hazelbank Rd, Wollstonecraft	25/11/20		✓				
231/20*	18-22 West Crescent St, McMahons Point	25/11/20		✓				
232/20*	Opp 38 Cowdroy Ave, Cammeray	26/11/20	✓					
233/20*	1-3 Carlow St, North Sydney	26/11/20		✓				
234/20*	Opp 18 Boronia St, Wollstonecraft	27/11/20	✓					
235/20*	Opp 90 Kurraba Rd, Neutral Bay	28/11/20	✓					
236/20*	20 Churchill Cres, Cammeray	30/11/20	✓					
237/20*	Grasmere L, Cremorne (cnr Ben Boyd Rd)	30/11/20	✓					
238/20*	Grasmere L, Cremorne (cnr Ben Boyd Rd)	30/11/20	✓					
239/20*	24 Bertha Rd, Cremorne	2/12/20	✓					
240/20*	Opp 16 Jenkins St, Cammeray	2/12/20		✓				
241/20*	Woolcott St, Waverton (cnr Euroka St)	2/12/20	✓					

242/20*	45 Benelong Rd, Cremorne	6/12/20	✓					
243/20*	20 Belmont Ave, Wollstonecraft	6/12/20	✓					
244/20*	25-27 Belmont Ave, Wollstonecraft	6/12/20	✓					
245/20*	Opp 76 Milson Rd, Cremorne Point	7/12/20	✓					
246/20*	Merlin St, Neutral Bay (cnr Falcon St)	7/12/20		✓				
247/20	8 Carabella St, Kirribilli	9/12/20					9/12/20 ongoing	
248/20*	36 Clark Rd, North Sydney	9/12/20		✓				
249/20*	187 Ernest St, Cammeray (Depot driveway)	11/12/20		✓				
250/20	Burlington St, Crows Nest (cnr West St)	11/12/20					15/12/20 ongoing	
251/20*	7 Premier St, Neutral Bay	12/12/20	✓					
252/20*	22 Spofforth St, Cremorne	12/12/20		✓				
253/20	5 Highview Ave, Neutral Bay	16/12/20					17/12/20 ongoing	
254/20*	9 Premier St, Neutral Bay	21/12/20	✓					
001/21	75 Young St, Cremorne	29/12/20					6/1/21 ongoing	
002/21	Merlin St, Neutral Bay (cnr Falcon St)	3/1/21					6/1/21 ongoing	
003/21	147 Kurraba Rd, Kurraba Point	4/1/21					5/1/21 ongoing	
004/21	25 Harrison St, Cremorne	5/1/21					6/1/21 ongoing	
005/21	19 Hampden Ave, Cremorne	5/1/21					6/1/21 ongoing	
006/21	103 Holtermann St, Crows Nest	5/1/21					6/1/21 ongoing	
007/21	Harriott St, Waverton (cnr Bay Rd)	6/1/21					7/1/21 ongoing	

008/21	Burlington St, Crows Nest (cnr West St)	6/1/21				7/1/21 ongoing		
009/21	13 Edwin St, Cammeray	6/1/21				7/1/21 ongoing		
010/21	7 Oaks Ave, Cremorne	7/1/21				12/1/21 ongoing		
011/21	36 Elamang Ave, Kirribilli	11/1/21				12/1/21 ongoing		
012/21*	36 Elamang Ave, Kirribilli	11/1/21	✓					
013/21	36 Elamang Ave, Kirribilli	11/1/21				12/1/21 ongoing		
014/21	36 Elamang Ave, Kirribilli	11/1/21				12/1/21 ongoing		
015/21	41 Shellcove Rd, Kurraba Point	11/1/21				12/1/21 ongoing		
016/21	15 Churchill Cres, Cammeray	12/1/21				12/1/21 ongoing		
017/21	15 Churchill Cres, Cammeray	12/1/21				12/1/21 ongoing		
018/21	Opp 33 Peel St, Kirribilli	12/1/21				13/1/21 ongoing		
019/21	Vernon St, Cammeray (opp Brothers Ave)	14/1/21				15/1/21 ongoing		
020/21*	Opp 52 Premier St, Neutral Bay	15/1/21	✓					
021/21*	10 Fifth Ave, Cremorne	16/1/21	✓					
022/21*	50 Milray Ave, Wollstonecraft	16/1/21	✓					
023/21	20 Waters Rd, Neutral Bay	18/1/21				18/1/21 ongoing		

UNATTENDED BOAT TRAILERS PROCESSED DURING THE PERIOD FROM 7 November 2020 TO 18 January 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
20/059*	Opp. 16 Jenkins St, Cammeray	September			✓	✓
20/062*	Opp. 80 Bent Street, Neutral Bay	October	✓			
20/063*	Opp. 22 Bent Street, Neutral Bay	October	✓			
20/065*	Vernon Street, Cammeray	October	✓			
20/066*	11 Levick Street, Cremorne	October	✓			
20/070*	Woolcott Street, Waverton	November	✓			
20/071*	67 Shellcove Road Waverton	November	✓			
20/072*	7 Fall Street, Cremorne	November	✓			
20/073*	5 Avon Street, Cammeray	November	✓			
20/074*	32B Jenkins Street, Cammeray	November	✓			
20/075*	Prospect Ave, Creorne (cnr 22 Macpherson St)	November	✓			
20/076*	41 Cowdroy Avenue, Cammeray	November	✓			
20/078	2-4 Highview Avenue, Neutral Bay	December				
20/079	45 Bent Street, Neutral Bay	December				
20/080	21 Burroway Street, Neutral Bay	December				
20/081	Opp. 37 King Street, Waverton	December				
20/082	Little Young Street, Cremorne	December				
20/083	1 Little Young Street Cremorne	December				
20/084	27 Ryries Parade, Cremorne	December				
20/085	18 Wonga Road, Cremorne	December				

Item 5.2 - Traffic - 5/02/21



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. Updates

SUBJECT: (5.2) Standing Item - Military Road B-Line

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

DESCRIPTION/SUBJECT MATTER:

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 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.

RECOMMENDATION:

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

Report of Manager Traffic & Transport Operations, Michaela Kemp
 Re: Standing Item – Military Road B-Line

(2)

Item	Matter/ Background	Update
19/01	<p>Offset parking</p> <p>At the 523rd Traffic Committee meeting on 22/3/19 it was recommended: 10. THAT the Director Engineering & Property Services negotiate compensation from Transport for NSW for the loss of meter revenue from 6 on-street parking spaces on Parraween Street as a result of direct flow-on effects of parking losses on Military Road associated with the B-Line project. (4.2.1) 11. THAT Council consult with local residents and businesses with regard to parking changes on Parraween Street at the rear of 330-338 Military Road (Meter ID 5948) to convert 6 spaces of “2 Hour Meter 8.30am-6pm Mon-Fri 8.30am-12.30pm Sat Permit Holders Excepted Area 27” to 11.4 metres of “Loading Zone 6am-6pm Mon-Fri 8.30am-12.30pm Sat” and four (4) spaces of “1 Hour Parking 8.30am-6pm Mon-Fri 8.30am-12.30pm Sat”; and the parking changes be approved under delegated authority to the Traffic Engineer, subject to majority support. (4.2.1)</p> <p>At the 525th Traffic Committee meeting on 14/6/19 it was recommended: 7. THAT the community survey regarding offset parking in Parraween Street be expedited. (5.3) 8. THAT an update be provided to the next Traffic Committee on the Parraween Street survey. (5.3)</p> <p>At the 526th Traffic Committee meeting on 26/7/19 it was recommended: 1. THAT Council make all parking meters along the whole of Parraween Street, both sides from Winnie Street to Macpherson Street, first 15 minutes free parking for a 1-year trial period, erecting signage as well as an appropriate information campaign for residents. Occupancy and turnover are to be monitored during the trial. 2. THAT two dedicated loading zone spaces be allocated along Parraween Street with Council’s Manager Traffic and Transport Operations liaising with Mr Quinn as to the appropriate spots for these zones, making sure they are placed where they will least affect the residents. 3. THAT Council notify residents and businesses regarding the above changes in Parraween Street prior to implementation, and should Council receive significant objections, implementation be deferred for further consideration by the Traffic Committee.</p>	<p>1/7/19: Consultation letters were sent out to residents and businesses on 21/6/19 and posted on Council’s ‘Your Say’ webpage. Submissions close 21/7/19.</p> <p>13/1/20: Baseline parking occupancy and turnover data for Parraween Street was collected in October and November 2019. Council’s contractor is currently working on upgrading parking meter technology to facilitate the 15-minute free period. An initial notification was hand-dropped on 8/1/20 to properties in Parraween Street and businesses fronting Military Road informing them of the planned changes.</p> <p>The most suitable location for the loading zone was determined in front of Cremorne Garden Plaza. The loading zone was installed in January 2020 following consultation with Mr Quinn.</p> <p>22/1/20: The trial 15-minute parking was activated in Parraween Street in August 2020 and a review will be undertaken from August 2021. https://www.northsydney.nsw.gov.au/15mins</p>
19/02	Traffic and Parking Impacts (General Item)	<p>29/5/19: Council has collected baseline data in the following streets between April 2018 to April 2019. Subsequent data will be collected in the next month or so to</p>

Item	Matter/ Background	Update															
		<p>measure relative changes in traffic conditions since the tidal flow changes were implemented.</p> <table border="0" data-bbox="1196 347 1973 496"> <tr> <td>Wycombe Road</td> <td>Gerard Street</td> <td>Cabramatta Road</td> </tr> <tr> <td>Yeo Street</td> <td>Parraween Street</td> <td>Spofforth Street</td> </tr> <tr> <td>Rangers Road</td> <td>Waters Road</td> <td>Spencer Road</td> </tr> <tr> <td>Ben Boyd Road</td> <td>Winnie Street</td> <td>Murdoch Street</td> </tr> <tr> <td>Young Street</td> <td>Grosvenor Street</td> <td></td> </tr> </table>	Wycombe Road	Gerard Street	Cabramatta Road	Yeo Street	Parraween Street	Spofforth Street	Rangers Road	Waters Road	Spencer Road	Ben Boyd Road	Winnie Street	Murdoch Street	Young Street	Grosvenor Street	
Wycombe Road	Gerard Street	Cabramatta Road															
Yeo Street	Parraween Street	Spofforth Street															
Rangers Road	Waters Road	Spencer Road															
Ben Boyd Road	Winnie Street	Murdoch Street															
Young Street	Grosvenor Street																
19/03	Public Domain Upgrades along Military Road Corridor Between Neutral Bay and Cremorne	<p>29/5/19: Tenders have been called for and received for the public domain upgrades which will commence in July 2019.</p> <p>9/1/20: Information regarding these works and notifications can be accessed at https://www.northsydney.nsw.gov.au/Projects_Infrastructure/Council_Projects</p>															
20/01	<p>Matters raised by Harrison Precinct Committee:</p> <p>a) Traffic signals near Cabramatta Road Motorists reported to be regularly ignoring red light putting pedestrians in danger. Motorists are not aware there is a traffic light due to the removal of the signal at the median. Therefore, there has been an increase in the number of motorists not stopping on the red signal due to lack of visibility.</p> <p>b) Hampden Street bus stop closure during morning peak (outbound)</p> <ul style="list-style-type: none"> • Residents in Cranbrook Avenue and Hampden Avenue are now required to walk a significantly further distance to alternative bus stops in Cremorne or Neutral Bay <p>c) Cremorne bus stop (outbound)</p> <ul style="list-style-type: none"> • Longer distance to reach this bus stop and inadequate shelter during wet weather conditions <p>d) Cremorne AM bus stop (citybound)</p> <ul style="list-style-type: none"> • Inadequate footpath width to accommodate volume of commuters and no 	<p>23/1/20: Overhead mast arm was installed in October 2019.</p> <p>The Mayor and Member for North Shore attended a site meeting with representatives from Harrison Precinct on 3/12/19.</p> <p>The Member for North Shore advised that a review of the pedestrian signals was undertaken and an additional 2 seconds of green walk time has been added to the signal phasing. Enforcement of red lights and queuing across crossing referred to NSW Police.</p> <p>23/1/20: The matters concerning the bus stops (b,c & d) will be referred to B-Line and STA.</p>															

Report of Manager Traffic & Transport Operations, Michaela Kemp
 Re: Standing Item – Military Road B-Line

(4)

Item	Matter/ Background	Update
	<p>queuing system causing crowding of the footpath</p> <ul style="list-style-type: none"> Inadequate shelter during wet weather 	
20/02	<p>Puffin Crossings:</p> <p>At the Traffic Committee meeting on 7 February 2020 a suggestion was made to install a puffin crossing on Military Road. The Traffic Committee subsequently recommended:</p> <p><i>THAT detailed information about Puffin Crossings and their appropriateness for use in Cremorne and Neutral Bay Shopping Centres as well as information on red light cameras and pedestrian safety, be brought back to the next Traffic Committee meeting.</i></p> <p>Detailed information was provided at the Traffic Committee meeting on 20 March 2020.</p> <p>At the Traffic Committee meeting on 20 March 2020 it was recommended: <i>THAT the Mayor write to the Local Member as well as the RMS to get their advice on puffin crossings, and that Council lobby to trial puffin crossings at the two crossings on Military Road, Cremorne. (5.3)</i></p>	<p>Refer to report to 20 March 2020 Traffic Committee https://www.northsydney.nsw.gov.au/files/assets/public/docs/1_council_meetings/committees/traffic_committee/531/5.3_standing_item_military_road_-_b-line.pdf</p>
20/03	<p>Traffic signals at Spofforth Street and Cabramatta Road:</p> <p>A resident of Cremorne has noted that the cycle of the traffic signals when crossing Military Road at Spofforth Street and Cabramatta Road is 145 seconds, including 121 seconds for the traffic phase and 24 seconds for the pedestrian walk phase. The resident suggests that the cycle time has increased from 2 minutes and pedestrians have only been given 2 extra seconds but are required to wait longer, but motorists have been given an extra 30 seconds.</p> <p>The resident has also queried why there are right turn phases into Spofforth Street before and after the pedestrian walk phase in the same cycle, and whether 9 seconds has been reallocated from the pedestrian phase resulting in more waiting time.</p>	<p>1/7/20: The email from the resident has been forwarded to TfNSW for their attention as the Road Authority for Military Road and all signalised intersections.</p>

Item 5.3 - Traffic - 5/02/21



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

To the General Manager

Attach 1. Pedestrian Safety Items

SUBJECT: (5.3) Standing Item – Pedestrian Safety

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

DESCRIPTION/SUBJECT MATTER:

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

A list of current pedestrian safety standing items and their current status is attached.

RECOMMENDATION:

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

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"> 1. Hazelbank St/Morton St - move stop lines forward & install refuge island (TC 5/2/21 - Item 4.6) 2. Kurraba Road near Hayes St - raise existing pedestrian crossing 3. Lavender St at Walker St - raise existing pedestrian crossing (TC 5/2/21 - Item 4.7) 4. Ben Boyd Road between Lindsay Street and Kurraba Road - traffic calming 	

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 "<Look>" stencils near all schools be prioritised and rolled out as soon as possible .</i>	Look stencils were rolled out to kerb ramps near all schools, and other high pedestrian areas as part of previous years' Road Safety Programs. Council's Road Safety Coordinator audited all sites in 2019/20 and faded stencils have been refreshed and new stencils installed where required.	
20/06	Moodie Street, Cammeray	Between Ernest Street and Falcon Street	27/11/20	Pedestrian safety	Residents of Moodie Street have raised concerns about pedestrian safety due to lack of footpath in the 100m section south of Ernest Street.	Refer to report 4.4 to the Traffic Committee 27/11/20	