



# AGENDA

A **MEETING** of the **Traffic Committee** will be held on Cammeraygal Land at the Council Chambers, 200 Miller Street, North Sydney at 10:00 AM on Friday 21 April 2023.  
The agenda is as follows.

Therese Manns  
**GENERAL MANAGER**



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## **1. Confirmation of Minutes**

The Minutes of the previous meeting held on 17 March 2023, copies of which had been previously circulated, were taken as read and confirmed.

## **2. Disclosures of Interest**

Nil.

## **3. Matters Arising from the Minutes**

Nil.

## **4. Matters Arising from Council Resolutions**

Nil.

## 5. Items for Consideration

### 5.1. Design Review - Young Street Cycling, Walking and Streetscape Upgrades

**AUTHOR:** Max White, Sustainable Transport Project Coordinator

**ENDORSED BY:** Jon Higlett, Acting Director Engineering and Property Services

**ATTACHMENTS:**

1. Attachment A Young Street Concept Design Flyer [5.1.1 - 1 page]
2. Attachment B Young Street General Arrangements [5.1.2 - 7 pages]

**PURPOSE:**

The purpose of this report is for final traffic committee review of Young Street Cycling, Walking and Streetscape Upgrades designs in preparation for construction.

**EXECUTIVE SUMMARY:**

- Young Street Cycling, Walking and Streetscape Upgrades (Young Street Upgrades) will provide cycling, walking and streetscape upgrades along Young Street between Grosvenor Street and Sutherland Street, Cammeray.
- On Monday 28 March 2022, Council resolved to proceed to tender and construction documentation stage and for the North Sydney Traffic Committee to review the final designs.
- This report provides the concept design flyer (Attachment A) and Civil Engineering Plan (Attachment B) for the Traffic Committee to review.

**FINANCIAL IMPLICATIONS:**

- NSW State Government is contributing 72% of the cost for construction.
- North Sydney Council is contributing 28% of the cost for construction.

**RECOMMENDATION:**

**1. THAT** the North Sydney Traffic Committee endorse the proposal for a 2.4m wide separated cycleway on the western side of Young Street, between Sutherland Street and Grosvenor Street.

## LINK TO COMMUNITY STRATEGIC PLAN

The relationship with the Community Strategic Plan is as follows:

### 2. Our Built Infrastructure

2.2 Vibrant public domains and villages

2.3 Prioritise sustainable and active transport

2.4 Efficient traffic mobility and parking

### 4. Our Social Vitality

4.1 North Sydney is connected, inclusive, healthy and safe

## BACKGROUND

Council's North Sydney Integrated Cycling Strategy (2014) aims to deliver a cycling network accessible to people of all ages and cycling abilities and to enable more people in the community to choose cycling for day-to-day transport needs, particularly for short trips of between 2-5km.

The Young Street Upgrades form an extension of the Strategy's Route 2: Sydney Harbour Bridge to Neutral Bay.

## CONSULTATION REQUIREMENTS

Community engagement has occurred in accordance with Council's *Community Engagement Protocol*. The detail of this report provides the outcomes from the engagement for Council to consider prior to adoption.

The final concept designs were publicly exhibited to the community from 10 May to 10 June 2021 (33 days) and an outcomes report was provided to Council 28 March 2022.

**Impact on Pedestrians:** Additional signalized pedestrian crossings at Belgrave and Young, pavement upgrades will have a positive impact on cyclist user experience and safety.

**Impact on Parking:** There is an estimated loss of 7 parking spaces on Young Street, and 23 during the PM Peak (3pm to 7pm) and 13 during am peak (6am to 10am) on Belgrave Street.

## DETAIL

The Young Street Upgrades will deliver improvements to cycling and walking infrastructure as well as streetscape improvements. The upgrades are located along Young Street, Cammeray, between Grosvenor Street and Sutherland Street.

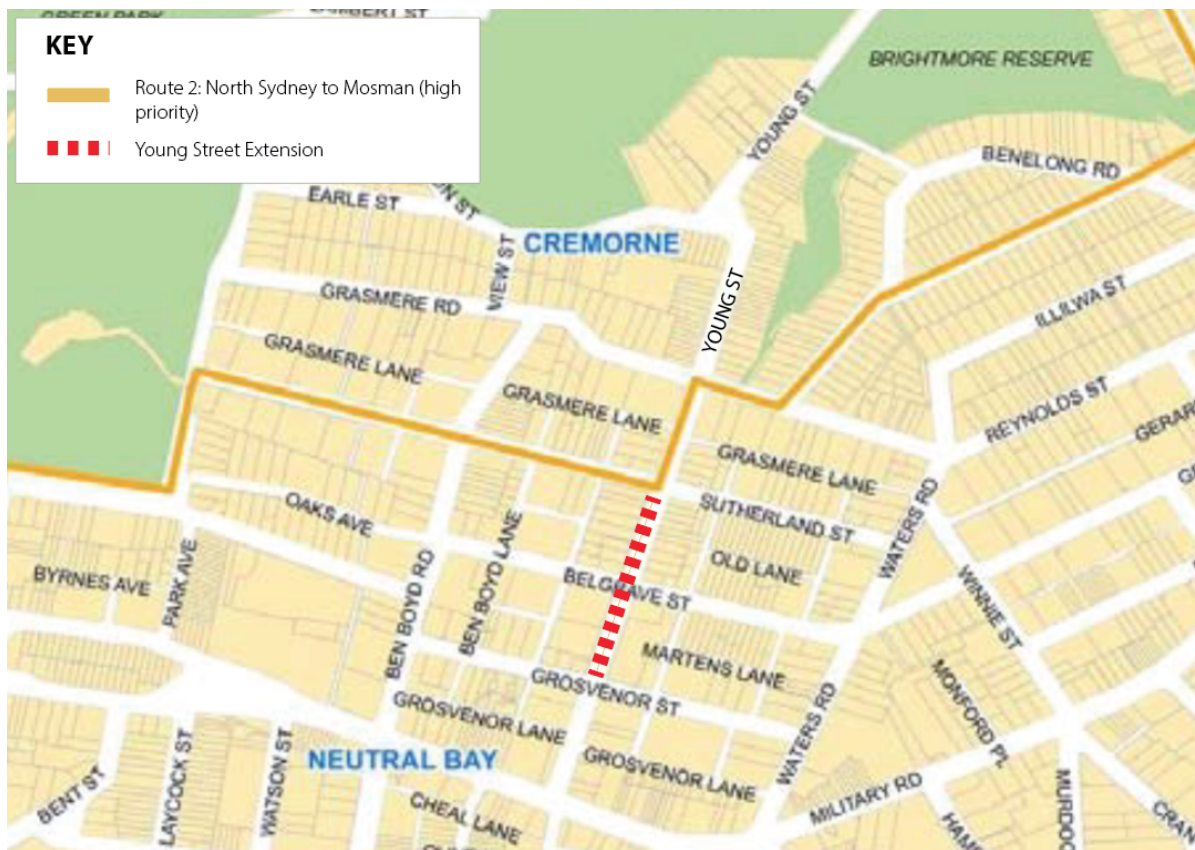


FIGURE 1. Existing cycleway along Sutherland Street, Young Street North and Grasmere Road in yellow. Young Street Cycling, Walking and Streetscape Upgrades (the project area) in dashed red.

## Project Scope

The scope of the project in summary will involve the following works:

- construction of 250m of a bidirectional combination of separated and on road cycle path from Sutherland Street to Grosvenor Street.
- concrete kerbs will separate the parking and cycle path areas.
- narrowing of road width to accommodate cycleway.
- installation of protected (signalised) pedestrian crossings over Young Street at the intersection with Belgrave Street.
- pedestrian access ramps at the intersection of Young Street and Belgrave Street would be upgraded.
- adding right turn lanes on Young Street at the intersection with Belgrave Street to reduce congestion at the intersection during peak periods.
- new raised pedestrian crossing over Sutherland Street to the immediate west of the intersection with Young Street.



FIGURE 1. Layout plan showing key project features (yellow boxes indicate loss of parking space locations because of traffic signal upgrade)

Improvements	Impacts
<ul style="list-style-type: none"> <li>• reduced vehicle speeds and noise on Young Street</li> <li>• increased safety for people walking and crossing roads</li> <li>• higher amenity pedestrian environment/public space. The cycle path will provide a buffer between footpaths and road areas</li> <li>• people who feel unable to cycle on road will have the option to cycle to the Neutral Bay village by separated path</li> <li>• reduced congestion on Belgrave Street at the intersection with Young Street</li> </ul>	<ul style="list-style-type: none"> <li>• narrowed lanes on Young Street will reduce the space available for parked cars to exit</li> <li>• Estimated seven fewer permanent car parking spaces available Young Street.</li> <li>• 23 fewer spaces on Belgrave Street during PM peak (3pm to 7pm weekdays) due to clearway extensions (existing parking restrictions retained at other times)</li> <li>• 13 fewer spaces on Belgrave Street during the am peak (6am to 10am, weekdays) due to clearway extensions (existing parking restrictions retained at other times).</li> </ul>

### Consultation

A 33-day public exhibition period was held 10 May to 10 June 2021. A total of 89 submissions were received. Outcomes included:

- 53% indicated overall support for the proposal; 10% indicated overall objection to the proposal, 1% supported the proposal in long term (but not in medium term); 36% commented on specific elements of the proposal (i.e. did not indicate if they supported the project overall).
- 34% of submissions came from residents/businesses of directly affected streets; 20% indicated overall support for the proposal; 23% indicated overall objection to the proposal and 57% commented on specific areas of the proposal.
- 2 of the submissions were from Precinct Committees (via minutes)

An outcomes report was taken to 28 March 2022 Council meeting (8.12. Young Street Walking Cycling and Streetscape Upgrades) and it was resolved that:

1. THAT detailed design for tender and construction of the Young Street Walking Cycling and Streetscape Upgrades (Sutherland Street to Grosvenor Street) commence.

*2. THAT the final detailed design for the project be subject to approval of the North Sydney Traffic Committee.*

As per resolution 2, this report provides the concept design flyer (Attachment A) and General Arrangements Plan (Attachment B) for North Sydney Traffic Committee final review.

## **Conclusion**

North Sydney Council has conducted community consultation on the Young Street Cycling, Walking and Streetscape Upgrades and received majority support for the project. Council resolved for the traffic committee to review the final designs before proceeding to construction.

The Young Street Cycling, Walking and Streetscape Upgrades will provide a safe connection for bike riders between the existing Priority Route 2 Sydney Harbour Bridge to Neutral Bay and Neutral Bay town centre in line with the commitments in the CSP and North Sydney Integrated Cycling Strategy 2014.

This report recommends the Traffic Committee review the final designs in order for Council staff to proceed to detail design for tender and construction purposes.



# YOUNG STREET WALKING, CYCLING AND STREETScape IMPROVEMENTS



Council is seeking feedback on proposed upgrades to walking and cycling access on Young Street, between Sutherland Street and Grosvenor Street.

### “HAVE YOUR SAY”

You can provide feedback via the following options:

**ON-LINE** <https://yoursay.northsydney.nsw.gov.au/young-walk-cycle>

**WRITTEN:** North Sydney Council  
PO Box 12  
North Sydney NSW 2059

**EMAIL** [yoursay@northsydney.nsw.gov.au](mailto:yoursay@northsydney.nsw.gov.au)

Key project features:

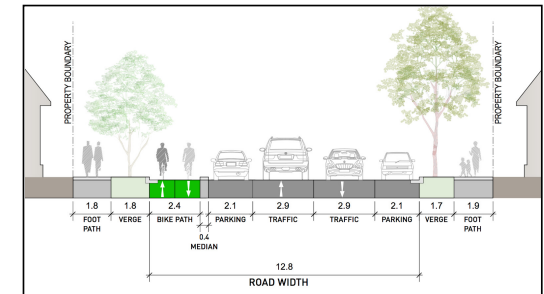
- new pedestrian crossing points over Young Street at the intersection with Belgrave Street ①
- raised pedestrian crossing over Sutherland Street ②
- continuation of the Young Street cycle path and additional landscaping ③
- increased clearway distances on Belgrave Street (required for traffic signal update)
- reduced lane widths on Young Street ④
- 7 car spaces removed on Young Street (to facilitate traffic signal update)
- new landscaping along the project corridor



Anticipated Improvements	Anticipated Impacts
<ul style="list-style-type: none"> <li>• Reduced vehicle speeds and vehicle noise on Young Street</li> <li>• Safer road crossings and improved access for pedestrians</li> <li>• Higher amenity pedestrian areas and public space. The cycle path will provide a buffer between the footpaths and road</li> <li>• Community members who feel unable to cycle on-road will have the option to cycle to the Neutral Bay village by separated bike path</li> <li>• Reduced congestion on Belgrave Street at the intersection with Young Street</li> </ul>	<ul style="list-style-type: none"> <li>• Narrowed lanes on Young Street will reduce the space available to exit parked cars</li> <li>• 7 fewer permanent car parking spaces available Young St</li> <li>• 23 fewer spaces on Belgrave Street during pm peak (3pm to 7pm) due to clearway extensions (existing parking restrictions retained at other times)</li> <li>• 13 fewer spaces on Belgrave Street during the am peak (6am to 10am) due to clearway extensions (existing parking restrictions retained at other times)</li> </ul>



Artist's impression of Young Street walking, cycling and streetscape improvements



Proposed Typical section: Young Street

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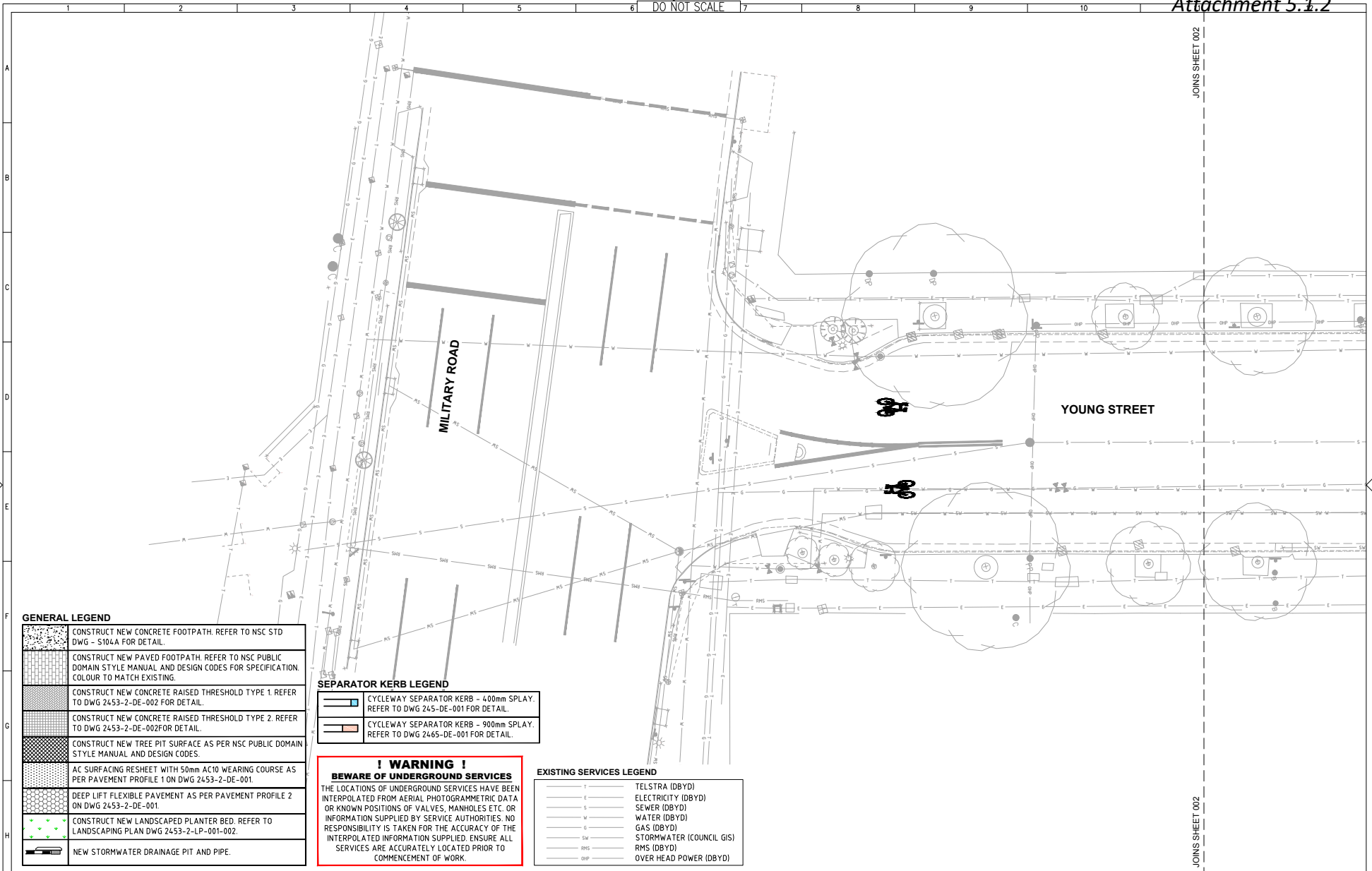


## COMMUNITY CONSULTATION

Traffic Committee Meeting - 21 April 2023 Agenda

FOR MORE INFORMATION & STATUS UPDATES: Go to <https://yoursay.northsydney.nsw.gov.au/young-walk-cycle> or call 9936 8100

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**GENERAL LEGEND**

	CONSTRUCT NEW CONCRETE FOOTPATH. REFER TO NSC STD DWG - S104A FOR DETAIL.
	CONSTRUCT NEW PAVED FOOTPATH. REFER TO NSC PUBLIC DOMAIN STYLE MANUAL AND DESIGN CODES FOR SPECIFICATION COLOUR TO MATCH EXISTING.
	CONSTRUCT NEW CONCRETE RAISED THRESHOLD TYPE 1. REFER TO DWG 2453-2-DE-002 FOR DETAIL.
	CONSTRUCT NEW CONCRETE RAISED THRESHOLD TYPE 2. REFER TO DWG 2453-2-DE-002FOR DETAIL.
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	AC SURFACING RESHEET WITH 50mm AC10 WEARING COURSE AS PER PAVEMENT PROFILE 1 ON DWG 2453-2-DE-001.
	DEEP LIFT FLEXIBLE PAVEMENT AS PER PAVEMENT PROFILE 2 ON DWG 2453-2-DE-001.
	CONSTRUCT NEW LANDSCAPED PLANTER BED. REFER TO LANDSCAPING PLAN DWG 2453-2-LP-001-002.
	NEW STORMWATER DRAINAGE PIT AND PIPE.

**SEPARATOR KERB LEGEND**

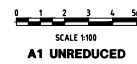
	CYCLEWAY SEPARATOR KERB - 400mm SPLAY. REFER TO DWG 245-DE-001 FOR DETAIL.
	CYCLEWAY SEPARATOR KERB - 900mm SPLAY. REFER TO DWG 2465-DE-001 FOR DETAIL.

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	TEL STRA (DBYD)
	ELECTRICITY (DBYD)
	SEWER (DBYD)
	WATER (DBYD)
	GAS (DBYD)
	STORMWATER (COUNCIL GIS)
	RMS (DBYD)
	OVER HEAD POWER (DBYD)

No.	Revision	Revised on DWG	By	Checked	Approved	Date	Notes
C	ISSUED FOR TENDER		GH	NP		08/03/18	
B	ISSUED FOR TENDER		GH	NP		29/11/17	
A	PRELIMINARY ISSUE FOR COMMENT		GH	NP		13/10/17	



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Client and Job	NORTH SYDNEY COUNCIL ROUTE 2 CYCLEWAY & STREETScape IMPROVEMENT PLAN STAGE 2 YOUNG STREET - MILITARY ROAD TO SUTHERLAND STREET	
Drawn	R.C./M.L.	Designed R.C./M.L.
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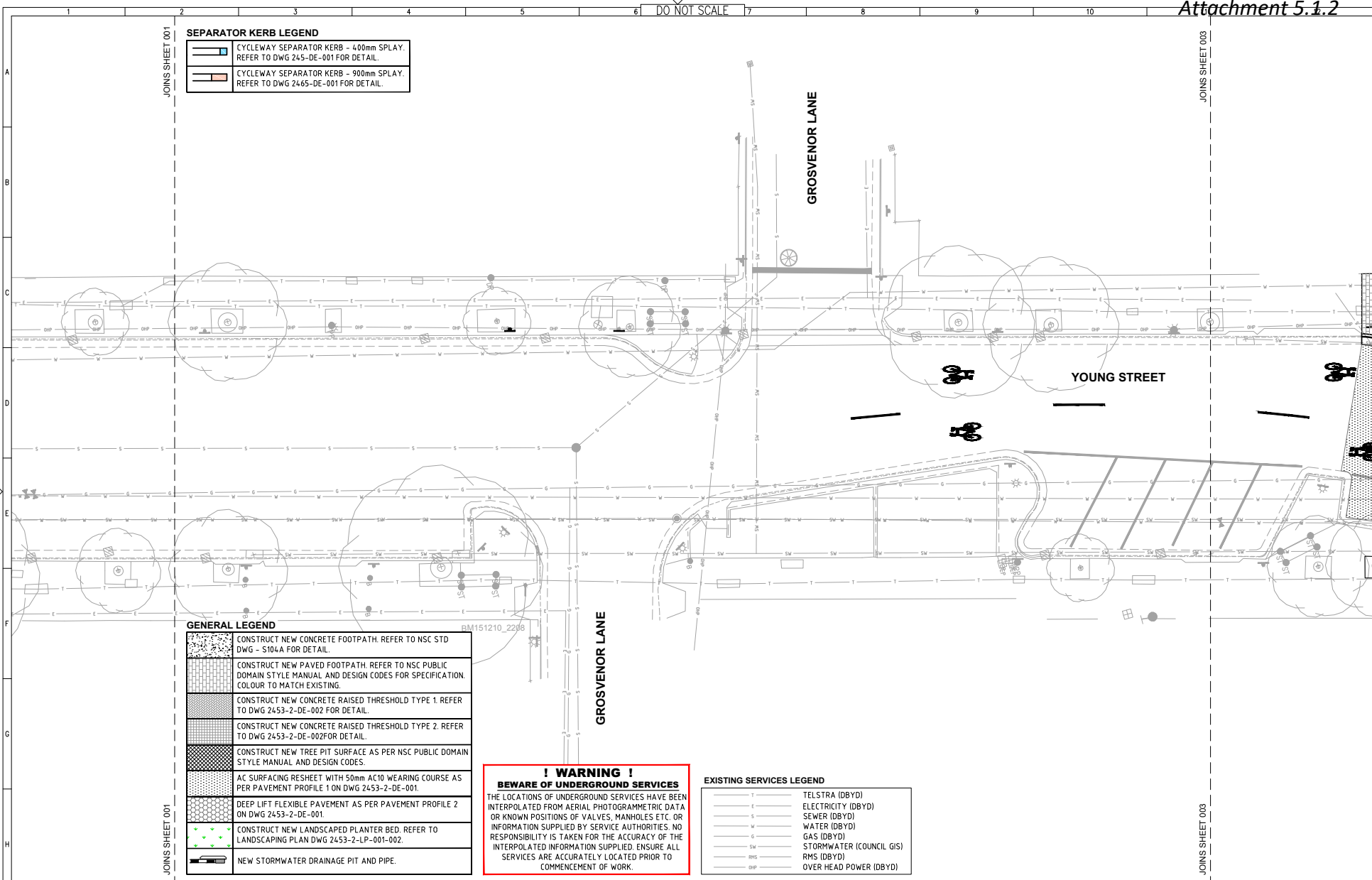
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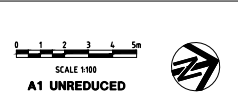
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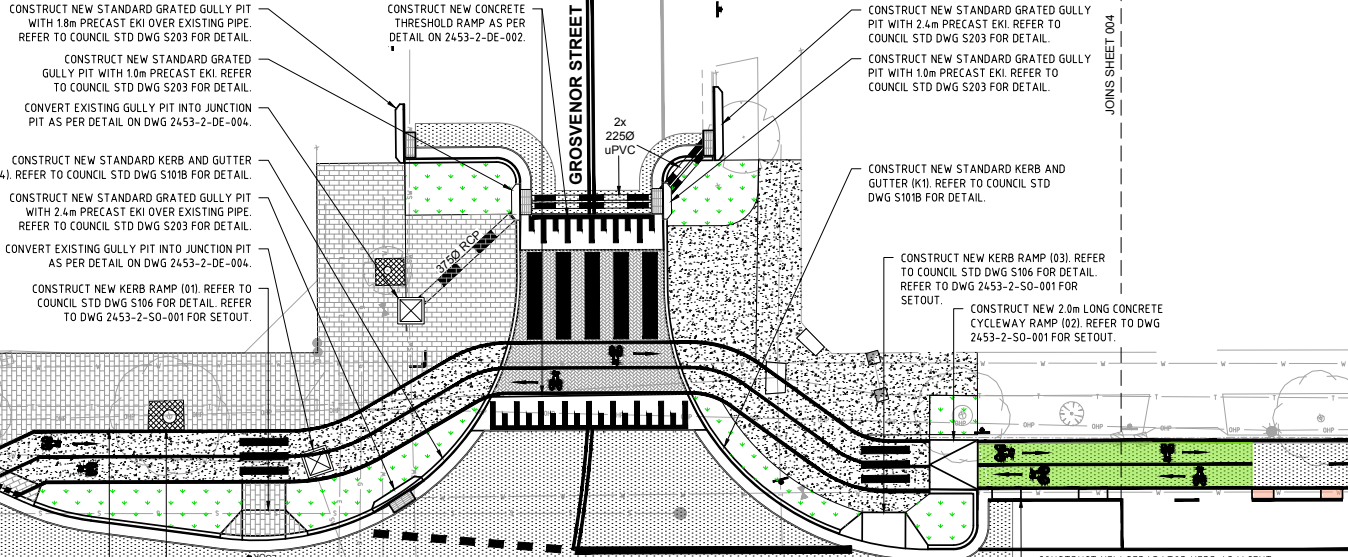
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Title	GENERAL ARRANGEMENT PLAN SHEET 2 OF 7
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CONSTRUCT NEW KERB RAMP (O6). REFER TO COUNCIL STD DWG S106 FOR DETAIL. REFER TO DWG 2453-2-SO-001 FOR SETOUT.

CONSTRUCT NEW STANDARD KERB AND GUTTER (K3). REFER TO COUNCIL STD DWG S101B FOR DETAIL.

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CONSTRUCT NEW KERB RAMP (O3). REFER TO REVERSE CROSSFALL RAMP DETAIL ON DWG 2453-2-DE-001 REFER TO 2453-2-SO-001.

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CONSTRUCT NEW KERB RAMP (O4). REFER TO COUNCIL STD DWG S106 FOR DETAIL. REFER TO DWG 2453-2-SO-001 FOR SETOUT.

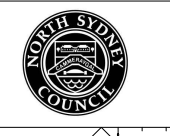
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STAGE 2 YOUNG STREET - MILITARY ROAD TO SUTHERLAND STREET

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SCALE 1:100 @ A1

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Designed  
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I.G.

Title  
**GENERAL ARRANGEMENT PLAN  
SHEET 3 OF 7**

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CONSTRUCT NEW SEPARATOR KERB. REFER TO 2453-2-DE-002 FOR DETAIL.

CONSTRUCT NEW SEPARATOR KERB ADJACENT TO PARKING BAY. SETOUT AND CONSTRUCT AS PER TYPICAL PLAN ON DWG 2453-2-GE-003.

INSTALL NEW BIKE SAFE GRATE OVER EXISTING PIT CHAMBER AS PER DETAIL ON DWG 2453-2-DE-004.

CONSTRUCT NEW SEPARATOR KERB. REFER TO 2453-2-DE-002 FOR DETAIL.

YOUNG STREET

**GENERAL LEGEND**

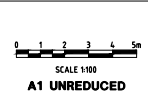
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C	ISSUED FOR TENDER		GH	NP		08/03/18
B	ISSUED FOR TENDER		GH	NP		29/11/17
A	PRELIMINARY ISSUE FOR COMMENT		GH	NP		13/10/17



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SCALE 1:100 @ A1  
Drawn: R.C./M.L. Design: R.C./M.L.  
Checked: N.P. Design: I.G.  
Approved:

Client and Job	NORTH SYDNEY COUNCIL ROUTE 2 CYCLEWAY & STREETSCAPE IMPROVEMENT PLAN STAGE 2 YOUNG STREET - MILITARY ROAD TO SUTHERLAND STREET
Title	GENERAL ARRANGEMENT PLAN SHEET 4 OF 7
Org. No.	2453-2-GA-004
Size	A1
Rev	C

DO NOT SCALE

**SEPARATOR KERB LEGEND**

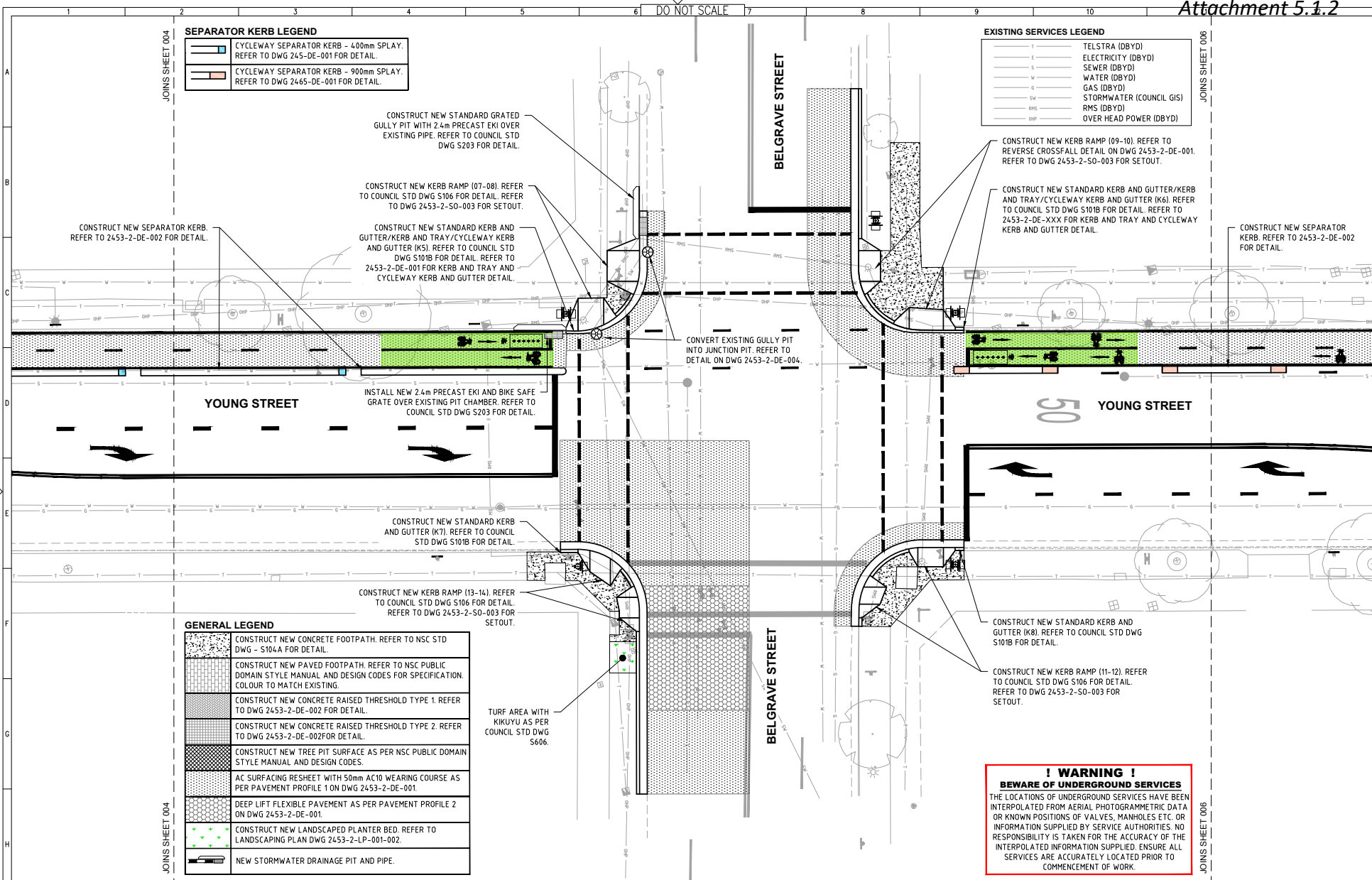
	CYCLEWAY SEPARATOR KERB - 400mm SPLAY. REFER TO DWG 245-DE-001 FOR DETAIL.
	CYCLEWAY SEPARATOR KERB - 900mm SPLAY. REFER TO DWG 2465-DE-001 FOR DETAIL.

**EXISTING SERVICES LEGEND**

TELSTRA (DBYD)
ELECTRICITY (DBYD)
SEWER (DBYD)
WATER (DBYD)
GAS (DBYD)
STORMWATER (COUNCIL GIS)
RMS (DBYD)
OVER HEAD POWER (DBYD)

**GENERAL LEGEND**

	CONSTRUCT NEW CONCRETE FOOTPATH. REFER TO NSC STD DWG - S104A FOR DETAIL.
	CONSTRUCT NEW PAVED FOOTPATH. REFER TO NSC PUBLIC DOMAIN STYLE MANUAL AND DESIGN CODES FOR SPECIFICATION. COLOUR TO MATCH EXISTING.
	CONSTRUCT NEW CONCRETE RAISED THRESHOLD TYPE 1. REFER TO DWG 2453-2-DE-002 FOR DETAIL.
	CONSTRUCT NEW CONCRETE RAISED THRESHOLD TYPE 2. REFER TO DWG 2453-2-DE-002 FOR DETAIL.
	CONSTRUCT NEW TREE PIT SURFACE AS PER NSC PUBLIC DOMAIN STYLE MANUAL AND DESIGN CODES.
	AC SURFACING RESHEET WITH 50mm AC10 WEARING COURSE AS PER PAVEMENT PROFILE 1 ON DWG 2453-2-DE-001.
	DEEP LIFT FLEXIBLE PAVEMENT AS PER PAVEMENT PROFILE 2 ON DWG 2453-2-DE-001.
	CONSTRUCT NEW LANDSCAPED PLANTER BED. REFER TO LANDSCAPING PLAN DWG 2453-2-LP-001-002.
	NEW STORMWATER DRAINAGE PIT AND PIPE.

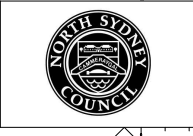


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No.	Revision	Revised on	By	Checked	Approved	Date
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B	ISSUED FOR TENDER		GH	NP		29/11/17
A	PRELIMINARY ISSUE FOR COMMENT		GH	NP		13/10/17

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Scale	SCALE 1:100 @ A1	Drawn	R.C./M.L.
Checked	N.P.	Design	R.C./M.L.
Approved		Check	I.G.
Title	GENERAL ARRANGEMENT PLAN SHEET 5 OF 7		
Org/No.	2453-2-GA-005	Size	A1
Rev		Rev	C

DO NOT SCALE

**EXISTING SERVICES LEGEND**

T	TELSTRA (DBYD)
E	ELECTRICITY (DBYD)
S	SEWER (DBYD)
W	WATER (DBYD)
G	GAS (DBYD)
SH	STORMWATER (COUNCIL GIS)
RMS	RMS (DBYD)
OSP	OVER HEAD POWER (DBYD)

**SEPARATOR KERB LEGEND**

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	CYCLEWAY SEPARATOR KERB - 900mm SPLAY. REFER TO DWG 2465-DE-001 FOR DETAIL.

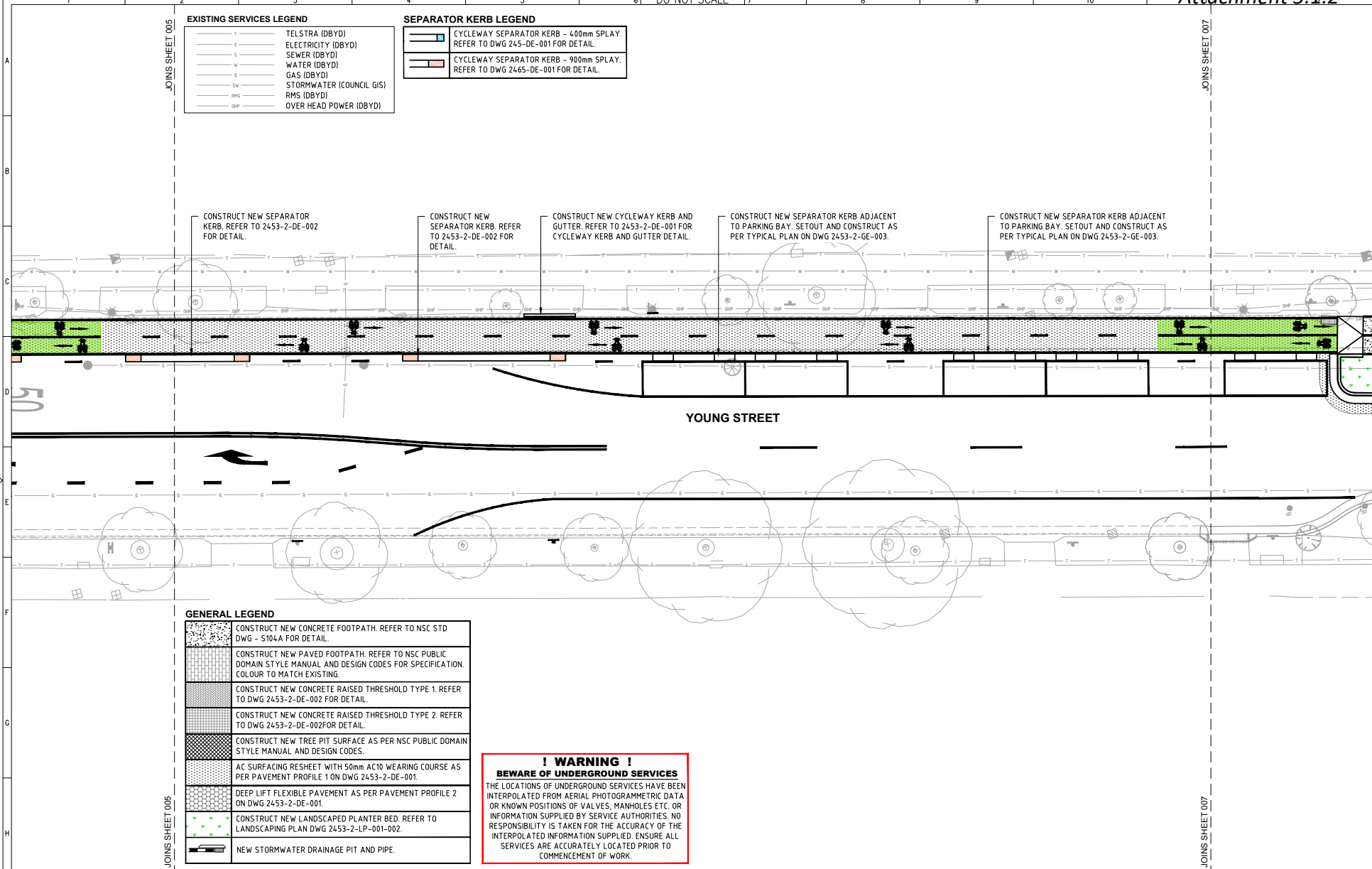
CONSTRUCT NEW SEPARATOR KERB. REFER TO 2453-2-DE-002 FOR DETAIL.

CONSTRUCT NEW SEPARATOR KERB. REFER TO 2453-2-DE-002 FOR DETAIL.

CONSTRUCT NEW CYCLEWAY KERB AND GUTTER. REFER TO 2453-2-DE-001 FOR CYCLEWAY KERB AND GUTTER DETAIL.

CONSTRUCT NEW SEPARATOR KERB ADJACENT TO PARKING BAY. SETOUT AND CONSTRUCT AS PER TYPICAL PLAN ON DWG 2453-2-GE-003.

CONSTRUCT NEW SEPARATOR KERB ADJACENT TO PARKING BAY. SETOUT AND CONSTRUCT AS PER TYPICAL PLAN ON DWG 2453-2-GE-003.

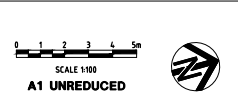


**GENERAL LEGEND**

	CONSTRUCT NEW CONCRETE FOOTPATH. REFER TO NSC STD DWG - S104A FOR DETAIL.
	CONSTRUCT NEW PAVED FOOTPATH. REFER TO NSC PUBLIC DOMAIN STYLE MANUAL AND DESIGN CODES FOR SPECIFICATION. COLOUR TO MATCH EXISTING.
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	DEEP LIFT FLEXIBLE PAVEMENT AS PER PAVEMENT PROFILE 2 ON DWG 2453-2-DE-001.
	CONSTRUCT NEW LANDSCAPED PLANTER BED. REFER TO LANDSCAPING PLAN DWG 2453-2-LP-001-002.
	NEW STORMWATER DRAINAGE PIT AND PIPE.

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No.	Revision	Revised on DWG	By	Checked	Approved	Date	Notes
C	ISSUED FOR TENDER		GH	NP		08/03/18	
B	ISSUED FOR TENDER		GH	NP		29/11/17	
A	PRELIMINARY ISSUE FOR COMMENT		GH	NP		13/10/17	



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Check	N.P.	Design	I.G.
Approved		Check	

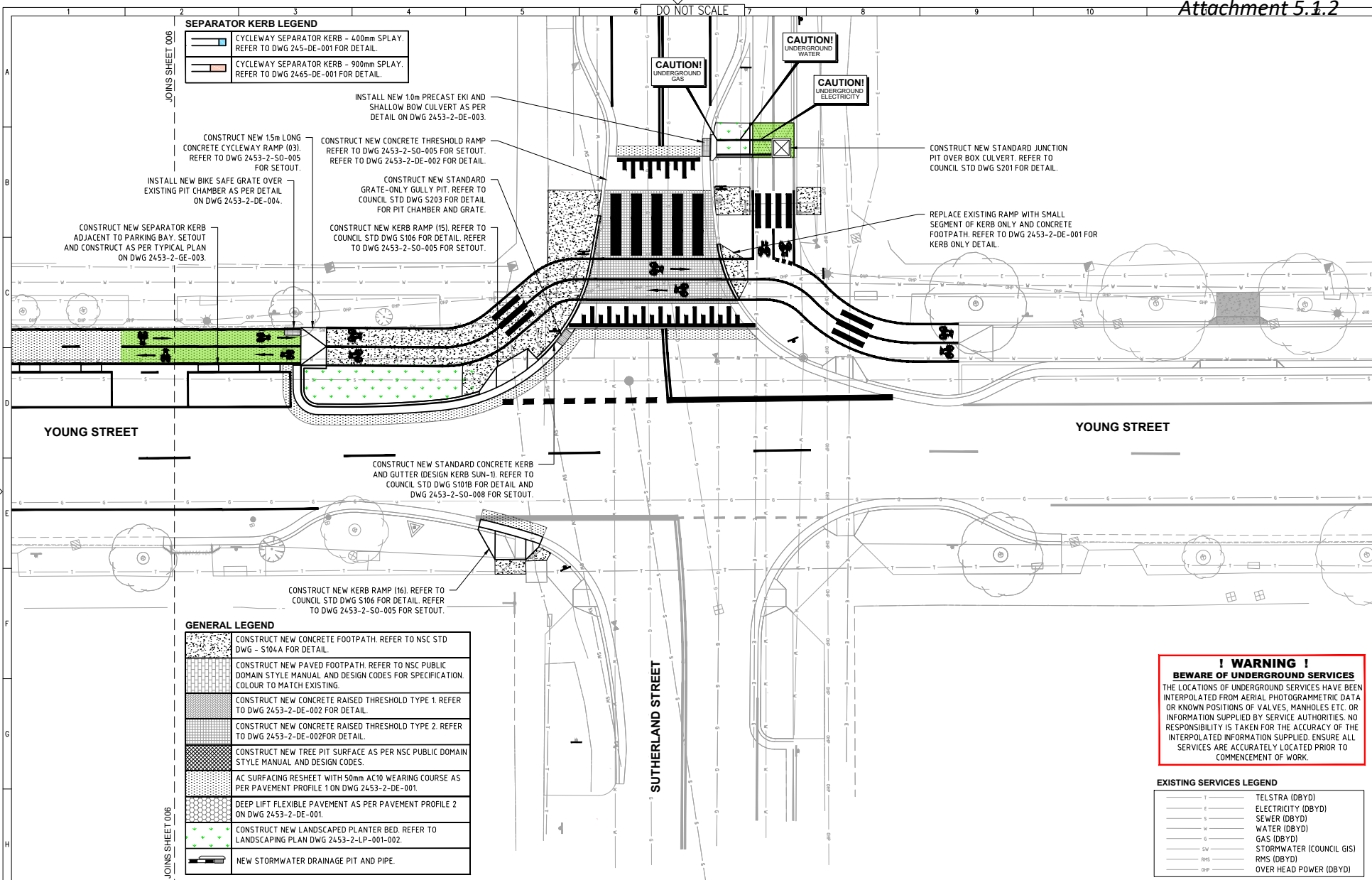
Client and Job  
 NORTH SYDNEY COUNCIL  
 ROUTE 2 CYCLEWAY & STREETScape IMPROVEMENT PLAN  
 STAGE 2 YOUNG STREET - MILITARY ROAD TO SUTHERLAND STREET

Title  
 GENERAL ARRANGEMENT PLAN  
 SHEET 6 OF 7

Dwg. No.  
 2453-2-GA-006

Scale  
 A1

Rev.  
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**SEPARATOR KERB LEGEND**

	CYCLEWAY SEPARATOR KERB - 400mm SPLAY. REFER TO DWG 245-DE-001 FOR DETAIL.
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	NEW STORMWATER DRAINAGE PIT AND PIPE.

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**EXISTING SERVICES LEGEND**

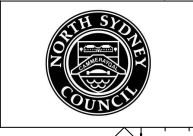
	TELSTRA (DBYD)
	ELECTRICITY (DBYD)
	SEWER (DBYD)
	WATER (DBYD)
	GAS (DBYD)
	STORMWATER (COUNCIL GIS)
	RMS (DBYD)
	OVER HEAD POWER (DBYD)

Revision - Review on CAD to not exceed 10 days		Checked	Approved	Date	By
B	ISSUED FOR TENDER	GH	NP	06/05/18	-
A	ISSUED FOR TENDER	GH	NP	29/11/17	-

TRAFFIC COMMITTEE MEETING - 21 APRIL 2023 AGENDA

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 STAGE 2 YOUNG STREET - MILITARY ROAD TO SUTHERLAND STREET

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 Drafting Check N.P. Design Check I.G.  
 Approved

Title  
**GENERAL ARRANGEMENT PLAN SHEET 7 OF 7**

Drawn No. 2453-2-GA-007

This Drawing must not be used for Construction unless signed as Approved.

Page 16 of 62



## 5.2. Traffic Delegations

**AUTHOR:** Narelle Lamond, Traffic Operations Officer

**ENDORSED BY:** Jon Higlett, Acting Director Engineering and Property Services

**ATTACHMENTS:**

1. 5.02 Attach Traffic Delegations [5.2.1 - 9 pages]

**PURPOSE:**

To report to the Committee matters given approval under delegated authority to the Manager Traffic & Transport Operations.

**EXECUTIVE SUMMARY:**

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.

**FINANCIAL IMPLICATIONS:**

There are no direct financial implications arising from this report.

**RECOMMENDATION:**

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

## **LINK TO COMMUNITY STRATEGIC PLAN**

The relationship with the Community Strategic Plan is as follows:

- 2. Our Built Infrastructure
  - 2.3 Prioritise sustainable and active transport
  - 2.4 Efficient traffic mobility and parking
  
- 3. Our Innovative City
  - 3.2 North Sydney is smart and innovative
  
- 5. Our Civic Leadership
  - 5.1 Lead North Sydney's strategic direction

## **CONSULTATION REQUIREMENTS**

Community engagement is not required.

**APPROVAL FOR PROJECTS UNDER  
DELEGATED AUTHORITY TO THE TRAFFIC & TRANSPORT OPERATIONS MANAGER  
554 th TRAFFIC COMMITTEE – 21 April 2023**

No.	Street	Location	Precinct, Ward, Electorate	Issue	Recommendation	Appr	Date	ECM	Comments
<b>Resident Parking</b>									
Nil									
<b>Temporary Road Closures</b>									
23-020	Wheeler Ln	1-Wheeler Ln	North Shore	Temporary Road Closure	1.THAT Council raises no objection to the temporary road closure of Wheeler Ln in North Sydney on 02.03.23, from 10am-1pm for the purpose of craning in fire hydrant pump sets, 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 extension or alternative date/s to conduct these works due to inclement weather or operational delays, that application be approved, subject to Police Permit approval.	Yes	26.02.2023	9296211	02.03.23
23-019	Cowdroy Ave	49 Cowdroy Ave	Willoughby	Temporary Road Closure	1.THAT Council raises no objection to the temporary road closure of Cowdroy Ave on 20.03.23, from 7am-5pm, for the purpose of crane 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	Yes	26.02.2023	9291381	20.03.23 Permit # 88/23

No.	Street	Location	Precinct, Ward, Electorate	Issue	Recommendation	Appr	Date	ECM	Comments
					residents/tenants as per Council's standard conditions of approval. <b>2.THAT</b> should Council receive an application for an extension or alternative date/s to conduct these works due to inclement weather or operational delays, that application be approved, subject to Police Permit approval.				
<b>23-020</b>	Wheeler Ln	1-Wheeler Ln	North Shore	Temporary Road Closure	<b>1.THAT</b> Council raises no objection to the temporary road closure of Wheeler Ln in North Sydney on 02.03.23, from 10am-1pm for the purpose of craning in fire hydrant pump sets, 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. <b>2.THAT</b> should Council receive an application for an extension or alternative date/s to conduct these works due to inclement weather or operational delays, that application be approved, subject to Police Permit approval.	Yes	26.02.2023	9296211	02.03.23 Permit# 102/23
<b>23-022</b>	Burton St	Burton St	North Shore	Temporary Road Closure	<b>1.THAT</b> Council raises no objection to the temporary road closure Burton St in North Sydney on 24.03.23, for the purpose of a start venue and motorcyclists release, as per the submitted application and council's standard road closure	Yes	09.03.2023	9297232	24.03.23

No.	Street	Location	Precinct, Ward, Electorate	Issue	Recommendation	Appr	Date	ECM	Comments
					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. <b>THAT</b> should Council receive an application for an extension or alternative date/s to conduct these works due to inclement weather or operational delays, that application be approved, subject to Police Permit approval.				
23-025	Cabramatta Rd	287 Military Rd	North Shore	Temporary Road Closure	1. <b>THAT</b> Council raises no objection to the temporary road closure of Cabramatta Rd, Cremorne on 13.04.22-15.04.23, for the purpose of concrete pours for remedial 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. <b>THAT</b> should Council receive another/new application for an extension or alternative date/s to conduct these works due to inclement weather or operational delays, that application be approved, subject to Police Permit approval	Yes	30.03.2023	9339053	13.04.22-15.04.23 Permit # 144/23

No.	Street	Location	Precinct, Ward, Electorate	Issue	Recommendation	Appr	Date	ECM	Comments
23-026	Waters Ln	12-14 Waters Rd	Willoughby	Temporary Road Closure	1.THAT Council raises no objection to the temporary road closure of Waters Ln from 17.04.23, from 7am-5pm, for the purpose of Ausgrid asset relocation 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 another/new application for an extension or alternative date/s to conduct these works due to inclement weather or operational delays, that application be approved, subject to Police Permit approval.	Yes	27.03.2023	9339622	17.04.23 Permit # 152/23
23-027	Street Play	7 Streets	North Shore & Willoughby	Temporary Road Closure	THAT the Traffic Management Plan (TMP) for the temporary closure of seven (7) streets for the Street Play program be approved.	Yes	31.03.2023	9353069	02.4.23 16.4.23 23.4.23 30.4.23 07.5.23 21.5.23 28.5.23
23-028	Mount Street	Mount St	North Shore	Temporary Road Closure	1.THAT Council raises no objection to the temporary road closure of Mount St, North Sydney on 15.04.23, from 7am-6pm, for the purpose of craning telco equipment, as per the submitted application and council's standard road closure conditions.	Yes	30.03.2023	9340194	15.04.23 Permit # 151/23.

No.	Street	Location	Precinct, Ward, Electorate	Issue	Recommendation	Appr	Date	ECM	Comments
					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. <b>THAT</b> should Council receive another/new application for an extension or alternative date/s to conduct these works due to inclement weather or operational delays, that application be approved, subject to Police Permit approval.				

No.	Street	Location	Precinct, Ward, Electorate	Issue	Recommendation	Appr	Date	ECM	Comments
23-031	Oxley St	521 Pacific Hwy	Willoughby	Temporary Road Closure	<p>1. <b>THAT</b> Council raises no objection to the temporary road closure of Oxley St from 26.04.23-06.05.23, from 7am-5pm, &amp; 8am-1pm on Sat for the purpose of trenching and excavating for street lighting works, as per the submitted application and councils 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. <b>THAT</b> should Council receive an application for an extension or alternative date/s to conduct these works due to inclement weather or operational delays, that application be approved, subject to Police Permit approval.</p>	Yes	30.03.2023	9345779	26.04.23-06.05.23, Permit # 164/23
23-032	Waters Lane	12-14 Waters Lane, Neutral Bay	Willoughby	Temporary Road Closure	<p>1. <b>THAT</b> Council raises no objection to the temporary road closure of Waters Ln on 28.04.23, from 7am-6:30pm, for the purpose of Ausgrid asset relocation 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>	Yes	30.03.2023	9348586	28.04.23 Permit # 168/23



No.	Street	Location	Precinct, Ward, Electorate	Issue	Recommendation	Appr	Date	ECM	Comments
					2. <b>THAT</b> should Council receive another/new application for an extension or alternative date/s to conduct these works due to inclement weather or operational delays, that application be approved, subject to Police Permit approval.				
<b>Special Use Zones</b>									
Nil									
<b>Regulatory Signs</b>									
23-018	Merlin St	Neutral Bay NSW	Neutral, Cammeraygal, North Shore	Two-way sign	<b>THAT</b> a 'Two-Way' sign to be installed on the garden bed as per attached plan to indicate Merlin Street is a two-way street	Yes	23.03.2023	9295747	
23-021	Blue Street	2-4 Blue Street	CBD, Cammeraygal, North Shore	Additional parking	<b>THAT</b> Council install an additional metered parking space 5.4m wide, adjacent to the existing approved three bays outside 2-4 Blue Street, North Sydney	Yes	27.03.2023	9305283	
<b>Signs Across Driveways</b>									
23-030	Cowdroy Ave	49 Cowdroy Ave	Cammeray	Install driveway line markings	<b>THAT</b> Council install driveway line markings across the driveway to no. 49 Cowdroy Avenue Cammeray NSW 2062	Yes	30.03.2023	9349458	
<b>Warning Signs</b>									
Nil									
<b>Construction Management Plan</b>									
23-017	Atchison	23-25 Atchison Street, Crow's Nest	Neutral, Cammeraygal, North Shore	CTMP	<b>1.THAT</b> the traffic aspects of the Construction Traffic Management Plan dated 01.12.22 prepared by SBMG of the approved development (Development	Yes	26.03.2023	9319194	

No.	Street	Location	Precinct, Ward, Electorate	Issue	Recommendation	Appr	Date	ECM	Comments
					Consent 161/20) at 23-35 Atchison Street, St Leonards be approved subject to the conditions of approval. <b>2.THAT</b> a 10m option A Works Zone for phase 2 of excavation on Oxley Street in this CTMP to be 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.				
<b>23-023</b>	Bay View Street	9 Bay View Street, Lavender Bay	Lavender Bay, Cammeraygal, North Shore	CTMP	<b>1. THAT</b> the traffic aspects of the Construction Traffic Management Plan dated 21 February 2023 prepared by Roth Architect of the approved development (Development Consent 412/19) at 9 Bay View Street, Lavender Bay be approved subject to the conditions of approval. <b>2.THAT</b> a 11m Works Zone on Bay View Street in this CTMP to be approved under delegated authority of Council's Traffic Engineer, with the same conditions pending lodgement of a Work Zone application and payment of all applicable fees.	Yes	09.03.2023	9329331	
<b>23-024</b>	Balls Head Road	29 Balls Head Road	Waverton, Cammeraygal, North Shore	CTMP	<b>1. THAT</b> the traffic aspects of the Construction Traffic Management Plan dated 1 February 2023 prepared by McLaren Traffic Engineering of the approved development (Development Consent 251/21) at 29 Balls Head	Yes	09.03.2023	9329336	

No.	Street	Location	Precinct, Ward, Electorate	Issue	Recommendation	Appr	Date	ECM	Comments
					Road, Waverton be approved subject to the conditions of approval. 2. <b>THAT</b> a 12m Works Zone on Balls Head Road in this CTMP to be 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.				
23-029	Warung St	6 Warung St	McMahons Point	CTMP	1. <b>THAT</b> the traffic aspects of the Construction Traffic Management Plan dated 13 March 2023 prepared by Sydney Traffic Pty Ltd for the approved development (Development Consent 361/21) at 6 Warung St, McMahons Point be approved subject to the conditions of approval. 2. <b>THAT</b> a 9m Works Zone on Middle Street as shown on this CTMP be approved under delegated authority of Council's Traffic Engineer, with the same conditions pending lodgement of a Work Zone application and payment of all applicable fees.	Yes	30.03.2023	9349391	
						Yes			
<b>Australian Road Rules Compliance Signs</b>									
<b>Traffic Facilities</b>									
<b>Council Decisions</b>									

### **5.3. Short Lane at Military Road, Neutral Bay – Continuous Footpath**

**AUTHOR:** Brin Baskaran, Traffic & Transport Engineer

**ENDORSED BY:** Jon Higlett, Acting Director Engineering and Property Services

**ATTACHMENTS:**

1. Concept Plan Short Lane at Military Road - Continuous Footpath [5.3.1 - 1 page]

**PURPOSE:**

North Sydney Council approved Local Area Traffic Management (LATM) Action Plan for Area 5 includes a proposal to install a continuous footpath treatment at the intersection of Short Lane and Military Road.

**EXECUTIVE SUMMARY:**

North Sydney Council approved Local Area Traffic Management (LATM) Action Plan for Area 5 includes a proposal to install a continuous footpath treatment at the intersection of Short Lane and Military Road. As part of the approved 2022/23 program, it is proposed to install the continuous footpath treatment in the 2022/23 as part of funding commitments by Transport for New South Wales as part of the NSW Active Transport Program.

The proposed works will improve pedestrian safety and amenity and will also reduce vehicle speeds. The proposed concept plan is enclosed for information.

**FINANCIAL IMPLICATIONS:**

The cost for this project is estimated to be \$30,000 which can be funded from 2022/2023 budget by Transport for New South Wales as part of the NSW Active Transport Program.

**RECOMMENDATION:**

1. **THAT** the Committee endorse the proposal for a continuous footpath treatment across Short Lane at the intersection of Military Road, Neutral Bay.

## LINK TO COMMUNITY STRATEGIC PLAN

The relationship with the Community Strategic Plan is as follows:

### 2. Our Built Infrastructure

2.1 Infrastructure and assets meet diverse community needs

2.4 Efficient traffic mobility and parking

### 4. Our Social Vitality

4.1 North Sydney is connected, inclusive, healthy and safe

### 5. Our Civic Leadership

5.3 Community is engaged in what Council does

## BACKGROUND

As part of the 2022/23 implementation of Local Area Traffic Management (LATM) Action Plans, it is proposed to construct a continuous footpath at the intersection of Short Lane and Military Road. This project is funded by the NSW Active Transport.

The proposal will comply with the Technical Direction for Continuous Footpath Treatments (TDT 2013/05) and there will be no loss of parking as a result of the proposal.

The proposed works will improve pedestrian safety and amenity and reduce vehicle speeds. The proposed concept plan is enclosed.

## CONSULTATION REQUIREMENTS

Community engagement has occurred in accordance with Council's *Community Engagement Protocol*. The detail of this report provides the outcomes from the engagement for Council to consider prior to adoption.

**Standard or Guideline Used:** TDT 2013/05

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

**Precinct and Ward:** Parks / St Leonards

**Impact on Bicycles:** N/A

**Impact on Pedestrians:** Improve pedestrian safety and amenity

**Impact on Parking:** Nil

## PUBLIC CONSULTATION

Community consultation on the proposal took place between 22 February 2023 and 07 April 2023. Approximately 99 letters were sent to 19 properties in the surrounding area and the survey was available online through Council's 'Have Your Say' webpage. A total of 5 responses were received, including 1 from the outside survey area.

The results indicate a community preference for the construction of the continuous footpath (67% support and 33% objection). The results of the survey are shown in tabular format below:

I support the proposed Continuous Footpath at the intersection of Short Lane and Military Road	Response				
	No		Yes		Total
	Qty	%	Qty	%	
<b>Within Survey area:</b>					
<ul style="list-style-type: none"> <li>• Byrnes Avenue</li> <li>• Military Road</li> </ul>	<b>2</b>	<b>40</b>	<b>3</b>	<b>60</b>	<b>5</b>
<b>Outside Survey area:</b>					
<ul style="list-style-type: none"> <li>• Murdoch Street</li> </ul>	<b>0</b>	<b>0</b>	<b>1</b>	<b>100</b>	<b>1</b>
<b>Grand Total</b>	<b>2</b>	<b>33.3</b>	<b>4</b>	<b>66.7</b>	<b>6</b>

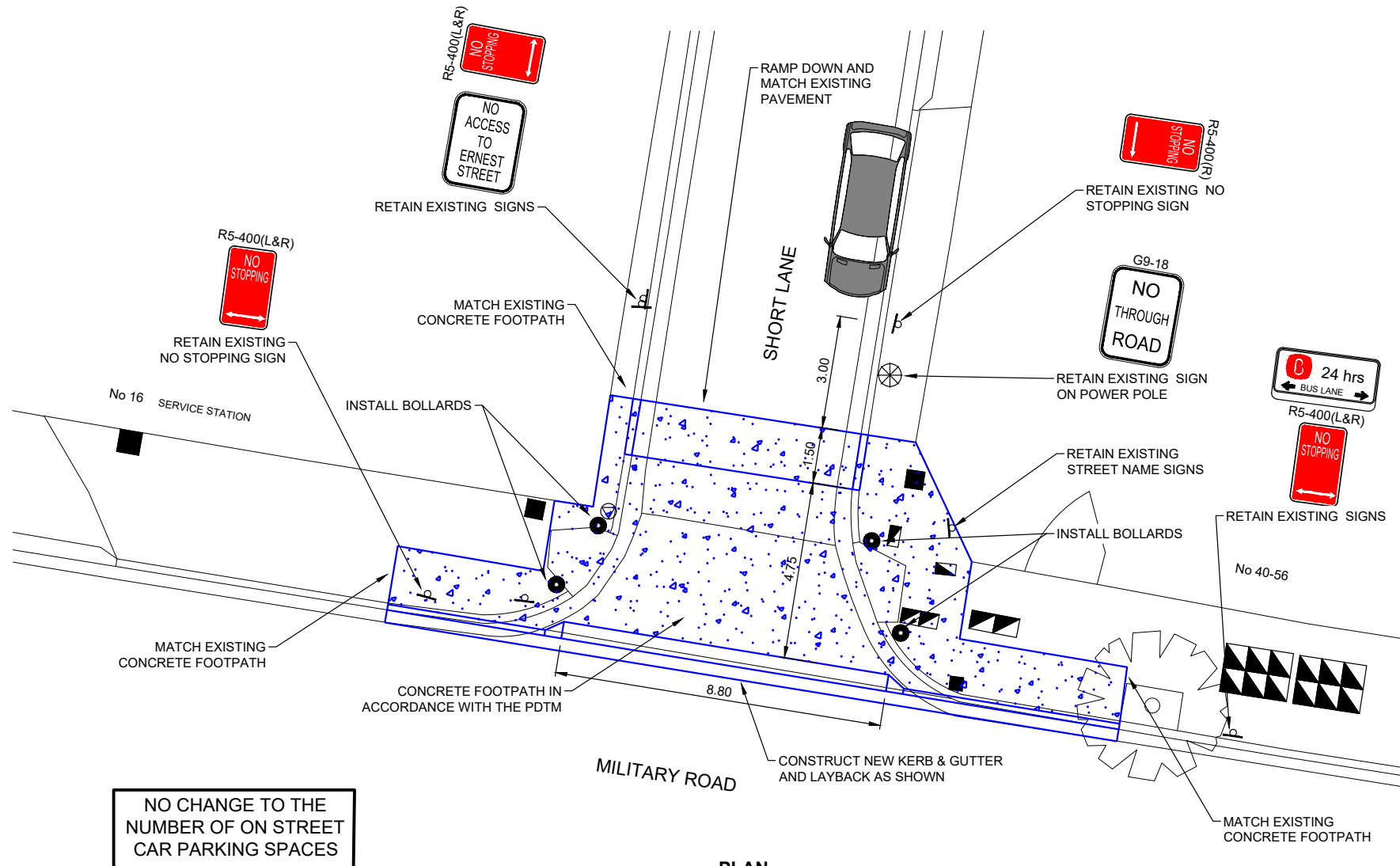
### COMMENTS RECEIVED

Respondents were asked to provide general comments/feedback as desired. Council consolidates the comments into major themes as opposed to including every individual comments.

Theme	Community Comments	Office Comments
Pedestrian Safety	Continuous footpath will improve the pedestrian safety.	Noted
Signage	The "NO ACCESS TO ERNEST STREET" and "NO THROUGH ROAD" Signs should be clearly visible before turning left into Short Lane.	A work order will be created to relocate the signs closer to the intersection.
Parking	Turning out of Military Road will be difficult if the car space is retained in its current spot as you have to pull to the left to let cars in from Military Road and there needs to be enough vacant kerb to do so.	There is a statutory 10m 'No Stopping' zone on the eastern side of Short Lane which provides sufficient road width for a vehicle to exit Short Lane and enter Short Lane while still reducing vehicle speeds.
Traffic Flow	Cars trying to enter Short Lane from Military Road and waiting for pedestrians will block the bus lane and with the speed the busses and vehicles exiting the service station travel in that lane, create an increased risk than at present to drivers	The NSW Road Rules require drivers turning at an intersection to give-way to pedestrians crossing the street. The proposal reinforces the road rules and creates a safer road environment. Traffic volume for Short Lane is low and it would not impact the traffic flow on Military Road significantly.

### CONCLUSION

Given the support for the proposal and the improvements to pedestrian safety and amenity, it is recommended that the Committee endorse the proposal for the continuous footpath treatment across Short Lane at Military Road.



PLAN  
SCALE 1:50



**PROPOSED FOOTPATH CONTINUATION, INTERSECTION  
OF SHORT LANE AND MILITARY ROAD, NEUTRAL BAY.**



## **5.4. Edward Street at Mount Street, North Sydney – Continuous Footpath**

**AUTHOR:** Brin Baskaran, Traffic & Transport Engineer

**ENDORSED BY:** Jon Higlett, Acting Director Engineering and Property Services

### **ATTACHMENTS:**

1. Concept Plan - Edward Street at Mount Street - Continuous Footpath [5.4.1 - 1 page]

### **PURPOSE:**

North Sydney Council has approved the Local Area Traffic Management (LATM) Action Plan for Area 1. The plan includes a proposal to install a continuous footpath treatment across Edward Street at Mount Street.

### **EXECUTIVE SUMMARY:**

North Sydney Council has approved the Local Area Traffic Management (LATM) Action Plan for Area 1. The plan includes a proposal to install a continuous footpath treatment across Edward Street at Mount Street. It is proposed to install the continuous footpath treatment as part of the LATM 2022/2023 funding program. There is no loss of parking proposed as part of the proposal.

The proposed works will improve pedestrian safety and amenity at the intersection and reduce vehicle speeds. The proposed concept plan is enclosed.

### **FINANCIAL IMPLICATIONS:**

The cost for this project is estimated to be \$40,000 which can be funded from Traffic's LATM 2022/2023 budget.

### **RECOMMENDATION:**

1. **THAT** the Committee endorse the proposal to extend the kerb by 3.9m at the existing continuous footpath treatment across Edward Street at Mount Street, North Sydney.



## LINK TO COMMUNITY STRATEGIC PLAN

The relationship with the Community Strategic Plan is as follows:

### 2. Our Built Infrastructure

2.1 Infrastructure and assets meet diverse community needs

2.4 Efficient traffic mobility and parking

### 4. Our Social Vitality

4.1 North Sydney is connected, inclusive, healthy and safe

### 5. Our Civic Leadership

5.3 Community is engaged in what Council does

## BACKGROUND

As part of the 2022/23 implementation of Local Area Traffic Management (LATM) Action Plans, it is proposed to extend the continuous footpath and raised threshold at the intersection of Edward Street and Mount Street.

The proposal will comply with the Technical Direction for Continuous Footpath Treatments (TDT 2013/05) and there will be no loss of parking as a result of the proposal.

The proposed works will improve pedestrian safety and amenity at the intersection and reduce vehicle speeds. The proposed concept plan is enclosed.

## CONSULTATION REQUIREMENTS

Community engagement has occurred in accordance with Council's *Community Engagement Protocol*. The detail of this report provides the outcomes from the engagement for Council to consider prior to adoption.

**Standard or Guideline Used:** TDT 2013/05

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

**Precinct and Ward:** Euroka / Cammeraygal

**Impact on Bicycles:** N/A

**Impact on Pedestrians:** Proposed continuous footpath will improve pedestrian's safety

**Impact on Parking:** Nil

## PUBLIC CONSULTATION

Community consultation on the proposal took place between 22 February 2023 and 07 April 2023. Approximately 266 letters were sent to 64 properties in the surrounding area and the survey was available online through Council's 'Have Your Say' webpage. A total of 10 responses were received, including 2 responses from the outside survey area.

The results indicate a community preference for the extension of Continuous Footpath and Raised Threshold (70% support and 30% objection). The results of the survey are shown in tabular format below:

I support the proposed extension of Continuous Footpath and Raised Threshold at the intersection of Edward Street and Mount Street	Response				
	No		Yes		Total
	Qty	%	Qty	%	
<b>Within Survey area:</b> <ul style="list-style-type: none"> <li>• Mount Street</li> <li>• Edward Street</li> <li>• Lord Street</li> <li>• Short Street</li> <li>• Riley Street</li> </ul>	3	37.5	5	62.5	6
<b>Outside Survey area:</b> <ul style="list-style-type: none"> <li>• Edward Street</li> <li>• Crows Nest Road</li> </ul>	0	0	2	100	2
<b>Grand Total</b>	<b>3</b>	<b>30</b>	<b>7</b>	<b>70</b>	<b>10</b>

## COMMENTS RECEIVED

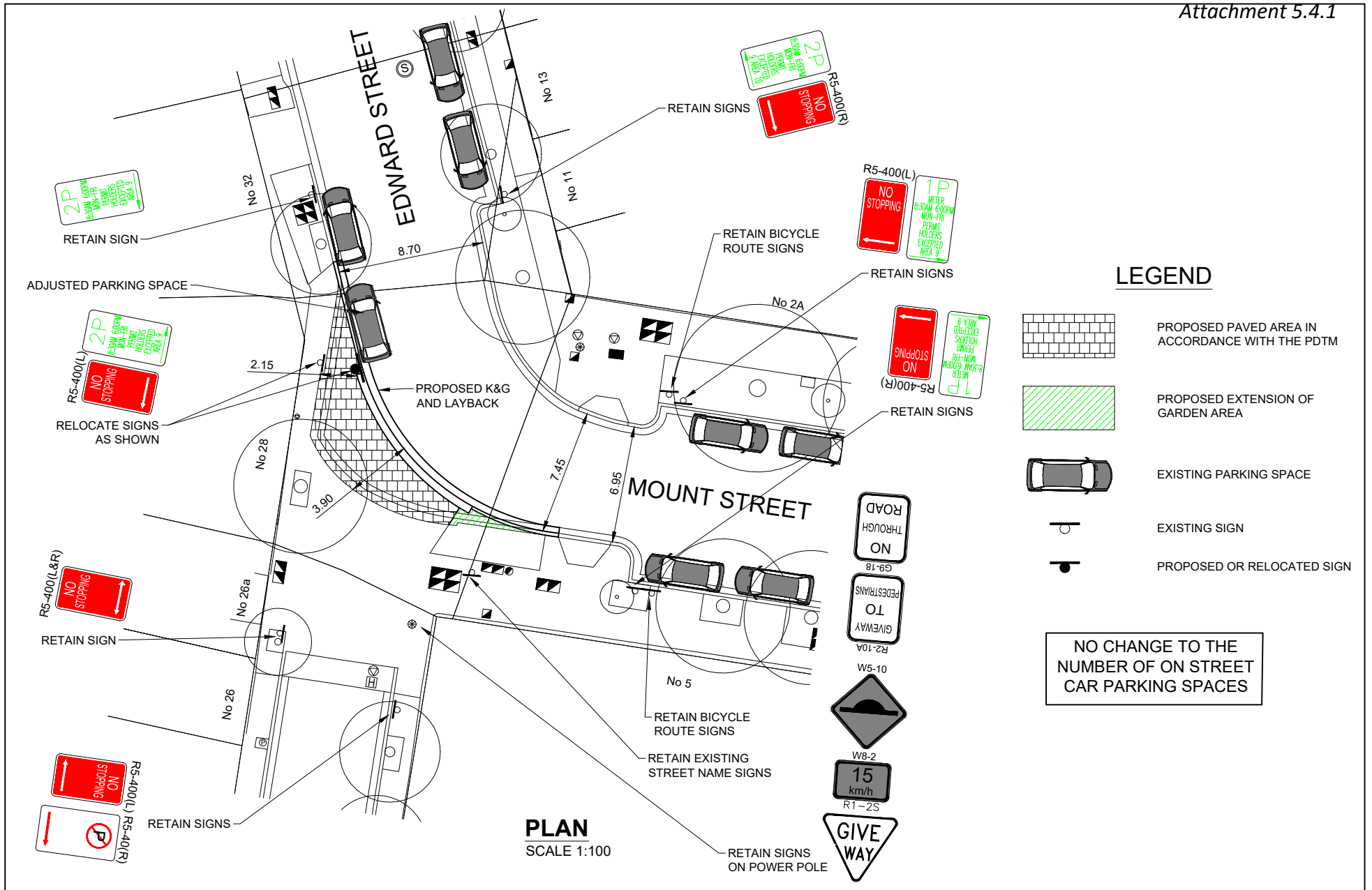
Respondents were asked to provide general comments/feedback as desired. Council consolidates the comments into major themes as opposed to including every individual comments.

Theme	Community Comments	Office Comments
Pedestrian Crossing	If the proposal were to add proper road markings at the junction of Edward and Mount Streets and to create a zebra crossing on the existing raised area, that would make more sense.	Continuous footpath treatments (CFT) are considered appropriate for low traffic environments such as Mount Street. Pedestrian crossings in areas with low pedestrian or traffic volumes raise concerns about users failing to consider whether others are crossing. The CFT creates an environment similar to a driveway treatment which reduces vehicle speeds above that of a pedestrian crossing

Sightline	This junction of Mount Street and Edward Street is already a relatively tight blind corner. The proposed works are making the corner even tighter which I believe reduces safety for the intersection.	Noted. A sight line assessment has been conducted and the extended kerb allows for improved visibility at the intersection. The wider footpath will require drivers to reduce vehicle speeds and cross a wider area of footpath when entering or leaving Edward Street. By reducing vehicles speeds, driver reaction time is improved, additionally the enhanced pedestrian priority will further assist in creating a safer road environment.
Maneuverability	The 'raised threshold' concerns me, as the gradient of the existing one is way too high and should be lowered. I have to slow down to a crawl to get over that hump in the road.	It is proposed to maintain the same height for the extended continuous footpath treatment. The aim of the treatment is to reduce vehicles speeds to an appropriate speed for an environment where drivers conflict with pedestrians.
Drainage	The camber of the path would need to be carefully considered as a drain (trench) included so that we don't incur increased water ingress down our drive onto the property as a result of the increased surface area abutting our driveway.	Noted and taken into consideration.

## CONCLUSION

Given the support for the proposal and the improvements to pedestrian safety and amenity, it is recommended that the Committee endorse the proposal for the continuous footpath treatment across Edward Street at Mount Street.



**PROPOSED FOOTPATH CONTINUATION WORKS, INTERSECTION OF EDWARD STREET AND MOUNT STREET, NORTH SYDNEY.**



## **5.5. Berry Street at Edward Street, North Sydney – Pedestrian Refuge Island, Kerb Build Outs and Raised Threshold**

**AUTHOR:** Brin Baskaran, Traffic & Transport Engineer

**ENDORSED BY:** Jon Higlett, Acting Director Engineering and Property Services

### **ATTACHMENTS:**

1. Concept Plan - Berry Street at Edward Street - Pedestrian Refuge and Kerb Build-Outs [5.5.1 - 1 page]

### **PURPOSE:**

North Sydney Council has approved the Local Area Traffic Management (LATM) Action Plan for Area 1. The plan includes a proposal to install a pedestrian refuge island with associated kerb build outs in Berry Street and a raised threshold in Edward Street at Berry Street.

### **EXECUTIVE SUMMARY:**

North Sydney Council has approved the Local Area Traffic Management (LATM) Action Plan for Area 1. The plan includes a proposal to install a pedestrian refuge island with associated kerb build outs in Berry Street and a raised threshold in Edward Street at Berry Street.

There is no loss of parking proposed as part of the proposal.

While the community unanimously supported the proposal, there were two requests to upgrade the existing raised threshold across Edward Street to a pedestrian crossing to facilitate university students crossing the road. Council has previously consulted on a pedestrian crossing at this location however, it was not supported by the community due to the associated loss of parking.

It is recommended to proceed with the consulted proposal for the pedestrian refuge and associated kerb build-outs noting that the Council will again investigate a pedestrian crossing for delivery in the future. The proposed works will not prohibit the delivery of a pedestrian crossing at this location should it be approved in the future.

The proposed pedestrian refuge and kerb build outs will increase visibility of approaching drivers, reduce vehicle speeds and reduce the crossing distance for pedestrians. Kerb ramps will be provided along the pedestrian desire line to facilitate pedestrians crossing the street in a safe location. The proposed concept plan is enclosed.

### **FINANCIAL IMPLICATIONS:**

The cost for this project is estimated to be \$100,000 which can be funded from Traffic's LATM 2022/2023 budget.

**RECOMMENDATION:**

**1. THAT** the Committee endorse the following proposals to:

- a) Provide a pedestrian refuge with associated kerb build-outs on Berry Street just north of Edward Street; and
- b) Provision of a kerb build out on the eastern side of Edward Street south of Berry Street adjacent to the existing raised threshold.

## LINK TO COMMUNITY STRATEGIC PLAN

The relationship with the Community Strategic Plan is as follows:

### 2. Our Built Infrastructure

2.1 Infrastructure and assets meet diverse community needs

2.4 Efficient traffic mobility and parking

### 4. Our Social Vitality

4.1 North Sydney is connected, inclusive, healthy and safe

### 5. Our Civic Leadership

5.3 Community is engaged in what Council does

## BACKGROUND

As part of the 2022/23 implementation of Local Area Traffic Management (LATM) Action Plans, it is proposed to construct pedestrian refuge island and kerb build outs in Berry Street and construct kerb build out and raised threshold in Edward Street. The proposal will comply with relevant Australian Standards (AS1742.10) and result in no loss of parking.

The kerb build out on Edward Street will include kerb ramps to provide a dedicated crossing location in line with the existing pedestrian desire line. Low level planting will be provided in the kerb ramp to discourage pedestrians from crossing on the raised threshold in line with Technical Directions.

The proposed works will increase visibility of approaching drivers, reduce vehicle speeds and improve accessibility through the reduced crossing distance for pedestrians and provision of accessible kerb ramps. The proposed concept plan is enclosed.

## CONSULTATION REQUIREMENTS

Community engagement has occurred in accordance with Council's *Community Engagement Protocol*. The detail of this report provides the outcomes from the engagement for Council to consider prior to adoption.

**Standard or Guideline Used:** AS1742.10

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

**Precinct and Ward:** Euroka / Cammeraygal

**Impact on Bicycles:** N/A

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

**Impact on Parking:** Nil

## PUBLIC CONSULTATION

Community consultation on the proposal took place between 22 February 2023 and 07 April 2023. Approximately 461 letters were sent to 31 properties in the surrounding area and the survey was available online through Council's 'Have Your Say' webpage. A total of 8 responses were received, including 4 responses from the outside survey area.

The results indicate a community preference for the construction of pedestrian refuge island, kerb build outs and raised threshold (100% support). The results of the survey are shown in tabular format below:

I support the proposed Pedestrian Refuge Island and Kerb Build Outs in Berry Street and Kerb Build Out and Raised Threshold in Edward Street.	Response				
	No		Yes		Total
	Qty	%	Qty	%	
<b>Within Survey area:</b>					
<ul style="list-style-type: none"> <li>• <b>Berry Street</b></li> <li>• <b>Edward Street</b></li> </ul>	<b>0</b>	<b>0</b>	<b>4</b>	<b>100</b>	<b>4</b>
<b>Outside Survey area:</b>					
<ul style="list-style-type: none"> <li>• <b>Mount Street</b></li> <li>• <b>Edward Street</b></li> <li>• <b>Crows Nest Road</b></li> </ul>	<b>0</b>	<b>0</b>	<b>4</b>	<b>100</b>	<b>4</b>
<b>Grand Total</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>100</b>	<b>8</b>

## COMMENTS RECEIVED

Respondents were asked to provide general comments/feedback as desired. Council consolidates the comments into major themes as opposed to including every individual comments.

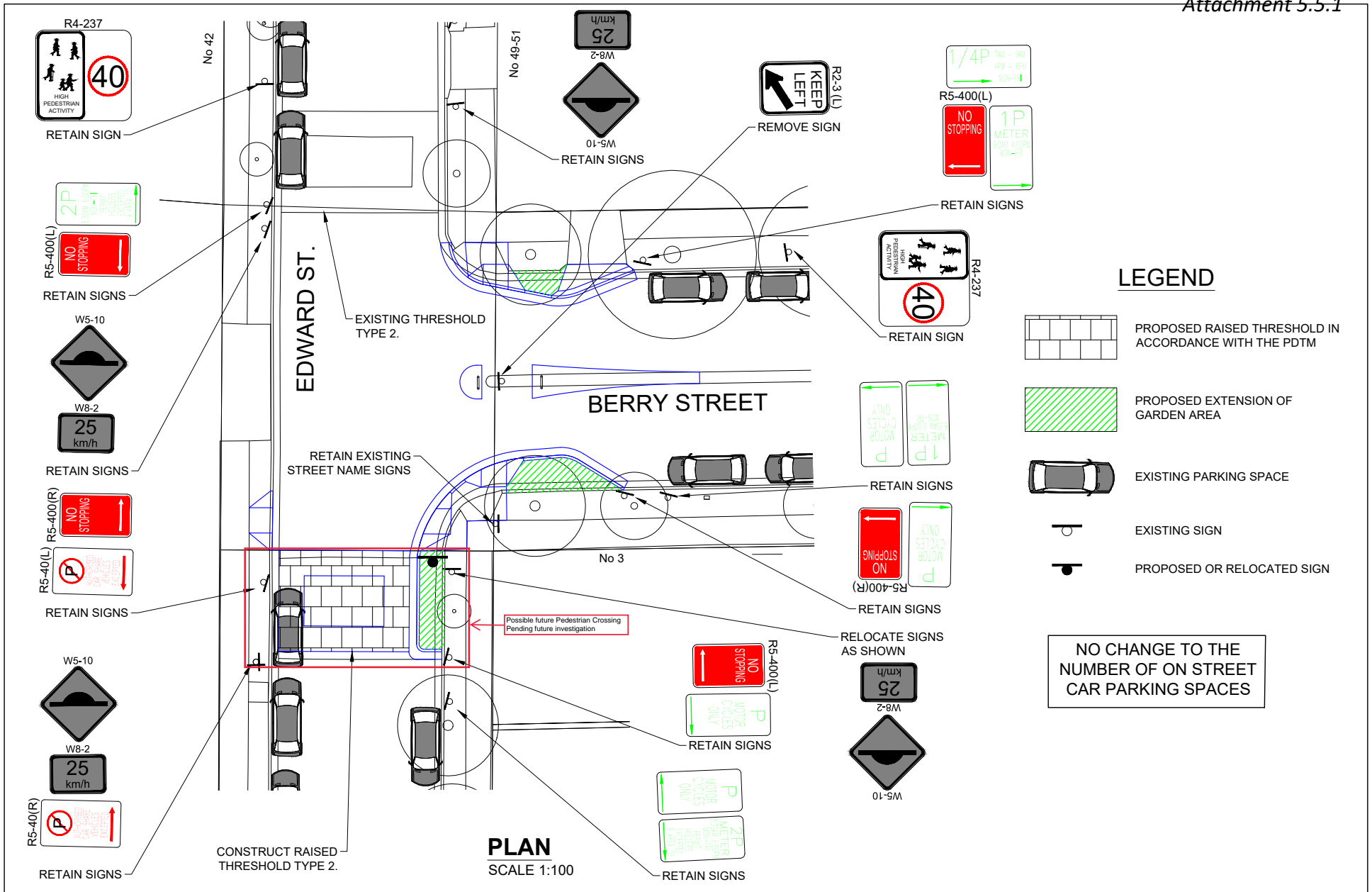
Theme	Community Comments	Office Comments
Pedestrian Crossing	We support the pedestrian refuge. However, a pedestrian crossing on Edward Street would be beneficial for university students to cross.	Noted. An investigation to be made on a pedestrian crossing at the intersection of Edward and Berry Street.

## CONCLUSION

Given the unanimous support for the proposal and that the proposed works will increase visibility of approaching drivers, reduce vehicle speeds and reduce the crossing distance for pedestrians, it is recommended that Committee endorse the proposal for the pedestrian improvements and traffic calming at the intersection of Berry Street and Edward Street.



From the community consultation, there were requests for a pedestrian crossing on Edward Street at Berry Street for the university students to cross the road. Council has previously consulted on a pedestrian crossing at this location however, it was not supported by the community due to the associated loss of parking. Council will investigate a pedestrian crossing for delivery in the future. The recommended works will not prohibit the delivery of a pedestrian crossing at this location should it be approved in the future.



**PROPOSED PEDESTRIAN REFUGE & KERB BUILDOUTS, INTERSECTION OF EDWARD STREET AND BERRY STREET, NORTH SYDNEY.**



## **5.6. Woolcott Street at Euroka Street, Waverton – Pedestrian Refuge Island and Kerb Build-Outs**

**AUTHOR:** Brin Baskaran, Traffic & Transport Engineer

**ENDORSED BY:** Jon Higlett, Acting Director Engineering and Property Services

### **ATTACHMENTS:**

1. Concept Design - Woolcott Street at Euroka Street - Pedestrian Refuge Island and Kerb Build-Outs [5.6.1 - 1 page]

### **PURPOSE:**

North Sydney Council has approved the Local Area Traffic Management (LATM) Action Plan for Area 1. The plan includes a proposal to install a pedestrian refuge island with associated kerb build outs in Woolcott Street and Euroka Street.

### **EXECUTIVE SUMMARY:**

North Sydney Council has approved the Local Area Traffic Management (LATM) Action Plan for Area 1. The plan includes a proposal to install a pedestrian refuge island with associated kerb build outs in Woolcott Street and Euroka Street.

There is a loss of one parking space proposed as part of the proposal.

The proposed works will increase visibility between approaching drivers and pedestrians, reduce vehicle speeds and reduce the crossing distance for pedestrians. The proposed concept plan is enclosed.

### **FINANCIAL IMPLICATIONS:**

The cost for this project is estimated to be \$50,000 which can be funded from Traffic's LATM 2022/2023 budget

### **RECOMMENDATION:**

1. **THAT** the committee endorses the following proposals to:
  - a) Provide a pedestrian refuge with on Woolcott Street just west of Euroka Street;
  - b) Provide kerb build-outs on the northern and southern sides of Euroka Street west of Woolcott Street; and
  - c) Provide a kerb build out on the western side of Euroka Street just south of Woolcott Street.

## LINK TO COMMUNITY STRATEGIC PLAN

The relationship with the Community Strategic Plan is as follows:

### 2. Our Built Infrastructure

2.1 Infrastructure and assets meet diverse community needs

2.4 Efficient traffic mobility and parking

### 4. Our Social Vitality

4.1 North Sydney is connected, inclusive, healthy and safe

### 5. Our Civic Leadership

5.3 Community is engaged in what Council does

## BACKGROUND

As part of the 2022/23 implementation of Local Area Traffic Management (LATM) Action Plans, it is proposed to construct a pedestrian refuge island with associated kerb build-outs in Woolcott Street and construct a kerb build-out in Euroka Street. One net-loss of parking space.

The proposed works will increase visibility of approaching drivers, reduce vehicle speeds and reduce the crossing distance for pedestrians. The proposed concept plan is enclosed.

## CONSULTATION REQUIREMENTS

Community engagement has occurred in accordance with Council's *Community Engagement Protocol*. The detail of this report provides the outcomes from the engagement for Council to consider prior to adoption.

**Standard or Guideline Used:** AS1742.10

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

**Precinct and Ward:** Euroka / Cammeraygal

**Impact on Bicycles:** N/A

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

**Impact on Parking:** Nil

## PUBLIC CONSULTATION

Community consultation took place from 22 February 2023 until 07 April 2023. Approximately 44 letters were sent to 30 properties in the surrounding area and the survey was available online through Council's 'Have Your Say' webpage. A total of 11 responses were received, including 4 responses from the outside survey area.

The results indicate a community preference for the construction of pedestrian refuge island and garden beds (81.8% support and 18.2% objection). The results of the survey are shown in tabular format below:

I support the proposed Pedestrian Refuge Island and Garden Beds in Woolcott Street and Euroka Street	Response				
	No		Yes		Total
	Qty	%	Qty	%	
<b>Within Survey area:</b>					
<ul style="list-style-type: none"> <li>• Euroka Street</li> <li>• Union Street</li> <li>• Woolcott Street</li> </ul>	<b>1</b>	<b>14.3</b>	<b>6</b>	<b>85.7</b>	<b>7</b>
<b>Outside Survey area:</b>					
<ul style="list-style-type: none"> <li>• Thomas Street</li> <li>• Crows Nest Road</li> <li>• Munro Street</li> <li>• Euroka Precinct</li> </ul>	<b>1</b>	<b>25</b>	<b>3</b>	<b>75</b>	<b>4</b>
<b>Grand Total</b>	<b>2</b>	<b>18.2</b>	<b>9</b>	<b>81.8</b>	<b>11</b>

#### COMMENTS RECEIVED

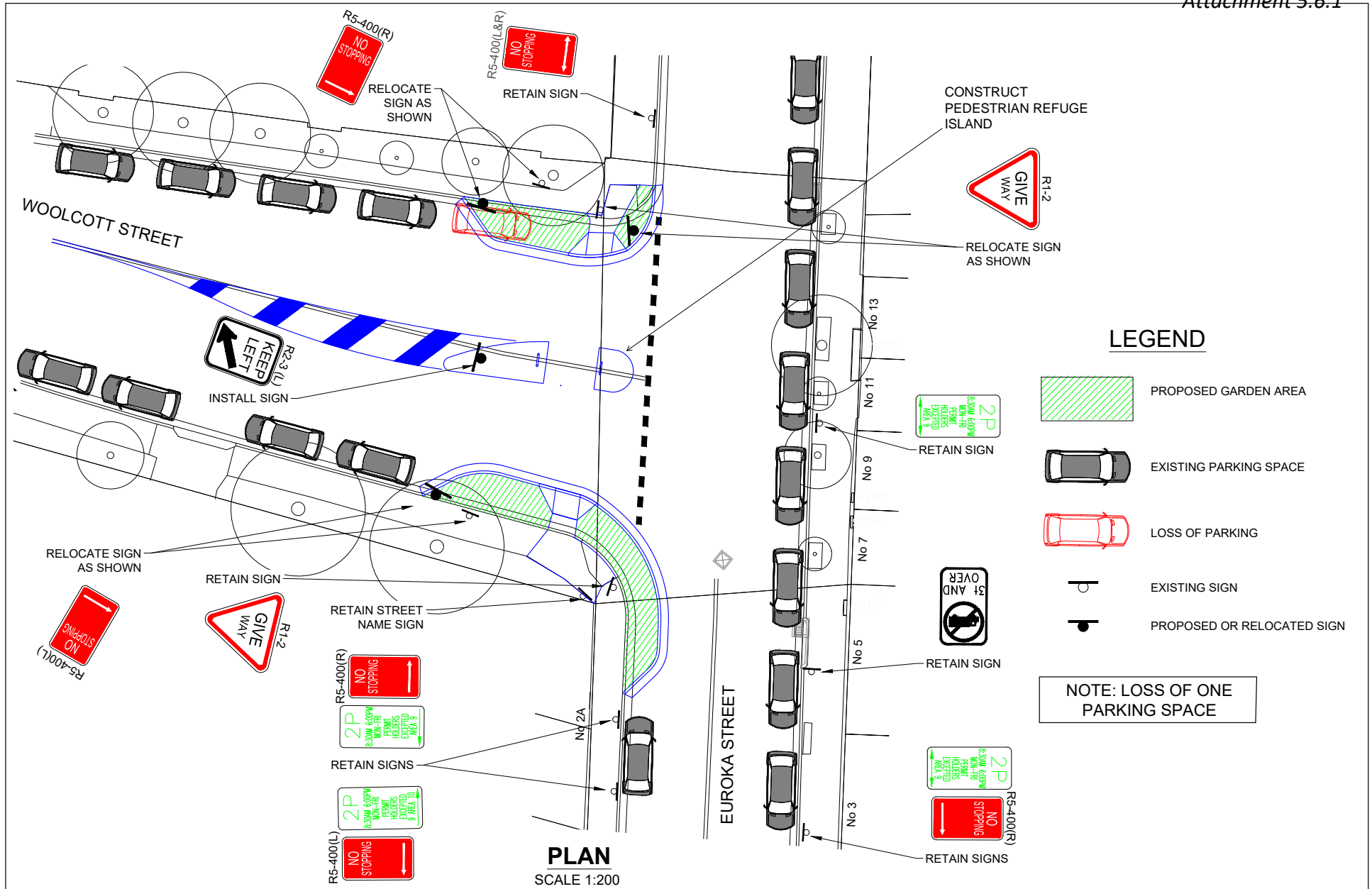
Respondents were asked to provide general comments/feedback as desired. Council consolidates the comments into major themes as opposed to including every individual comments.

Theme	Community Comments	Office Comments
Line marking	Request extension of line markings on Euroka Street toward Union Street.	Faded centerline pavement parking to be repainted as part of works.
Garden Bed	Seeking to ensure that the garden beds are always maintained at low height to ensure suitable visibility for pedestrians & drivers	Garden beds to be maintained at a low height.
Signage	Is the 'Keep Left' sign on the island required?	'Keep Left' sign is to raise awareness of the pedestrian refuge for the drivers and improve safety and prevent vehicle kerb strikes.
	Cars either swerving in and out of the entrance to Commodore Crescent or stopping in the middle of the Euroka/Woolcott intersection because they can't tell which street it is	Street name plates have been provided to clarify the street name at the adjacent intersections. All signs are in prominent positions and not obstructed.

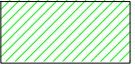
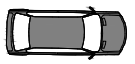
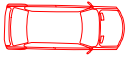


Pedestrian Safety	It is dangerous for pedestrians to cross here and this is a much needed improvement to a very unsafe situation at this intersection.	Noted.
Maneuverability	Cars going into oncoming traffic on Euroka Street as there are no street markings and not enough room when two cars are parked on either side of the road	Faded centerline pavement parking to be repainted. There is sufficient travel lane width on each direction while maintaining parking lane.
	Object to the garden bed on the southside of Woolcott Street on the corner of Euroka, as it will be a hazard to the cars coming down Union Street. I'm also concerned that it's not wide enough for two cars and buses to pass.	Vehicles passing by in Euroka Street was taken into consideration prior to preparing this concept plan. There will be sufficient travel lane for two vehicles to pass by. The reduced width will reduce vehicle speeds and improve safety for pedestrians.
Speeding	Cars coming down Union Street, into Euroka Street going too fast	The kerb build-out on Euroka Street will narrow the street width, which a speed calming method to reduce vehicle speeds.

## CONCLUSION

Given the community support for the proposal and that the proposed works will increase visibility, reduce vehicle speeds and crossing distances, it is recommended that Committee endorse the proposal for the pedestrian refuge with associated kerb build-outs on Woolcott Street just south of Euroka Street and kerb build-out on eastern side of Euroka Street south of Woolcott Street.



**LEGEND**

-  PROPOSED GARDEN AREA
-  EXISTING PARKING SPACE
-  LOSS OF PARKING
-  EXISTING SIGN
-  PROPOSED OR RELOCATED SIGN

NOTE: LOSS OF ONE PARKING SPACE



**PROPOSED PEDESTRIAN REFUGE AND ASSOCIATED WORKS,  
INTERSECTION OF WOOLCOTT STREET AND EUROKA STREET, WAVERTON.**



## **5.7. Honda Road, Kurraba Point – No Parking Restriction**

**AUTHOR:** Brin Baskaran, Traffic & Transport Engineer

**ENDORSED BY:** Jon Higlett, Acting Director Engineering and Property Services

### **ATTACHMENTS:**

1. Honda Road - No Parking Restriction Plan [5.7.1 - 1 page]

### **PURPOSE:**

Council has received concerns regarding vehicle manoeuvrability issues when vehicles park on both side of Honda Road as well as vehicles parking illegally within 10m of the intersection.

### **EXECUTIVE SUMMARY:**

Council has received concerns regarding vehicle manoeuvrability issues when vehicles park on both side of Honda Road as well as vehicles parking illegally within 10m of the intersection. It is proposed to install 'No Stopping' signs to clarify the NSW Road Rules prohibiting drivers from stopping within 10 metres of an intersection. It is also proposed to change kerb side restrictions to install sections of full-time 'No Parking' restrictions to provide adequate space for drivers to manoeuvre on the street.

There is proposed to be a loss of five (5) parking spaces as a result of the proposal.

The proposed works will increase the visibility for approaching drivers and allow adequate space for drivers to safely pass. The proposed concept plan is enclosed.

### **FINANCIAL IMPLICATIONS:**

Nil.

### **RECOMMENDATION:**

**1. THAT** the committee endorse the following changes to kerbside restrictions on the northern side of Honda Road, Kurraba Point:

- a) The provision of 12m of full-time 'No Parking' restriction just east of the No Stopping restriction on Shellcove Road,
- b) The provision of 10m of full-time 'No Parking' restriction at the mid-point bend; and
- c) The provision of 10m of full-time 'No Parking' restriction just west of Bogata Avenue.



## LINK TO COMMUNITY STRATEGIC PLAN

The relationship with the Community Strategic Plan is as follows:

### 2. Our Built Infrastructure

2.1 Infrastructure and assets meet diverse community needs

2.4 Efficient traffic mobility and parking

### 4. Our Social Vitality

4.1 North Sydney is connected, inclusive, healthy and safe

### 5. Our Civic Leadership

5.3 Community is engaged in what Council does

## BACKGROUND

Council has been informed by the waste collection services that the waste collection vehicles (6am–12pm Monday – Tuesday) have manoeuvrability issues when vehicles park on both side of Honda Road, Kurraba Point as well as vehicles parking illegally within 10m of the intersection. Further, Council has received concern from residents regarding vehicle manoeuvrability issues when vehicles park on both side of Honda Road.

Therefore, it is proposed to signpost the existing No Stopping restriction on Honda Road on approach to the intersections with Shellcove Road and Bogota Avenue. It is also proposed to provide two (2) 10m full-time 'No Parking' restriction and one (1) 12m full-time 'No Parking' restriction on the northern side of Honda Road to facilitate drivers being able to travel on the street. The proposal results in a loss of five (5) parking spaces.

The proposed works will increase the visibility for approaching drivers and allow adequate space for drivers to safely pass. The proposed concept plan is enclosed.

## CONSULTATION REQUIREMENTS

Community engagement has occurred in accordance with Council's *Community Engagement Protocol*. The detail of this report provides the outcomes from the engagement for Council to consider prior to adoption.

**Standard or Guideline Used:** AS2890.5

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

**Precinct and Ward:** Bennett / Cammeraygal

**Impact on Bicycles:** N/A

**Impact on Pedestrians:** Nil

**Impact on Parking:** Net loss of 5 parking spaces

## PUBLIC CONSULTATION

Community consultation on this proposal took place between 10 March 2023 and 07 April 2023. Approximately 74 letters were sent to 30 properties in the surrounding area and the survey was available online through Council's 'Have Your Say' webpage.

The proposal provided two options:

- Full-time 'No Parking' restriction on the northern side of Honda Road, Kurraba Point and four 10m 'No Stopping' restriction on northern and southern side of Honda Road (option 1)
- Part-time 'No Parking 6am-12pm Monday-Tuesday' restriction on the northern side of Honda Road, Kurraba Point and four 10m 'No Stopping' restriction on northern and southern side of Honda Road (option 2)

A total of 32 responses were received, including 8 responses from the outside survey area.

The results indicate a community preference for full-time 'No Parking' restrictions with statutory 10m 'No Stopping' restrictions on the northern side of Honda Road, Kurraba Point (88.5% support and 11.5% objection). The results of the survey are shown in tabular format below:

Option 1	Response				
	No		Yes		Total
	Qty	%	Qty	%	
<b>Within Survey area:</b> <ul style="list-style-type: none"> <li>• Honda Road</li> <li>• Bogata Avenue</li> <li>• Shellcove Road</li> </ul>	5	20.8	19	79.2	24
<b>Outside Survey area:</b> <ul style="list-style-type: none"> <li>• Gundimaine Avenue</li> <li>• Milson Road</li> <li>• Carabella Street</li> <li>• Undercliff Street</li> <li>• Lower Wycombe Road</li> <li>• Shellcove Road</li> </ul>	0	0	8	100	8
<b>Grand Total</b>	<b>5</b>	<b>15.6</b>	<b>27</b>	<b>84.4</b>	<b>32</b>

Option 2	Response				
	No		Yes		Total
	Qty	%	Qty	%	
<b>Within Survey area:</b> <ul style="list-style-type: none"> <li>• Honda Road</li> <li>• Bogata Avenue</li> <li>• Shellcove Road</li> </ul>	<b>17</b>	<b>70.8</b>	<b>7</b>	<b>29.2</b>	<b>24</b>
<b>Outside Survey area:</b> <ul style="list-style-type: none"> <li>• Gundimaine Avenue</li> <li>• Milson Road</li> <li>• Carabella Street</li> <li>• Undercliff Street</li> <li>• Lower Wycombe Road</li> <li>• Shellcove Road</li> </ul>	<b>5</b>	<b>62.5</b>	<b>3</b>	<b>37.5</b>	<b>8</b>
<b>Grand Total</b>	<b>22</b>	<b>68.7</b>	<b>10</b>	<b>31.3</b>	<b>32</b>

## COMMENTS RECEIVED

Due to the high volume of community feedback that Council receives regarding this proposal, Council consolidates the comments into major themes as opposed to including every individual comment.

Theme	Community Comments	Office Comments
Parking	Plenty of parking and no obstructions to other vehicles until recently due to major constructions works in Kurraba Road and Bogota Avenue. Implement a temporary parking restriction until the construction projects are completed.	Noted. Any restrictions are required to comply with TfNSW. The TfNSW parking permit scheme prohibits schemes which prevent members of the public from parking on a public street and only supports time limiting restrictions to the public.
	Would suggest a temporary parking restriction be imposed on the southern side instead of the northern side.	As part of the investigation into the proposal, the removal of parking was considered on northern and southern sides of Honda Road. An assessment of the required sweep of waste vehicles revealed that a 'No Parking' restriction on the southern side of Honda Road would require an increase in the number of car parking spaces removed.
	The proposed "no parking restrictions" need to be put into effect as soon as possible	Noted.

	to mitigate further traffic flow and parking risks.	
	Request for timed parking in Bogota Avenue and Honda Road. The parking in Bogota is horrendous with people parking and obstructing laybacks so it's difficult to access own off street parking.	Noted and will be taken into consideration in area wide parking management study. However, it is noted that a high proportion of properties in the area have off-street parking and would not be eligible for a permit if the scheme was implemented in the area.
	The current parking situation on Honda Road is very dangerous. I struggle to get access to my residence and fear being in a car accident as there is no visibility driving down Honda Road. On multiple occasions I've had to reverse out of the street when a car is coming the other way as there is no room for two cars and no visibility around the corner. This proposed change will make it safer.	Noted
Line Marking	<p>Yellow "No Stopping" Line markings, showing 10m from the Honda Road intersections, need to be "painted directly on the road".</p> <p>These are needed at the intersections of a) Bogota Ave / Honda Road and b) Shellcove Road / Honda Road. This would enable safe entry and exit to the street. The intersections are currently dangerous as many large cars park within the 10m rule - making them "blind" corners to navigate.</p>	Noted and will be taken into consideration for the 10m 'No Stopping' zones.

## CONCLUSION

Given the support for the proposal and the proposed works will increase visibility of approaching drivers, reduce vehicle speeds and improves manoeuvrability. It is recommended that the Committee endorse the proposal for two (2) 10m full-time 'No Parking' restriction and one (1) 12m full-time 'No Parking' restriction on the northern side of Honda Road and four (4) 10m 'No Stopping' restriction on northern and southern side of Honda Road.



## **5.8. Crows Nest Road at Carr Street and McKye Street, Waverton – roundabout, pedestrian refuge islands, kerb build outs and kerb ramps**

**AUTHOR:** Brin Baskaran, Traffic & Transport Engineer

**ENDORSED BY:** Jon Higlett, Acting Director Engineering and Property Services

### **ATTACHMENTS:**

1. Crows Nest Road at Carr Street and McKye Street - Intersection Concept Plan [5.8.1 - 1 page]

### **PURPOSE:**

North Sydney Council has approved the Local Area Traffic Management (LATM) Action Plan for Area 1. The plan includes a proposal to redesign the intersection of Crows Nest Road, Carr Street and McKye Street with a roundabout, pedestrian refuge islands, kerb build outs and kerb ramps.

### **EXECUTIVE SUMMARY:**

North Sydney Council has approved the Local Area Traffic Management (LATM) Action Plan for Area 1. The plan includes a proposal to redesign the intersection of Crows Nest Road, Carr Street and McKye Street with a roundabout, pedestrian refuge islands, kerb build outs and kerb ramps.

There is no loss of parking proposed as part of the proposal.

The proposed works will increase visibility of approaching drivers, reduce vehicle speeds and reduce the crossing distance for pedestrians. The proposed concept plan is enclosed.

### **FINANCIAL IMPLICATIONS:**

The cost for this project is estimated to be \$200,000 which can be funded from Traffic's LATM 2022/2023 budget

### **RECOMMENDATION:**

1. **THAT** the committee endorses the following proposals to:
  - a) Construct a roundabout at the intersection Crows Nest Road and Carr Street;
  - b) Provide a pedestrian refuge with associated kerb build-outs and kerb ramps approaches to the roundabout.

## LINK TO COMMUNITY STRATEGIC PLAN

The relationship with the Community Strategic Plan is as follows:

### 2. Our Built Infrastructure

2.1 Infrastructure and assets meet diverse community needs

2.4 Efficient traffic mobility and parking

### 4. Our Social Vitality

4.1 North Sydney is connected, inclusive, healthy and safe

### 5. Our Civic Leadership

5.3 Community is engaged in what Council does

## BACKGROUND

As part of the 2022/23 implementation of Local Area Traffic Management (LATM) Action Plans, it is proposed to redesign the intersection of Crows Nest Road and Carr Street with a roundabout, pedestrian refuge islands, kerb build outs and kerb ramps. There is no loss of parking proposed as a result of the proposal.

There has been 2 recorded crashes at this intersection in the past 5 years.

The proposed works will increase visibility of approaching drivers, reduce vehicle speeds and reduce the crossing distance for pedestrians. The proposed concept plan is enclosed.

## CONSULTATION REQUIREMENTS

Community engagement has occurred in accordance with Council's *Community Engagement Protocol*. The detail of this report provides the outcomes from the engagement for Council to consider prior to adoption.

**Standard or Guideline Used:** AS1742.10

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

**Precinct and Ward:** Waverton / St Leonards

**Impact on Bicycles:** N/A

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

**Impact on Parking:** Nil

## PUBLIC CONSULTATION

Community consultation on this proposal took place between 22 February 2023 and 07 April 2023. Approximately 919 letters were sent to 90 properties in the surrounding area and the survey was available online through Council's 'Have Your Say' webpage. A total of 60 responses were received, including 5 responses from the outside survey area.

The results indicate a community preference for the construction of pedestrian refuge island and garden beds (88.3% support and 11.7% objection). The results of the survey are shown in tabular format below:

I support the proposed Roundabout, Pedestrian Refuge Island, Kerb Build Outs and Kerb Ramps at the intersection of Crows Nest Road, Carr Street and McKye Street	Response				
	No		Yes		Total
	Qty	%	Qty	%	
<b>Within Survey area:</b> <ul style="list-style-type: none"> <li>• Crows Nest Road</li> <li>• Carr Street</li> <li>• Harriot Street</li> <li>• Bay Road</li> <li>• King Street</li> <li>• McKye Street</li> <li>• Tunks Street</li> </ul>	<b>7</b>	<b>12.7</b>	<b>48</b>	<b>87.3</b>	<b>55</b>
<b>Outside Survey area:</b> <ul style="list-style-type: none"> <li>• Euroka Street</li> <li>• Chuter Street</li> <li>• Toongarah Road</li> <li>• Newlands Street</li> </ul>	<b>0</b>	<b>0</b>	<b>5</b>	<b>100</b>	<b>5</b>
<b>Grand Total</b>	<b>7</b>	<b>11.7</b>	<b>53</b>	<b>88.3</b>	<b>60</b>

## COMMENTS RECEIVED

Due to the high volume of community feedback that Council receives regarding this proposal, Council consolidates the comments into major themes as opposed to including every individual comment.

Theme	Community Comments	Office Comments
Safety	Important project for safety vehicles and pedestrians	Noted.
	Supportive of this proposal. It's a very dangerous intersection with at many times, 5 cars all crossing through an intersection. Many people don't even stop at the stop sign so a round about makes perfect sense.	Noted.



	The current intersection is confusing and quite dangerous for vehicles. It can be difficult for pedestrians to cross particularly when traffic is heavy.	Noted
Speeding	Vehicles speed down Crows Nest Road and it is not safe.	Roundabout with associated split islands and kerb build-outs operates as a traffic calming method. Further, kerb build-outs and split island narrows the travel lane and hence, reduces vehicle speed.
Signage	The signs in Crows Nest Road (approaching the intersection from the north east) are currently obscured by foliage. Placement of new signs should take note of the obscuring effect of shrubbery and trees.	Noted. As part of the new intersection arrangements the position and visibility of signage will be reviewed.
Pedestrian Crossing	Request for a raised pedestrian crossing on Crows Nest Road as high pedestrian activity to access Waverton train station. Raised crossing provide better visibility for approaching drivers and have higher impact on slowing down traffic.	<p>Splitter islands and kerb build-outs on approach to the roundabout reduce the lane width and deflect the direction of traffic entering the roundabout. This reinforces that drivers entering the traffic lane are required to give-way to vehicles already on the roundabout.</p> <p>If a pedestrian crossing is provided in lieu of a splitter island (or refuge island) there would be inadequate deflection for drivers entering the roundabout and could result in drivers perceiving that they have priority when travelling straight through the roundabout. As such, a pedestrian crossing has not being considered at this time.</p>
Speed Hump	Speed humps would aid to reduce vehicle speed	The roundabout is proposed to reduce vehicle speeds at the intersection. Should speeding be an issue they can be considered in addition to the currently proposed traffic calming treatment.
Maneuverability	Concerns about manoeuvrability of large vehicles and busses through the roundabout and pedestrian refuge.	A swept path analysis has been conducted to ensure that large vehicles (including waste services) and busses can manoeuvre through the roundabout and pedestrian refuge.
	The concept drawing shows a completely unimpeded route through the roundabout for traffic approaching on Crows Nest Road from the	Roundabout with associated splitter island and kerb build-outs operates as a traffic calming method and deflects the direction of travel for

	<p>northeast. This traffic is travelling downhill and is by far the fastest moving into this intersection; I suspect often in excess of the speed limit.</p>	<p>drivers. This is proposed to reduce vehicle speeds and prevent a straight line of road for drivers to drive through the intersection.</p>
	<p>The proximity of the proposed traffic island is too close to our driveway in terms of allowing reasonably access to our own driveway impacting all unit holders.</p>	<p>A swept path analysis has been conducted to ensure that vehicles can manoeuvre from their off-street parking onto McKye Street.</p>
	<p>McKye St is already very narrow and a traffic Island will reduce the available – car to car passing width at the mouth of McKye St and so we would submit that something much less than a traffic island replace the proposed traffic island.</p>	<p>The proposal increases the road width. There is sufficient space at the intersection to have a pedestrian refuge and travel lane on either direction.</p>
Visibility	<p>The concept also appears to have little consideration to the topography of the site. This is evidenced by the shown stopping position for the southern approach from Carr St, where it would not be possible to see traffic approaching from the right (Crows Nest Road northeast approach).</p>	<p>The roundabout has been proposed as a result of safety concerns and crashes at the intersection. The roundabout will reduce vehicle speeds, require drivers to give way to vehicles already on the roundabout.</p> <p>The driver stopping position on all approaches allows drivers to observe vehicles on and approaching the roundabout.</p>
	<p>By moving the stopping location of the car on McKye accessing Crows Nest Rd further back (i.e. further into McKye St) would decrease the visibility.</p>	<p>The driver stopping position on all approaches allows drivers to observe vehicles on and approaching the roundabout.</p>
	<p>It is very dangerous to have a pedestrian access right next to a driveway that cars turn left out of and potentially could run over a pedestrian if there were a blind spot.</p>	<p>There is clear visibility between drivers exiting the driveway and pedestrians at the kerb ramp.</p>
Noise	<p>Noise will increase due to the roundabout nature as traffic will have to brake then accelerate.</p>	<p>The existing condition at the intersection has a 'Stop' control for vehicle movement. This requires drivers to stop prior to accelerating. There is expected to be negligible change in noise pollution</p>
Landscape	<p>Please also beautify the intersection with natives and increase tree coverage as Council has already done nearby to great effect.</p>	<p>Noted. Proposed garden area and grassed area will beautify the intersection</p>
	<p>Trees are getting removed and where will the replacement trees be planted.</p>	<p>Opportunities will be investigated to provide healthier trees and improved canopy.</p>
Drainage	<p>Associated Drainage. This is not clear on the GA Plan. Drainage gutter inlet</p>	<p>Noted and this is a concept plan only. Drainage works associated with the</p>

	<p>near the S corner of No. 14 Carr St is presently served by Kerb Inlet Gully Pits at Carr St and Crows Nest Rd. The Plan shows replacement of the GP at Crows Nest Rd by a Junction Pit but no provision of a new KIGP.</p> <p>The existing GP in Carr St is not shown but presumably it will be retained (or modified). Please clarify.</p>	<p>plan will maintain or improve drainage.</p>
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**CONCLUSION**

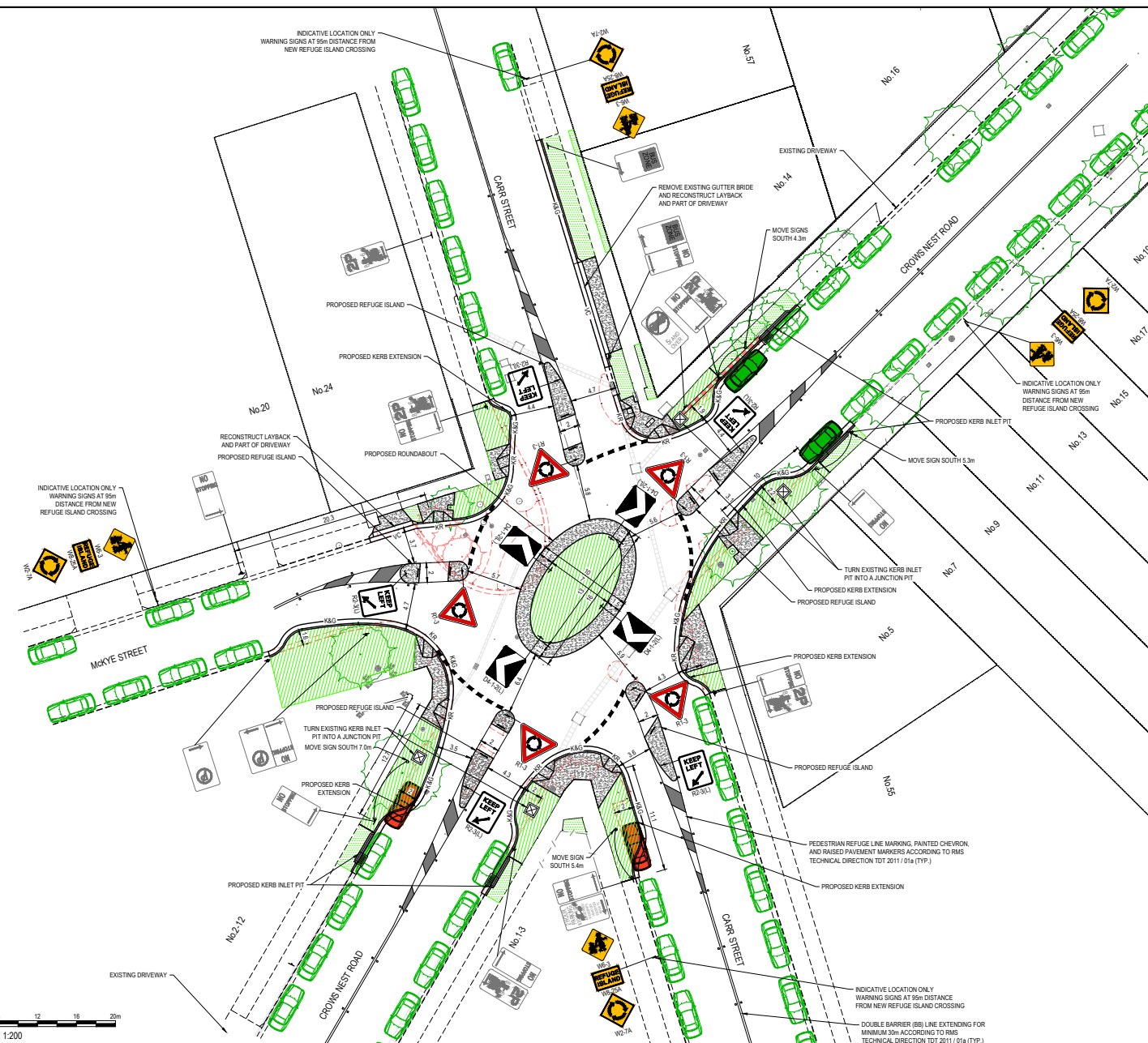
Given the support for the proposal and that the proposed works will increase visibility of approaching drivers, reduce vehicle speeds and reduce the crossing distance for pedestrians, it is recommended that Committee endorse the proposal to redesign the intersection of Crows Nest Road, Carr Street and McKye Street with a roundabout, pedestrian refuge islands, kerb build outs and kerb ramps.



# Attachment 5.8.1

**LEGEND**

- EXISTING STORMWATER PIPE
- EXISTING KERB & GUTTER
- PROPOSED KERB & GUTTER
- PROPOSED VEHICLE CROSSING
- PROPOSED KERB RAMP
- PROPOSED STORMWATER PIPE
- KERB, GUTTER, KERB RAMP AND TREE TO BE REMOVED
- PROPOSED CONCRETE AREA
- PROPOSED GARDEN AREA
- PROPOSED GRASSED AREA
- PROPOSED JUNCTION PIT
- PROPOSED KERB INLET PIT (SINGLE)
- EXISTING PARKING SPACE
- LOSS OF PARKING SPACE
- ADDITIONAL PARKING SPACE GAINED
- EXISTING SIGNS
- PROPOSED SIGNS



**CAR SPACES - CROWS NEST RD & CARR ST**

Category	Description	Total
EXISTING	3 NO (NORTH SIDE OF CROWS NEST RD FROM NO. 16 CROWS NEST RD DRIVEWAY TO CARR ST/CROWS NEST RD INTERSECTION)	32 NO
	10 NO (SOUTH SIDE OF CROWS NEST RD FROM NO. 19 CROWS NEST RD DRIVEWAY TO CARR ST/CROWS NEST RD INTERSECTION)	
	14 NO (WEST SIDE OF CARR ST FROM CROWS NEST RD TO BAY RD)	
PROPOSED	3 NO (WEST SIDE OF CROWS NEST RD FROM MOKYE ST/CROWS NEST RD INTERSECTION TO NO. 12 CROWS NEST RD DRIVEWAY)	32 NO
	4 NO (NORTH SIDE OF CROWS NEST RD FROM NO. 16 CROWS NEST RD DRIVEWAY TO CARR ST/CROWS NEST RD INTERSECTION)	
	11 NO (SOUTH SIDE OF CROWS NEST RD FROM NO. 19 CROWS NEST RD DRIVEWAY TO CARR ST/CROWS NEST RD INTERSECTION)	
LOSS	4 NO (WEST SIDE OF CARR ST FROM CROWS NEST RD TO BAY RD)	4 NO (WEST SIDE OF CARR ST FROM CROWS NEST RD TO BAY RD)
		4 NO (WEST SIDE OF CROWS NEST RD FROM MOKYE ST/CROWS NEST RD INTERSECTION TO NO. 12 CROWS NEST RD DRIVEWAY)
		TOTAL: 32 NO

**CONCEPT**

<p><b>SURVEY INFORMATION</b></p> <p>HORIZONTAL SYSTEM: MGA 2020</p> <p>MARK ADOPTED: E 333 535 620</p> <p>NS 624 720 380</p> <p>CERTICAL SYSTEM: GDA 94</p> <p>BM ADOPTED: 56.76 81</p>		<p><b>CLIENT</b></p> <p>NORTH SYDNEY COUNCIL</p> <p><b>DESIGNER</b></p> <p>C-SIDE SURVEYORS</p>		<p><b>PROJECT</b></p> <p>DRAINAGE UPGRADE AND LATM DESIGN</p> <p>CROWS NEST ROAD, WAVERTON</p>		<p><b>DATE</b></p> <p>Sept 2022</p>	
<p>Scale: 1:200</p>		<p>Author: [Name]</p> <p>Checker: [Name]</p> <p>Drawn: [Name]</p>		<p>Project Manager: [Name]</p> <p>Client Representative: [Name]</p>		<p>Revision: [Number]</p>	

**6. Informal Items for Consideration**

Nil

**7. Local Development Advisory Committee Items for Consideration**

Nil

- 8. General Business**
- 9. Closure**