

**NORTH SYDNEY COUNCIL**

**REPORT OF 530<sup>th</sup> TRAFFIC COMMITTEE**

**SUBJECT: PROCEEDINGS OF COMMITTEE AT MEETING HELD IN THE SUPPER ROOM, NORTH SYDNEY, ON FRIDAY, 7 FEBRUARY 2020 AT 10.00AM.**

**PRESENT**

Councillor Gibson in the Chair and Councillor Keen.

- Staff:** Duncan Mitchell, Director Engineering and Property Services  
Michaela Kemp, Manager Traffic and Transport Operations  
Mark Richardson, Manager Ranger and Parking Services  
Maria Coyne, Traffic Operations Officer  
Iman Mohammadi, Traffic and Transport Engineer  
Lindsay Munday, Sustainable Transport Project Co-ordinator  
Peita Rose, Governance Officer (Minutes)
- Members:** Veronique Marchandau representing Felicity Wilson, Member for North Shore  
Garvin Rutherford, representing Gladys Berejiklian, Member for Willoughby  
Sgt Ryan Edwards, NSW Police  
Bikram Singh, TfNSW  
Peter Carruthers, TfNSW
- Visitors:** Russ Webber, Cycling North  
M De Solom, Harrison Precinct  
Graham Short, Brightmore Precinct  
Peter Boyden, Resident  
Yaffa Gould, Resident  
Susan Kirkwood, Resident  
Trish MacIntosh-Maher, Resident  
Bernard Smith, Resident  
Rob Porter, Resident  
Andrew Condon, Resident  
Catherine Clarke, Resident  
Warwick Lawrence, Resident  
Robin Lawrence, Resident  
Kerry Paki, Resident
- Apologies** Egwin Herbert, STA  
Nigel Turner, Senior Strategic Transport Planner  
Nathan Wu, Traffic and Transport Engineer

At the commencement of business (10.00am) Councillors present were:  
Councillor Gibson in the Chair and Councillor Keen.

**1. Minutes**

The Minutes of the previous meeting held on Friday 18 October 2019, copies of which had been previously circulated, were taken as read and confirmed.

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

**MATTERS BROUGHT FORWARD**

**2. (4.2) Bannerman Street, Cremorne – Traffic Calming Review**

Report of Sustainable Transport Projects Coordinator, Lindsay Menday

At its meeting of 25 February 2019, Council resolved to adopt a recommendation of the North Sydney Traffic Committee relating to the installation of trial speed cushions in Bannerman Street, Cremorne, as follows:

***THAT** the matter be delegated to the Manager Traffic and Transport Operations for a 3-month trial period of the rubber speed cushioning to be put in place and monitored, and at the end of the trial it come back to the committee to determine whether the speed cushions should be permanently replaced with asphalt cushions at the end of their life.*

The speed cushion installation was completed on 21 September 2019 and Council invited feedback during the trial until 2 February 2020. The feedback from the community indicated that while the cushions were effective in reducing speed, there is community concern around the number of drivers swerving to avoid the cushions and relating to the perceived ‘discomfort’ or ‘impact’ when traversing the cushions.

Additionally, at the Council meeting on 26 August 2019 it was resolved (Min. 241):

***THAT** subject to Traffic Committee concurrence, upgrades to the Bannerman Street, Cremorne Pedestrian Crossing (Option 1 – Raising the existing crossing above road level) be constructed within the 2019/20 Financial Year.*

Subsequently at the Traffic Committee meeting on 22 November 2019, the Traffic Committee recommended (Min. 85):

***THAT** the raising of the existing road level pedestrian crossing over Bannerman Street near to the intersection with Murdoch Street above road level (TDA 19/126) be deferred till until after the speed bump cushion trial has been completed.*

In response to the feedback received during the consultation it is proposed to:

1. Remove the trial speed cushions and;
2. Install two (2) full width 75mm high ‘flat top’ thresholds where the two most westerly sets of cushions are located, such that drivers are not able to ‘drive around’ the speed calming device and;
3. Raise the pedestrian crossing near to the intersection with Murdoch Street as previously resolved by Council (EPS05 26/8/19 – Min. 241). This is likely to have a traffic calming effect in this part of the street, and therefore remove the need to construct a threshold in the location of the third trial cushion closest to Murdoch Street, while also potentially improving pedestrian safety.

**Recommending:**

- 1. THAT** the trial speed cushions on Bannerman Street be removed as soon as possible.
- 2. THAT** that two (2) low profile flat top thresholds be constructed in Bannerman Street in the locations of the two most westerly trial cushions (i.e. furthest two locations from Murdoch Street).
- 3. THAT** Council proceed with raising the crossing over Bannerman Street near to the intersection with Murdoch Street as resolved by Council at its meeting of 26 August 2019.

Mr Boyden, Ms Paki, and Ms Lawrence addressed the Committee.

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

1. **THAT** Council acknowledges all submissions from the speed cushion trial on Bannerman Street, and that the overall objective of the trial to reduce speed and improve pedestrian safety was successful.
2. **THAT** the trial speed cushions on Bannerman Street (except the one between Claude Avenue and Guthrie Avenue), be removed immediately.
3. **THAT** a low profile flat top threshold be approved by Transport for NSW prior to installation, and that the threshold be installed in Bannerman Street in between Claude Street and Guthrie Avenue with the most suitable location to be determined by Council's Traffic Engineers.
4. **THAT** the threshold be carefully designed to serve its purpose, to be friendly to all road users as much as possible and that it be constructed with haste.
5. **THAT** Council commence speed counts as soon as the speed cushions are removed and report back to the Traffic Committee in 3-4 months.

Voting was unanimous.

**Resolved to Recommend:**

1. **THAT** Council acknowledges all submissions from the speed cushion trial on Bannerman Street, and that the overall objective of the trial to reduce speed and improve pedestrian safety was successful.
2. **THAT** the trial speed cushions on Bannerman Street (except the one between Claude Avenue and Guthrie Avenue), be removed immediately.
3. **THAT** a low profile flat top threshold be approved by Transport for NSW prior to installation, and that the threshold be installed in Bannerman Street in between Claude Street and Guthrie Avenue with the most suitable location to be determined by Council's Traffic Engineers.
4. **THAT** the threshold be carefully designed to serve its purpose, to be friendly to all road users as much as possible and that it be constructed with haste.
5. **THAT** Council commence speed counts as soon as the speed cushions are removed and report back to the Traffic Committee in 3-4 months.

3. **(4.3) St Peters Park, Lavender Bay - Shared Path**

Report of Michaela Kemp, Manager Traffic & Transport Operations

In October 2019, public notification of maintenance and minor works proposed to the path connecting Miller Street to Mackenzie Street via St Peters Park was distributed to properties within the vicinity. The works planned included:

- Reconfiguration of kerb ramps at either end of the path.
- Renewal of sections of concrete path.
- Widening of the path by 50cm to reduce erosion of adjacent turf due to path runoff.
- Replacement of existing chicanes with a location specific alternative.
- Installation of shared path specific 'blue' line marking and advisory 'slow' signs.

Following the notification, Council received feedback from members of the community raising concern about the works and the use of the path by people cycling.

In response to this concern, the scope of the work was reduced. The kerb ramps were still constructed and minor repairs carried out on the concrete path. New sandstone edging to an existing garden was also added. Other works planned, including the replacement of chicanes, complete renewal of the concrete path and line marking were omitted.

A further action requested in feedback was the removal of signage permitting use of the path by people cycling. A search of available Council records back to 2001 did not reveal a Council resolution endorsing the initial installation of the signs, although the matter had previously been considered. The earliest available reports indicate that the signs have been in place since 2001 or earlier.

This report seeks Traffic Committee feedback on the community request to remove the signs. In determining a recommendation to Council the following matters are relevant:

- The path has provided access for people cycling since 2001 or earlier;
- The path would remain accessible to children under 16 and those accompanying them under NSW Road Rule 250;
- As existing alternatives to the path take more difficult and higher traffic roads, people may continue to use the path or ride in more risky settings;
- The installation of ‘blue line’ line marking has been effective in other locations in reducing conflict and the perception of conflict on shared paths.
- While alternatives to this route are proposed in the North Sydney Cycling Strategy, they are large projects that require funding and approval from the NSW State Government and are unlikely to be delivered in the short to medium term.
- Any engineering solutions to prevent cycle access would also impact on access for less mobile people, people using mobility aids and people pushing prams, and also likely noncompliant with access standards and requirements.
- Research undertaken by the NSW State Government indicates that the perception of risk of conflict between people walking and riding on shared paths is far higher than the actual risk, which was reported as extremely low.

**Recommending:**

**1. THAT** the Traffic Committee consider alternative signage in this location that identifies both pedestrians and cyclists using this footpath, and that cyclists must slow down when using the footpath.

Mr Smith, Ms Gould, Mr Webber, Ms McIntosh-Maher and Ms Kirkwood addressed the Committee.

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

- 1. THAT** North Sydney Council acknowledges the rights of our elderly residents and other pedestrians to be safe on Council’s footpaths.
- 2. THAT** the Council remove all shared zone signage erected immediately.
- 3. THAT** signage be installed instructing cyclists to dismount under Section 632 of the Local Government Act in this location.
- 4. THAT** signage be installed identifying that aged pedestrians reside here.
- 5. THAT** a report be brought back to the Traffic Committee in 3 months.

Voting was unanimous.

**Resolved to Recommend:**

- 1. THAT** North Sydney Council acknowledges the rights of our elderly residents and other pedestrians to be safe on Council’s footpaths.
- 2. THAT** the Council remove all shared zone signage erected immediately.
- 3. THAT** signage be installed instructing cyclists to dismount under Section 632 of the Local Government Act in this location.
- 4. THAT** signage be installed identifying that aged pedestrians reside here.
- 5. THAT** a report be brought back to the Traffic Committee in 3 months.

**4. (5.3) Standing Item - Military Road B-Line**

Report of Traffic & Transport Operations Manager, 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 the B-Line, including matters concerning off-set parking arrangements due to parking losses along Military Road, and general traffic and parking matters that arise.

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

**Recommending:**

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

Mr Short addressed the Committee.

Mr Short stated that there was an error in the report, it reads “that matters were raised by Harrison Precinct Committee”, whereas it should read by Harrison, Brightmore and Willoughby Bay Precincts.

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

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

**2. 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.

Voting was unanimous.

**Resolved to Recommend:**

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

**2. 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.

**ITEMS FOR CONSIDERATION****5. (4.1) Delegated Authority**

Report of Manager Traffic and Transport Operations, Michaela Kemp

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

**Recommending:**

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

Councillor Keen declared a less than significant/non-pecuniary interest in Item 19-145.

The Motion was moved by Veronique Marchandeanu and seconded by Councillor Gibson.

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

Voting was unanimous.

**Resolved to Recommend:**

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

**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 regarding Abandoned Vehicles and Unattended Boat Trailers processed during the reporting period of 2 November 2019 to 17 January 2020.

Year to date (2019) Council had investigated 414 reports of abandoned vehicles.

Year to date (2020) Council had investigated 8 reports of abandoned vehicles.

Year to date (2019) Council processed 84 reports of unattended boat trailers.

Year to date (2020) Council processed 9 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 Councillor Keen and seconded by Garvin Rutherford.

Voting was unanimous.

**Resolved to Recommend:**

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

**7. (5.2) Standing Item - Gerard Street and Macpherson Street, Cremorne - Traffic Control Signals (TCS)**

Report of Sustainable Transport Projects Coordinator, Lindsay Menday

At its meeting of 25 February 2019, Council resolved to adopt the following recommendation of the North Sydney Traffic Committee:

*1. THAT pedestrian signals on Gerard Street at Macpherson Street be expedited as a high priority project and funding be brought forward to progress the project to construction.*

At the Traffic Committee meeting on 22 March 2019 it was recommended:

*1. THAT Gerard Street/Macpherson Street traffic signals be included as a standing item on future Traffic Committee agendas.*

The table below provides an update on the status of the project and will be updated at each milestone for the project.

<b>Date</b>	<b>Project Status</b>
April 2019	Consultant brief and request for quotation completed. Quotation assessment and engagement of a contractor is scheduled for early May 2019.
May 2019	Site survey completed. Consultant quotations to undertake design have been received and are being assessed.
June 2019	Consultant has commenced concept design and traffic assessment. The drafts are scheduled for completion in early August 2019.

Date	Project Status
August 2019	Draft concept design and traffic assessment report completed. Consultation with RMS proposed for September 2019.
September 2019	Draft concept design and traffic assessment report submitted to RMS for comment
October 2019	RMS provided feedback concerning the pedestrian volumes at the existing crossing being below the RMS numerical warrants for a signalised crossing
November 2019	Council Traffic officers are arranging for more extensive pedestrian and vehicle counts to be conducted to support the proposal
January 2020	Pedestrian and vehicle counts will be collected at the beginning of School Term 1 2020.

**Recommending:**

**1. THAT** the information concerning Standing Item - Gerard Street and Macpherson Street Traffic Control Signals be received.

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

Voting was unanimous.

**Resolved to Recommend:**

**1. THAT** the information concerning Standing Item - Gerard Street and Macpherson Street Traffic Control Signals be received.

### **LOCAL DEVELOPMENT ADVISORY COMMITTEE ITEMS FOR CONSIDERATION**

**8. (6.1) 60 Kareela Road, Cremorne Point - Construction Traffic Management Plan - (Demolition Stage only)**

Report of Traffic & Transport Engineer, Iman Mohammadi

Council has received a "Traffic Impact Assessment" prepared by "PTC Consultants", dated 7 January 2020 for the approved development at 60 Kareela Road, Cremorne Point (Development Consent 202/19).

The development of 60 Kareela Road, Cremorne Point will include the demolition of the existing 4 storey residential apartment building at 60 Kareela Road, Cremorne Point.

Condition 1 of the development consent 202/19 states:

**Construction Management Program – Local Traffic Committee Approval**

1. A Construction Management Program prepared by a suitably qualified and experienced traffic consultant must be submitted and approved in writing by North Sydney Traffic Committee PRIOR TO THE COMMENCEMENT OF ANY WORKS ON SITE. Any use of Council property will require appropriate approvals prior to any work commencing....

The applicant's Construction Traffic Management Plan is discussed in the report overleaf.

**Recommending:**

**1. THAT** subject to no objection from the Traffic Committee members, the traffic aspects of the "Traffic Impact Assessment" prepared by "PTC Consultants", dated 7 January 2020 for the approved development at 60 Kareela Road, Cremorne Point (Development Consent 202/19) is approved under delegated authority of Council's Traffic Engineer subject to the conditions outlined in the report.

**2. THAT** subject to no objection from the Traffic Committee members, the Work Zone as described in this CTMP is approved under delegated authority of Council’s Traffic Engineer with the same conditions pending lodgement of a Work Zone application and payment of all applicable fees and subject to the following changes:

- The “Work Zone 8am-4:30pm Mon-Fri and 9am-3pm Sat” signs on the eastern side of cul-de-sac (opposite the site) be changed to “No Stopping 8am-4:30pm Mon-Fri and 9am-3pm Sat”.

The Motion was moved by Councillor Gibson and seconded by Veronique Marchandea.

Voting was unanimous.

**Resolved to Recommend:**

**1. THAT** subject to no objection from the Traffic Committee members, the traffic aspects of the Traffic Impact Assessment” prepared by “PTC Consultants”, dated 7 January 2020 for the approved development at 60 Kareela Road, Cremorne Point (Development Consent 202/19) is approved under delegated authority of Council’s Traffic Engineer subject to the conditions outlined in the report.

**2. THAT** subject to no objection from the Traffic Committee members, the Work Zone as described in this CTMP is approved under delegated authority of Council’s Traffic Engineer with the same conditions pending lodgement of a Work Zone application and payment of all applicable fees and subject to the following changes:

- The “Work Zone 8am-4:30pm Mon-Fri and 9am-3pm Sat” signs on the eastern side of cul-de-sac (opposite the site) be changed to “No Stopping 8am-4:30pm Mon-Fri and 9am-3pm Sat”.

*Note: Once the meeting had concluded, the representative from Transport for NSW asked that Item (6.1) 60 Kareela Road, Cremorne Point - Construction Traffic Management Plan - (Demolition Stage only) be deferred to allow time for Transport for NSW to review the CTMP.*

## GENERAL BUSINESS

**9. (7.1) Late Item - Union Street, McMahons Point – Proposed Speed Cushions – Road Safety Audit Report**

Report of Traffic & Transport Engineer, Iman Mohammadi

As part of the 2018/2019 implementation of North Sydney Council’s Local Area Traffic Management (LATM) Action Plans, it is proposed to install traffic calming devices in Union Street, McMahons Point. The issue of the speeding motorists was also raised at the 519<sup>th</sup> Traffic Committee held on 7th September 2018 where the committee recommended:

**4. THAT** Council urgently installs speed bumps along the road and also examine the kerb blister on the corner of Union Street.

Community consultation took place from 13 March 2019 until 10 April 2019. 236 letters were sent to properties in the surrounding area, Union Precinct committee, and the survey was available online through Council’s ‘Have Your Say’ webpage. A total of 49 responses were received, including 4 from the outside survey area.

The matter was discussed at the 525<sup>th</sup> Traffic Committee meeting held on 14<sup>th</sup> June 2019 and it was:

**“Resolved to Recommend:**

**1. THAT** Council notes the outcome of the community consultation with regards to proposed speed cushions in Union Street.



*2. THAT subject to an urgent road surface/speed cushion friction analysis being undertaken and if found to be satisfactory, Council installs three (3) rows of speed cushions in Union Street, McMahons Point as per the attached plan.”*

Council’s Traffic Engineer requested that a Road Safety Audit be undertaken by an external Traffic Consultant to further investigate the proposal to ensure the cushions will not have any negative impacts on the existing road and traffic conditions.

A “Road Safety Audit Stage 2 Preliminary Design Stage and Review of existing road and Traffic Condition” Report was prepared by “Transport & Urban Planning Pty Ltd dated 23 January 2020.

The report reviews the existing road conditions as well as speed, volume and crash history in Union Street. It also reviews the proposed speed cushions and raises some concerns in relation to the proposed speed cushions. The consultant’s Audit findings are summarised in a tabular format on the following page.

The consultant summarises its findings by stating that:

*“Overall, the Audit team are doubtful that road cushions are the best solution to address the traffic issues in Union Street.”*

Item	Issue	Risk Ranking
1	<b>Isolated use of road cushions</b> The proposal is contrary to usual practice where speed control devices such as road cushions are installed as part of a Local Area Traffic Management (LATM) scheme.	Medium
2	<b>Delineation</b> Consideration should be given to providing clear delineation along Union Street, along the centreline and the parking lanes.  Consideration should also be given to the priority of movements at the intersection of Woollcott Street and the installation of line marking and signage to clarify.	High
3	<b>Adverse Crossfall on Bend</b> If the proposal proceeds, there is a potential risk for run-off accidents for vehicles heading north-west not slowing down to less than 20km/h on approach to the road cushion due to the combination of steep grade on approach, adverse crossfall on the bend, the change in alignment, together with the road cushions.	Medium to High
4	<b>Impact on existing pavement</b> If the proposal proceeds, vehicles braking on approach to the road cushions will place additional load on the existing pavement due to steep downhill grade. Pavement strengthening works should be considered in addition to the installation of road cushions to minimise future risk through pavement failure.	Medium to High

5	<p><b>Design Guidelines</b> The proposed installations are contrary to Austroads Guidelines as follows; * Road cushions are not considered appropriate for use on bends where sight distance is limited or at intersections (refer to Austroads Guide to Traffic Management Part 8 - Section 7.2.2) Proposed road cushions at Locations 2 and 3 are located on 140° bends in the road alignment and near intersections at Locations 1 and 3.  * Installation of road humps is generally best where the longitudinal grade of the road is less than 5%. The existing road grade at Locations 1 and 2 is greater than 5%.</p>	Medium
6	<p><b>Impact of road cushions on user comfort and existing speed limit</b> Road cushions are intended to be traversed by vehicles at a speed less than 20km/h for user comfort. The existing speed limit is 50km/h. An appropriate and potentially safer speed limit in Union Street if road cushions are to be installed would be 40km/h.</p>	Medium

*Table 1: Items raised in the review and Stage 2 Preliminary Stage Audit*

**Relates to ECM No:** ECM 7820813 and 8019333

**Standard or Guideline Used:**

1. Austroads Guide to Road Safety  
Part 6: Managing Road Safety Audits  
Part 6A: Implementing Road Safety Audits
2. Austroads Guide to Road Design
3. Austroads Guide to Traffic Management  
Part 8: Local Area Traffic Management
4. RMS - Supplements to Austroads Guide to Road Design
5. AS 1742.13-2009 Manual of Uniform Traffic Control Devices Local Area Traffic Management

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

**Precinct and Ward:** Union/ Wollstonecraft

**Impact on Bicycles:** Nil

**Impact on Pedestrians:** Nil

**Impact on Parking:** Nil

**Recommending:**

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

The Motion was moved by Councillor Gibson and seconded by Veronique Marchandau.

Voting was unanimous.

**Resolved to Recommend:**

1. **THAT** based on the finding of the Road Safety Audit and safety issues stated in the report, installation of speed cushions not to proceed.

2. **THAT** other alternate treatments be investigated by Council's Traffic Engineer to resolve the speeding issues and report back to Traffic Committee.

10. **Spofforth Street - Pedestrian Crossing**

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

1. **THAT** pedestrian safety on Spofforth Street be an item on the next Traffic Committee agenda, and that the senior staff member as well as Mosman Traffic Committee Chair, Councillor Simon Menzies from Mosman Council be invited to the next meeting to discuss the pedestrian crossing.

Voting was unanimous.

**Resolved to Recommend:**

1. **THAT** pedestrian safety on Spofforth Street be an item on the next Traffic Committee agenda, and that the senior staff member as well as Mosman Traffic Committee Chair, Councillor Simon Menzies from Mosman Council be invited to the next meeting to discuss the pedestrian crossing.

11. **Kirribilli - Pedestrian Safety**

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

1. **THAT** that pedestrian safety be added to the agenda as a standing item as well as a shared zone in Bligh Street, Kirribilli.

Voting was unanimous.

**Resolved to Recommend:**

1. **THAT** that pedestrian safety be added to the agenda as a standing item as well as a shared zone in Bligh Street, Kirribilli.

The meeting concluded at 12.00pm.

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**CHAIRPERSON**

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**GENERAL MANAGER**