



# AGENDA

A **MEETING of Traffic Committee Meeting** will be held on Cammeraygal Land at the Ros Crichton Pavilion, 200 Miller Street, North Sydney at 10:00 AM on Friday 9 June 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 21 April 2023, copies of which had been previously circulated, were taken as read and confirmed.

## **2. Disclosures of Interest**

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

Nil.

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

Nil.

## 5. Items for Consideration

### 5.1. Bligh Street, Kirribilli - Shared Zone

**AUTHOR:** Diana Mejia, Project Manager

**ENDORSED BY:** John Van Hesden, Acting Director Engineering and Property Services

**ATTACHMENTS:**

1. Option 1 C Bligh Street Shared Zone Concept Design [5.1.1 - 2 pages]
2. Bligh Street - TTD 2016001 - Design and implementation of shared zones with provisions checklist [5.1.2 - 5 pages]

**PURPOSE:**

This report seeks endorsement for the installation of a Shared Zone in Kirribilli at Bligh Street between Broughton Street and Humphrey Place.

**EXECUTIVE SUMMARY:**

- In 2019, Council adopted the 40km/h speed limit and 10km/h Shared Zone Masterplan and Action Plan for the Kirribilli area. The study included a recommendation to investigate Bligh Street, between Humphrey Place and Broughton Street as a Shared Zone.
- In February 2021, as part of the Council adopted Kirribilli Village Centre Masterplan, Council trialled the implementation of a Shared Zone on Bligh Street for six months.
- On 26 April 2022, the outcome of the trial and associated community consultation was reported to Council on 26 April 2022, when it resolved to endorse the permanent transformation of Bligh Street into a Shared Zone.
- On 13 February 2023, after community consultation, Council resolved to adopt detailed concept design (Option 1C) and to proceed with detailed design and construction of the Bligh Street Shared Zone.

**FINANCIAL IMPLICATIONS:**

Council has been successful in obtaining \$950,000 in grant funding for the implementation of the Bligh Street Shared Zone as part of TfNSW's 2022/23 "Get NSW Active" program. The funding deadline to finish construction is 2 October 2023. As part of the funding deed with

TfNSW Council must contribute \$50,000 towards the creation of the Shared Zone. Council's funding contribution is currently funded in the Kirribilli Master Plan budget.

**RECOMMENDATION:**

**1. THAT** Traffic Committee endorse the proposal to implement a Shared Zone on Bligh Street between Humphrey Place and Broughton Street in Kirribilli.

## **LINK TO COMMUNITY STRATEGIC PLAN**

The relationship with the Community Strategic Plan is as follows:

1. Our Living Environment
  - 1.4 Well utilised open space and recreational facilities
  
2. Our Built Infrastructure
  - 2.1 Infrastructure and assets meet diverse community needs
  - 2.2 Vibrant public domains and villages
  - 2.3 Prioritise sustainable and active transport
  - 2.4 Efficient traffic mobility and parking
  
3. Our Innovative City
  - 3.1 Our commercial centres are prosperous and vibrant
  
4. Our Social Vitality
  - 4.1 North Sydney is connected, inclusive, healthy and safe

## **BACKGROUND**

In 2019, Council adopted proposals for a 40km/h speed limit and 10km/h Shared Zone Masterplan and Action Plan for the Kirribilli area. The study included a recommendation to investigate Bligh Street, between Humphrey Place and Broughton Street as a Shared Zone.

On 6 April 2020, Council adopted the design of traffic calming treatments as part of a project to implement a 40 km/h High Pedestrian Activity Area (HPAA) in the Kirribilli area. These works were completed in July 2021 and the reduced speed limit was implemented.

In February 2021, Council adopted the Kirribilli Village Centre Masterplan which included a series of streetscape upgrades to the town centre including consideration of a Shared Zone on Bligh Street, between Humphrey Place and Broughton Street.

As part of the Kirribilli Village Centre Masterplan, Council implemented a six-month trial of a Shared Zone on Bligh Street, between Humphrey Place and Broughton Street. The outcome of the trial projects and community consultation was reported to Council on 26 April 2022, when it resolved to endorse the permanent transformation of Bligh Street into a Shared Zone.

Between 4 October 2022 and 14 November 2022, Council consulted on two design options for the permanent Shared Zone. The design concepts were based on the adopted Masterplan for the Kirribilli Village Public Domain upgrades, and incorporated the feedback received in previous Community Consultations.

On 12 December 2022, Council resolved to adopt the consulted concept design option titled 'Option 1B' with amended provisions based on community consultation responses. This amended design titled 'Option 1C' was submitted to Council for adoption.

On 13 February 2023, Council resolved to adopt detailed concept design (Option 1C) and to proceed with detailed design and construction of the Bligh Street Shared Zone.

## CONSULTATION REQUIREMENTS

Community engagement has occurred in accordance with Council's *Community Engagement Protocol*.

Consultation on the proposal was undertaken between 4 October to 14 November 2022. 3,434 consultation letters were circulated, a memorandum on the consultation was provided to all Councillors and active Precinct Committees. Social media updates encouraging feedback on the proposal was undertaken through Council's E-newsletters including Council E-news, Precincts E-news and Business E-news, Posters with QR code to project website, Facebook, Instagram, Twitter and LinkedIn.

An online information session was held on 11 October 2022 with 19 pre-registered attendees including residents, property owners and businesses. Community Workshop session held on 8 November 2022 with 17 attendees including residents, property owners and businesses.

A 'Have Your Say' website was also provided on 4 October 2022 to allow community access to all the project information and to provide online feedback at any time, during the consultation period there were 1,220-page views.

Council received a total of 191 submissions. Comprising 10 written submissions, 13 workshop submissions and 168 online submission forms.

### **Bligh Street Consultation Submission Preferences**

	<b>Option 1</b>	<b>Option 2</b>	<b>Neither</b>
<b>Blight Street Shared Zone</b>			
Online feedback form	104	23	41
Written submissions	4	1	5
Community workshop	4	1	8
Information session	0	0	0
Precinct Committees**	0	0	1**
<b>TOTAL: 191</b>	<b>112</b>	<b>25</b>	<b>54</b>
%	<b>58.64%</b>	<b>13.09%</b>	<b>28.27%</b>

**Standard or Guideline Used:** TfNSW's Technical Direction TTD 2016/001 Design and implementation of Shared Zones including provision for parking, February 2016, and TfNSW's Safer Speeds, Policy & Guidelines V1 - Shared Zones, July 2012.

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

**Precinct and Ward:** Bradfield and Cammeraygal"[Precinct], [Ward]"

**Impact on Bicycles:** Provision for bicycle racks. Access for cyclist will be maintained. 10 km/h speed restrictions will apply to cyclists as to other vehicles.

**Impact on Pedestrians:** Shared Zone will improve pedestrian safety, amenity and connectivity.

**Impact on Parking:** N/A

## DETAIL

To improve pedestrian safety, amenity and connectivity in Kirribilli Village, it is proposed to convert Bligh Street, between Humphrey Place and Broughton Street, into a 10km/h Shared Zone. The upgrade will include removal of kerb, new paving, planting, drainage, bollards and lighting to convert the street to a Category 1 Shared Zone.

Based on the results of the community consultation and comments from TfNSW a revised design was developed 'Option 1C' which includes the removal of bollards, varied paver colours and line marking the car parking bay. On 13 February 2023, Council resolved to adopt detailed concept design (Option 1C) and to proceed with detailed design and construction of the Bligh Street Shared Zone.

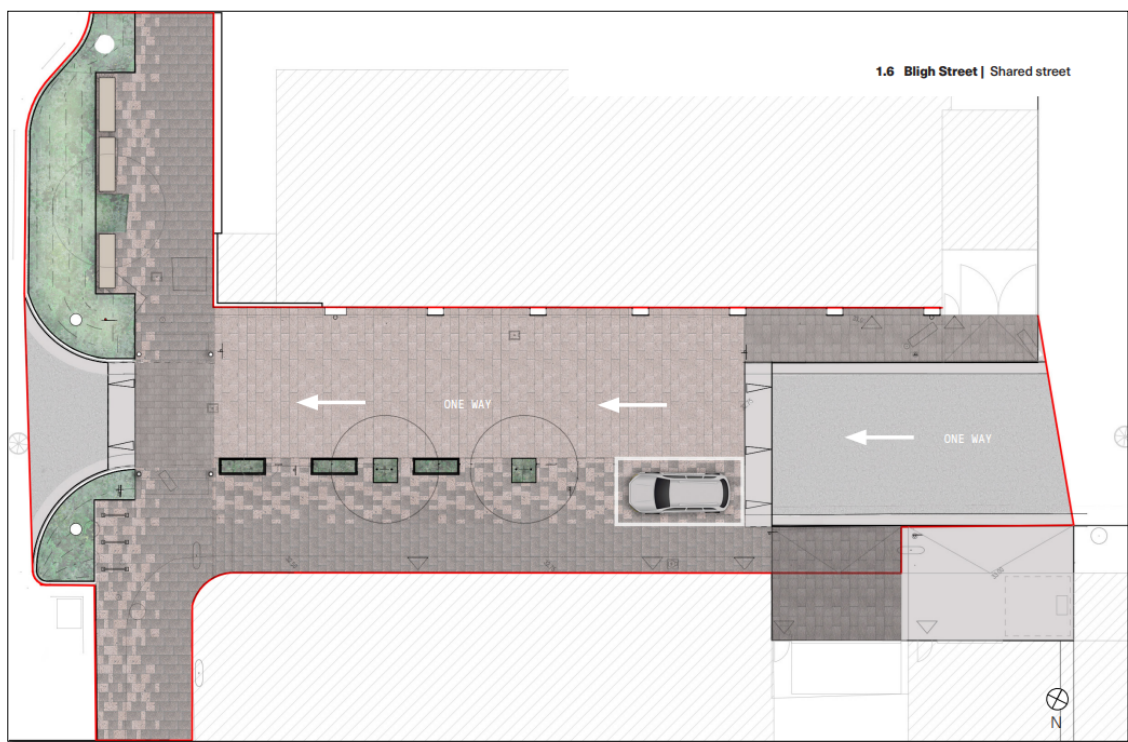


Image 1- Bligh Street Shared Zone Adopted Concept Plan Option 1C

On 8 November 2022, Council received a funding offer of \$950,000 for the implementation of the Bligh Street Shared Zone as part of their 2022/23 "Get NSW Active" program on condition of its delivery prior to 2 October 2023.

On 17 January 2023, TfNSW provided in-principle support for the proposal.



To further assist TfNSW approval, Council's staff prepared the TTD 2016/001 - Design and implementation of Shared Zones with provisions checklist (Attachment 2). This checklist outlines all the provisions done within the Shared Zone design to comply with TfNSW Shared Zone technical direction (TTD 2016/001 dated February 2016).

Given the community support, in-principle approval from TfNSW and adoption of the project by Council, it is recommended that North Sydney Council Traffic Committee endorse the proposal to implement a Shared Zone on Bligh Street between Humphrey Place and Broughton Street in Kirribilli.

1.4 Bligh Street | Shared Zone



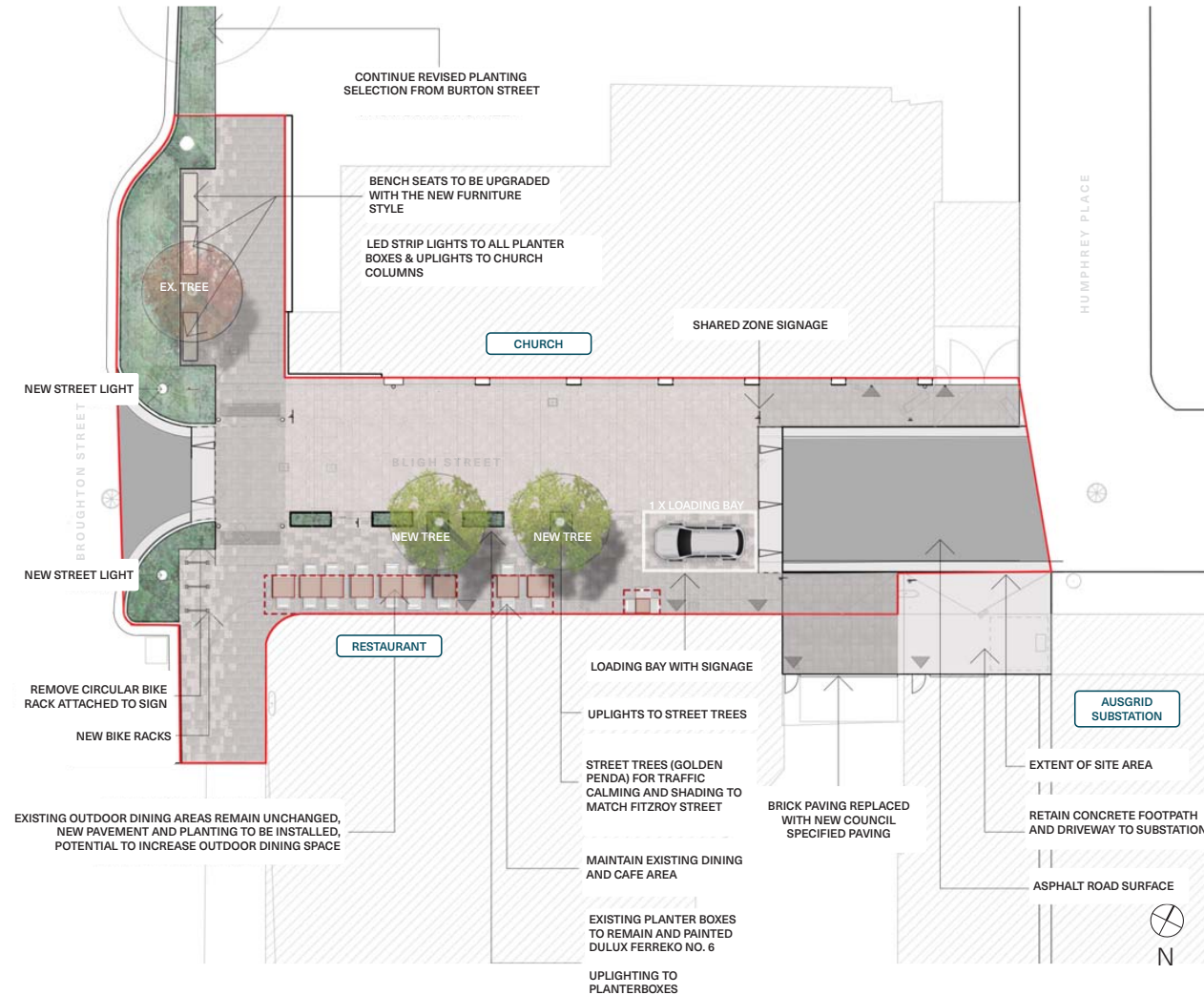
Existing planter boxes  
(to be painted in Dulux Ferreko no. 6)



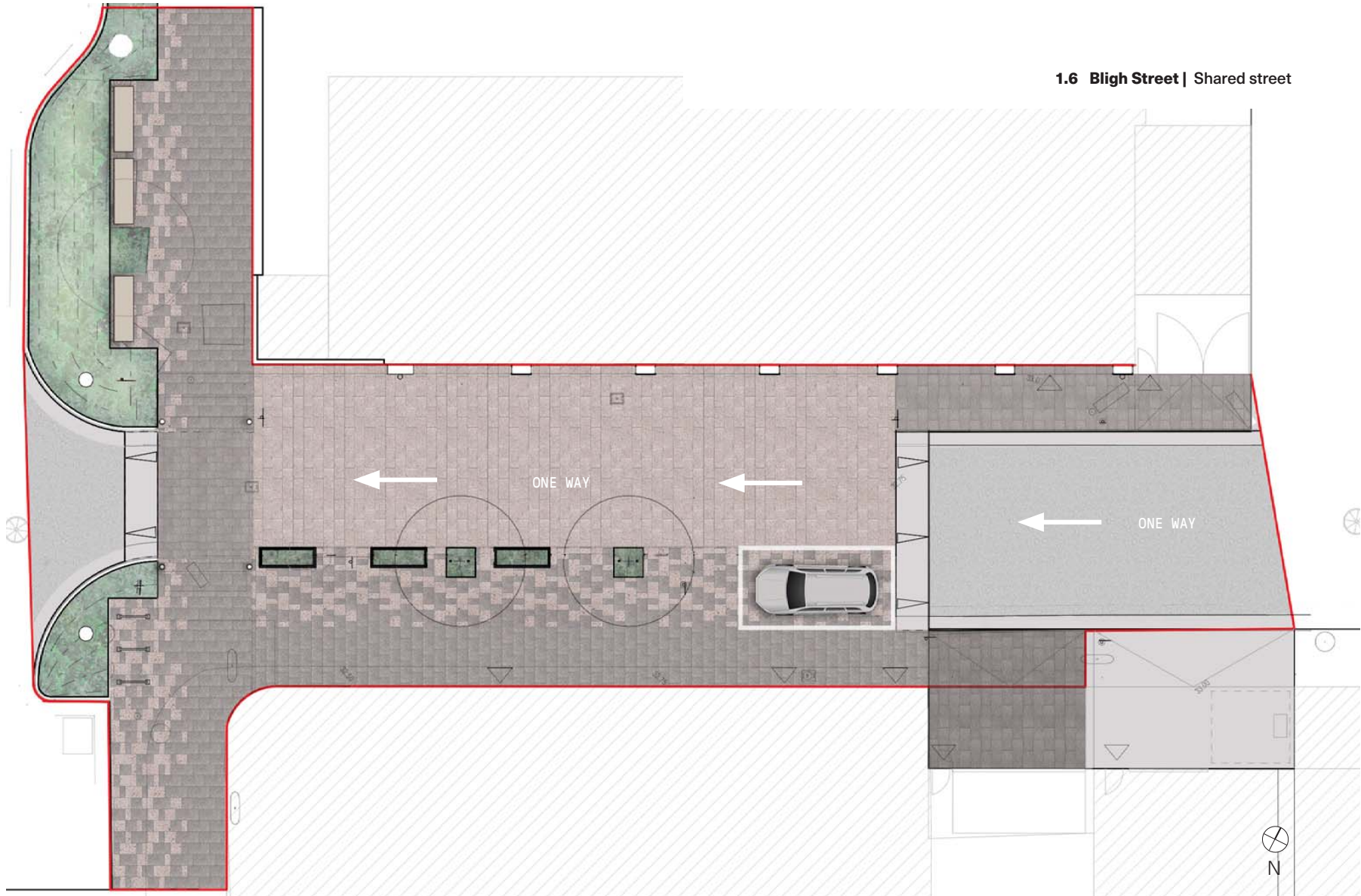
Bega - Pole top luminaire  
77 911 K3





New Native street tree planting  
Golden Penda 'Xanthostemon chrysanthus'



1.6 Bligh Street | Shared street



<p><b>TTD 2016/001 - Design and implementation of shared zones with provisions for</b>                  Road name/s: <u>Bligh Street, Kirribilli</u> Council: <u>North Sydney Council</u>                  Category 1/2: <u>1</u> Contact Details : <u>Iman Mohammadi - iman.mohammadi@northsydney.nsw.gov.au</u>                  Only mark the boxes on the right hand side to answer Y/N to a criteria (if justification is needed write in the boxes below the question</p>	
<b>Site Information (Please provide justification to your answers)</b>	<b>Y/N</b>
<p><b>Mid block 7 day traffic volume and traffic speed data analysis for brownfield sites.</b> - please ensure a photo is provided of the actual location</p> <p><i>Traffic counts obtained Feb 2020. Max hourly volume is 88 vph. Daily volume is in the order of 720 vehicles per day.</i></p>	<b>Y</b>
	
	
<p><b>Pedestrian Safety</b> - Justify why a shared zone is required (has a pedestrian study been completed?)</p>	<b>Y</b>
<p><i>Bligh Street is a one-way street located in the Kirribilli village. There are shops and cafes adjoining Bligh Street, and is located within a School Zone near St Aloysius College Junior College. Existing footpaths are narrow. A trial shared zone was nominated under the DPIE Streets as Shared Spaces and successfully implemented in 2021. A TfNSW 'Get NSW Active Program' grant was successfully obtained in 2022 to create a permanent 10km/h Shared Zone.</i></p>	
<p><b>Pedestrian priority</b> - Pedestrian Priority must be clearly highlighted to drivers</p>	<b>Y</b>
<p><i>Regulatory Shared Zone signage will be used on entry and exit. Contrasting pavement and supplementary "Give Way to Pedestrians" signage will be used to highlight pedestrian priority</i></p>	
<p><b>Pedestrian facilities</b> - Demonstrate that there are no pedestrian facilities (including pedestrian crossings and fencing etc.) within the proposed shared zone</p>	<b>Y</b>
<p><i>There is an existing continuous footpath treatment within the proposed Shared Zone area. This shared zone will reinforce priority for pedestrians walking along Broughton Street</i></p>	

<b>Desirable Design Principles (must meet the design principles?)</b>	<b>Y/N</b>
<b>Footpaths</b> - No footpath exists or a narrow footpath exists (a narrow footpath is where pedestrians are forced to use the road)	<b>Y</b>
<i>Current narrow footpath forces pedestrians onto the road.</i>	
<b>Kerbs &amp; Gutters (K&amp;G)</b> - All new ('Greenfield') road/s have no K&G existing (Cat 1) Or existing ('Brownfield') road/s may allow K&G for drainage purposes, heritage listing or cost-prohibitive etc, this must be justified	<b>Y</b>
<i>Kerb and gutter retained under Streets as Shared Spaces temporary config. The Shared Zone will be upgraded to Category 1 without kerb and gutter.</i>	
<b>Entrance/Exit points</b> - The design clearly highlights to drivers that there is a change in the street environment and traffic conditions at the start and end of the shared zone	<b>Y</b>
<b>What entrance/exit points have been considered in the design:</b>	
Carriageway raised along entire length of the proposed shared zone (removal of K&G)	<b>Y</b>
Change in carriageway surface and texture - this provides a characteristic that distinguishes the start/end of shared zone - Must be installed	<b>Y</b>
Raised treatment	<b>Y</b>
A Give Way to Pedestrians pavement marking	<b>N</b>
Continuous footpath treatments - to assist traffic calming - MUST MEET WARRANTS - refer to TDT2013/05.	<b>Y</b>
Kerb extension or road narrowing entry/exit treatments - to assist traffic calming	<b>Y</b>
Architectural Landscaping - to enhance the change in road environment (can be repeated through the shared zone)	<b>Y</b>
<b>Signage</b> - Speed zone & regulatory signage are to be installed by RMS in accordance with the <i>NSW Road Rules 2008 - All entry signs must be provided on both sides of the road.</i>	<b>Y</b>
<b>Pavement Surface</b> - The pavement surface is changed to highlight the difference in street environment from the surrounding road network. It is clearly distinguishable by colour, texture and materials. <i>Changes to pavement surface may also be considered Category 2</i>	<b>Y</b>
<b>Forward Visibility</b> - The design has limited forward visibility. It is not desirable to have unlimited forward visibility in a shared zone. If it is considered necessary to maintain visibility - A minimum stopping sight distance of 12 metres is to be applied (to encourage drivers to drive with care and comply with the 10km/h speed limit).	<b>Y</b>
<i>Forward visibility restricted by the length of the street. Plantings provided along the edge of the travel lane will interrupt the forward visibility without affecting safety.</i>	
<b>Suitable Road treatments</b> - The design creates a self enforcing road environment? (treatments must be provided for Category 2 to encourage consistently slow driving)	<b>Y</b>
<b>What design elements have been considered in the design? Please refer to Austroads Guide to Traffic Management Part 8: Local Area Traffic Management for correct use of traffic calming features/treatments</b>	
Vertical Deflections: Road Humps or cushions (cushions less desirable for cyclists)	<b>N</b>
Vertical Deflections: Raised pavements	<b>Y</b>
Horizontal Deflections: lane Narrowing/ curb extension	<b>N</b>
Horizontal Deflections: slow points	<b>N</b>
Horizontal Deflections: bollards	<b>Y</b>
Horizontal Deflections: street furniture (i.e. planters, trees et)	<b>Y</b>
Horizontal Deflections: alternating parking on either side of the road	<b>N</b>
Surface treatments: tactile surface treatment	<b>Y</b>
Other (please specify):	<b>Y</b>

<i>Colour contrast finishes with different tones of precast concrete pavers that will shift focus from vehicle oriented street to pedestrian oriented.</i>	
<b>Vehicle Mix requirements</b> - A shared zone must not be located along a bus route or heavy vehicle routes, except delivery or garbage trucks. <i>Emergency Services and Police must be consulted in the design.</i>	<b>Y</b>
<i>Emergency access will be maintained. Trucks will be able to access the street if required but volumes are very low as this would only service 1-2 properties.</i>	
<b>Parking</b> - Parking within the shared zone is in accordance with Australian Road Rules. The width and length of parking space must comply with AS2890.5 <i>Parking Facilities</i> . <i>The minimum width must be 2.3m (2.1m if restricted roadway, unlikely wide vehicle parking use, and where parking bays are marked with continuous line) and the minimum length must be 6.0m for parallel parking spaces.</i> Park In Bays Only (R5-65) signs must be provided under the shared zone (R4-4) signs at each entry into the shared zone. Car parking spaces that straddle existing kerb and gutter may be provided in (Cat 2)	<b>Y</b>
<i>1 x 1/4 hour parking space maintained and will be signposted and marked accordingly.</i>	
<b>Bicycles</b> - Are cyclists able to safely traverse the features provided?	<b>Y</b>
<i>In one way shared zones, must consider contra-flow bicycle movements. Must include Bicycles Exceeded (R9-3) signs.</i>	
<i>Cycle access will be maintained. Contra-flow will be considered if cycle volumes increase significantly.</i>	
<b>Mobility and Vision impaired</b> - Design should include provisions to safely accommodate the needs of the mobility and vision impaired. Mobility and vision impaired access to the existing road should be provided and must accommodate the ability to negotiate traffic calming.	<b>Y</b>
<b>Design elements have been considered in the design? Please specify</b> (features may include tactile paving, hand rails and street furniture) <i>refer to AS 1428.4.1 Design for Access and Mobility for detailed design requirements</i>	<b>Y</b>
<i>Tactiles and bollards to be installed at crossing points to assist mobility for people with vision impairment</i>	
<b>Lighting</b> - Appropriate lighting are to be installed. <i>This is for safety and security purposes</i>	<b>Y</b>
<i>The section treated is 35m long. Existing lighting is provided at both ends of the street.</i>	
<b>Drainage grates</b> - Appropriate drainage grates are to be installed. <i>The design should cater for pedestrian and cyclist use.</i>	<b>Y</b>
<i>Proposed drainage grates are pedestrian and cycle safe.</i>	
<b>Previous General Criteria (criteria for consideration)</b>	<b>Justified</b>
<b>Traffic Volume</b> - Does it meet the desirable traffic volume of 100 vehicles per hour and equal to or less than 1000 vehicles per day? (if higher council must justify why the shared zone is still appropriate)	<b>Y</b>
<i>Vehicle volumes = 720 vehicles per day / 88 per hour. <u>Meets criteria</u></i>	
<b>Shared Zone Length</b> - Is the shared zone less than 400 metres in length? (if higher council must justify why the shared zone is still appropriate)	<b>Y</b>
<i>Shared zone length is 35m total.</i>	
<b>Carriageway width</b> - Is the current carriageway width is to have a minimum trafficable width of 2.8 metres (wide carriageways will also affect if the road is self enforcing)	<b>Y</b>
<i>Yes, carriageway width is 3.5m</i>	
<b>Comments</b>	
See attached TMP for further info and plans	

<b>General NOTES:</b>
<b>Category 1</b> shared zones are provided on a road related area, has clearly different coloured and textured surface treatments from the surrounding roads, and typically does not have kerbs.
<b>Category 2</b> shared zones are provided on a road which includes footpath parking and has substandard footpath widths, retains kerbs and has traffic calming devices and treatments to regulate traffic speeds to 10km/h
<b>Shared zones</b> are specifically designed for pedestrian priority and may be appropriate for a road, a network of roads or road related areas where there are comparatively high pedestrian volumes, where the road is narrow and pedestrian access along existing narrow footpaths is limited, and/or where on-road parking on one or both sides of the road restricts the free movement of vehicles along the road (especially emergency and service vehicles).
<b>Prominent features</b> = signs, architectural or landscape features
<b>Traffic Calming</b> As shared zones are a pedestrian priority environment there should not be any requirement for pedestrian crossings and pedestrian fencing.
<b>Landscaping and street furniture</b> Carefully located landscape features and street furniture can encourage lower speeds and enhance the experience for pedestrians. Examples of such features are bollards, architectural decorations, seating and lighting. These features can be repeated through the shared zone
<b>Continuous Footpath Treatment (Criteria; refer to TD2013/05)</b> * Typically <45 veh/hr * Driveway layback must be no wider than 7m (if side street is significantly wider than 7m, additional treatments may be required to constrain the intersection so drivers do not perceive they have full width of street i.e. bollards) * Stop, give way or a pedestrian warning signage should be provided on the side street if vehicles are exiting the side street over the continuous footpath treatment
<b>Retaining footpaths and kerb &amp; gutter NOTES:</b>
<b>Entry/exit points - Non Regulatory (Category 2)</b>
<b>Road narrowing/ kerb extension</b> -Encourages drivers and cyclists to reduce their speeds when entering the scheme. -Highlights to motorists and cyclists that they are entering an area with changed traffic conditions such as lower speeds.
<b>Raised threshold</b> Encourages lower speeds when entering/exiting the street. Clearly indicates the entry/exit to the zone. There is no requirement to provide pedestrian fencing in shared zones. Continuous footpath treatments should be considered as entry/exit treatments to assist traffic calming. Refer to TD 2013/05.
<b>Change in carriageway surface and texture</b> Provides a characteristic that distinguishes the start/end of the scheme. This must be provided at the entry to any shared zone where the existing kerb and gutter is to be retained.

<p><b>Architectural and landscaping</b>  Assists in creating a visible change in the street environment.  Helps to enhance the quality of the scheme.  Creates a prominent feature that clearly highlights the start / end of the scheme.  Can be repeated through the shared zone.</p>
<p><b>Pavement markings</b>  A Give Way to Pedestrians pavement marking must be provided at the entry to the zone and can be repeated along zone</p>
<p><b>Shared zones with approved kerbs</b>  In a shared zone with two-way traffic movement where the available travel width is less than 6.0 metres, storage gaps should be provided to allow moving vehicles to pass each other. A convenient position for storage gaps is adjacent to driveways where the loss of parking spaces is minimised. Storage gaps may not be necessary where the street is short and a driver entering at one end of the street is able to see a vehicle entering at the opposite end of that street.</p>
<p><b>Enhancements</b> to Category 2 shared zones may also be considered and include pavement markings such as the pedestrian symbol and the numerals 10 at regular intervals along the existing road length, and the provision of coloured/textured surfaces between traffic calming.</p>
<p><b>Parking</b>  Refer to:  TDT 2002/12c Stopping and Parking Restrictions  TTD 2014/005 No Stopping at un-signalised intersections  TTD 2014/003 - Shared Zones</p>



## **5.2. Holt Avenue at Spofforth Street, Cremorne – Raised Threshold and Kerb Build Outs**

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

**ENDORSED BY:** John Van Hesden, Acting Director Engineering and Property Services

### **ATTACHMENTS:**

1. LATM - Holt Avenue at Spofforth Street [5.2.1 - 1 page]

### **PURPOSE:**

In 2019, North Sydney Council approved the Local Area Traffic Management (LATM) Action Plan for Area 6. The plan includes a proposal to install a raised threshold in Holt Avenue at Spofforth Street with associated kerb build outs.

### **EXECUTIVE SUMMARY:**

In 2019, North Sydney Council approved the Local Area Traffic Management (LATM) Action Plan for Area 6. The plan includes an action to redesign the intersection to improve pedestrian safety and intersection operation in Holt Avenue at Spofforth Street with associated kerb build outs. The intersection improvements have also been fully funded supported by the Black Spot Program

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 \$93,000, which is fully funded by the Black Spot Project.

### **RECOMMENDATION:**

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

- A) Construct a raised threshold on Holt Avenue with associated kerb build out across Holt Avenue (northern and southern side) and Spofforth Street (western side, north and south of Holt 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

## **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.

## **DETAIL**

As part of the 2022/23 implementation of Local Area Traffic Management (LATM) Action Plans, it is proposed to construct a raised threshold on Holt Avenue with associated kerb build out across Holt Avenue (northern and southern side, west of Spofforth Street) and Spofforth Street (western side, north and south of Holt Avenue). The works will resolve the action within the LATM plan to improve pedestrian safety and intersection operation. The proposal will comply with relevant Australian Standards (AS1742.10) and result in no loss of parking.

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.

## **PUBLIC CONSULTATION**

Community consultation on the proposal took place between 12 April 2023 and 12 May 2023. Approximately 266 letters were sent to 27 properties in the surrounding area and the survey was available online through Council's 'Have Your Say' webpage. A total of 22 responses were received, including 5 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 (77.3% support). The results of the survey are shown in tabular format below:

I support the proposed Raised Threshold and Kerb Build Outs in Holt Avenue and Kerb Build Outs in Spofforth Street.	Response				
	No		Yes		Total
	Qty	%	Qty	%	
<b>Within Survey area:</b> <ul style="list-style-type: none"> <li>Holt Avenue</li> <li>Spofforth Street</li> </ul>	4	23.5	13	76.5	17
<b>Outside Survey area:</b> <ul style="list-style-type: none"> <li>Guthrie Street</li> <li>Rangers Road</li> <li>Cranbrook Avenue</li> <li>Murdoch Street</li> </ul>	1	20	4	80	5
<b>Grand Total</b>	<b>5</b>	<b>22.7</b>	<b>17</b>	<b>77.3</b>	<b>22</b>

## COMMENTS RECEIVED

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

Theme	Community Comments	Office Comments
Pedestrian safety	Proposed plan will improve the pedestrian safety when crossing Holt Avenue and reduce the flow of traffic and vehicle speed.	Noted.
Pedestrian crossing	The only way that accidents will decrease and pedestrians will be safer is to have a built up crossing across Spofforth Street.	There is a raised pedestrian crossing approximately 120m south of Holt Avenue for pedestrians to cross Spofforth Street safely. An additional crossing would require works outside of North Sydney LGA which North Sydney has no authority to implement at this time. Any consideration of a crossing would be undertaken as a separate project. .
Cycleway	The proposed measures introduce a bicycle lane, this will make the situation worse.	The bicycle lane has been removed from the design at this stage and can be considered as part of a future cycleway project.


Roundabout	A roundabout would be ideal for this intersection to operate effectively.	Spofforth Street has split jurisdiction with North Sydney Council and Mosman Council. North Sydney Council has liaised with Mosman Council for a roundabout at this intersection. However, Mosman Council does not support a roundabout at this stage.
Line of sight	The proposal would not increase the visibility for the driver turning onto Spofforth Street from Holt Avenue.	The kerb build outs will increase the line of sight for the motorists when turning out of Holt Avenue by allowing the motorist to encroach onto Spofforth Street in a safe manner to check for oncoming vehicles prior to turning onto Spofforth Street.
	Reduced visibility when the plants grow in the garden bed, which will make the corner even worse.	The plants to be in this garden bed will be low level that will not impact the visibility for the driver.
Speeding	I would like traffic calming devices to be installed further up Holt Avenue. Vehicles accelerate quickly up Holt Avenue after they have crossed from Spofforth Street.	Traffic calming in Holt Avenue has been listed in Council's Local Area Traffic Management plan to be investigated in future.
	Traffic is travelling too fast up and down Spofforth Street, and it is not safe for vehicles to cross.	Traffic calming in Spofforth Street has been listed in Council's Local Area Traffic Management plan to be investigated in future.
Infrastructure	I am not sure why there is a dogleg in proposed barrier in the middle of the road in Holt Avenue.	There is no barrier nor dogleg in the proposal. There could be a misunderstanding for the center line marking from the raised threshold.
Congestion	Currently, cars can wait 2 abreast at the end of Holt Avenue to turn left or right. Raising the curb and kerb build outs in Holt Ave will	While it is important to address congestion and traffic flow, safety for motorists and pedestrians takes priority. There are

	result in a backup of cars up Holt Avenue as cars turning Left or Right into Spofforth Street will be in one queue.	recorded T-bone crashes at this intersection. The kerb build outs improve the visibility of oncoming drivers reducing the potential for crashes.
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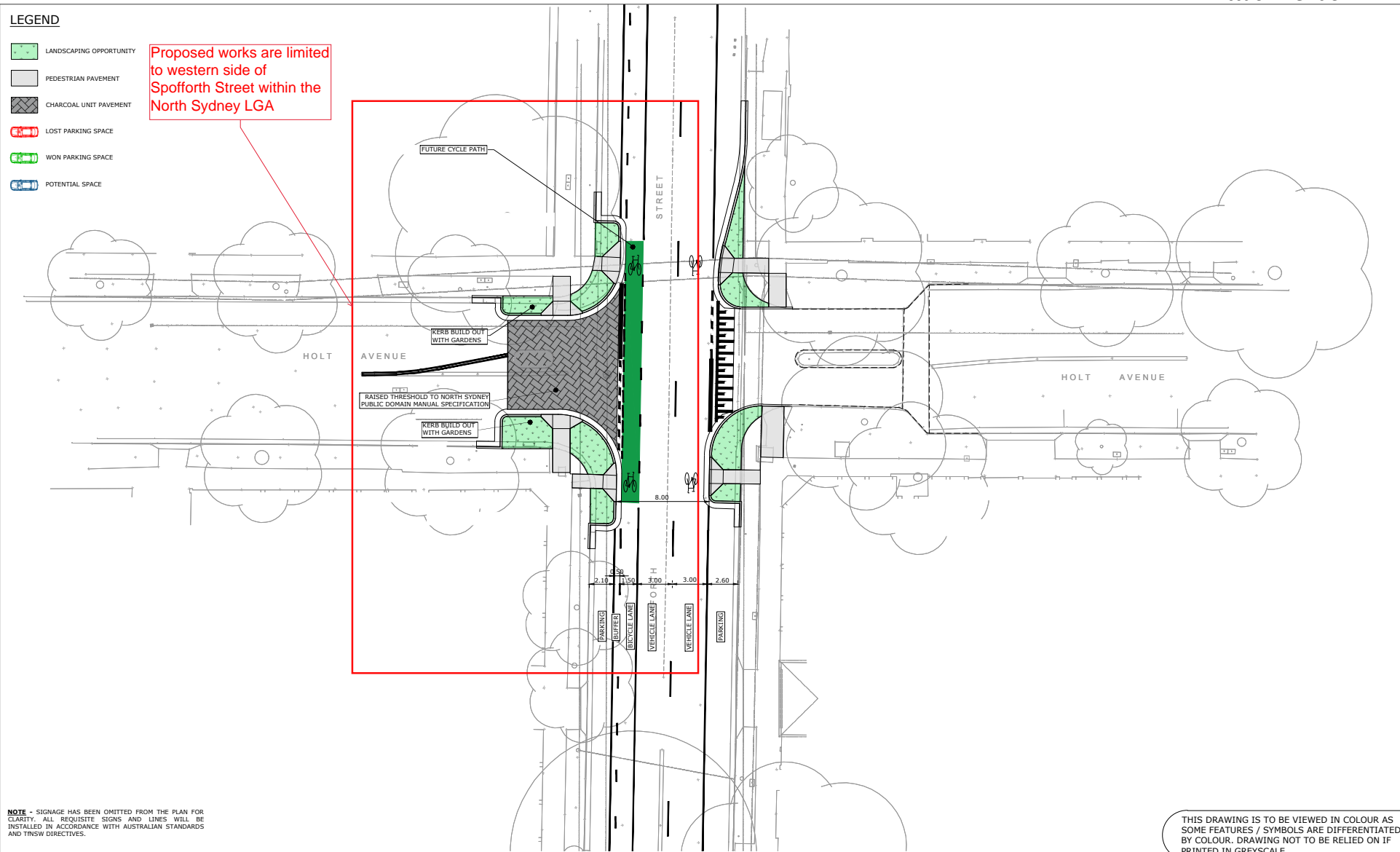
**Conclusion**

Given the support for the proposal and 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 raised threshold with associated kerb build-outs on Holt Avenue Street and Spofforth Street.

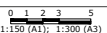
**LEGEND**

-  LANDSCAPING OPPORTUNITY
-  PEDESTRIAN PAVEMENT
-  CHARCOAL UNIT PAVEMENT
-  LOST PARKING SPACE
-  WON PARKING SPACE
-  POTENTIAL SPACE

Proposed works are limited to western side of Spofforth Street within the North Sydney LGA



**NOTE** - SIGNAGE HAS BEEN OMITTED FROM THE PLAN FOR CLARITY. ALL REQUISITE SIGNS AND LINES WILL BE INSTALLED IN ACCORDANCE WITH AUSTRALIAN STANDARDS AND TNSW DIRECTIVES.



1:150 (A1); 1:300 (A3)  
100mm ON ORIGINAL DRAWING - DO NOT SCALE DRAWING

SHEET SIZE  
**A1**



**PUBLIC UTILITIES:**  
THE SERVICES SHOWN ARE DERIVED FROM PLANS OBTAINED FROM THE RELEVANT SERVICE AUTHORITIES. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO ARRANGE WITH THE RELEVANT SERVICE AUTHORITIES FOR CONFIRMATION OF SERVICES AND THEIR LOCATION BEFORE EXCAVATION WORK COMMENCES.



**NORTH SYDNEY COUNCIL**  
SPOFFORTH STREET UPGRADES  
SPOFFORTH STREET & HOLT AVENUE  
KERB BUILDOUTS

PRELIMINARY

FILENAME:	PROJECT NUMBER	DRAWING NUMBER	REVISION
20190977_101.DWG	20190977	101	F

F	2ND REVISED FINAL CONCEPT ISSUE - SURVEY AMENDMENTS	021220	NS	NS	COORDS: MG94 ZONE 56 DATUM: ALL LEVELS TO A.H.D.
E	REVISED FINAL CONCEPT ISSUE	011220	NS	NS	SCALE: 1:150
D	FINAL CONCEPT ISSUE	241120	NS	NS	SURVEYED PROJECT SURVEYORS
C	TRAFFIC COMMITTEE ISSUE	091219	NS	NS	SURVEY DATE: 13/08/2019
B	REVISED ISSUE - FOR DISCUSSION ONLY	180919	NS	NS	APPROVED / PROJECT LEADER
A	PRELIMINARY ISSUE - FOR INFORMATION ONLY	290819	NS	NS	BRAYDON AMES
REV	AMENDMENT / REASON FOR ISSUE	DATE	DES.	DWN.	

THIS DRAWING IS TO BE VIEWED IN COLOUR AS SOME FEATURES / SYMBOLS ARE DIFFERENTIATED BY COLOUR. DRAWING NOT TO BE RELIED ON IF PRINTED IN GREYSCALE.

### **5.3. Traffic Delegations**

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

**ENDORSED BY:** John Van Hesden, Acting Director Engineering and Property Services

**ATTACHMENTS:**

1. Traffic Delegations - June 2023 [5.3.1 - 6 pages]

**PURPOSE:**

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

**EXECUTIVE SUMMARY:**

- a list of projects have been given approval under delegated authority to the Traffic & Transport Operations Manager.
- 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.

## **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

2.3 Prioritise sustainable and active transport

2.4 Efficient traffic mobility and parking

### 3. Our Innovative City

3.2 North Sydney is smart and innovative

### 4. Our Social Vitality

4.1 North Sydney is connected, inclusive, healthy and safe

### 5. Our Civic Leadership

5.1 Lead North Sydney's strategic direction

5.2 Strong civic leadership and customer focussed services

## **BACKGROUND**

Community engagement is not required.

## **CONSULTATION REQUIREMENTS**

Community engagement is not required.

## **DETAIL**

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



**APPROVAL FOR PROJECTS UNDER  
DELEGATED AUTHORITY TO THE TRAFFIC & TRANSPORT OPERATIONS MANAGER  
555 the TRAFFIC COMMITTEE – 9 June 2023**

No.	Street	Location	Precinct, Ward, Electorate	Issue	Recommendation	Appr	Date	ECM	Comments
<b>Resident Parking</b>									
Nil									
<b>Temporary Road Closures</b>									
23-036	Blue Street	Blue St, North Sydney	North Shore	Temporary Road Closure	<p><b>1.</b> THAT Council raise no objection to the temporary road closure of Blue St, North Sydney from 9pm 05.05.23 until 4am 08.05.23 for the purpose of Sydney Harbour Bridge maintenance, as per the submitted application and council's standard road closure conditions. Approval is subject to managed access to all affected properties and the applicant notifying all affected residents/tenants as per Council's standard conditions of approval.</p> <p><b>2.</b> THAT should Council receive an application for an extension or alternative date/s to carry out these works due to inclement weather or operational delays, that application be approved, subject to Police Permit approval.</p>	Yes	01.05.2023	9359914	5-8 May 23
23-037	Spring St	88 Walker St, North Sydney	North Shore	Temporary Road Closure	<p><b>1.</b> THAT Council raises no objection to the temporary road closure Spring St in North Sydney on 16.05.23-27.05.23, for the purpose of demolishing and reinstating the footpath, as per the submitted application and council's standard road closure conditions. Approval is subject to managed access to all affected properties and</p>	Yes	26.04.2023	9371525	16-27 May 23

No.	Street	Location	Precinct, Ward, Electorate	Issue	Recommendation	Appr	Date	ECM	Comments
					the applicant notifying all affected residents/tenants as per Council's standard conditions of approval. <b>2.THAT</b> should Council receive another application for the same works, an extension or alternative date/s to carry out these works due to inclement weather or operational delays, that application be approved, subject to Police Permit approval.				
23-042	Olympic Dr	Olympic Dr, (VIVID)	North Shore	Temporary Road Closure		Yes	08.05.2023	9381614	24-26 May 23
23-043	Wheatleigh St	23-27 Wheatleigh St	Willoughby	Temporary Road Closure	1. <b>THAT</b> Council raises no objection to the temporary road closure of Wheatleigh St on 22.05.23, from 7am-5pm, for the purpose of mobile crane for tower crane installation, 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 carry out these works due to inclement weather or operational delays, that application be approved, subject to Police Permit approval.	Yes	08.05.2023	9383794	22 May 23
<b>Special Use Zones</b>									

No.	Street	Location	Precinct, Ward, Electorate	Issue	Recommendation	Appr	Date	ECM	Comments
<b>Regulatory Signs</b>									
23-044	Doohat Ave	Doohat Ave, North Sydney	Edward, Cammeraygal, North Sydney	Extend metered parking	<b>THAT</b> Council convert the newly created parking space on the southern side of Doohat Avenue to align with existing metered parking "1/2P Meter 8:30am – 6pm Monday – Friday permit holders excepted area 10".	Yes	08.05.2023	9393441	
23-046	Lindsay Street	Lindsay Street at Bydown Street	Neutral, Cammeragal, North Shore	Extend No Stopping	<b>THAT</b> Council to relocate the following 'No Stopping' restriction to meet the current Technical Direction: <ul style="list-style-type: none"> <li>• 20m 'No Stopping' restriction west of the pedestrian crossing on the northern side of Lindsay Street</li> <li>• 10m 'No Stopping' restriction west of the pedestrian crossing on the southern side of Lindsay Street</li> <li>• 18m 'No Stopping' restriction east of the pedestrian crossing on the southern side of Lindsay Street</li> </ul>	Yes	16.05.2023	9404771	
<b>Signs Across Driveways</b>									
23-035	27 Edward St	Edward Street North Sydney NSW 2060	CBD, Cammeraygal, North Shore	Install a Works Zone	THAT a 12 m Works Zone at the front of 27 Edward St, North Sydney NSW 2060 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. For an initial period of 10 weeks.	Yes	24.04.2023	9362641	
23-045	King George Street	21 King George Street, Lavender Bay	Lavender Bay, Cammeraygal, North Shore	Install a Works Zone	<b>THAT</b> a 10m Works Zone on King George Street, Lavender Bay be approved under delegated	Yes	09.05.2023	9404781	

No.	Street	Location	Precinct, Ward, Electorate	Issue	Recommendation	Appr	Date	ECM	Comments
					authority of Council's Traffic Engineer, with the same conditions pending lodgement of a Work Zone application and payment of all applicable fees.				
<b>Warning Signs</b>									
<b>Construction Management Plan</b>									
23-039	Falcon Street	27-57 Falcon Street, North Sydney	CBD, Cammeraygal, North Shore	CTMP	<p><b>THAT</b> the traffic aspects of the Construction Traffic Management Plan dated 24 March 2023 prepared by TTW of the approved development (Development Consent 412/19) at 27-57 Falcon Street, North Sydney be approved subject to the conditions of approval.</p> <p><b>THAT</b> a 24m Works Zone on Alexander Lane 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.</p> <p><b>THAT</b> a 40m Works Zone on Falcon Street between 10am-3pm Mon-Fri outside of Clear-Way hours 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.</p>	Yes	26.04.2023	9404893	

No.	Street	Location	Precinct, Ward, Electorate	Issue	Recommendation	Appr	Date	ECM	Comments
23-040	Sutherland Street	2 Sutherland Street, Cremorne	Parks, St Leonards, Willoughby	CTMP	<p><b>THAT</b> the traffic aspects of the Construction Traffic Management Plan issue: Final E prepared by Transport Strategies the approved development (Development Consent 432/21) at 2 Sutherland Street, Cremorne be approved subject to the conditions of approval.</p> <p><b>THAT</b> a 19m Works Zone on Sutherland 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.</p>	Yes	26.04.2023	9404880	
23-041	Holt Ave	131 - 139 Holt Avenue, Cremorne		CTMP	<p><b>THAT</b> the traffic aspects of the Construction Traffic Management Plan dated April 2023, rev 3 prepared by PW Traffic Plans of the approved development (Development Consent 4239/21) at 131 - 139 Holt Avenue, Cremorne be approved subject to the conditions of approval.</p> <p><b>THAT</b> a 15m Works Zone on Holt Avenue 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.</p>	Yes	26.04.2023	9377326	

No.	Street	Location	Precinct, Ward, Electorate	Issue	Recommendation	Appr	Date	ECM	Comments
<b>Australian Road Rules Compliance Signs</b>									
NIL									
<b>Traffic Facilities</b>									
NIL									
<b>Council Decisions</b>									
NIL									

**6. Informal Items for Consideration**

Nil

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

Nil

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