

**Item 5.3 - Traffic - 4/09/20**



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

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**To the General Manager**

**Attach 1. Pedestrian Safety Items**

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**SUBJECT:** (5.3) Standing Item – Pedestrian Safety

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

**DESCRIPTION/SUBJECT MATTER:**

At the 530<sup>th</sup> Traffic Committee meeting 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.
- 2. THAT** Council install “<Look>” stencils on the kerb ramps at the signalised crossing on Military Road near Young Street.

**Standing Item - Pedestrian Safety**

**Traffic Committee 4 September 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"> <li>1. Hazelbank St/Morton St - move stop lines forward &amp; install refuge island</li> <li>2. Kurraba Road near Hayes St - raise existing pedestrian crossing</li> <li>3. Lavender St at Walker St - raise existing pedestrian crossing</li> <li>4. Ben Boyd Road between Lindsay Street and Kurraba Road - traffic calming</li> </ol>	

Item	Street	Location	First TC	Summary	Problem/Request	Comments	ECM
20/03	Various	Various	20/3/20	Pedestrian Crossing Audit	Council's Traffic Engineer completed an audit of all existing pedestrian crossings to prioritise upgrade of existing flush pedestrian crossings to raised crossings.	Crossings to be upgraded in 2020/21 include: 1. Clarke 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.	