

NORTH SYDNEY COUNCIL

Council Chambers
8 October 2020

I wish to inform you that the **535th** Meeting of the **TRAFFIC COMMITTEE** will be held in the Council Chambers, North Sydney at 10.00am on Friday, 16 October 2020 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, 4 September 2020.
(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**

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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) St Peters Park Path – 3-month Review

Report of Sustainable Transport Projects Coordinator, Lindsay Menday
In late 2019 and early 2020 amendments were made to the path network through St Peter's Park, North Sydney. This included minor revisions and repairs to the existing concrete paths, improvements to landscaping, and new signage requiring people to dismount when travelling through the park with their bike. Council resolved to install the 'dismount' signage at their meeting of 6 April 2020 (rescheduled from 23 March 2020). At the meeting, Council also resolved to provide a further report on the matter to Traffic Committee after the signage had been installed (this report).

The signs were installed in April 2020.

Following the changes, Council received six (6) submissions seeking that the paths be reopened for cycling as well as feedback that people were not complying with the 'dismount' signage.

Camera data collected on the path found that around 20-25% of riders dismount when passing through the park while the remainder continue to ride, and that during the busiest period there is approximately one person cycling in the park every two minutes. The data collected – on one Saturday and one Tuesday – did not document any incidents of conflict or near misses.

Since the changes were made in the park, the NSW State Government has announced (on 24 August 2020) that they will install pop-up cycle paths on the Pacific Highway. These paths are considered likely to reduce cycle trips through St Peters Park, particularly by long distance commuter riders. In this context, use of the St Peters Park paths may drop significantly in the coming months.

Given that the crash and count data did not indicate an immediate level of risk in the area, and that the situation may change significantly if pop-up bike lanes are installed on the Pacific Highway, this report recommends that Council staff continue to monitor how the situation develops before recommending any additional changes in the park.

Recommending:

1. THAT staff monitor the use of the St Peter's Park path following the installation of pop-up cycle lanes on the Pacific Highway and report back to the Traffic Committee should any further concerns be raised by the community.

5. (4.4) Area 30 - Bent Street and Lower Bent Street - Parking Survey Results

Report of Manager Traffic & Transport Operations, Michaela Kemp

A parking survey for Bent Street and Lower Bent Street in Parking Area 30 was sent out on the 31 August 2020 to 540 residents and property owners, and to Neutral Precinct. The survey was also sent to Cammeraygal Montessori School. The survey was also available online. Residents were given until the 27 September 2020 to respond. There were 143 visitors to the survey webpage and a total of 81 responses were received. This represents a response rate of 15%, which is above the average response rate of 10 to 12% for parking surveys.

The answers received from the residents for the Area 30 Bent Street and Lower Bent Street survey are summarised in the report. Recommended changes to the parking restrictions in the Bent Street and Lower Bent Street are also attached. Overall, the majority of respondents did not support changes to the parking restrictions in Bent Street and Lower Bent Street. There was a small cluster of support for additional parking restrictions outside 12-18 Bent Street and changes to these spaces have been recommended accordingly.

Recommending:

1. THAT Council change 2 spaces of unrestricted parking in front of 18-20 Bent Street to "2 Hour Parking 8.30am-6pm Mon-Fri Permit Holders Excepted Area 30".

2. THAT Council notify the affected residents and all submitters for the Area 30 survey of the adopted changes and outcomes of the survey prior to installation.

3. THAT the new parking restrictions for Area 30 are evaluated with a report to the Traffic Committee after three months of installation, including any community feedback.

INFORMAL ITEMS FOR CONSIDERATION

6. (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 15 August 2020 to 25 September 2020.

Year to date (2020) Council had investigated 190 reports of abandoned vehicles.

Year to date (2020) Council processed 60 reports of unattended boat trailers.

Recommending:

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

7. **(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.

8. **(5.3) Standing Item – Pedestrian Safety**

Report of Manager Traffic & Transport Operations, Michaela Kemp

At the 530th Traffic Committee meeting held 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.

9. **(5.4) Interim Traffic Committee Arrangements Over the Seasonal Break**

Report of Traffic Operations Officer, Maria Coyne

The last Traffic Committee meeting for 2020 is 27 November 2020 and the next meeting is not until February 2021. In the event that an urgent traffic issue should arise over the holiday break it is recommended that the General Manager or his delegate be authorised to vote on behalf of Council and a delegation email be sent to the NSW Police, Transport for NSW and the local State Member for their approval. Any matters considered during this period will be included in a report to the first Traffic Committee meeting of 2021.

Recommending:

1. **THAT** Council authorise the General Manager or his delegate to vote on behalf of Council in the event that an urgent traffic issue arises over the holiday break, noting that a delegation email would be sent to the NSW Police, Transport for NSW and the local State Member for approval, as well as the Mayor to be notified for information and a report on the issue arising would also be referred to the first Traffic Committee meeting of the New Year.

NORTH SYDNEY COUNCIL**REPORT OF 534th TRAFFIC COMMITTEE**

SUBJECT: PROCEEDINGS OF COMMITTEE AT MEETING HELD IN THE COUNCIL CHAMBERS ROOM, NORTH SYDNEY, ON FRIDAY, 4 SEPTEMBER 2020 AT 10.00AM.

PRESENT

Councillor Gibson in the Chair, Councillor Keen

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

Members: Veronique Marchandean representing Felicity Wilson, Member for North Shore
 Garvin Rutherford, representing Gladys Berejiklian, Member for Willoughby (attended remotely)
 Senior Constable Pat North, NSW Police

Apologies were received from Bikram Singh (TfNSW), Egwin Herbert (STA)

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

57. Minutes

The Minutes of the previous meeting held on 24 July 2020, copies of which had been previously circulated, were taken as read and confirmed.

Councillor Keen asked that it be noted that she declared a non pecuniary, less than significant interest in Item 4.3.1, which was raised at the 24 August 2020 Council meeting when the Minutes of this meeting were confirmed.

The Motion was moved by Councillor Keen and seconded by Senior Constable North

MATTERS BROUGHT FORWARD**58. (4.2.2) Minor Parking Restrictions - 21-23 Kyngdon Street, Cammeray**

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.

Mr Peter Brown addressed the Committee regarding Item 4.2.2

A Motion was moved by Councillor Keen and seconded by Ms Marchandau

1.THAT Council install linemarking on the carriageway on both sides of the driveway to 21-23 Kyngdon Street, aligning with the existing No Parking signs, following receipt of the application and payment of the advertised fees.

Voting was unanimous.

Resolved to Recommend:

1.THAT Council install linemarking on the carriageway on both sides of the driveway to 21-23 Kyngdon Street, aligning with the existing No Parking signs, following receipt of the application and payment of the advertised fees.

59. (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.

The Motion was moved by Ms Marchandau and seconded by Councillor Keen

Voting was unanimous.

Resolved to Recommend:

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

60. (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.

The Motion was moved by Ms Marchandau and seconded by Councillor Keen

Voting was unanimous.

Resolved to Recommend:

1. THAT Council installs Motorbike Only signs between the existing kerb ramp east of the driveway to 29 Carter Street and the driveway to 27 Carter Street.

2. THAT Council installs No Stopping signs across the existing kerb ramp east of the driveway to 29 Carter Street.

3. THAT The affected residents be notified prior to the installation of the Motorbike Parking Only and No Stopping signs.

INFORMAL ITEMS FOR CONSIDERATION

61. (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 4 July 2020 to 14 August 2020.

Year to date (2020) Council had investigated 154 reports of abandoned vehicles.

Year to date (2020) Council processed 47 reports of unattended boat trailers.

Recommending:

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

The Motion was moved by Senior Constable North and seconded by Ms Marchandau

Voting was unanimous.

Resolved to Recommend:

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

62. (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.

The Motion was moved by Councillor Gibson and seconded by Senior Constable North

Voting was unanimous.

Resolved to Recommend:

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

63. (5.3) Standing Item – Pedestrian Safety

Report of Manager Traffic & Transport Operations, Michaela Kemp

At the 530th Traffic Committee meeting held 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.

2. THAT Council install “<Look>” stencils on the kerb ramps at the signalised crossing on Military Road near Young Street.

A Motion was moved by Councillor Gibson and seconded by Ms Marchandean

1. **THAT** the information concerning Standing Item - Pedestrian Safety be received.
2. **THAT** Council install “<Look>” stencils on the kerb ramps at the signalised crossing on Military Road near Young Street.
3. **THAT** the installation of “<Look>” stencils near all schools be prioritised and rolled out as soon as possible.

Voting was unanimous.

Resolved to Recommend:

1. **THAT** the information concerning Standing Item - Pedestrian Safety be received.
2. **THAT** Council install “<Look>” stencils on the kerb ramps at the signalised crossing on Military Road near Young Street.
3. **THAT** the installation of “<Look>” stencils near all schools be prioritised and rolled out as soon as possible.

**LOCAL DEVELOPMENT ADVISORY COMMITTEE ITEMS
FOR CONSIDERATION**

Nil

General Business

Mr Rutherford joined the meeting via Zoom at 10.29am

Parking at Loreto Kirribilli

Following consideration of this matter at the last meeting, the Mayor advised that a meeting had been arranged with the Principal of Loreto to discuss the matter.

(Note: the Mayor declared a non-pecuniary/less than significant interest in this matter as she lives in nearby Carabella St. Councillor Keen declared a non-pecuniary/less than significant interest in this matter as her daughter is a student at the School.)

Alfred Street Milsons Point

The Mayor advised that the night time street racing drag seems to have moved from Blues Point Road to Alfred Street. It starts at Luna Park about 11pm on Saturday evenings, with cars gathering in Olympic Drive.

Senior Constable North advised that checking this area is part of normal Police staff routine patrols.

Mr Richardson advised that Rangers will attend to investigate and gather information and could take action against any vehicles illegally parked in Olympic Drive.

Mr Mitchell advised that the only effective measures to prevent this activity is physical intervention such as raised thresholds and pedestrian crossings, which are programmed for future works at this location.

Council staff will continue to monitor and explore options to address this issue.

Traffic Signals - Pacific Highway/Bay Road/McLaren Street, North Sydney

The Mayor advised that there are ongoing issues such as cars going through red lights with the two sets of signals so close together at this location.

It was identified that the 40 kmph signage for school times at this location was on the wrong side of the Highway for vehicles travelling towards Crows Nest.

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

1.THAT Council review the existing signage and assist the North Sydney Demonstration School to apply to Transport for NSW for “Flashing 40” signs and dragons teeth between Bay St and McLaren St

Voting was unanimous.

Resolved to Recommend:

1.THAT Council review the existing signage and assist the North Sydney Demonstration School to apply to Transport for NSW for “Flashing 40” signs and dragons teeth between Bay St and McLaren St

Spofforth Street Upgrade

Councillor Keen asked for an update on this project

Ms Kemp advised that the consultation is currently being prepared.

Wycombe Road/Military Road, Neutral Bay

Mr Rutherford raised the matter of how the lane markers change at this intersection, creating the potential for confusion for motorists/pedestrians and the lane signals are too far from intersection. It was suggested that signage should be considered at this location.

The meeting closed 10.54am

CHAIRPERSON

GENERAL MANAGER

Item 4.1 - Traffic - 16/10/20



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
535th TRAFFIC COMMITTEE – 16 OCTOBER 2020**

No.	Street	Location	Precinct, Ward, Electorate	Issue	Recommendation	Appr	Date	ECM	Comments
Resident Parking									
Nil									
Temporary Road Closures									
20-094	Mary Wollstonecraft Lane, Milsons Point between Paul Street and Dind Street	30 Alfred Street South, Milsons Point	Lavender Bay, Wollstonecraft, North Shore Electorate	Temporary Road Closure	1. THAT Council raise no objection to the temporary road closure of Mary Wollstonecraft Ln, Milsons Point between Paul St and Dind St on 14.09.20 - 7am-5pm for the purpose of façade 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. 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.	Yes	28/8/20	8228104	
20-095	Premier Street. Neutral Bay between Montpelier Street and Ben Boyd Road	14-20 Premier Street, Neutral Bay	Neutral, Victoria, North Shore Electorate	Temporary Road Closure	1. THAT Council raise no objection to the temporary road closure of Premier St, Neutral Bay between Montpelier St and Ben Boyd Rd on 17.09.20 - 7am-5pm for the purpose of floating out excavator with mobile crane, as per the submitted application and council's standard road closure conditions. Approval is subject to managed access to all affected properties and the applicant notifying all affected residents/tenants as per Council's standard conditions of approval.	Yes	28/8/20	82299759	

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>				
20-098	Yeo Lane, Neutral Bay between Yeo Street and Olive Street	12A Yeo Lane, Neutral Bay – Cremorne Synagogue	Neutral, Victoria, North Shore Electorate	Temporary Road Closure	<p>1. THAT Council raise no objection to the temporary closure of Yeo Lane, Neutral Bay, for a procession as per the submitted Traffic Control Plan, subject to Council's standard conditions of closure including the applicant providing copies of NSW Police Permit, Public Liability Insurance Certificate of Currency and notification to affected properties.</p> <p>2. THAT Council raise no objection to the placement of water-filled barriers in front of the Synagogue on Yeo Street from September 18-19, 27-28 & October 2-3 & 10, provided there is 2.5 metre clearance between the road centreline and safety barrier, and pedestrian access along the footpath is maintained at all times.</p>	Yes	7/9/20	8207351	
20-105	Harriette Street, Neutral Bay Between Phillips Street and Thrupp Street	7-9A Harriette 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 02.10.20, 7am-5pm for the purpose of Excavator Removal, as per the submitted application and council's standard road closure conditions. Approval is subject to managed access to all affected properties and the applicant notifying all affected residents/tenants as per Council's standard conditions of approval.</p>	Yes	10/9/20	8251881	

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>				
20-108	Little Walker Street, North Sydney between Mount Street and Barry Street	118 Mount Street, North Sydney	CBD, Wollstonecraft, North Shore Electorate	Temporary Road Closure	<p>1. THAT Council raise no objection to the temporary road closure of Little Walker St, North Sydney between Mount St and Berry St for 28.09.20-30.09.20 from 8pm-5am for the purpose of completing asphalt 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	14/9/20	8258258	
20-112	Yeo Lane, Neutral Bay between Yeo Street and Olive Street	12A Yeo Lane, Neutral Bay – Cremorne Synagogue	Neutral, Victoria, North Shore Electorate	Temporary Road Closure	<p>1. THAT Council raise no objection to the temporary closure of Yeo Lane, Neutral Bay, for installation of safety bollards from 29/9/20 to 23/10/20 as per the submitted Traffic Control Plan, subject to Council's standard conditions of closure including the applicant providing copies of NSW Police Permit, Public Liability Insurance Certificate of Currency and notification to affected properties.</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	22/9/20		

No.	Street	Location	Precinct, Ward, Electorate	Issue	Recommendation	Appr	Date	ECM	Comments
Special Use Zones									
20-096	Kiara Close, North Sydney	Iora – 1 Kiara Close, North Sydney	Neutral, Victoria, North Shore Electorate	No Parking	1. THAT Council replace the existing 2P parking space immediately east of the roundabout in Kiara Close with No Parking.	Yes	28/8/20	8153265	
20-099	Little Spring Street, Spring Street and Denison Street, North Sydney	1 Denison Street, North Sydney	CBD, Wollstonecra ft, North Shore Electorate	No Stopping	1. THAT the 2P METER parking signage in Little Spring Street from southern end of bay 4 at Meter 3744, be replaced with No Stopping signage including the installation of yellow kerbside line-marking. This yellow line-marking be extended to Spring Street as the remaining public domain works are completed. 2. THAT the NO STOPPING 8.30am-6pm Mon-Fri, 8:00am-5pm Sat signage in Denison Street on the western side, be replaced with NO STOPPING.	Yes	31/8/20	N/A	
20-101	Mount Street, North Sydney	118 Mount Street, North Sydney	CBD, Wollstonecra ft, North Shore Electorate	Metered Parking	1. THAT Council install three (3) bays of metered parking on the northern side of Mount St, fronting no. 118 Mount St, North Sydney. 2. THAT Council install 3m of motorbike parking on the northern side of Mount St, fronting no. 118 Mount St, North Sydney.	Yes	4/9/20	N./A	
20-103	Ben Boyd Road, Neutral Bay	82 & 82a Ben Boyd Road, Neutral Bay	Neutral, Victoria, North Shore Electorate	Motor Bike Parking	1. THAT Council install motorbike parking between the driveways of 82 and 82a Ben Boyd Road, Neutral Bay per attached diagram.	Yes	10/9/20	8245218	
20-107	Premier Street, Neutral Bay	14-20 Premier Street, Neutral Bay	Milson, Victoria, North Shore Electorate	Works Zone	1. THAT 20 metres of “2P 8.30am to 6.00pm Mon-Fri PHEA 30” 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 40 weeks.	Yes	11/9/20	8249971	
Warning Signs									

No.	Street	Location	Precinct, Ward, Electorate	Issue	Recommendation	Appr	Date	ECM	Comments
20-106	Morton Street, Wollstonecraft	At the intersection of Rocklands Lane	Wollstonecraft, Wollstonecraft, North Shore Electorate	No Through Road	1. THAT Council install “NO THROUGH ROAD” sign on Morton Street at Rocklands Lane, Wollstonecraft.	Yes	10/9/20	8192815	
Regulatory Signs									
Nil									
Signs Across Driveways									
20-090	Dumbarton Street, McMahons Point	21 Dumbarton street, McMahons Point	Union, Wollstonecraft, North Shore Electorate	Driveway line marking	1. THAT Council install a driveway line marking on the southern side of the driveway to no. 21 Dumbarton St, McMahons Point, per attached diagram.	Yes	14/8/20	8221561	
20-100	Wycombe Road, Neutral Bay	44 Wycombe Road, Neutral Bay	Hayes, Victoria, North Shore Electorate	Driveway line marking	1. THAT Council install driveway line markings across the driveway to no. 44 Wycombe Road, Neutral Bay, per attached diagram.	Yes	31/8/20	8234668	
Traffic Bollards									
Nil									
Construction Management Plan									
20-091	Kurraba Road, Kurraba Point	147-153 Kurraba Road, Kurraba Point	Kurraba, Victoria, North Shore Electorate	CTMP – limited only to demolition and excavation stages	1. THAT the traffic aspects of the Construction Traffic Management Plan dated 17 August 2020 prepared by GTA Consultants for, <u>and limited only to</u> , demolition and excavation stages of the approved development (Development Consent 255/19) at 147-153 Kurraba Road, Kurraba Point be approved subject to the conditions of approval. 2. THAT the Works Zone on Kurraba 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	Yes	31/8/20	8226931	

No.	Street	Location	Precinct, Ward, Electorate	Issue	Recommendation	Appr	Date	ECM	Comments
					zone application and payment of all applicable fees.				
20-097	Thrupp Street, Neutral Bay	14-16B Thrupp Street, Neutral Bay	Hayes, Victoria, North Shore Electorate	CTMP	<p>1. THAT the traffic aspects of the Construction Traffic Management Plan dated 21 August 2020 prepared by TTPP Transport Planning for the approved development (Development Consent 74/19) at 14-16B Thrupp Street, Neutral Bay be approved subject to the conditions of approval.</p> <p>2. THAT the Works Zone on Thrupp 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.</p>	Yes	31/8/20	8227482	
20-104	Kurraba Road, Kurraba Point	85 Kurraba Road, Kurraba Point	Kurraba, Victoria, North Shore Electorate	CTMP	<p>1. THAT the traffic aspects of the Construction Traffic Management Plan dated 31 August 2020 prepared by Traffix Traffic & Transport Planners for the approved development (Development Consent 34/19) at 85 Kurraba Road, Kurraba Point be approved subject to the conditions of approval.</p> <p>2. THAT the Works Zone on Kurraba 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.</p>	Yes	10/9/20	8244921	

No.	Street	Location	Precinct, Ward, Electorate	Issue	Recommendation	Appr	Date	ECM	Comments
20/110	Harriette Street, Neutral Bay	7-9A Harriette Street, Neutral Bay	Hayes, Victoria, North Shore Electorate	Amended CTMP	<p>1. THAT Council approve the traffic aspects of the amended Construction Traffic Management Plan dated 15 September 2020 prepared by Local Traffic Services Pty Ltd for the approved development (378/18) at 7-9a Harriette Street, Neutral Bay subject to the conditions of approval.</p> <p>2. THAT the Works Zone on Harriette 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.</p>	Yes	21/9/20	8263164	
Australian Road Rules Compliance Signs									
Nil									
Traffic Facilities									
Nil									
Council Decisions									
Nil									

Item 4.2 - Traffic - 16/10/20

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
2. Photos and diagrams

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
535th TRAFFIC COMMITTEE - 16 OCTOBER 2020

	Street/ Location	Precinct, Ward,	Issue/ Request	Investigation	Rec	Signs & Lines Priority	Standard/ Guideline	ECM
1	Phillips Street, Neutral Bay	Neutral, Victoria	<p>Request from the residents of HNo.11 and 11A Phillips Street to remove parking on the northern side of Phillips Street between Harriette Street and the dead-end to maintain property access and adequate vehicle travel path.</p> <p>The resident states that:</p> <p><i>Parking is permitted on the southern side but recently there has been a car parked on the northern side as well preventing access to the driveways of 11 and 11A.</i></p> <p><i>There is currently no signage prohibiting parking here so it would appear parking on the north side is legal despite the obvious difficulty it causes for other road users."</i></p>	<p>The subject section of Phillips Street is a no through road runs west off Harriette Street. It has a length of approximately 20m and primarily provides access to a total of six properties including HNo.11 and 11A Phillips.</p> <p>The road width fronting HNo.11 and 11A Phillips Street is approximately 6.1 meters between the kerb on the north and the fence on the south. With vehicles parked on both sides of the road, the effective travel lane width is reduced to 2 meters or less.</p> <p>The reduced travel lane width has caused difficulties for vehicles to travel through as well as preventing vehicles to turn into the shared driveway of HNo.11 and 11A Phillips Street.</p> <p>Generally, the minimal travel lane width for a typical local road should be 3m to cater for emergency vehicle access. It is also illegal to park within 3m of another vehicle on the opposite side of the road under the Australian Road Rules.</p>	<p>1. THAT Council undertake community consultation with regard to the installation of "No Parking" restrictions on the northern side of Phillips Street for a length of 20m to the west of the existing power pole in front of HNo.38.</p>	2	AS 2890.1: 2004 NSW Road Rules 2014, Rule 208.	8256251 8253329 (NW)

	Street/ Location	Precinct, Ward,	Issue/ Request	Investigation	Rec	Signs & Lines Priority	Standard/ Guideline	ECM
				Considering the road width at this location is inadequate to facilitate parking on both sides, it is recommended that “No Parking” restrictions be installed on the northern side of Phillips Street for a length of 20m to the west of the existing power pole in front of HNo.38.				



Item 4.3 - Traffic – 16/10/20

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

To the General Manager**Attach: Nil****SUBJECT:** (4.3) St Peters Park Path – 3-month Review**AUTHOR:** Report of Sustainable Transport Projects Coordinator, Lindsay Menday**DESCRIPTION/SUBJECT MATTER:**

In late 2019 and early 2020 amendments were made to the path network through St Peter's Park, North Sydney. This included minor revisions and repairs to the existing concrete paths, improvements to landscaping, and new signage requiring people to dismount when travelling through the park with their bike.

Council resolved to install the 'dismount' signage at their meeting of 6 April 2020 (rescheduled from 23 March 2020). At the meeting, Council also resolved to provide a further report on the matter to Traffic Committee after the signage had been installed (this report).

The signs were installed in April 2020.

Following the changes, Council received six (6) submissions seeking that the paths be reopened for cycling as well as feedback that people were not complying with the 'dismount' signage.

Camera data collected on the path found that around 20-25% of riders dismount when passing through the park while the remainder continue to ride, and that during the busiest period there is approximately one person cycling in the park every two minutes. The data collected – on one Saturday and one Tuesday – did not document any incidents of conflict or near misses.

Since the changes were made in the park, the NSW State Government has announced (on 24 August 2020) that they will install pop-up cycle paths on the Pacific Highway. These paths are considered likely to reduce cycle trips through St Peters Park, particularly by long distance commuter riders. In this context, use of the St Peters Park paths may drop significantly in the coming months.

Given that the crash and count data did not indicate an immediate level of risk in the area, and that the situation may change significantly if pop-up bike lanes are installed on the Pacific Highway, this report recommends that Council staff continue to monitor how the situation develops before recommending any additional changes in the park.

RECOMMENDATION:

1. THAT staff monitor the use of the St Peter's Park path following the installation of pop-up cycle lanes on the Pacific Highway, and report back to the Traffic Committee should any further concerns be raised by the community.

DETAIL

Standard or Guideline Used: NA.

Signs & Lines Priority: NA

Precinct and Ward: Hayes, Victoria.

Impact on Bicycles: No changes are proposed in this report.

Impact on Pedestrians: No changes are proposed in this report.

Impact on Parking: nil.

In the latter part of 2019 and into early 2020 minor amendments were made to the concrete path connecting Blues Point Road to Mackenzie Street along the eastern side of St Peters Park, North Sydney. The amendments included:

- Widening and realignment of kerb ramps
- Repair of sections of concrete and removal of trip hazards
- New sandstone edge to the existing garden beds
- New signage requiring people cycling to dismount when using the path

In the lead up to the works being undertaken, Council received feedback from the community raising concern about pedestrian safety on the path due to use by people riding, particularly for elderly people living in buildings adjacent to the park. Council was informed that some elderly people felt unable to use the path, and that this significantly limited their sense of personal mobility and independence.

In response Council, at their meeting of 6 April 2020 (rescheduled from 23 March 2020), resolved to restrict cycling access through St Peter's Park. "Cyclists Dismount" signage was installed in April 2020 as shown in figures 1 to 3.

Report of Sustainable Transport Projects Coordinator, Lindsay Menday
Re: St Peters Park Path – 3-month Review

(3)



Figure 1. Dismount signage on existing chicanes



Figure 2 Dismount signage at Mackenzie Street



Figure 3 Dismount Signage at Blues Point Road

Following the works, Council received six (6) community submissions seeking that the path be reopened for people cycling, most of which also put forward a view that closing the path represented a risk as there is no suitable, low traffic alternative for people riding. Council also received two (2) written submissions and verbal feedback that people were continuing to ride on the path despite the signage.

Usage Data on the Path

Usage data was collected on the path on Saturday 22 August 2020, and Tuesday 25 August 2020. A camera was installed to record the number of people walking, the number of people who dismounted and walked with their bike, the number of people who remained on their bike, and any near misses between people walking and cycling.

The data for the weekday recorded 113 people walking and 52 people using the path for bike access during the six (6) peak hours. This equates to approximately one person walking along the path each minute and one person riding on the path each three (3) minutes during the peak 6 hours. Of the 52 people that traveling along the path with a bike during the weekday peak hours, 39 (75%) rode their bike while the remaining 13 (25%) dismounted and walked. Similarly, during the one-hour period recorded on a Saturday, 8 of the 10 (80%) people with bikes rode along the paths while the remaining 20% (2 people) dismounted and walked.

While there is a high level of non-compliance with the ‘dismount’ requirement, no incidence of conflict or near misses were observed during the seven (7) hours during which camera data was collected. ‘Near misses’ were defined as any incident where either people walking or people riding had to suddenly change their course or stop to avoid each other.

Pop-Up bike lanes on the Pacific Highway

The NSW State Government announced on 20 August 2020, that planning is underway for a new Pop-Up cycle path connection along the Pacific Highway between Alfred Street and West Street, North Sydney. At their meeting of 24 August 2020 Council resolved to provide input and feedback to TfNSW as part of the development of the Pop-Up bike lane project.

While there will likely remain some demand for local trips that traverse St Peters Park following the installation of the Pop-Up, it is anticipated that the completion of the Pacific Highway paths will cater for a large number of those currently using St Peters Park route to access the Sydney Harbour Bridge. In this context there is a significant likelihood that cycle traffic through St Peters Park will reduce significantly in the coming months.

SUMMARY AND RECOMMENDATIONS

This report responds to the Council resolution of 6 April 2020 (rescheduled from 23 March 2020) that a follow up report to Traffic Committee be provided following the installation of ‘dismount’ signage on the path network in St Peters Park.

Data collected to inform this report identified that there is a level of noncompliance with recently installed ‘dismount’ signage, although no conflict or near misses were recorded.

Since the matter was last considered by Council, and signage changes were made in the park, the NSW State Government has announced (on 24 August 2020) that they will install Pop-Up cycle paths on the Pacific Highway. These paths are considered likely to reduce cycle trips through St Peters Park, particularly by long distance commuter riders. In this context, use of the St Peters Park paths may drop significantly in the coming months.

Given that the crash and count data does not indicate an immediate level of risk in the area, and that the situation may change significantly if Pop-Up bike lanes are installed on the Pacific Highway, this report recommends that Council staff continue to monitor how the situation develops before recommending any additional changes in the park.

Item 4.4 - Traffic - 16/10/20N O R T H S Y D N E Y C O U N C I L

To the General Manager**Attach 1. Parking Restriction Recommendations**
2. Map

SUBJECT: (4.4) Area 30 - Bent Street and Lower Bent Street - Parking Survey Results**AUTHOR:** Report of Manager Traffic & Transport Operations, Michaela Kemp**DESCRIPTION/SUBJECT MATTER:**

A parking survey for Bent Street and Lower Bent Street in Parking Area 30 was sent out on the 31 August 2020 to 540 residents and property owners, and to Neutral Precinct. The survey was also sent to Cammeraygal Montessori School. The survey was also available online. Residents were given until the 27 September 2020 to respond. There were 143 visitors to the survey webpage and a total of 81 responses were received. This represents a response rate of 15%, which is above the average response rate of 10 to 12% for parking surveys.

The answers received from the residents for the Area 30 Bent Street and Lower Bent Street survey are summarised in the report. Recommended changes to the parking restrictions in the Bent Street and Lower Bent Street are also attached.

Overall, the majority of respondents did not support changes to the parking restrictions in Bent Street and Lower Bent Street. There was a small cluster of support for additional parking restrictions outside 12-18 Bent Street and changes to these spaces have been recommended accordingly.

RECOMMENDATION:

- 1. THAT** Council change 2 spaces of unrestricted parking in front of 18-20 Bent Street to "2 Hour Parking 8.30am-6pm Mon-Fri Permit Holders Excepted Area 30".
- 2. THAT** Council notify the affected residents and all submitters for the Area 30 survey of the adopted changes and outcomes of the survey prior to installation.
- 3. THAT** the new parking restrictions for Area 30 are evaluated with a report to the Traffic Committee after three months of installation, including any community feedback.

CONSULTATION REQUIREMENTS

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

Relates to ECM No:

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

Signs & Lines Priority: 2

Precinct and Ward: Neutral, Victoria

Impact on Bicycles: Nil

Impact on Pedestrians: Nil

Impact on Parking: Some changes to parking restrictions are proposed as outlined in the report.

DETAIL

It is Council's understanding that residents of Bent Street and Lower Bent Street, and their visitors are experiencing difficulties in obtaining parking close to their property due to increased demand, particularly from commuters and visitors to the area.

Bent Street has a mix of restricted and unrestricted parking spaces, with around 19% of parking spaces restricted. Bent Street has an average parking occupancy of 90%.

Lower Bent Street has a mix of restricted and unrestricted parking spaces, with around 44% of parking spaces restricted. Lower Bent Street has an average parking occupancy of 86%.

Additional parking restrictions were therefore considered for Bent Street and Lower Bent Street with the aim to increase turnover and reduce occupancy. The survey asked respondents to indicate their preference for either 2 Hour Meter Parking; 4 Hour Meter Parking; 2 Hour Parking; retain existing restrictions or another arrangement.

A parking survey for Bent Street and Lower Bent Street in Parking Area 30 was sent out on the 31 August 2020 to 540 residents and property owners, and to Neutral Precinct. The survey was also sent to Cammeraygal Montessori School. The survey was also available online. Residents were given until the 27 September 2020 to respond.

There were 143 visitors to the survey webpage and a total of 81 responses were received. This represents a response rate of 15%, which is above the average response rate of 10 to 12% for parking surveys.

Survey Results

Overall, 68% of respondents and 65% of respondents in Bent Street supported retaining existing parking restrictions. Only 28% of Bent Street respondents supported additional parking restrictions in Bent Street. A cluster of residents between 12-20 Bent Street support additional parking restrictions.

Overall, 69% of respondents and 81% of Lower Bent Street respondents supported retaining the existing parking restrictions. Only 14% of Lower Bent Street respondents supported additional parking restrictions in Lower Bent Street.

Report of Manager Traffic & Transport Operations, Michaela Kemp
 Re: Area 30 – Bent Street and Lower Bent Street – Parking Survey Results

(3)

The answers received for Area 30 Bent Street and Lower Bent Street parking survey are summarised in Tables 1-4 below.

Table 1 Bent Street Parking responses

1. In BENT STREET between Yeo Street & Alfred Street North, I am in favour of (choose one):

Respondent Street Address	a) Replace the existing 2 Hour Parking, 1/2 Hour Parking and some of the unrestricted parking with "2 Hour METER Parking" *		b) Replace the existing 2 Hour Parking, 1/2 Hour Parking and some of the unrestricted parking with "4 Hour METER Parking" *		c) Replace some of the existing unrestricted parking with "2 Hour Parking" *		d) Retain existing parking restrictions		Other		Grand Total	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Bent Street	2	4%			13	24%	36	65%	4	7%	55	68%
Eaton Street					1	100%					1	1%
Lower Bent Street					5	24%	16	76%			21	26%
Merlin Street					1	50%	1	50%			2	2%
Winter Avenue							1	100%			1	1%
Wyagdon Street							1	100%			1	1%
Grand Total	2	2%	0	0%	20	25%	55	68%	4	5%	81	100%

Table 2 Lower Bent Street Parking responses

2. In LOWER BENT STREET between Winter Avenue & Alfred Street North, I am in favour of (choose one):

Respondent Street Address	a) Replace the existing 2 Hour Parking and some of the unrestricted parking with "2 Hour METER Parking" *		b) Replace the existing 2 Hour Parking and some of the unrestricted parking with "4 Hour METER Parking" *		c) Replace some of the existing unrestricted parking with "2 Hour Parking" *		d) Retain existing parking restrictions		Other		Grand Total	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Bent Street	2	4%		0%	14	25%	35	64%	4	7%	55	68%
Eaton Street					1	100%					1	1%
Lower Bent Street					3	14%	17	81%	1	5%	21	26%
Merlin Street							2	100%			2	2%
Winter Avenue							1	100%			1	1%
Wyagdon Street							1	100%			1	1%
Grand Total	2	2%	0	0%	18	22%	56	69%	1	1%	81	100%

Report of Manager Traffic & Transport Operations, Michaela Kemp
 Re: Area 30 – Bent Street and Lower Bent Street – Parking Survey Results

(4)

Table 3 Restriction operating times

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

Respondent Street Address	6pm		8pm		Midnight		No Answer		Grand Total	
	No.	%	No.	%	No.	%	No.	%	No.	%
Bent Street	49	89%	4	7%	1	2%	1	2%	55	68%
Eaton Street			1	100%					1	1%
Lower Bent Street	17	81%	1	5%			3	14%	21	26%
Merlin Street	2	100%							2	2%
Winter Avenue	1	100%							1	1%
Wyagdon Street	1	100%							1	1%
Grand Total	70	86%	6	7%	1	1%	4	5%	81	100%

Table 4 Restriction operating days

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

Respondent Street Address	Monday to Friday ONLY		Monday to Saturday		Monday to Sunday		No Answer		Grand Total	
	No.	%	No.	%	No.	%	No.	%	No.	%
Bent Street	50	91%	2	4%	2	4%	1	2%	55	68%
Eaton Street			1	100%					1	1%
Lower Bent Street	19	90%					2	10%	21	26%
Merlin Street	1	50%			1	50%			2	2%
Winter Avenue	1	100%							1	1%
Wyagdon Street	1	100%							1	1%
Grand Total	72	89%	3	4%	3	4%	3	4%	81	100%

Overall 86% of respondents support retaining the 6pm expiry time for the parking restrictions and 89% support restrictions on Monday to Friday only. Therefore no changes are proposed to the operating times and days for the existing parking restrictions.

Precinct Comments

At the time of writing Council has not received comments from Neutral Precinct in relation to the survey.

Comments Received

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

Retain Existing Parking Arrangements

- Keep parking as current
- The only time there isn't free space in the unrestricted zone is during work hours because people park there to catch the bus to the city. If you want to fix this non-existent parking issue, then build a park and ride car park near the bus station. Restricting parking will increase traffic, this is proven, if anyone is complaining about not finding a park now then they will be complaining about the increased traffic if things are changed.
- Don't do anything to bent street.
- I do not experience a problem in our area with parking. We are able to use the one residential parking permit we have generally without problem, unless there are road works. On occasions when we need to park an additional car on the street, the unrestricted and time-restricted spots are adequate. I definitely believe metered parking would be detrimental to our local community needs, creating an unnecessary cost burden for residents or their visitors needing temporary parking but ineligible for a residential permit.

It is worth noting that the pedestrian crossing 'island' created by the Council a couple years ago for crossing Bent Street to Winter Avenue is generally unused, as pedestrians still cross further up the road. This island took 1-2 car spots at the time, which could potentially be recaptured for the purposes stated here.

- One issue is that people are now WFH due to COVID (myself included). But the main issue has been the increase in the number of Tradies in the area due to developments around the local area and in Nth Sydney. My car does not fit in the garage and according to the website I am not eligible for parking so I need things to remain as-is. If the parking rules change I would be forced to move house and possibly relocate my Son into another school. This is not an option for me
- As a resident, I find the proposal for restricted parking to be a negative change. Timed or metered parking places restrictions on my family and any visitors I may have. To be penalised as a resident by being asked to pay for permits and ask visitors to pay to visit my premises seems unfair and benefits only a few. I strongly oppose this change.

As commuter parking is an issue in North Sydney that causes commuters to park on residential streets, I would rather see the problem solved instead of pushing these commuters to park on the next residential streets over, which is what they will likely do. This moves the problem, it does not resolve it.

I would happily be involved in any projects that look to solve commuting issues in the area. But I do not support changes that impact residents negatively.

Report of Manager Traffic & Transport Operations, Michaela Kemp
 Re: Area 30 – Bent Street and Lower Bent Street – Parking Survey Results

(6)

- I don't want my family and friends to have to pay for parking to visit me. The current system works fine. There is always a spot available.
- 'Your failure to provide better alternatives to commuters cannot be corrected by another of your failures, namely taking away parking spots from residents. Your proposal is nothing but a disgrace to our local community and is incorrect on several accounts:
 - Commuters use the daily spots, residents use the afternoon and night spots. There are never shortages of spots for residents
 - Residents' guests and trade workers, working on residents' houses, use these always available spots. Taking it away would disadvantage residents
 - If some local residents are not eligible for permits then taking these spots away would disadvantage local residents without benefiting anyone
 - Your proposal to charge for parking spots serves no benefits to anyone whatsoever, but yourself by collecting fees. We are already paying enough rates and you have already made most on the North Sydney council area parking zones, or put simply, enough is enough

Overall, I strongly oppose making our street parking more restricted as it would greatly disadvantage us, the residents

- I'm completely against changing the current restrictions as a long term resident here this is entirely a money grab from the council which already makes parking in the area extremely expensive and difficult. This will not improve parking and just cost all us residents more. I will fight fully against this proposal.
- This is disgraceful that you are considering this change in this covid world. Many of us are dealing with reduced incomes or lost jobs and you now want to charge us for parking. This is the ultimate money grab and just adds to the growing piles of bills just to park in my street. A complete lack of understanding the community needs.
- I'm completely against this proposal. I have lived here for over 10 years and I have not noticed any significant change in traffic demands. This seems like a greedy council is wanting more money. Whilst I'm completely against I would prefer time restriction only during the week day vs metro. There is only demand for parks during the working week. I'll be very disappointed if these changes are made
- There is no issue with resident parking on Lower Bent Street.
- Changing the restrictions will add unnecessary new bureaucracy and hassle to the people using the spaces.
- There has been no new development resulting in a significant increase in dwelling occupancy on Bent St in many years, therefore it is reasonably safe to assume that parking demand has not increased as suggested.
- The current parking restrictions are entirely adequate.
- As an owner, it is a bonus to be able to offer an on-going free street for tenants. I don't think a meter system should be in place given it is already the case on the north side of Military road.
- I am quite satisfied with existing parking restrictions
- I am a resident on Bent Street. Please don't change the parking
- I live on the street and use the on-street parking. I would like them to stay as is
- I am disgusted that our council would suggest making these changes at such a time. COVID-19 has impacted so much of 2020 financially, physically, mentally, and now you want to try and take more money out of people's pockets.
- You should be ashamed of yourselves!

- I am an owner at 28-34 Bent street, we have multiple cars and have noticed the reduced availability of parking spots however have still always been able to get one. It is mainly 'working hours' from around 7am - 5pm that you experience this. All other times and weekends its never a problem.
- I believe adding meters or other restrictions will just push the problem down the street.

Currently I do not and never had any issue, except for people who take up parking spaces for boats and other trailers.

- There are a number of trailers that just sit in car spaces for months on end. That is the problem.
- I live in Bent Street since years and I think it works perfect.
- Lived in lower bent St for 2yrs, never had a problem getting a park at anytime of the day. Also throughout the day there is almost no one parked there.
- I do not think parking on our street is a problem at all, I find it hard to believe anyone has complained about this. Sydney has far too many parking restrictions and ridiculous fees, stop trying to get more money out of people at a time when we are heading into a recession with a life threatening pandemic to worry about. It is shameful.
- Leave the 2 hour parking as is. I would also like the half hour parking outside 22-24 Bent Street to remain as is
- There are no issues finding parking in the specified area and I strongly object to council making any changes to the current parking restrictions.
- Changing parking restrictions will not help residents it will just give the council more money.
- Whatever you do don't install parking meters. They change our nice town vibe. I'm really disappointed this is Even being considered I chose to live because of the parking available. North sydney council is making every single street restricted parking and therefore impossible for people to visitor without costing a fortune in parking tickets
- This plan will significantly disadvantage residents in apartment buildings in Lower Bent street.
- this is not a good plan

Oppose Restrictions

- Make even more roads in Neutral Bay unrestricted parking.
 As a renter who is not eligible for parking permits for different reasons, it is infuriating that you want to block me from parking in the area I live in, but you also want to prevent my friends and family from visiting me as they would have to *pay* for parking when visiting me.
 Do NOT make any more roads restricted parking, you are doing a great disservice to local residents.

Oppose Meters

- We oppose the introduction of parking meters as they would change the character of the street.

- There are enough parking limitations on these streets already, we do not want to introduce metered parking at all!
- should not be metered
we should be able to have family and friends visit without having to cost whether it be metered or visitor permits
- There is too much paid parking in Sydney in general and in my opinion its extremely greedy of councils to do this.

Support Restrictions

- Please consider the 4 Free Bays at the west end of Eaton Street. This will also take pressure of Bent Street.
- People simply dump their cars in these bays for weeks. Please consider these to be 2P restricted bays. Thank you.
- The main problem for residents in the area is the inability to have friends, family or tradespeople visit during the week due to lack of unrestricted parking. This problem is mostly due to commuters, North Sydney workers and school students who are of driving age.
- We live at 12 bent Street. It is a 3 bedroom house and we have no on-site parking. Our neighbours, number 14, 16 and 18, do not have on-site parking either. It is critically important to us that we have a parking space near our house

We are surrounded by older style units which may not have adequate visitor parking. We are also close to Watson bus stop (Watson st/Military road) and North Sydney train station. Visitors take up parking spaces during the weekend and commuters take up parking spaces during the week. Parking can be an issue 7 days a week.

There are days when we have to park quite far up Bent Street towards military road, which is very problematic for weekend grocery shopping with a young toddler to carry.

We would appreciate the council introducing metered parking, particularly around places like our residences where houses have no on-site parking and we absolutely need to rely on street parking to park our cars.

- The issue for this survey is to facilitate resident's visitors to be able to park their cars close by to where they are visiting but currently are not able to do so because of commuters parking their vehicles in unrestricted parking areas. Currently the only unrestricted parking areas close to where i live are the top section of Bent St, some areas towards the bottom of Bent St and Little Bent St and during the day are full of commuters vehicles. I believe my suggesting should free up parking spaces for visitors and I don't feel residents should have to pay for exemptions for their visitors. Exceptions should be available free at least for rate payers.
- One thing for council to note is that there are some residents in the area who own multiple cars, so it would be important that there is a limit of permits per household (i.e. one parking permit per person per household). There is one resident in the area who owns three cars and routinely parks a fourth in the area and moves them all around which restricts parking for residents, Wenona students and and those who park on Bent St and walk to North Sydney.

- As a resident for 6 years now, I walk out on to my balcony at 6am each morning. The spaces fill up with commuters who walk down to north Sydney station, and construction workers who commute to near by projects. I support 2 hr timed parking as long as unit holders can still access under the resident permits. There is no disabled access space that would also assist those in need. I also support as noted earlier spaces for motorbikes to ensure they are parked more efficiently in one zone (lower bent as its flat).

Trailer Parking

- I would like no parking at all for caravans, boats, trailers. These are often left on the no parking time restrictions side of the road for many months/years and this limits parking for locals.

Resident Parking Policy

- The resident permit is a) too expensive, b) too complicated to obtain when you drive a borrowed car and c) not applicable to motorbikes because they also need to be parked

Other

- Separately, and whilst not the issue, i have two other key points
 - 1) Bent St has a major issue with speeders and so a speedhump or two in bent st would be great to slow down rat racers/speeders/bicycle racing packs. The incline of Bent st is so steep that it invites hoons and people in cars to speed down.
 - 2) There is no pedestrian crossing from the bottom of bent st, to lower bent st (and then onto the park where the forsyth park entrance is). Dog walkers, children, adults all struggle with speeding cars and a pedestrian crossing would calm users down aggressive bicycle riders, motorbike riders, and vehicle users.
- please do something for speed cars on Bent street.

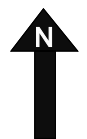
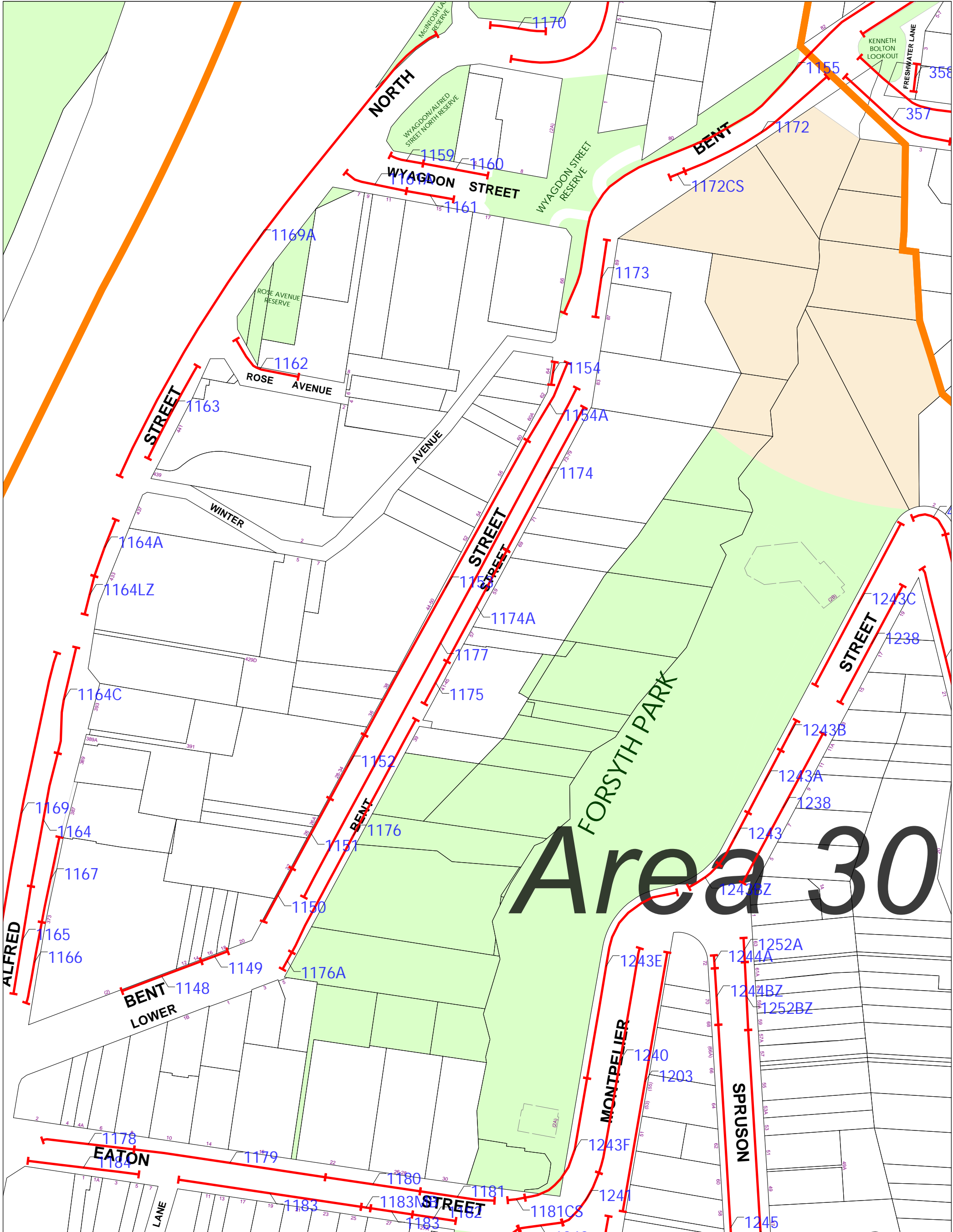
Restriction Recommendations - Area 30 Bent St & Lower Bent St

ZONE_ID	AREA_ID	HNo.	Street Name	Side of Street	Current Restrictions	Total Spaces	Avg. Occupancy	Recommended Changes	Comments
1148	30	12	Bent Street	West	2 Hour Parking 8.30am - 6pm Mon - Fri Permit Holders Excepted Area 30	5	70%	Retain Existing	Overall 68% of respondents support retaining existing parking restrictions in Bent Street. 65% of Bent Street respondents support the existing restrictions. Generally residents in this section of Bent Street support retaining existing restrictions.
1149	30	18	Bent Street	West	Unrestricted Parking	2	100%	2 Hour Parking 8.30am - 6pm Mon - Fri Permit Holders Excepted Area 30	Overall 68% of respondents support retaining existing parking restrictions in Bent Street. 65% of Bent Street respondents support the existing restrictions. Generally the majority of residents in this section of Bent Street support 2P restrictions.
1150	30	22	Bent Street	West	1/2 Hour Parking 8.30am - 6pm Mon - Fri Permit Holders Excepted Area 30	4	88%	Retain Existing	Overall 68% of respondents support retaining existing parking restrictions in Bent Street. 65% of Bent Street respondents support the existing restrictions. Generally the majority of residents in these sections of Bent Street support retaining existing restrictions.
1151	30	26	Bent Street	West	Unrestricted Parking	5	90%	Retain Existing	
1152	30	28	Bent Street	West	2 Hour Parking 8.30am - 6pm Mon - Fri Permit Holders Excepted Area 30	5	100%	Retain Existing	
1153	30	36	Bent Street	West	Unrestricted Parking	19	97%	Retain Existing	
1154	30	64	Bent Street	West	2 Hour Parking 8.30am - 6pm Mon - Fri Permit Holders Excepted Area 30	1	100%	Retain Existing	
1154A	30	56	Bent Street	West	2 Hour Parking 8.30am - 6pm Mon - Fri Permit Holders Excepted Area 30	6	75%	Retain Existing	
1172	30	89	Bent Street	East	Unrestricted Parking	14	100%	Retain Existing	
1173	30	89	Bent Street	East	2 Hour Parking 8.30am - 6pm Mon - Fri Permit Holders Excepted Area 30	6	75%	Retain Existing	
1155A	30	66	Bent Street	West	Unrestricted Parking	23	80%	Retain Existing	
1172CS	30	89	Bent Street	East	Authorised Car Share Vehicles Excepted Area 100	1	50%	Retain Existing	
1177	30	71	Bent Street	East	Unrestricted Parking	32	97%	Retain Existing	
						123	90%		

Restriction Recommendations - Area 30 Bent St & Lower Bent St

ZONE_ID	AREA_ID	HNo.	Street Name	Side of Street	Current Restrictions	Total Spaces	Avg. Occupancy	Recommended Changes	Comments
1176	30	39	Lower Bent Street	East	Unrestricted Parking	19	97%	Retain Existing	Overall 69% of respondents support retaining existing parking restrictions in Lower Bent Street. 81% of Lower Bent Street respondents support the existing restrictions. Generally the majority of residents in these sections of Lower Bent Street support retaining existing restrictions.
1176A	30	5	Lower Bent Street	East	2 Hour Parking 8.30am - 6pm Mon - Fri Permit Holders Excepted 30	2	50%	Retain Existing	
1174	30	79	Lower Bent Street	East	2 Hour Parking 8.30am - 6pm Mon - Fri Permit Holders Excepted Area 30	18	75%	Retain Existing	
1175	30	41	Lower Bent Street	East	2 Hour Parking 8.30am - 6pm Mon - Fri Authorised Residents Vehicles Excepted Area 30	4	88%	Retain Existing	
1174A	30	69	Lower Bent Street	East	Unrestricted Parking	7	93%	Retain Existing	
						50	86%		

Area 30 - Bent Street and Lower Bent Street - Parking Zones



Item 5.1 - Traffic - 16/10/20



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 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 15 August 2020 to 25 September 2020.

Year to date (2020) Council had investigated **190** reports of abandoned vehicles.

Year to date (2020) Council processed **60** reports of unattended boat trailers.

RECOMMENDATION:

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

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

(2)

ABANDONED VEHICLES PROCESSED DURING THE PERIOD FROM 15 August 2020 TO 25 September 2020

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
021/20*	Merlin St, Neutral Bay (cnr Military Rd)	4/2/20	Released	to owner		4/2/20	20/2/20	
033/20*	Thomas L, Crows Nest (near cnr Huntington St)	25/2/20	Claimed	by finance	company	2/3/20	14/7/20	
048/20*	8C Merlin St, Neutral Bay	6/3/20				18/3/20	29/4/20	24/7/20
070/20*	Balls Head Rd, Waverton (dead end)	14/4/20				14/4/20	18/6/20	3/8/20
076/20*	Hampden St, North Sydney (near stairs)	18/4/20				20/4/20	18/6/20	24/7/20
094/20*	130 Spencer Rd Cremorne	21/5/20				25/5/20	8/7/20	7/8/20
095/20*	Tunks Park, Cammeray (Carpark)	21/5/20				22/5/20	18/6/20	3/8/20
096/20*	Merlin Street, Neutral Bay (footpath)	22/5/20				22/5/20	8/7/20	4/9/20
108/20*	10-12 Rangers Rd, Cremorne	3/6/20				3/6/20	17/7/20	21/8/20
120/20*	Whaling Rd, North Sydney (cnr Little Alfred St)	15/6/20				15/6/20	8/7/20	28/8/20
126/20	Brothers Ave, Cammeray (Tunks Park)	22/6/20				23/6/20 ongoing	17/7/20	
132/20	Lytton St, Cammeray (cnr Falcon St)	27/6/20				29/6/20 ongoing	12/8/20	
140/20*	4 Belmont Ave, Wollstonecraft	15/7/20	✓					
144/20	Yeo St, Neutral Bay (cnr Bent St)	22/7/20				22/7/20 ongoing	3/9/20	
145/20*	8 Brightmore St, Cremorne	25/7/20		✓				
146/20*	Opp 69 Reynolds St, Cremorne	27/7/20		✓				
147/20*	Opp 18 Bertha Rd, Cremorne	29/7/20		✓				
148/20	122-124 Holt Ave, Cremorne	29/7/20				30/7/20	28/8/20	

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

(3)

Ref # * indicates completed	Location	Reported	Not Abandoned			Actioned as an Abandoned Vehicle		
			Advised by owner not abandoned	Moved so cannot be considered abandoned	Unregistered but not abandoned. Referred to Police for enforcement action	Impound process commenced	Impounded	Disposed at Auction
						ongoing		
153/20*	66 Undercliff St, Neutral Bay	11/8/20		✓				
155/20*	24 Phillips St, Neutral Bay	17/8/20		✓				
156/20*	Bruce St, Crows Nest (cnr Pacific Hwy)	18/8/20	✓					
157/20*	4 Belmont Ave, Wollstonecraft	21/8/20		✓				
158/20*	4 Belmont Ave, Wollstonecraft	21/8/20	✓					
159/20*	Bruce St, Crows Nest (cnr Pacific Hwy)	21/8/20	✓					
160/20*	Undercliff St, Neutral Bay (cnr Aubin St)	22/8/20	✓					
161/20*	36 Gerard L, Cremorne	24/8/20	✓					
162/20*	39 Rosalind St, Cammeray	26/8/20	✓					
163/20*	82 Upper Pitt St, Kirribilli	20/8/20	✓					
164/20*	Opp 97 Bent St, Neutral Bay	26/8/20	✓					
165/20	1 Hume St, Wollstonecraft	28/8/20				28/8/20 ongoing		
166/20*	231 Ben Boyd Rd, Cremorne	31/8/20		✓				
167/20	24 Wilson St, Cammeray	31/8/20				1/9/20 ongoing		
168/20*	Opp 55 Carr St, Waverton	3/9/20	✓					
169/20*	Woolcott St, Waverton (cnr Euroka St)	3/9/20	✓					
170/20*	Woolcott St, Waverton (cnr Euroka St)	3/9/20	✓					
171/20*	Woolcott St, Waverton (cnr Euroka St)	3/9/20	✓					
172/20*	4 Harrison St, Cremorne	5/9/20	✓					
173/20*	59 Sutherland St, Cremorne	5/9/20	✓					

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

(4)

Ref # * indicates completed	Location	Reported	Not Abandoned			Actioned as an Abandoned Vehicle		
			Advised by owner not abandoned	Moved so cannot be considered abandoned	Unregistered but not abandoned. Referred to Police for enforcement action	Impound process commenced	Impounded	Disposed at Auction
174/20*	34 Reynolds St, Cremorne	6/9/20	✓					
175/20*	Winnie St, Cremorne (cnr Gerard L)	8/9/20	✓					
176/20*	77 Sinclair St, Wollstonecraft	9/9/20	✓					
177/20	Anzac Ave, Cammeray (o/s School)	9/9/20				14/9/20 ongoing		
178/20	Opp 7 Kyngdon St, Cammeray	14/9/20				21/9/20 ongoing		
179/20	63 Wycombe Rd, Neutral Bay	14/9/20				16/9/20 ongoing		
180/20	9 Anderson St, Neutral Bay	15/9/20				16/9/20 ongoing		
181/20*	55 Benelong Rd, Cremorne	16/9/20	✓					
182/20	Fifth Ave, Cremorne (near 1A)	16/9/20				17/9/20 ongoing		
183/20*	10 Fifth Ave, Cremorne	16/9/20	✓					
184/20	Opp 12 Ellalong Rd, Cremorne	16/9/20				17/9/20 ongoing		
185/20*	Wonga Rd, Cremorne (near 2)	16/9/20	✓					
186/20	Illiliwa St, Cremorne (cnr Benelong Rd)	16/9/20				17/9/20 ongoing		
187/20	14 Lytton St, Cammeray	16/9/20				17/9/20 ongoing		
188/20	18-22 King St Wollstonecraft	22/9/20				22/9/20		

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

(5)

Ref # * indicates completed	Location	Reported	Not Abandoned			Actioned as an Abandoned Vehicle		
			Advised by owner not abandoned	Moved so cannot be considered abandoned	Unregistered but not abandoned. Referred to Police for enforcement action	Impound process commenced	Impounded	Disposed at Auction
						ongoing		
189/20	15 Premier St, Neutral Bay	22/9/20				23/9/20 ongoing		
190/20	47 Bay Rd, Waverton	23/9/20				23/9/20 ongoing		

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

(6)

UNATTENDED BOAT TRAILERS PROCESSED DURING THE PERIOD FROM 15 August 2020 to 25 September 2020

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
20/038*	Opp. 43 Tobruk Ave, Cremorne	August	✓			
20/039*	23 Wonga Rd, Cremorne	August	✓			
20/041*	Opp. 10 Hodgson Ave, Cremorne Point	August	✓			
20/042*	Opp. 39 King St, Waverton	August	✓			
20/043*	Opp. 50A Abbott St, Cammeray	August	✓			
20/044*	Opp. 22 The Boulevarde, Cammeray	August	✓			
20/045*	39 Cowdroy Ave, Cammeray	August	✓			
20/046*	33 Cowdroy Ave, Cammeray	August	✓			
20/048*	Opp. 1 Lodge Rd, Cremorne	September	✓			
20/049	Ellalong Rd, Cremorne (cnr 68 Wyong Rd)	September				
20/050	29 Grasmere Rd, Cremorne	September				
20/051	West St, Crows Nest (o/s Thomas Rest Park)	September				
20/052*	Phillip St, Neutral Bay (cnr Spruson St)	September	✓			
20/053	67 Shellcove Rd Neutral Bay	September				
20/054*	Opp. 42 Boyle St, Cremorne Point	September	✓			
20/055	Tryon Ave, Wollstonecraft (cnr 1 Shirley Rd)	September				
20/056	11 Hardie St, Neutral Bay	September				
20/057	31 Cammeray Rd, Cammeray	September				
20/058	32 Pine Street, Cammeray	September				
20/059	Opp. 16 Jenkins St, Cammeray	September				
20/060	8 Cowdroy Ave, Cammeray	September				

Item 5.2 - Traffic – 16/10/20N O R T H S Y D N E Y C O U N C I L

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 held 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.

RECOMMENDATION:

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

Report of Traffic & Transport Operations Manager, 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:</p> <p>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)</p> <p>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:</p> <p>7. THAT the community survey regarding offset parking in Parraween Street be expedited. (5.3)</p> <p>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:</p> <p>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.</p> <p>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.</p> <p>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>
19/02	Traffic and Parking Impacts (General Item)	<p>29/5/19:</p> <p>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 measure relative changes in traffic conditions since the tidal flow changes were</p>

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

(3)

Item	Matter/ Background	Update															
		<p>implemented.</p> <table border="0" data-bbox="1193 316 1973 467"> <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 queuing system causing crowding of the footpath 	<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 Traffic & Transport Operations Manager, Michaela Kemp

Re: Standing Item – Military Road B-Line

(4)

Item	Matter/ Background	Update
	<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 - 16/10/20



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 held on 7 February 2020 it was recommended that pedestrian safety be added to the agenda as a standing item.

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

RECOMMENDATION:

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

Standing Item - Pedestrian Safety
Traffic Committee 16 October 2020

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 2. Kurraba Road near Hayes St - raise existing pedestrian crossing 3. Lavender St at Walker St - raise existing pedestrian crossing 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	
20/04	Military Road. Neutral Bay	At Young Street	4/9/20	Pedestrian safety issue	Council received representations of a reported recent near-miss between a pedestrian and a bus at the signalised crossing on the northern side of Military Road near Young Street, and suggestions for more a definitive transition between the footpath and the road at the kerb.	A review of the most recent 5-year crash data revealed no crashes involving pedestrians at this crossing. There is pedestrian fencing to the east of the crossing ramp up to Young Street. Site observations revealed that some pedestrians were crossing diagonally outside of the designated crossing. It is not possible to install a fence to the east of the crossing due to existing street trees. A planter box could be installed, however this would not prevent pedestrians walking in between the street furniture. Some pedestrians were also observed waiting close to the traffic lane on the kerb ramp. Installation of "< Look >" stencils on the kerb ramp may reduce this. Site observations found that pedestrians and vehicles did not cross on red signals.	
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.	

Item 5.4 - Traffic - 16/10/20N O R T H S Y D N E Y C O U N C I L R E P O R T S

To the General Manager**Attach: Nil**

SUBJECT: (5.4) Interim Traffic Committee Arrangements Over the Seasonal Break**AUTHOR:** Report of Traffic Operations Officer, Maria Coyne**DESCRIPTION/SUBJECT MATTER:**

The last Traffic Committee meeting for 2020 is 27 November 2020 and the next meeting is not until February 2021. In the event that an urgent traffic issue should arise over the holiday break it is recommended that the General Manager or his delegate be authorised to vote on behalf of Council and a delegation email be sent to the NSW Police, Transport for NSW and the local State Member for their approval. Any matters considered during this period will be included in a report to the first Traffic Committee meeting of 2021.

RECOMMENDATION:

1. THAT Council authorise the General Manager or his delegate to vote on behalf of Council in the event that an urgent traffic issue arises over the holiday break, noting that a delegation email would be sent to the NSW Police, Transport for NSW and the local State Member for approval, as well as the Mayor to be notified for information and a report on the issue arising would also be referred to the first Traffic Committee meeting of the New Year.

Item 6.1 - Traffic - 16/10/20

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

**To the General Manager****Attach:** 1. Lendlease works overview

SUBJECT: (6.1) Sydney Metro Victoria Cross Station Construction - Lendlease Early Works

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

DESCRIPTION/SUBJECT MATTER:

Consent for the Sydney Metro City & South-West Chatswood to Sydenham (Metro) project was granted by the Department of Planning and Environment on 9 January 2017 (CSSI 7400). The consent can be viewed in full at www.majorprojects.planning.nsw.gov.au

The project will deliver new railway infrastructure for Sydney, including two new Metro stations within the North Sydney Local Government Area - at Crows Nest and Victoria Cross (North Sydney Centre). Construction of the line began in 2017, with train operations scheduled to commence by 2024.

In accordance with the various conditions of consent, a Traffic and Transport Liaison Group (TTLG) and Traffic Control Group (TCG) has been established to inform traffic and transport measures during construction and operation of the project. The TTLG and TCG are chaired by the Sydney Coordination Office (SCO) and comprise representatives from the relevant Road Authorities, which includes North Sydney Council. The TTLG meets monthly and the (TCG) meets fortnightly to discuss impending construction-related traffic management matters.

The Construction Traffic Management Plans (CTMPs) must be developed in consultation with the TTLG. The RMS is the approval authority for the CTMPs, following endorsement by the SCO.

Lendlease is contracted to undertake the Victoria Cross Station construction works and commenced early works from October 2020. Lendlease has requested to present to the Traffic Committee on their upcoming works during November 2020 to March 2021.

Relates to ECM No: N/A

Standard or Guideline Used: N/A

Signs & Lines Priority: N/A

Precinct and Ward: CBD/ Stanton, Wollstonecraft

Impact on Bicycles: Cycle access will be maintained and managed under traffic control

Impact on Pedestrians: Pedestrian access will be maintained and managed under traffic control

Impact on Parking: On-street parking around the site will be impacted to allow for work zones and traffic management

RECOMMENDATION:

1. THAT the information concerning Sydney Metro Victoria Cross Station Construction – Lendlease Early Works be received.



City & Southwest



Victoria Cross Integrated Station Development

Local Area Traffic Committee Meeting

16th October 2020



Acknowledgement of Country

I would like to acknowledge Aboriginal peoples as the traditional owners and custodians of the land on which we meet today.

I would also like to pay my respects to Elders past, present and future, extending this respect to all Aboriginal people here today, no matter where you come from.



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Project Overview

Sydney Metro – Victoria Cross

Lendlease will Deliver the Sydney Metro Victoria cross integrated station development

Key features:

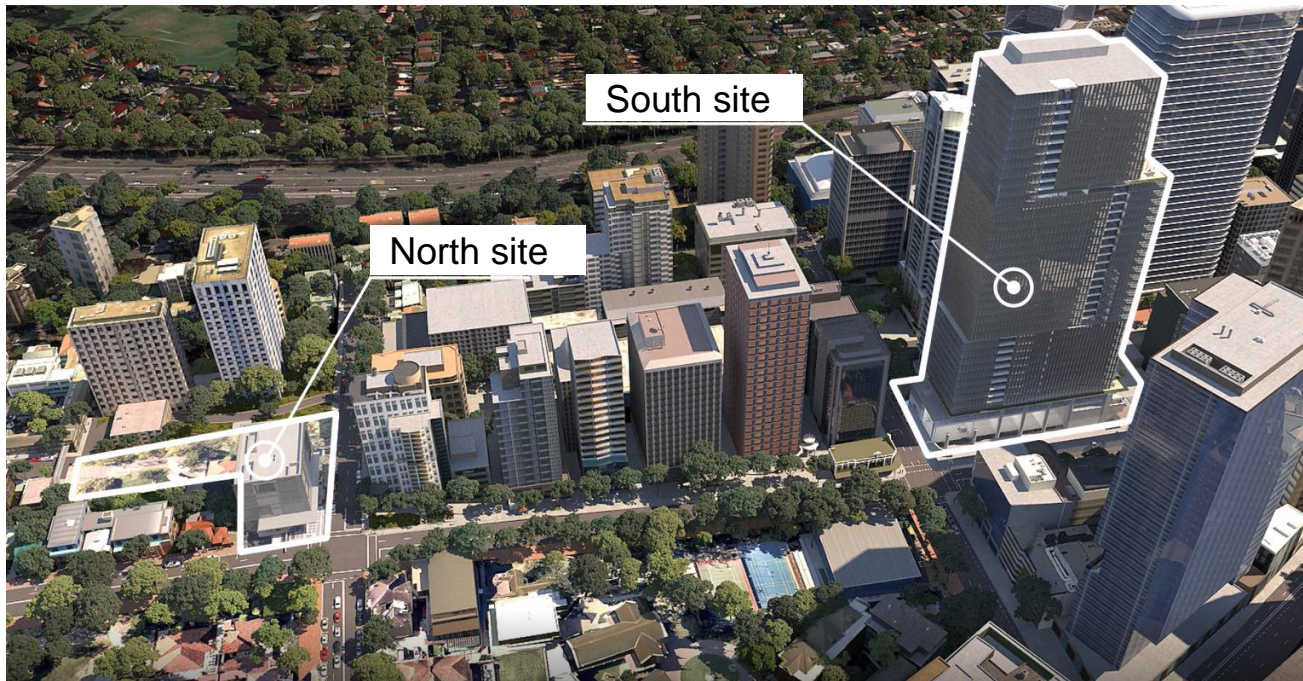
- Two station entrances including a northern entrance opening to Miller and McLaren streets, and a southern entrance with pedestrian access to Miller and Denison streets
- A commercial building above the station's southern entrance (*SSD – To be addressed in Future*)
- Station concourse and platforms beneath Miller Street
- Sustainable, high-quality commercial and retail hub in the heart of North Sydney
- Enhancement of pedestrian infrastructure around the station, as well as new bike parking at the northern entrance, and new kiss and ride bays on McLaren Street
- Improvements to the public domain.



Artist's impression of Victoria Cross Station and Over Station Development

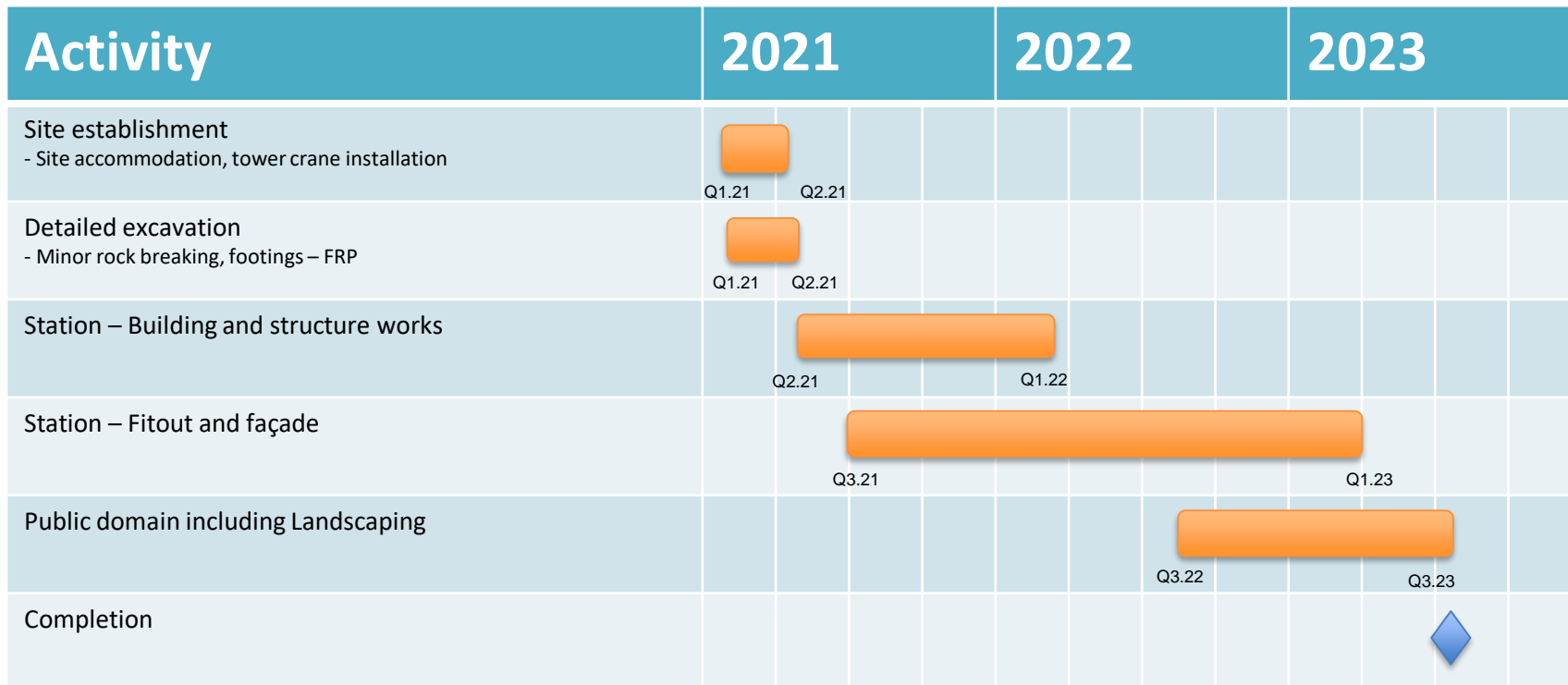
Construction overview

Site locations

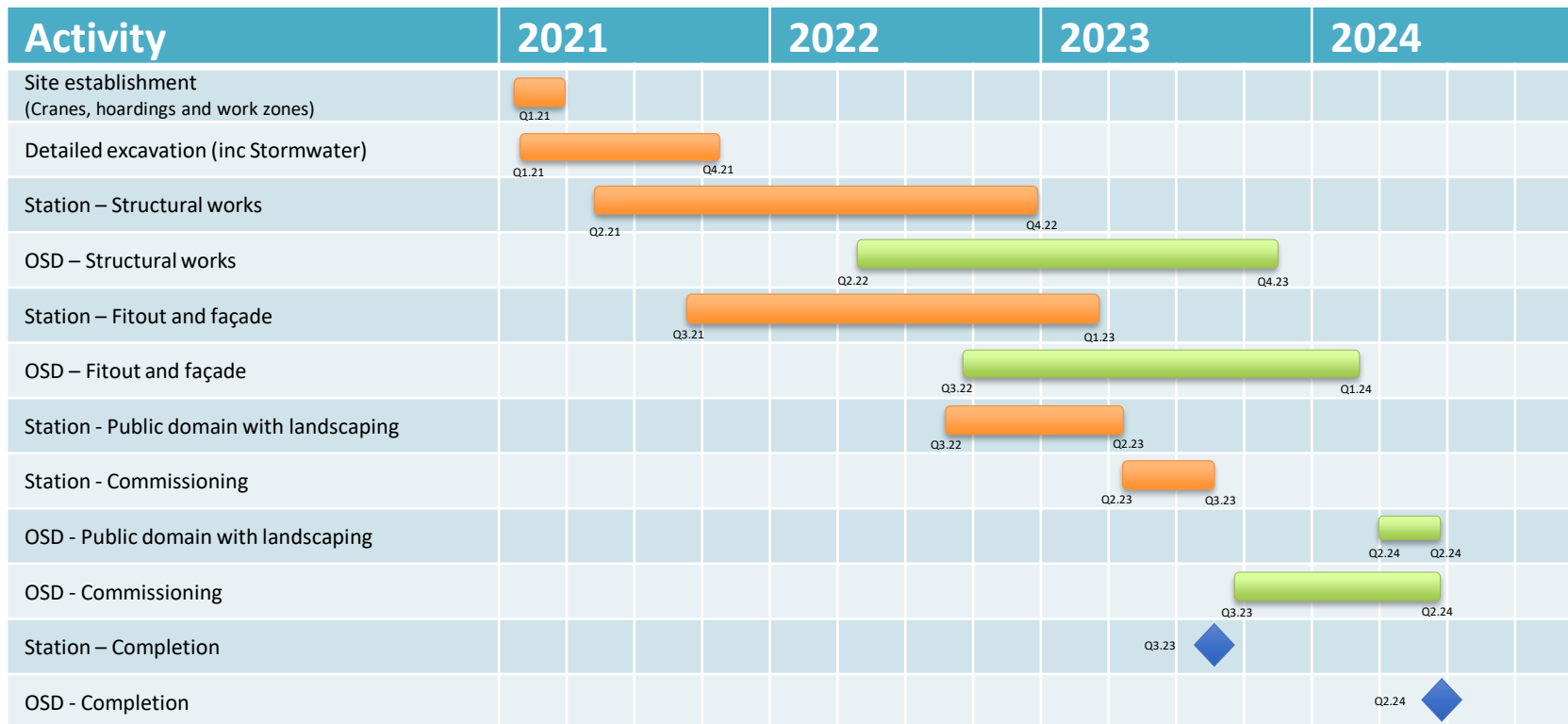


CGI image of Victoria Cross integrated station developments north and south sites

Construction overview – North site



Construction overview – South site

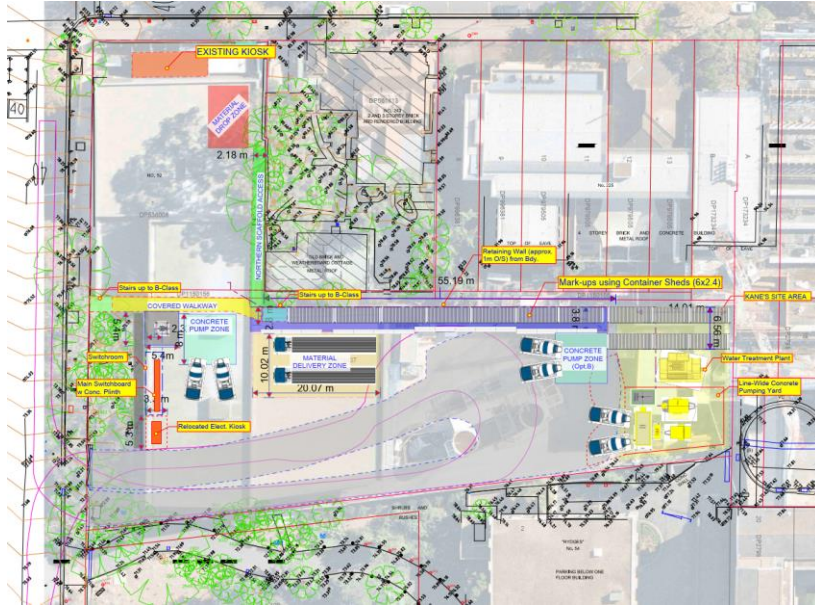




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Project Staging Incl. Work Zones

Proposed Detailed Staging Plans



NORTH:

- All Construction traffic enter/ exit via Driveway on McLaren St
- Tower Crane supporting Station construction
- Site Accommodation established along Northern boundary
- Site protected by A-Class Hoarding



SOUTH:

- Work Zones established along Miller, Berry & Denison St
- 3x Tower Cranes supporting Station construction
- Site protected by B-Class Hoarding along Miller & Berry St
- Site Accommodation erected atop B-Class Hoarding
- Pedestrian Access maintain around the site and protected by B-Class Hoarding (Miller & Berry St)

Work Zones - Miller St, Berry St and Denison St



MILLER STREET

- Roll Kerb/ Loading Zone along Miller Street to take construction vehicles off main road
- Pedestrian Access around the site is maintained with full overhead protection (B-Class hoarding)
- Traffic Controllers to manage safe flow of Construction vehicles across all work zones
- **Stage 2** works allows vehicles to enter site once the Structure has reached street level.
 - Pedestrians will be managed using concertina gates and traffic controllers.
- Work Zone to extend approximately 70Lm along the Western side of Miller Street.

DENISON STREET

- Work Zone to extend approximately 30Lm along the Eastern side of Denison Street.
- **Stage 2** works allows vehicles to enter site once the Structure has reached street level.
 - Pedestrians will be managed utilising concertina gates and traffic controllers.



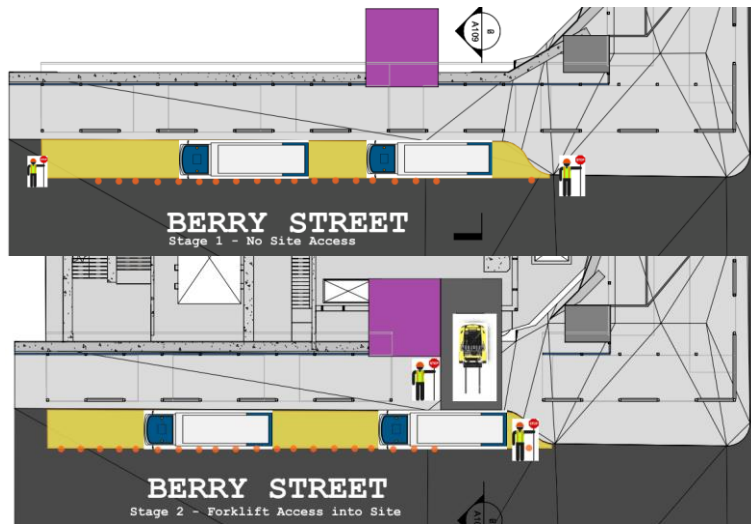
Figure: Proposed Miller Street Work Zone



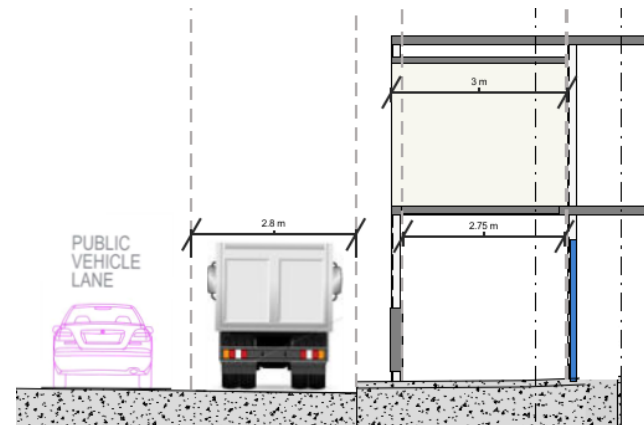
NOTE: Denison St. Work Zone to be introduced following stormwater works



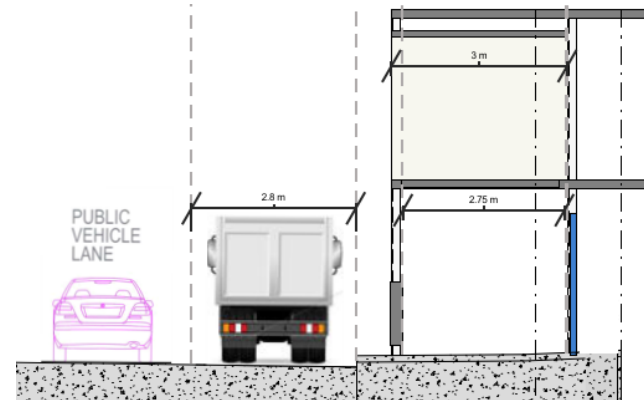
Work Zones – Berry Street



- Pedestrian Access around the site is maintained with full overhead protection (B-Class hoarding)
- Traffic Controllers to manage safe flow of Construction vehicles across all work zones
- **Stage 2** works incorporates a construction opening within the hoarding to allow Forklifts to receive deliveries from the Berry Street Work Zone.
 - Pedestrians will be managed utilising concertina gates and traffic controllers.
 - Cycle time less than 2mins for Forklifts with approx. 6x movements/ hour.
 - Traffic Cont.1 to monitor Berry Street, Traffic Cont.2 to monitor peds..
- Work Zones along Miller & Berry Street will be closely managed to ensure smooth operation of corresponding 'Clearways' during peak traffic periods.



Stage 1 - Cross-section – Berry Street Work Zone



Stage 2 - Cross-section – Berry Street Work Zone



City & Southwest

Site Establishment

Miller Street – Site Establishment

- Proposed Miller Street road closure (Southbound lanes) to establish a mobile crane for Site Establishment activities including:
 - Mobilisation of Excavators/ other machinery
 - Erection of Tower Crane.

NOTE: Denison Street is not feasible for this Scope of Works due to noise and access impacts to Residents and neighboring businesses. Furthermore, Tower Crane works must be carried out from Miller Street due to crane reach.

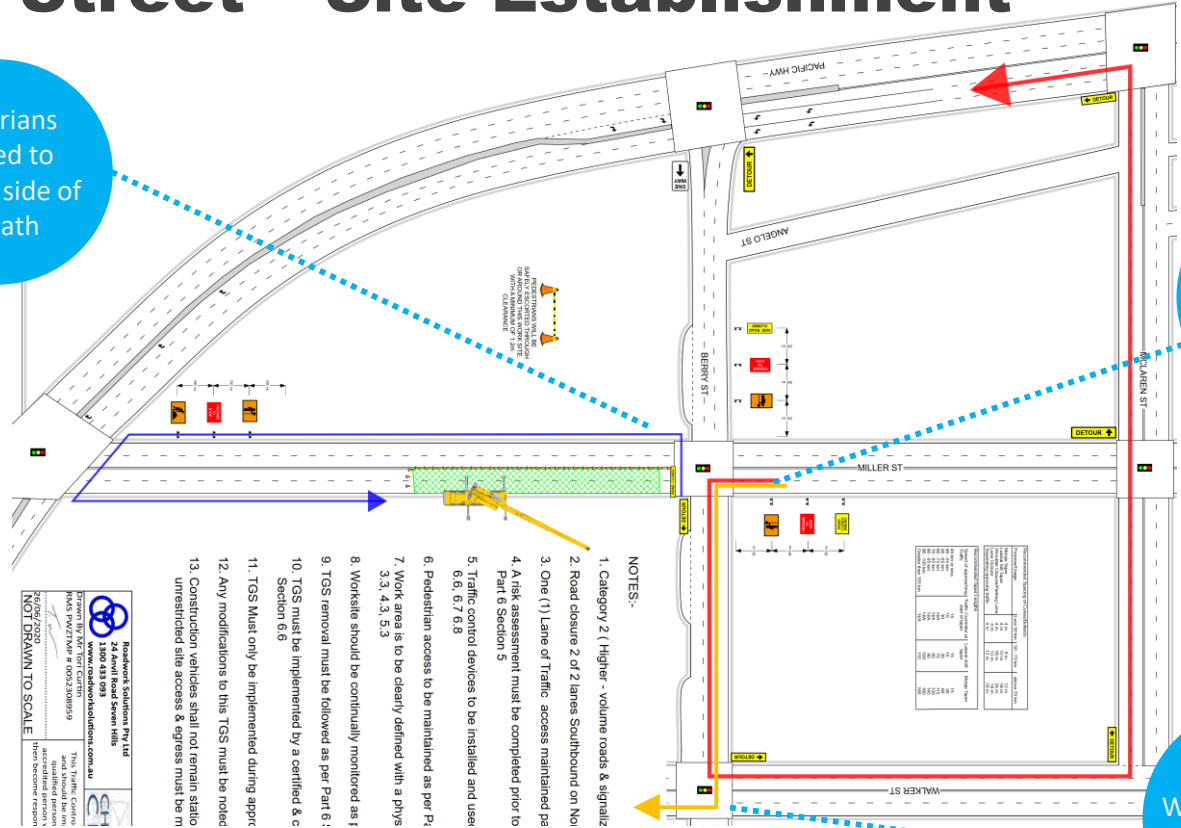
- Works proposed for Weeknights after 8pm and Weekend closures from 9pm on Friday
 - Excavator Mobilisation will be carried out using 250T Mobile Crane (Weeknights)
 - Tower Crane erection will be carried out using 250 – 350T Mobile Crane (Weekends)
- Refer following slides for initial TCP and traffic/pedestrian management.

Miller Street – Site Establishment

Pedestrians diverted to Western side of footpath


Detour to Pacific Highway as shown (Opt.A)

Detour Via Walker Street as shown (Opt.B)



NOTES:-

1. Category 2 / Higher - Volume roads & signaliz
2. Road closure 2 of 2 lanes Southbound on No
3. One (1) Lane of Traffic access maintained pa
4. A risk assessment must be completed prior to Part 6 Section 5
5. Traffic control devices to be installed and use 6.6, 6.7 6.8
6. Pedestrian access to be maintained as per Pt
7. Work area is to be clearly defined with a plys 3.3, 4.3, 5.3
8. Worksite should be continually monitored as f
9. TGS removal must be followed as per Part 6:
10. TGS must be implemented by a certified & c Section 6.6
11. TGS Must only be implemented during applic
12. Any modifications to this TGS must be noted
13. Construction vehicles shall not remain static unrestrictd site access & egress must be m

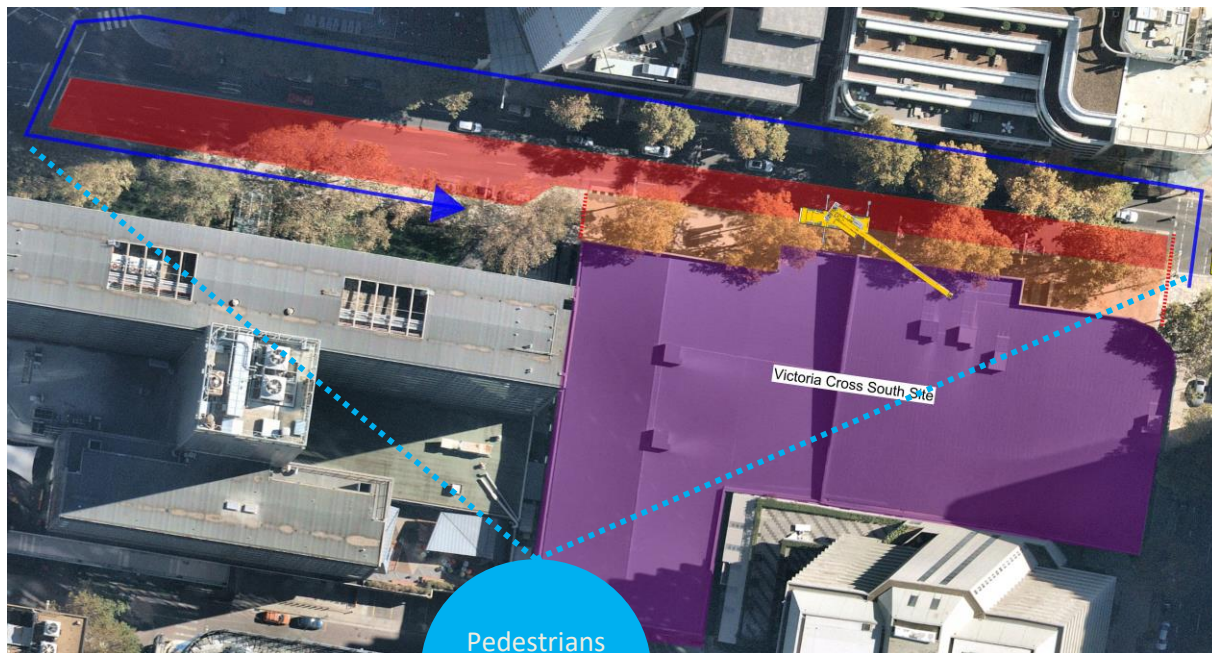

Roadwork Solutions Pty Ltd
 24 Gordon Road Seven Hills
 NSW 2147
 www.roadworksolutions.com.au
 This Traffic Control Plan (TCP) is an accredited person's plan and should be used in accordance with the Traffic Management Act 2002. It is not to be used in any other way.
 NOT DRAWN TO SCALE



Miller Street – Footpath Closure

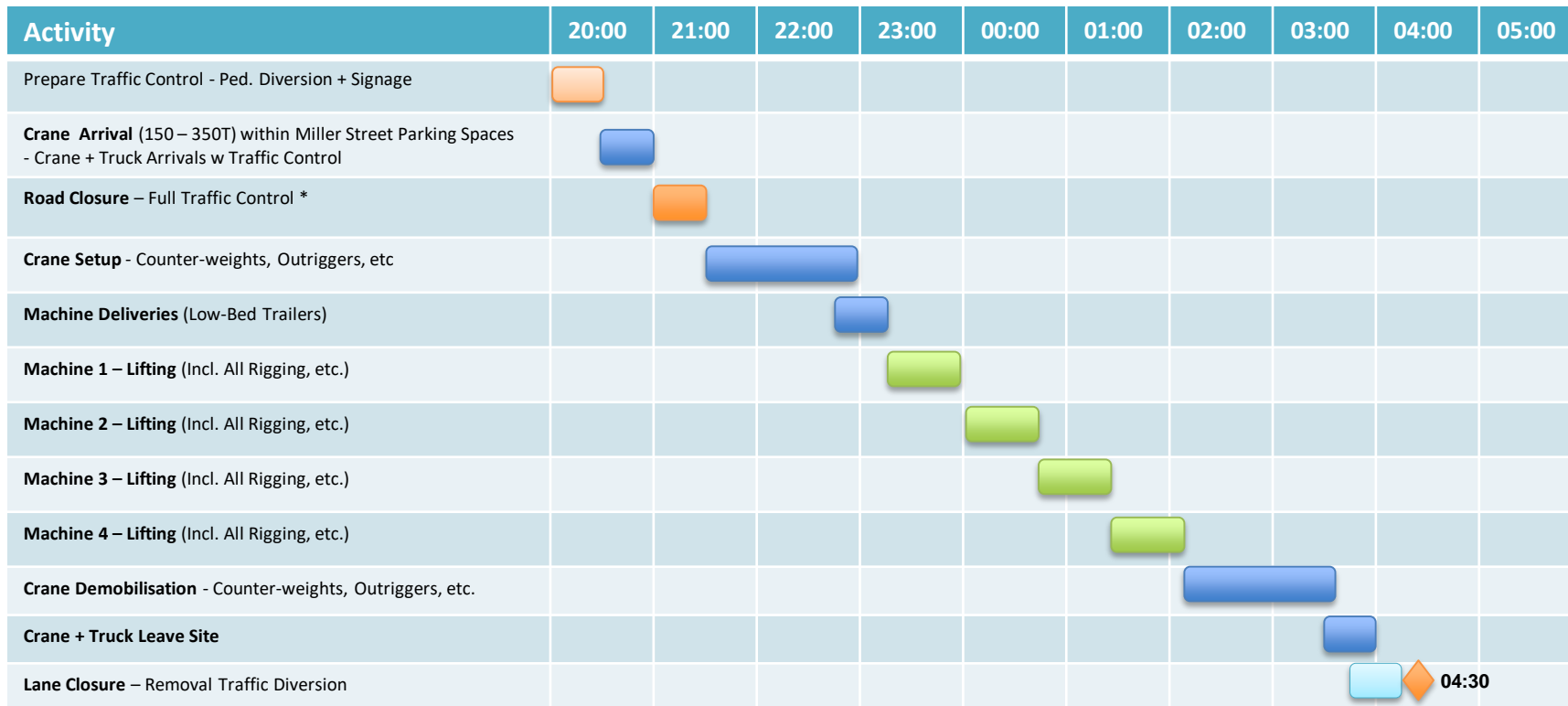


- Footpath closure from Miller/ Berry St intersection to Miller/ Pacific Hwy intersection with pedestrians diverted at each signalized crossings.
- Pedestrian access to neighboring site boundary maintained
- Traffic control managing crossing locations throughout setup.
- Proposed Hours of Operations: 21:00 – 05:00

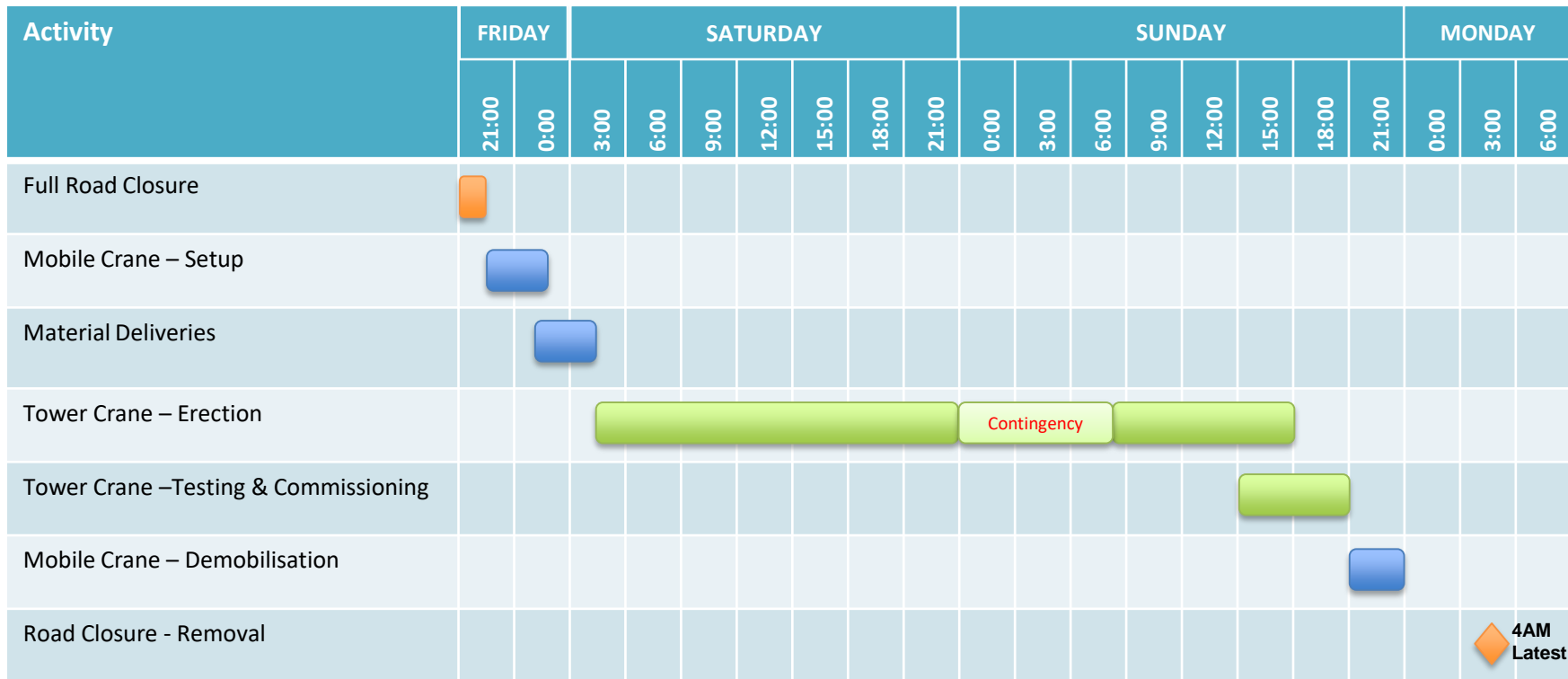


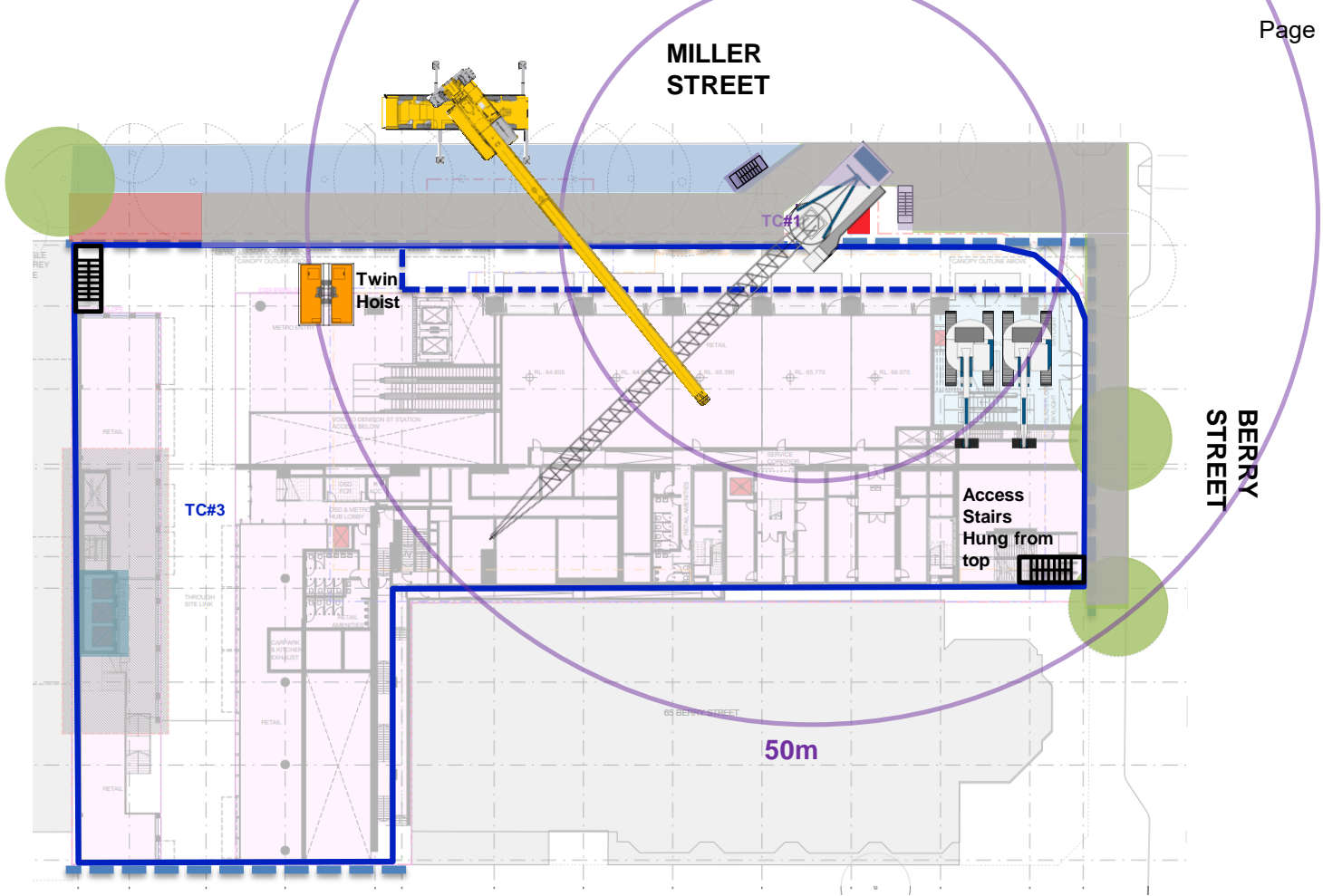
Pedestrians
diverted to cross
at lights

Typical Night Shift - Weekday



Typical Shift - Weekend



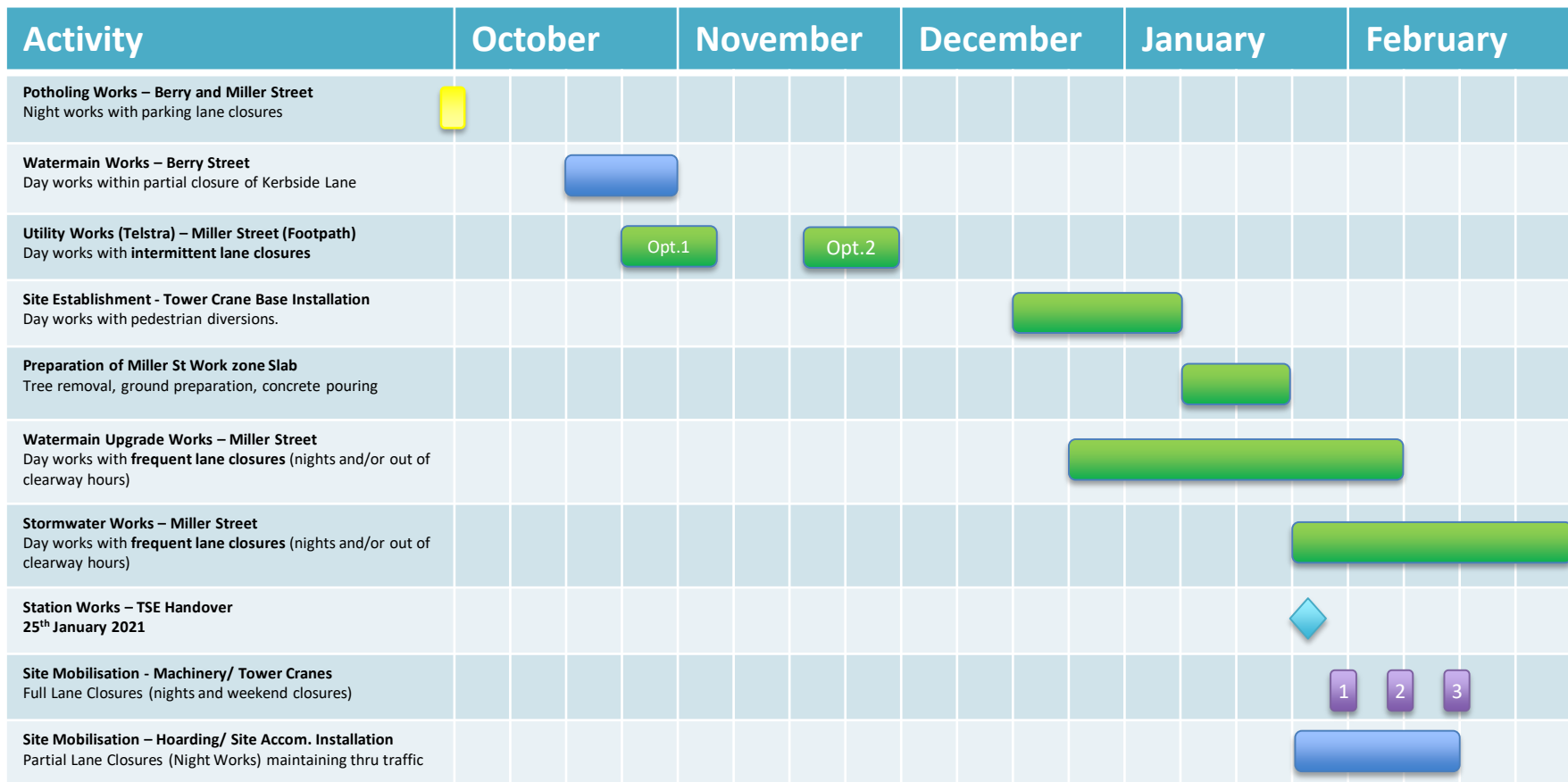




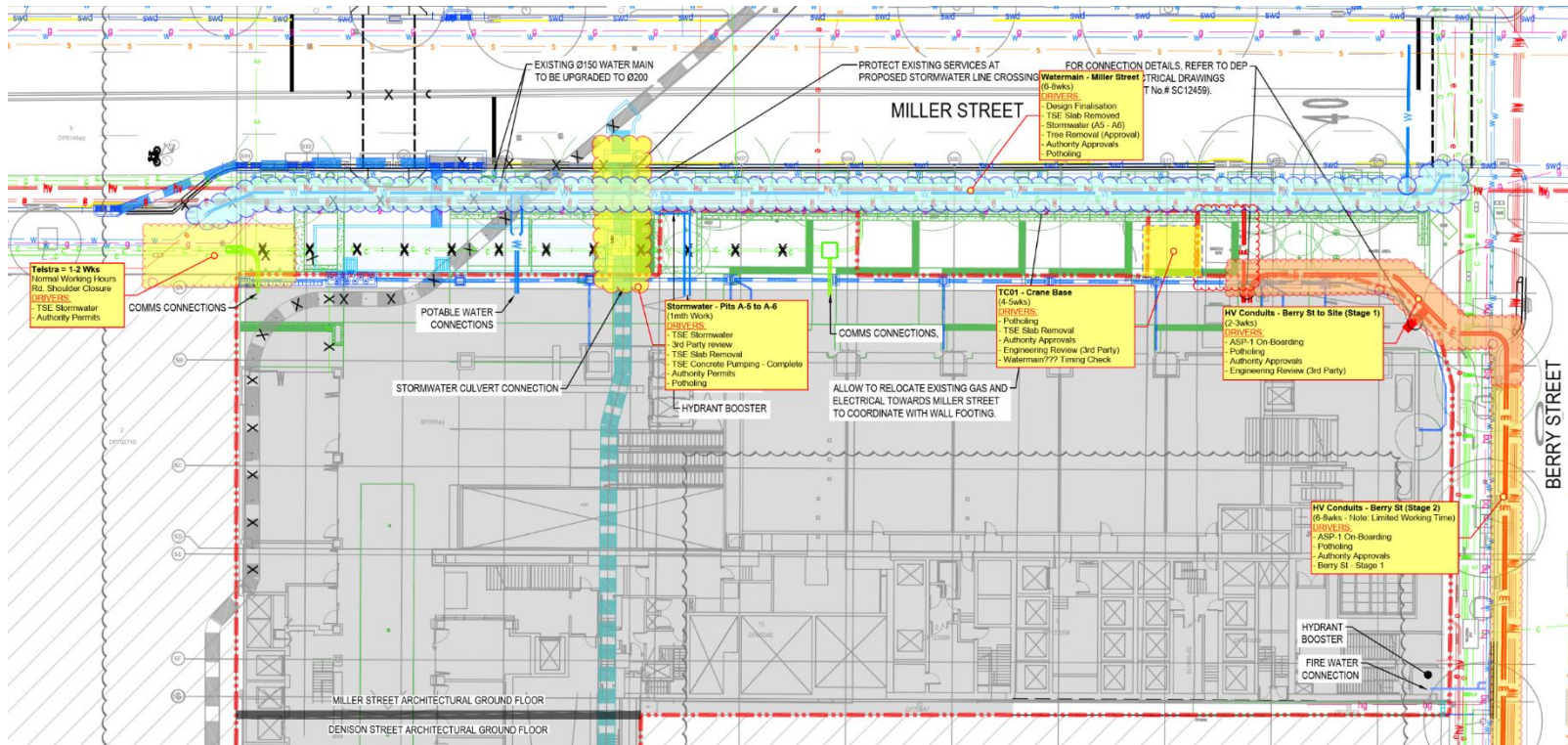
City & Southwest

Early Works Incl. Utility Upgrades

Early Works – Overview



Miller Street - Early Works



Miller Street – Utilities

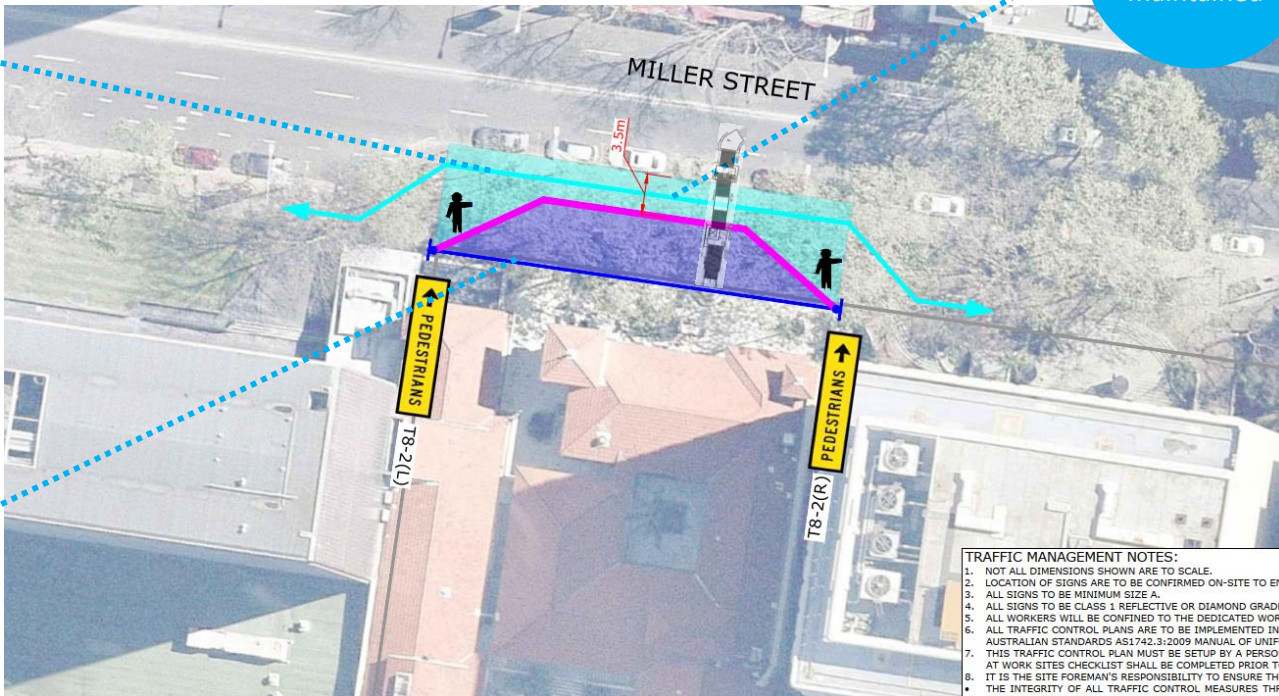
- Proposed Miller Street partial footpath closures and kerbside lane closures (Southbound lane) to undertake utility installation works (Stormwater, Comms and the like) and prepare for site establishment.
- Works generally split into:
 - Footpath works undertaken during the day (pedestrian access maintained) with intermittent lane closures/night works to facilitate works and;
 - Kerbside lane works (or working immediately behind kerb) requiring lane closures undertaken at night or out of clearway hours.
- Works subject to access and coordination with TSE Contractor to minimize compounding of work activities in the same area at the same time
- Planned for to commence late August (subject to access)
- Refer following slides for initial TCP and traffic/pedestrian management.

Miller Street – Utilities

Pedestrians diverted to Western side of footpath

Typically 3-3.5m clear access maintained

Work area established on Eastern side of footpath



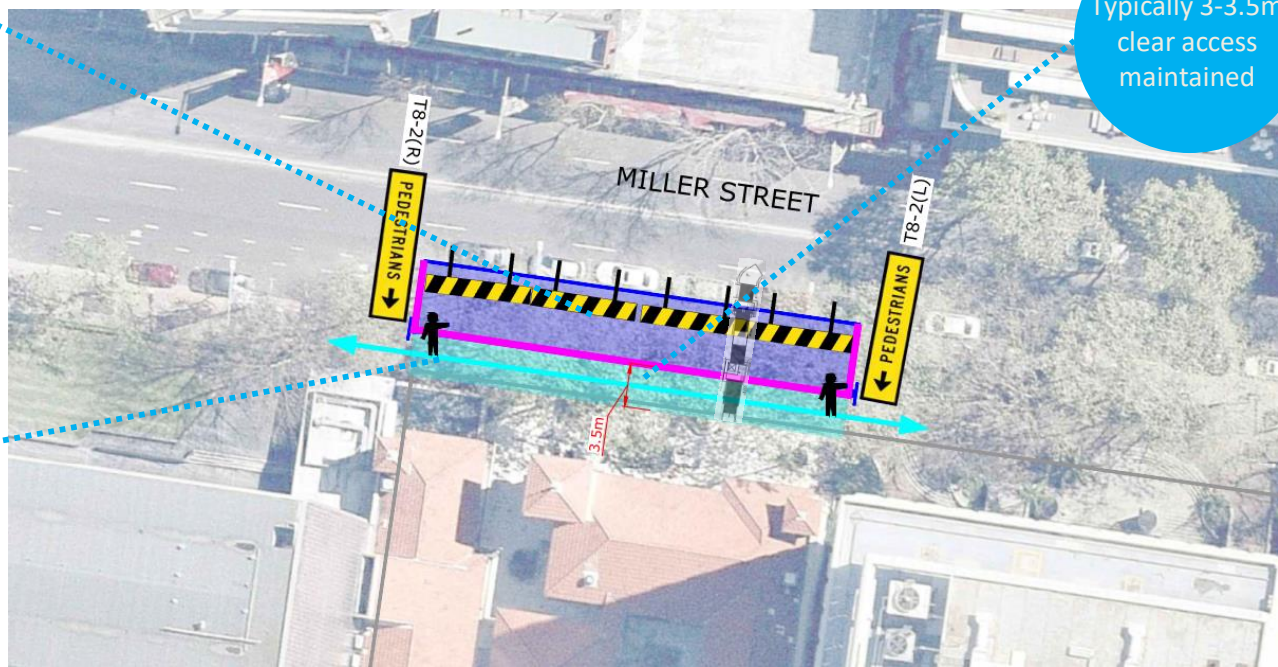
- TRAFFIC MANAGEMENT NOTES:**
1. NOT ALL DIMENSIONS SHOWN ARE TO SCALE.
 2. LOCATION OF SIGNS ARE TO BE CONFIRMED ON-SITE TO ENSURE
 3. ALL SIGNS TO BE MINIMUM SIZE A.
 4. ALL SIGNS TO BE CLASS 1 REFLECTIVE OR DIAMOND GRADE.
 5. ALL WORKERS WILL BE CONFINED TO THE DEDICATED WORK AREA.
 6. ALL TRAFFIC CONTROL PLANS ARE TO BE IMPLEMENTED IN ACCORDANCE WITH THE AUSTRALIAN STANDARDS AS/NZS 1742.3:2009 MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
 7. THIS TRAFFIC CONTROL PLAN MUST BE SETUP BY A PERSON COMPETENT IN TRAFFIC CONTROL MEASURES.
 8. IT IS THE SITE FOREMAN'S RESPONSIBILITY TO ENSURE THE INTEGRITY OF ALL TRAFFIC CONTROL MEASURES THROUGHOUT THE WORK.

Miller Street – Utilities

Work area established on Western side of footpath

Typically 3-3.5m clear access maintained

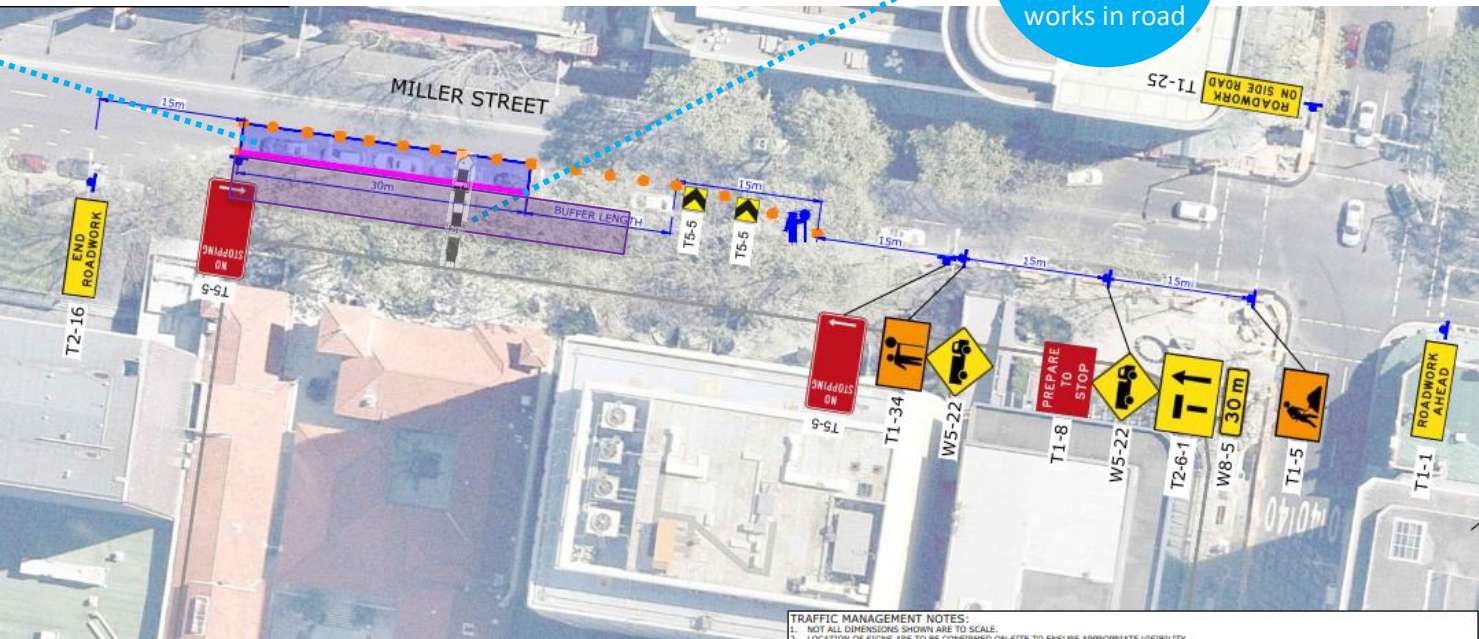
Pedestrians diverted to Eastern side of footpath



Miller Street – Utilities

Kerbside lane occupied*

Minor occupation of footpath required during works in road



*Lane closures proposed for nights, weekends or out of clearway hours

Questions and answers

