



To the General Manager

Attach Plan: 1. Carabella Street Plan

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**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.

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## 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

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### **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       | %            |           |
| <b>Within Survey area:</b> <ul style="list-style-type: none"> <li>• <b>Burton Street</b></li> <li>• <b>Carabella Street</b></li> <li>• <b>Fitzroy Street</b></li> </ul>          | <b>11</b> | <b>34%</b>   | <b>21</b> | <b>66%</b>   | <b>32</b> |
| <b>Outside Survey area:</b> <ul style="list-style-type: none"> <li>• <b>Alfred Street</b></li> <li>• <b>Thrupp Street</b></li> <li>• <b>Warratah Street Balgowlah</b></li> </ul> |           |              | <b>3</b>  | <b>100%</b>  | <b>3</b>  |
| <b>Grand Total</b>   | <b>11</b> | <b>31.5%</b> | <b>24</b> | <b>68.5%</b> | <b>35</b> |

### 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.





No 113

No 111



No 103

EXISTING ACCESS DRIVEWAY

RECONSTRUCT AND CONNECT NEW PIPE TO EXISTING PIT

NEW 0375 RCP CLASS 4

RELOCATE EXISTING SIGNS TO NEW LOCATION

NEW 1.5M WIDE KERB EXTENSION

PAVING TACTILES

NEW 4.2m WIDE RAISED PEDESTRIAN CROSSING

RAISE WATER STOP VALVE LID TO SUIT NEW KERB EXTENSION LEVEL

NEW KERB INLET PIT

EXISTING ACCESS DRIVEWAY

EXISTING ACCESS DRIVEWAY

0375 SW

15000

1500

4200

3400

1500

1500

EXISTING ACCESS DRIVEWAY

EXISTING ACCESS DRIVEWAY

NEW DOUBLE-LINE MARKING

1800

7000

1500

1500

0825 SW

0525 SW

300x900 SW

0450 S'W

0450 SW

EXISTING ACCESS DRIVEWAY

RAISE EXISTING SW JUNCTION PIT TO SUIT NEW CROSSING LEVEL. CUT PAVERS TO SUIT AROUND PIT LID

RAISE WATER STOP VALVE LID TO SUIT NEW KERB EXTENSION LEVEL

NEW 0375 RCP CLASS 4

PROPOSED 900x900 GRATED LID OVER EXISTING SW PIPE

RECONSTRUCT KERB RAMP

RECONSTRUCT KERB RAMP

EXISTING ACCESS DRIVEWAY

### LEGEND

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

- EXISTING PARKING SIGN
- PROPOSED PARKING SIGN

SCALE 1:100

| REVISION | ISSUED FOR CONCEPT | AMENDMENT | DRAWN | DESIGNED | DATE       | REVISION | AMENDMENT | DRAWN | DESIGNED | DATE |
|----------|--------------------|-----------|-------|----------|------------|----------|-----------|-------|----------|------|
| 01       | ISSUED FOR CONCEPT |           |       |          | 18/11/2020 |          |           |       |          |      |
| 02       | ISSUED FOR CONCEPT |           |       |          | 19/11/2020 |          |           |       |          |      |

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Project: PEDESTRIAN CROSSING DESIGN  
 CARABELLA STREET, KIRRIBILLI  
 Title: GENERAL ARRANGEMENT  
 Designer: D. Train  
 Designer: D. Rhodes  
 Checked: I. Teth  
 Approved: L. Hemgen  
 Date: Nov 2020  
 Scale: As shown

**CONCEPT**  
 20D97\_SK\_C111 02

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