

North Sydney Council  
Local Area Traffic Management  
**Action Plan**  
LATM Zone 4  
Cammeray



*September 2019*

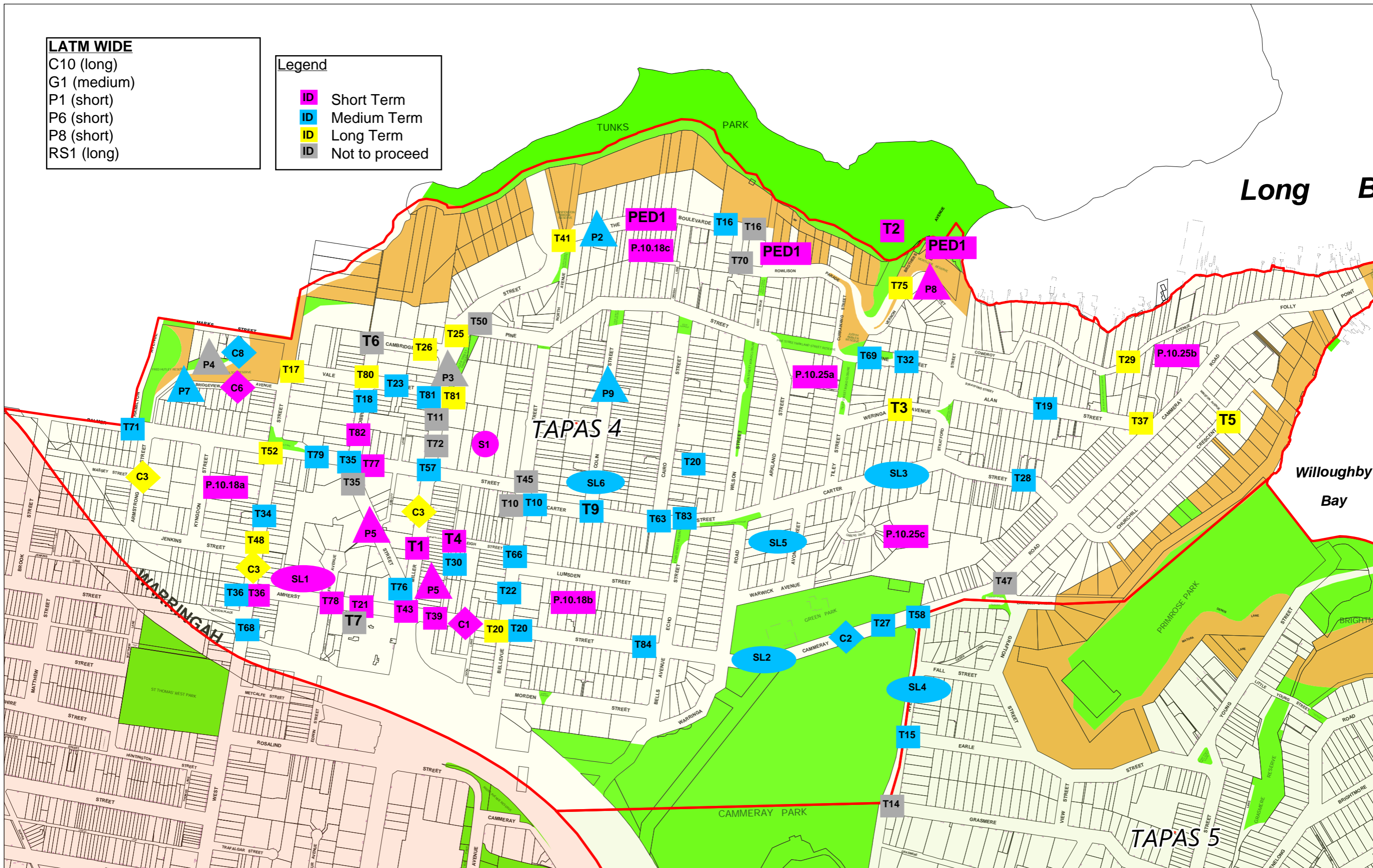
# LATM Zone 4

## LATM WIDE

- C10 (long)
- G1 (medium)
- P1 (short)
- P6 (short)
- P8 (short)
- RS1 (long)

## Legend

- Short Term
- Medium Term
- Long Term
- Not to proceed



North Sydney Council

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**COMPLETED LATM ACTIONS**

ID	Location	Description of Request or Issue	Action Category	Action	Notes	Priority	Status	Last Update	Program
C.1	Amherst Street between Miller Street and Bellevue Street	<p>Designated cycle route? Plans don't seem to have gone forward. Solution? Parking and driving in Amherst St - 1) the new bike pathway designated on Amherst st has created problems (double lines) to enter and exit from our driveway (garage), and the northern car lane is too narrow for cars resulting more often cars drive over double lines to miss crashing into parked cars. Very dangerous.</p> <p>Amherst St, Cammeray (Between Echo St &amp; Miller St) - new bicycle lane (heading uphill/ westerly direction) has made space between traffic heading east (downhill/ on the opposite side) &amp; the parked cars unsafe. Motorists drive over double lines to avoid parked cars/ pedestrians. Also, have seen 2 cars swerve to avoid opening car door across the double lines.</p> <p>Amherst St, Cammeray between Miller Street and Green Park - new line markings on northern side of Amherst St are very dangerous. They are too narrow and risk the Safety of cyclists, pedestrians and drivers.</p> <p>Freshen Ave, Cammeray - getting out onto Amherst St, can't see cycle lane dangerous.</p> <p>Amherst &amp; Miller Streets - so much busier now with Stockland &amp; also being a major public transport hub &amp; now the encouragements of more cyclists. It's a disaster &amp; dangerous. Suggest removing crossing on the southern side. Ideally an overpass for pedestrians &amp; cyclists would be best.</p> <p>Amherst St, Cammeray - major Safety issue - new lanes for bicycles not aligned with middle of the road. Narrow lane on north side dangerous to cars being parked when driving west down Amherst St Bike riders - not stopping at red lights and riding between cars in two lanes</p> <p>Amherst St - new bike Routes is now dangerous - as road too narrow for traffic (frequently cars coming over median line).;</p> <p>Amherst St, Cammeray - New double lines not well placed near Bellevue forcing eastbound traffic too close to parked cars.</p> <p>Exit from Nths Leagues Club into Amherst St (dangerous for pedestrians) due to emerging vehicles with no stop sign. (young chn in particular).</p> <p>West St, Amherst St - Bike traffic volume has increased to the detriment of pedestrians (and cars)</p> <p>West St/Amherst St - cyclists heading North on West St proceed too quickly through the roundabout risking injury from vehicles exiting the Freeway.</p> <p>Signage for cars and cyclists - warning of traffic leaving from freeway Amherst St, Cammeray - Converging of cycle path, vehicular traffic at roundabouts and</p>	Cycling Strategy	Undertake 12 month post-installation review of performance of cycleway	COMPLETED 2017 Independent review conducted and concluded that lane is operating satisfactorily with some minor amendment to pedestrian refuges recommended. RSA concluded that new line markings are likely to assist with speed reduction.	Short	Completed	23/4/18	

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		<p>wombat Crossings.                      Amherst St, Cammeray - Council's recent installation of cycle lanes in Amherst St, with no consultation with local residents whatsoever, and poor spacing of carriageway lanes, has badly impacted safely so its now dangerous to get into or out of a car and it's more dangerous to even cross the road. Amherst St, Cammeray - cycle ways Amherst St pointless/not used/cyclists still use road and pavement                      Amherst St, Cammeray - Cyclists on road - problem.                      Not enough room for cars making it more dangerous for cyclists. Some streets marked for new cycleway are too narrow - dangerous for cyclists/drivers</p> <p>Roundabouts in Sydney are usually too small which means drivers hardly need to slow down to drive through them (see below) and usually only care about possible incoming traffic from their right leading to some near misses when they turn left if there are pedestrians crossing the street or with bike riders. For instance I was recently nearly hit by a car at the roundabout at the intersection of Amherst st/Cammeray rd/Warringa rd: a driver was going down Amherst st and failed to slow down sufficiently to register my presence and that of my daughter on a bike. We were coming from Warringa road (south part) and turning into Cammeray road and were already on the roundabout when this man went through the give way sign and onto the roundabout missing us by only a few centimetres. You could not blame his lack of awareness of cyclists since he had bike racks on his roof!</p> <p>Amherst St bike path - turning right from car park Camm Sq.</p>							
P.7	Bridgeview Avenue	<p>Bridgeview Avenue - The road is too narrow where it bends and we have had the situation where the garbage truck was unable to travel the whole length of the street. Some Form of parking restriction needs to be applied.</p> <p>Bridgeview Ave, Cammeray - parking on both sides of road leads to restricted access to home and limited parking available.</p> <p>Bridgeview Ave, Cammeray needs 2 hour parking restriction with resident exemption to discourage commuter parking. Presently garbage trucks and delivery vehicles are hampered or unable to access.</p>	Parking	Install parking restrictions on Waste Collection Days	COMPLETED 2016	Medium	Completed	23/4/18	
T.70	Rowlison Parade	<p>Rowlison Rde, Cammeray - 2 cars parking spots opposite no.1 if there's a large 4 wheel drive or boat parked the car travelling W-&gt;E is faced onto other side of the road. Can these parking spots be removed and this made a No Parking?</p> <p>Rowlison Pde, Cammeray - parking on Saturdays - need "no stopping" on</p>	Traffic Facilities & Investigations	Remove parking to improve traffic flow	Parking removed 2019/20 as part of footpath construction works on western side of Rowlison Parade	Not to proceed	Completed	20/2/18	

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		residential side road as road is too narrow to accommodate both sides with parked cars							
T.82	Abbott Street north of Palmer Street	Traffic Committee Recommendation for pedestrian facilities 25/11/16	Traffic Facilities & Investigations	Install pedestrian crossing	Completed Aug 2019	Short	Completed	20/8/19	2018/19 Traffic Facilities
C.1	Amherst Street between Miller Street and Bellevue Street	<p>Designated cycle route? Plans don't seem to have gone forward. Solution? Parking and driving in Amherst St - 1) the new bike pathway designated on Amherst st has created problems (double lines) to enter and exit from our driveway (garage), and the northern car lane is too narrow for cars resulting more often cars drive over double lines to miss crashing into parked cars. Very dangerous.</p> <p>Amherst St, Cammeray (Between Echo St &amp; Miller St) - new bicycle lane (heading uphill/ westerly direction) has made space between traffic heading east (downhill/ on the opposite side) &amp; the parked cars unsafe. Motorists drive over double lines to avoid parked cars/ pedestrians. Also, have seen 2 cars swerve to avoid opening car door across the double lines.</p> <p>Amherst St, Cammeray between Miller Street and Green Park - new line markings on northern side of Amherst St are very dangerous. They are too narrow and risk the Safety of cyclists, pedestrians and drivers.</p> <p>Freshen Ave, Cammeray - getting out onto Amherst St, can't see cycle lane dangerous.</p> <p>Amherst &amp; Miller Streets - so much busier now with Stockland &amp; also being a major public transport hub &amp; now the encouragements of more cyclists. It's a disaster &amp; dangerous. Suggest removing crossing on the southern side. Ideally an overpass for pedestrians &amp; cyclists would be best.</p> <p>Amherst St, Cammeray - major Safety issue - new lanes for bicycles not aligned with middle of the road. Narrow lane on north side dangerous to cars being parked when driving west down Amherst St</p> <p>Bike riders - not stopping at red lights and riding between cars in two lanes</p> <p>Amherst St - new bike Routes is now dangerous - as road too narrow for traffic (frequently cars coming over median line).;</p> <p>Amherst St, Cammeray - New double lines not well placed near Bellevue forcing eastbound traffic too close to parked cars.</p> <p>Exit from Nths Leagues Club into Amherst St (dangerous for pedestrians) due to emerging vehicles with no stop sign. (young chn in particular).</p> <p>West St, Amherst St - Bike traffic volume has increased to the detriment of pedestrians (and cars)</p>	Cycling Strategy	Undertake 12 month post-installation review of performance of cycleway	COMPLETED 2017 Independent review conducted and concluded that lane is operating satisfactorily with some minor amendment to pedestrian refuges recommended. RSA concluded that new line markings are likely to assist with speed reduction.	Short	Completed	23/4/18	

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		<p>West St/Amherst St - cyclists heading North on West St proceed too quickly through the roundabout risking injury from vehicles exiting the Freeway. Signage for cars and cyclists - warning of traffic leaving from freeway Amherst St, Cammeray - Converging of cycle path, vehicular traffic at roundabouts and wombat Crossings. Amherst St, Cammeray - Council's recent installation of cycle lanes in Amherst St, with no consultation with local residents whatsoever, and poor spacing of carriageway lanes, has badly impacted safely so its now dangerous to get into or out of a car and it's more dangerous to even cross the road. Amherst St, Cammeray - cycle ways Amherst St pointless/not used/cyclists still use road and pavement Amherst St, Cammeray - Cyclists on road - problem. Not enough room for cars making it more dangerous for cyclists Some streets marked for new cycleway are too narrow - dangerous for cyclists/drivers</p> <p>Roundabouts in Sydney are usually too small which means drivers hardly need to slow down to drive through them (see below) and usually only care about possible incoming traffic from their right leading to some near misses when they turn left if there are pedestrians crossing the street or with bike riders. For instance I was recently nearly hit by a car at the roundabout at the intersection of Amherst st/Cammeray rd/Warringa rd: a driver was going down Amherst st and failed to slow down sufficiently to register my presence and that of my daughter on a bike. We were coming from Warringa road (south part) and turning into Cammeray road and were already on the roundabout when this man went through the give way sign and onto the roundabout missing us by only a few centimetres. You could not blame his lack of awareness of cyclists since he had bike racks on his roof!</p> <p>Amherst St bike path - turning right from car park Camm Sq.</p>							

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C.6	Bridgeview Avenue	There are a ridiculous number of cycle signs in the whole of the North Sydney area. Just at the end of Bridgeview Avenue in Cammeray there are multiple signs (a new post has even been erected!) which all show directions to North Sydney or Naremburn only. I cannot believe that cyclists are that dense that they need that many signs. (There is even a sign outside our house - halfway down the street which is surely redundant). The cost of these signs, their	Cycling Strategy	Conduct signage review as set out in busy areas as identified in	Signage review has commenced.	Short	Commenced	23/4/18	

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		<p>erection and the visual pollution is unnecessary, to say the least. Car drivers need signs (their speed warrants clear directions). Surely cyclists can use satnav or, at the very least, consult the phone or a map by stopping at the side of the road. When I cycled I usually had a good idea of where I was heading!</p> <p>There are at least 10 signs for cyclists at the end of Bridgeview Avenue and all they indicate is North Sydney and/or Naremburn. As well as being unsightly, they are surely unnecessary as cyclists can easily refer to maps or SATNAV while pulling in to the kerb. Why the expense and proliferation of these futile signs? It is a dreadfully unnecessary waste of money.</p>		<p>2014 Cycling Strategy</p> <p>Use pavement markings for bike route directions rather than signage. Remove existing signs where pavement markings are installed.</p>					
P.10	LATM Zone 4	112 submissions regarding parking restrictions	Parking	LATM wide review of parking restrictions		Short	Parking Reviews in planning starting with RP Area 18	20/2/18	2018-2022
T.1	Miller Street, Cammeray at between Amherst Street and Palmer Street	<p>Miller St shops, Cammeray - Make it a 40 zone, slow the traffic for a better village feel like Balmain did.</p> <p>Shops built up now, going too fast along Miller Street through the shops.</p> <p>Miller St - Drivers Speeding</p> <p>Major speeding problem</p> <p>Miller St, Cammeray - Speeding and loud cars/motorbikes at night/early morning</p> <p>Miller St, Cammeray - Speeding cars towards and away from suspension bridge</p> <p>Miller St, Cammeray - bad peak hour traffic</p>	Traffic Facilities & Investigations	Create 40km/h speed zone including traffic calming scheme		Short	Concept Prepared	23/4/18	
T.35c	Abbott Street at Palmer Street	Cnr. Palmer & Abbott Streets, Cammeray - Intersection difficult for cars crossing at stop sign, as traffic on palmer St tends to go fast, plus palmer St is Hilly making visibility worse.;	Traffic Facilities & Investigations	Install speed cushions on	Design & Construct 2019/20	Medium	In planning	20/2/18	

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		Abbott and Palmer Sts intersection - dangerous crossing for all users  Palmer, Abott Street, Cammeray - Despite council approving more and more developments, it shows scant regard for ensuring road Safety. This intersection is a potent case in point. In the face of accidents crashes, and in the face of the residents expressing their concern for years, North Sydney Council has done nothing but send out amorphous "community Consultation" surveys. Prove to us you aren't nothing but a drain on ratepayers dollars and do something.  Palmer St & Abbott St - People do not observe the large Stop sign. Bicycle riders scare me.		approach to intersection					
T.36a	Amherst Street at West Street	Cnr. Amherst St & West St, Cammeray - Dangerous crossing for pedestrians over Amherst ST (slip road from Brook St) as traffic is fast, having exited a main road - cars tend not to give way to pedestrians, despite roundabout.  Roundabout West & Amherst Sts - Mad, unpredictable, impatient traffic - difficult for my kids to nav. on their own.  Amherst/ West - cars approaching roundabout off exit ramp do not turn their blinker off. Too many car accidents.  Crows Nest - roundabout Amherst and West Street - not safe to cross at all  Cammeray and Crows Nest - more pedestrian Crossings - there are so many parents with babies/young children in the area and drivers rarely give way - please install more Crossings to keep kids safe! eg Bellevue St near Amherst St and West St near Amherst St	Traffic Facilities & Investigations	Install raised pedestrian crossing	Design & Construct 2019/20	Short	In planning	20/2/18	
T.36b	Amherst Street at West Street	Amherst/West St - roundabout - blind spot for motorist entering from the west  Congestion due to cars coming off freewayRoundabout, lengthy buses can't get around it.  Roundabout on West and Amherst Streets - buses can't get around it easily.	Traffic Facilities & Investigations	Intstall speed cushions on approach to roundabout	Design & Construct 2019/20	Medium	In planning	20/2/18	
T.77	Palmer Street at Abbott Street	Request for pedestrian facilities and traffic calming along Palmer Street	Traffic Facilities & Investigations	Install pedestrian refuge	Investigate/Design 2019/20	Short	In planning	20/2/18	



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C.2	Cammeray Road	<p>Can anything be done to improve cyclist safety along the section of Cammeray Road that immediately adjoins Cammeray Golf Course please?                      Cammeray Road &amp; West St - cyclists are dangerous. Streets are too narrow to accommodate cars &amp; cyclists.                      Unsafe cars on either side                      Cyclist Separation, fixed quality of road                      Cammeray Rd, Carter St, Churchill Cres intersection - So many cyclists using West St which should be upgraded to a better facility but then it's not easy to get to Harbour Bridge.</p> <p>Roundabouts are an issue: drivers do not respect the right of pedestrians to cross near roundabouts. Roundabouts in Sydney are usually too small which means drivers hardly need to slow down to drive through them (see below) and usually only care about possible incoming traffic from their right leading to some near misses when they turn left if there are pedestrians crossing the street or with bike riders. For instance I was recently nearly hit by a car at the roundabout at the intersection of Amherst st/Cammeray rd/Warringa rd: a</p>	Cycling Strategy	Implement improvements to the existing network as per the 2014 Cycling Strategy		Medium		20/2/18	

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		<p>driver was going down Amherst st and failed to slow down sufficiently to register my presence and that of my daughter on a bike. We were coming from Warringah road (south part) and turning into Cammeray road and were already on the roundabout when this man went through the give way sign and onto the roundabout missing us by only a few centimetres. You could not blame his lack of awareness of cyclists since he had bike racks on his roof!</p> <p>Linking key routes safely e.g.. West Street and Cammeray Street, linking things up properly with shared zones</p>							
C.3	Miller Street	<p>Miller St, Cammeray - Bike paths; Miller St, North Sydney and Cammeray - cyclists - road is not big [wide] enough especially at peak hours when buses are stopping. Miller Street - no Bike paths Unsafe - narrow, cars on both sides makes it hard to get to North Sydney</p> <p>Miller St, North Sydney/Cammeray - Bikes should not be allowed on Miller St turning periods when clearways are enforce Miller St bus stop opposite Cambridge St - improving, but cycle speed issues. Unsafe some areas when walking.</p> <p>Amherst &amp; Miller Streets - so much busier now with Stockland &amp; also being a major public transport hub &amp; now the encouragements of more cyclists. It's a disaster &amp; dangerous. Suggest removing crossing on the southern side. Ideally an overpass for pedestrians &amp; cyclists would be best.</p>	Cycling Strategy	Implement Cycle Route 1 from 2014 Cycling Strategy		Long		20/2/18	
C.3	West Street between Palmer Street and Warringah Freeway overpass	<p>Lots of bike riders, no dedicated bike path Linking key routes safely e.g. - West St and Cammeray Street. Linking things up properly with shared zones Cycling is dangerous especially roundabout at West Street. Cyclists speeding though roundabout at West Street. North Sydney connectivity - not safe, dedicated and ongoing bike path to key destination West St, Amhurst St - Bike lanes that stop &amp; start so cyclists weaving in &amp; out at traffic West St Nth Sydney to Cammeray - Undefined Bike paths. West St from Cammeray to Nth Syd - Bike paths. Those on bikes don't stick to path again another major accident waiting to happen.West St, Cammeray to North Sydney - too many unnecessary Bike paths - some are never used. West St - Bicycles are problem on West St and dangerous; 1 metre law now - dangerous to pass bikes; Unsafe - cars on either side, overtaking, narrow road Cammeray Road &amp; West St - cyclists are dangerous. Streets are too narrow to accommodate cars &amp; cyclists.</p>	Cycling Strategy	Implement Cycle Route 1 from 2014 Cycling Strategy		Long		20/2/18	

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		<p>West St - bike path - many bike riders within traffic.</p> <p>West St, Amherst St - Bike traffic volume has increased to the detriment of pedestrians (and cars)</p> <p>West St/Amherst St - cyclists heading North on West St proceed too quickly through the roundabout risking injury from vehicles exiting the Freeway.</p> <p>Signage for cars and cyclists - warning of traffic leaving from freeway</p> <p>Warringah Freeway - Lack of defined safe bike path after the golf course exit. Must use shoulder of road then slip road to North Sydney. Why can't a ramp be produced to the overhead bridge that leads to Ridge St?</p>							
C.3	Cammeray to City	<p>Cammeray to City - there is no safe bike path - if feels like it would be suicide to attempt to cycle in traffic lanes</p> <p>Cammeray, Crows Nest, Naremburn, Artarmon - Bike paths do not feel very safe and can be disrupted numerous times (eg stairs at one point)</p> <p>Very little Bike paths in Cammeray</p>	Cycling Strategy	Implement separated cycleways in busy areas as identified in 2014 Cycling Strategy		Long		20/2/18	
C.3	Armstrong Street	<p>Jenkins Street/Armstrong Street - bikes speeding down hills are dangerous;</p> <p>Palmer St/Armstrong St - cyclists ride too quickly own the hills risking collision with vehicles.</p> <p>Connectivity with Narenbum dedicated bike paths</p>	Cycling Strategy	Implement Cycle Route 1 from 2014 Cycling Strategy		Long		20/2/18	
C.6	Bridgeview Avenue	<p>There are a ridiculous number of cycle signs in the whole of the North Sydney area. Just at the end of Bridgeview Avenue in Cammeray there are multiple signs (a new post has even been erected!) which all show directions to North Sydney or Naremburn only. I cannot believe that cyclists are that dense that they need that many signs. (There is even a sign outside our house - halfway down the street which is surely redundant). The cost of these signs, their erection and the visual pollution is unnecessary, to say the least.</p> <p>Car drivers need signs (their speed warrants clear directions). Surely cyclists can use satnav or, at the very least, consult the phone or a map by stopping at the side of the road. When I cycled I usually had a good idea of where I was heading!</p> <p>There are at least 10 signs for cyclists at the end of Bridgeview Avenue and all they indicate is North Sydney and/or Naremburn. As well as being unsightly, they are surely unnecessary as cyclists can easily refer to maps or SATNAV while pulling in to the kerb. Why the expense and proliferation of these futile signs? It is a dreadfully unnecessary waste of money.</p>	Cycling Strategy	<p>Conduct signage review as set out in busy areas as identified in 2014 Cycling Strategy</p> <p>Use pavement markings for bike route directions rather than signage. Remove existing signs where pavement</p>	Signage review has commenced.	Short	Commenced	23/4/18	

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				markings are installed.					
C.8	Hamilton Lane	<p>Hamilton Lane - This is a marked cyclist Routes it is very popular, however at present there are no parking restrictions along a big section of Hamilton Lane. Due to increasing number of residents in this cul-de-sac, cars are now being parked along H/Lane, creating a one way street. As a resident, I am unable to drive down or up without quite often having to give way to another car or cyclists. I am aware of the problem but other people are not. Chatswood connectivity as above.</p> <p>Parked cars along cycle path</p> <p>I had a rather serious cycling accident n October 2014 in Hamilton Lane, Cammeray. I was riding around a tight left hand blind corner when a red P plater came in the oppose direction on my side of the road. I managed to avoid the car riding over me but went over the handlebars and landed on the top of my head (thank goodness for the helmet). I broke my neck in 2 places (C1 and C2 Type III - the "hangman's fracture") and my back in 4 places. A C2 Type III fracture means the 90% of victims either die or are quadriplegics so I was very lucky. My skull and brain were undamaged. I also dissected my right vertebral artery and developed a 4cms clot which completely stopped the flow of blood. I was in hospital for 3 weeks and in a halo brace for another 7 weeks. I am still not fully recovered. The problem is that the North Sydney Council's proposed solution after 17 months (!) is paint and signs. This will not work. Mountable median strips around the bend and speed humps are essential. Perhaps you could apply some pressure since this is North Sydney Council's busiest cycle route (they say this, not me).</p>	Cycling Strategy	Undertake 12 month post-installation review of performance of upgrades		Medium		20/2/18	
C.10	General	<p>Neutral Bay/Cremorne and Willoughby/Lane Cove - cycle paths are too hilly for normal riders. You need to be a spreme athlete. The whole cycle network needs a rethink to get ordinary commuters on bikes and to keep them safe on roadways. Bike Lanes - need Nth Syd area safe bike lanes to people can use less cars etc.</p> <p>Throughout North Sydney lack of cycle lanes.</p> <p>Cammeray/North Sydney/Neutral Bay - Bike paths should be dedicated (i.e. separated from cars)North Sydney needs improved access to Harbour Bridge cycleway when travelling from the North</p> <p>Cammeray-North Sydney - no bicycle paths</p> <p>North Sydney - parking is normally too expensive</p> <p>Neutral Bay - Military Road is too narrow and there's always traffic</p> <p>Cycling paths to City over bridge - better Bike paths/more direct to SH Bridge</p> <p>Bicycle lanes that suddenly stop, or aren't really bicycle lanes in the first place. Risk of getting "doored" when riding too close to parked cars. Keep cyclists off Urban FootpathsNo safe bicycle access from Cammeray shops to Harbour bridge or Nth Sydney shopsDo not feel safe taking my children bike</p>	Cycling Strategy	Install separated cycleways along major cycling routes and upgrade intersections along minor routes to improve safety and access for cyclists.		Long		20/2/18	

ID	Location	Description of Request or Issue	Action Category	Action	Notes	Priority	Status	Last Update	Program
		<p>riding on the busy roads.</p> <p>ALL SUBURBS - MORE BIKE PATHS, MORE BIKE FRIENDLY INFRASTRUCTURE EG BIKE RACKSLondon and Boston: safer to ride there without a helmet than it is in Sydney with one-cities planned before cars were main transport"Boats and trailers are issue around house, relative killed while cycling, safety is a focus for her, cars blocking cycles when parked". Bike lockers dedicated bike parking - not enough, public seating amenities/facilities, leagues club more bike parking/facilitiesRoundabout dangerous for cyclists. This is officially cycling road right now.I have one additional comment to add that I was not able to within the survey.</p> <p>I commend the work that Council has done so far with respect to a more streamlined bike network for North Sydney. I hope that post merger, you can do an even better job of linking Willoughby and Mosman into the existing North Sydney network.</p> <p>I would like to push you to do more about improving the network. Making a better connection from the north side of the bridge up into North Sydney should be looked at in more detail. Access through Milsons Point, along side the Warringah Freeway and around the Pacific Highway need to be improved, given the number of cyclists that travel through this area. I believe that if access was improved, you could even look at charging a toll for something like the Harbour Link project, to help fund it. Such a project could be linked in with Falcon Street and through this the West Street corridor and Crows Nest to take bike commuters to the city out of the North Sydney metro area.</p> <p>Biking to work is a really fun thing to do and keeps me fit, I would like to see it enhanced for others who might be nervous about riding on roads with cars, busses and trucks.</p>							
G.1	Mosman to Cammeray	Shuttle service from Mosman to get local crowd especially in valleys of Cammeray not just main roads and later at night due to safety and expensive taxi services	Shuttle Service	Investigate feasibility of a shuttle service		Medium		20/2/18	
P.1	General	We would like to reduce the amount of commuter parking in our street as we cannot find parking on our own street for more than two hours and from time to time receive parking fines for overstaying the two hours by a minimal amount or for parking slightly over the driveway - which we have done to unload groceries etc because we can't park outside our own house. I know of other councils that supply one free parking permit per household in congested areas and I feel extremely frustrated that after paying a fortune in rates each year, we are then expected to pay to park outside our own homes.	Parking	Review resident parking policy		Short		20/2/18	

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		<p>My suggestion is to provide the option of a free resident parking permit per house and reduce the parking time limits to avoid commuters. I also do not agree with the proposed expansion of the zones as i note some of the regular commuter parking is taken by people living within North Sydney council, just not near our particular bus stop. When you pay a extra money for your house to be closer to these amenities, i feel it only fair that you should be able to access them. I also know someone who puts his kayak in at Clontarf carpark and he gets an electronic tag that allows him to access carparks in his LCA. At least give us 1 free carpark sticker (with minimum 4 hours usage) and put meters on Tunks Park carpark allowing rate payers in our area to enjoy our nearest assets and others from elsewhere if they choose to can pay at least a nominal fee. Can something be done to improve access to Tunks Park Carpark particularly and probably our other popular carparks for local ratepayers.</p> <p>Photos: depicts boats/trailers left parked in Tunks Park carpark and contributing to parking issues at that location. Photos taken 29.2.16.Tunks Park Carpark has next to no weekend parking.</p> <p>My No.1 hobby and fitness activity is recreational kayaking and have been trying to do so from that boatramp for 5+ years but that carpark keeps getting busier by the week to the point where kayaking (for me) from that location is almost impossible as weekdays I'm busy and on weekends it's just chaos, not able to find a park in the carpark or even the nearby streets on any weekend. There is limited car parking spaces there but at present and for several months there is one catamaran on trailer and another boat trailer parked permanently in 2 car spaces. There are bootcamp businesses, mass dog walking business and other businesses using the area for payment - mainly on weekdays and on weekends you have boats, buses, people playing cricket and soccer, people exercising their dogs and/or themselves, sightseers and tons of boaties etc. all trying to access this limited resource. I believe I live in the ward that covers Cammeray and the Tunks Park Carpark and I pay my rates and can't access the area for my kayaking due to it being hogged by blow-ins from all over Sydney and elsewhere eg spoken to boaties from SW Sydney hogging the tap to hose their entire boat and engine after being out on the harbour for half the day, spoke to a business guy from Melbourne who has large boats in popular locations all over the country and has a large catamaran moored off North Cremorne and they park there for the free parking regularly and for weeks at a time. Something needs to be done for the residents of this council area as if I go to another boatramp carpark, scenic, harbour or water side carpark anywhere else in Sydney I have to pay parking meters to park my car eg all Pittwater carparks, Clontarf, the</p>							

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		<p>carparks in the Spit and Roseville bridge carpark. They are coming from all around, laughing as Tunks is the only free and unlimited time harbourside parking. In Pittwater rate payers are give 2 free access to carparks stickers once per year on their rate notices.</p> <p>Residents don't want timed parking but it was put there without giving residents free permits - this permit should be for a wider area, why is it illegal for visitors to park in drive way, have to do U-turn when looking for parking Cambridge St, Cammeray - 2 hour limit on parking but too hard for residents to get permit</p> <p>4. Regarding the proposed boat trailer parking changes, I would like to see an exception for residents who should be allowed to park boat trailers outside their own homes, however, I agree that boat trailers should not be permitted to be parked for long periods of time outside other people's homes. It would be great if significant boat trailer parking is also provided near marinas, although this should not be instead of permitting residents to park their boats outside of their own homes. The current proposed changes would essentially only permit residents to own a boat if they have garaging facilities for cars and boats, which is unfair, considering this is generally not available for most people in the area and would significantly reduce access to water leisure activities for many people. Boat housing at a marina is very expensive and prohibitive for many.</p> <p>Miller Street - where I live - parking is a real issue. I unfortunately do not have off street parking with my building so have to park in the street and even though a lot of people around have off-street parking - they still prefer to park on the street Timed parking means people don't park there and residence cant take longer term spots taken by commuters and 4 hours is necessary for visitors as it would prevent commuters parking. Should have 2 parking permits per household. All Nth Sydney - why can't residents have free parking for 2 hrs as they have in Warringah Council!</p> <p>Armstrong St, Cammeray - when parking restrictions were introduced, council gave preference to unit dwellers who have off street parking at the expense of residents in houses before the advent of the car (and garage). Otherwise no complaints. Timed parking in some residential streets of Cammeray was done despite the survey by the Plateau Precinct which opposed this timed parking and requested that if council adopted this policy all households should have at least one free parking permit per household.</p>							
P.2	The Boulevarde	<p>The Boulevarde, Cammeray - Too much on street parking, restricts access to our property.</p> <p>Tunks Park - High level use, especially on weekends, creates severe traffic</p>	Parking	Install parking restrictions to reduce parking	See also Item P.10.18c	Medium		20/2/18	



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		<p>problems, creates severe traffic problems in the area. Suggest residents' parking Permits and parking on one side of the Boulevard only</p> <p>Blind corner: At the crest of the Boulevard ( opposite 24-26 ) is a blind corner because of cars parked on both sides. Can one side of this street opposite or next to 24-26 the Boulevard be a "No Parking" zone, so there is an opportunity for vehicles to see what's coming or give way without having to reverse into someone's drive way or 50 plus metres?</p> <p>2. Combined bend and hump in the Boulevard 100m from Miller Street Both bend and up severely restrict vision between oncoming vehicles... difficult to avoid a head-on collision. Locals who are aware of this hazard usually reduce to maximum of 25km/h but visitors to Tunks Park using this road have reached speeds well over 50km/h particular if turning downhill from Miller St. A number of cars have been side-swiped and one motorbike written off when driveway have chosen to hit parked vehicles rather than the oncoming one. AT night problem is reduced because headlight reflections give advanced notice. It either needs a speed bump with advanced warning markings, or no parking on one side of the road in that section, so that vehicles can avoid each other head on.</p> <p>4. Boat trailers. Non locals park their boat trailers in The Boulevard and the wheel width of most of these exceeds that of a standard car making them an additional hazard on such a narrow road. In some cases the road has become impassable, especially to other vehicles with boats. This situation needs to be addressed.</p> <p>Parking both sides of The Boulevard has caused many accidents,we believe that there should be parking only on the Northern side of The Boulevard and not within three meters of a driveway access</p>		occupancy and allow for passing areas					
P.3	Miller Street opposite Vale Street	<p>2. Cars parking on Miller St city bound opposite Vale St during afternoons Monday to Friday. Causes delays back to bridge as cars turning right into Vale St have to wait for up to 50 seconds for Palmer/Miller Sts lights to change. (Already mentioned separately in my Submission form)</p> <p>1. Intersection Miller and Vale Street - northernmost parking space on eastern side of Miller Street conflicts with left lane travelling south when a northbound vehicle in the right lane is stopped to turn right into vale street. This prevents traffic flow and causes frustration, road rage and accidents.</p>	Parking	Remove parking to improve traffic flow	See T81 for proposed actions to reduce right turns into Vale Street.	Not to proceed	Not to proceed	20/2/18	

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		Only one parking space needs to be removed to provide passing lane. Particularly bad during Cammeray Public School pick-up times.							
P.4	Hamilton Lane	No parking restrictions, creates one way street	Parking	Remove parking to improve traffic flow	Hamilton Lane has very low traffic volumes and speeds. Passing opportunities are adequate. Removal of parking would result in increased speeds.	Not to proceed	Not to proceed	20/2/18	
P.5	Cammeray shopping area	Cammeray - not enough scooter/ motorcycle parking if any?; Cammeray shops - no motorcycle parking	Parking	Install motorbike parking		Short		20/2/18	
P.6	Car Share Parking	Too many carspaces for Go Get cars, which has now become the conditions of registration by council of building applications. If this is to be the case, their access to the Go Get cars should be reserved only the residents of that building, and not by the general public.	Parking	Review Car Share Parking Policy and Strategy		Short		20/2/18	
P.7	Bridgeview Avenue	<p>Bridgeview Avenue - The road is too narrow where it bends and we have had the situation where the garbage truck was unable to travel the whole length of the street. Some From of parking restriction needs to be applied.</p> <p>Bridgeview Ave, Cammeray - parking on both sides of road leads to restricted access to home and limited parking available.</p> <p>Bridgeview Ave, Cammeray needs 2 hour parking restriction with resident exemption to discourage commuter parking. Presently garbage trucks and delivery vehicles are hampered or unable to access.</p>	Parking	Install parking restrictions on Waste Collection Days	COMPLETED 2016	Medium	Completed	23/4/18	
P.9	Colin Street	Colin St, Cammeray - Formalise parking in street and incorporate green buffer islands to improve streetscape and Safety	Parking	Formalise angle parking		Medium		20/2/18	
P.10	LATM Zone 4	112 submissions regarding parking restrictions	Parking	LATM wide review of parking restrictions		Short	Parking Reviews in planning starting with RP Area 18	20/2/18	2018-2022
P.10.18a	Parking Area 18 (west of Miller Street)	General submissions regarding inadequate parking restrictions (see also Item P.10)	Parking	Undertake area-wide review of parking restrictions.		Short		20/1/19	

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P.10.18b	Parking Area 18 (east of Miller St, south of Pine St)	General submissions regarding inadequate parking restrictions (see also Item P.10)	Parking	Undertake area-wide review of parking restrictions.		Short		20/1/19	
P.10.18c	Parking Area 18 (north - east of Miller St, north of Pine St)	General submissions regarding inadequate parking restrictions (see also Item P.10)  The Boulevard - concerns about narrow travel lanes and nparking issues on Tunks Park sports days	Parking	Undertake area-wide review of parking restrictions.	See also Item P.2 and P.8a	Short		20/1/19	
P.10.25a	Parking Area 25 (north of Carter St, west of Stratford Ave)	General submissions regarding inadequate parking restrictions (see also Item P.10)	Parking	Undertake area-wide review of parking restrictions.		Short		20/1/19	
P.10.25b	Parking Area 25 (east - ounded by Stratford Ave, Carter St and Primrose Park)	General submissions regarding inadequate parking restrictions (see also Item P.10)	Parking	Undertake area-wide review of parking restrictions.		Short		20/1/19	
P.10.25c	Parking Area 25 (south of Carter St to Earle St)	General submissions regarding inadequate parking restrictions (see also Item P.10)	Parking	Undertake area-wide review of parking restrictions.		Short		20/1/19	
P.8a	Tunks Park	Tunks Park - lack of parking when sports are on	Parking	Parking Review		Short		20/2/18	
Ped.1	The Boulevard and Rowlison Parade	Dangerous - no clear red pathway, hanging branches and have to go onto the road. Footpaths stop, cars parked in driveway, crossing road on blind corners have to cross 4-5 times along road.	PAMP	Prepare Pedestrian Access and Mobility Plan		Short		20/2/18	
RS.1	General	Miller St Nth Sydney & Cammeray - pedestrians running across roads & cyclists not obeying road rules. Palmer Street - Crossings not being obeyed One final comment - teach people about common sense. Reality is people, cars & buses all need to share our roads. Let's be respectful, watchful & sensible. It's not that hard. Cammeray Road now looks absurd with lines & bike stencils everywhere. Pedestrians using local streets - Distracted by mobile phone use and walking against lights - particularly running to get a bus in Miller St	Road Safety	Continue Road Safety Campaigns targetting various road users to reduce road trauma	Visit <a href="https://www.northsytney.nsw.gov.au/Community_Services/Safety/Road_Safety">https://www.northsytney.nsw.gov.au/Community_Services/Safety/Road_Safety</a> for current projects.	Long	Ongoing	23/4/18	

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S.1	Cammeray Public School	<p>25 submissions.</p> <p>1. Congestion around Carter Street, Bellevue St, Palmer St &amp; Miller St intersections on Saturday mornings and during Cammeray Public School drop off &amp; pick up times Monday to Friday.</p> <p>3. Terrible bottlenecks at the corners of Carter/Bellevue/Palmer Streets during school drop off time...not sure what to suggest to alleviate this...maybe a roundabout at the dog leg section?</p> <p>Carter St, Palmer, Cammeray - Major Congestion and illegal parking in school hours. Miller St, Cammeray - Full buses at peak times</p> <p>Bellevue St, Cammeray - School drop off/pick up. Congestion and parents illegally stopping in no stopping zones</p> <p>Exits From Cammeray - Other points of traffic generation are school hour pick ups and drop offs. Similarly for Saturday School.</p> <p>Palmer &amp; Bellevue - traffic Congestion with buses &amp; parents double parking Carter - parking;</p> <p>Palmer St - Congestion school hrs driving Carter St into Bellevue St turn left into Palmer very difficult also so many pedestrians going to &amp; from school across lights at Palmer &amp; Miller St. Only almost 2 cars can turn right to Northbridge direction. Alternate for Northbridge direction just as bad. Suggest school arranges a better pick up, drop off system. Exits From Cammeray - At school excursion time buses park from Raleigh St around the corner into Palmer St completely blocking access to Miller St for traffic from Carter St. This pushes all the traffic through Bellevue St and up Amherst Street, generating long traffic queues around the Amherst St roundabout and back up Bellevue St. In the direction to Chatswood and Eastern Valley Way there are other there at Northbridge. Also too many parents at school pick up time</p> <p>School traffic at Cammeray Primary corner Carter/Bellevue - Some days I have trouble exiting Carter St to be able to get across Miller St going west. The buses hired by the school take up parking on Carter St. I would really like to raise one area of concern that does not seem to have been highlighted on your website that is very close to my heart - road and traffic safety - especially for children in and around school zones. I live on a road that connects directly to a School (Cammeray Public School) and there are groups of children walking up and down this street every morning and afternoon. While there are the usual 40 School zones around the school, Carter St seems to have become what seems like a race track for cars taking a short-cut between Mosman/Neutral Bay and Northbridge. The stretch between</p>	School TMP	Work with Cammeray Public School to develop a School Travel Plan including Traffic Management Plan to reduce vehicle use and minimise the negative impacts on road network, parking and amenity.	Affected streets include Amherst Street, Bellevue Street, Cammeray Road, Carter Street, Fredben Avenue, Miller Street, Palmer Street, Raleigh Street	Short		20/2/18	

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		<p>Cammeray Rd travelling up Carter is particularly bad. Carter St and Bellevue, Cammeray - school drop off and pick up time traffic, unsafe intersection.</p> <p>Bellevue St/Miller St, Cammeray - peak hour and school drop off and pick up times Congestion</p> <p>Roundabouts (all) - have become like give way to the right cross roads. New enforceable rules needed with appropriate signage</p> <p>Driving, Bellevue St, Cammeray - Unmanaged traffic on Bellevue St &amp; congested intersection at Bellevue &amp; Palmer St. Dangerous double parking along Bellevue. Cnr Bellevue and Palmer, Cammeray - at pick up and drop off around Cammeray Public School. Also on Saturdays with the Japanese school. The intersection is blocked with cars, buses and kids using the crossing then the lights at Miller and Palmer Streets also add to the disruption. Cars coming out of the carpark at Cammeray shops don't help either. this all happens simultaneously and causes gridlock. Cammeray Public School causes massive congestion because there are too many parents in private cars, kids need to walk more. It holds up the 263 and 201 and takes up parking. Should initiate walking programs</p> <p>Cammeray School - Bellevue Street at drop off and pick up. Cammeray public buses backed up during school excursions. No lollypop person to help with blind spots. Drop off zones away from the school to ease congestion. Drop off congestion at school</p> <p>Carter St Cammeray - parents dropping &amp; picking up children at school. Double parking, parking at No Stopping signs, parking across my driveway! Changes need to be made at Cammeray School for Safety reasons. The whole area becomes a bottleneck at school times.</p> <p>Fredben Ave, Cammeray - sometimes hard to park in street eg school drop off/pick up and Sat morning and some evening eg Friday night</p> <p>Palmer St - Parking in streets around Cammeray P School The Lollipop person employed by the school is not very effective. Will stop traffic for every child when they should allow a build up of people and let traffic through. Miller St, Cammeray - Danger time 8.20-8.40 the school kids crowd the front area of the bus and it screams past the main stop without stopping. I, along with many other horrified commuters are stunned to see the back half empty. Private school in North Sydney need their own dedicated buses at this time.</p>							
SL.1	Amherst Street between Miller Street and West Street	<p>Increased Lighting for Safety - quite dark in places on pathways</p> <p>Amherst st (west of Miller) is very dark at night and therefore hard for car to see pedestrians and pedestrians seeing other people.</p>	Street Lighting	Upgrade street lighting		Short		20/2/18	
SL.2	Cammeray Road	<p>Increased Lighting for Safety - quite dark in places on pathways</p> <p>Safety walks from the bus to destination on Cammeray Road - lighting on</p>	Street Lighting	Upgrade street lighting		Medium		20/2/18	

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		Park Avenue. Access to Neutral Bay X St Leonards station. Connectivity to public transport/local bus services that feed the main transport links.  Lights needed							
SL.3	Carter Street	Increased Lighting for Safety - quite dark in places on pathways	Street Lighting	Upgrade street lighting		Medium		20/2/18	
SL.4	Park Avenue	Safety walks from the bus to destination on Cammeray Road - lighting on Park Avenue. Access to Neutral Bay X St Leonards station. Connectivity to public transport/local bus services that feed the main transport links.	Street Lighting	Upgrade street lighting		Medium		20/2/18	
SL.5	Avon Street, Cammeray	Request for more streetlighting	Street Lighting	Upgrade street lighting		Medium		25/7/18	
SL.6	Colin Street, Cammeray	Request for more streetlighting	Street Lighting	Upgrade street lighting		Medium		25/7/18	
T.1	Miller Street, Cammeray at between Amherst Street and Palmer Street	Miller St shops, Cammeray - Make it a 40 zone, slow the traffic for a better village feel like Balmain did.  Shops built up now, going too fast along Miller Street through the shops.  Miller St - Drivers Speeding  Major speeding problem  Miller St, Cammeray - Speeding and loud cars/motorbikes at night/early morning  Miller St, Cammeray - Speeding cars towards and away from suspension bridge  Miller St, Cammeray - bad peak hour traffic	Traffic Facilities & Investigations	Create 40km/h speed zone including traffic calming scheme		Short	Concept Prepared	23/4/18	
T.2a	Tunks Park - access streets	The Boulevard, Cammeray - No clear line of sight travelling from East to West, especially in crest about half way along Boulevard, cars parked on both sides of the road, single lane, dangerous. especially during winter sport, soccer on Sat mornings, traffic is a nightmare.  The Boulevard, Cammeray - We now avoid using the Boulevard - especially at the weekend, with cars parked on both sides there is little chance to pass a car coming in the opposite direction along what is effectively one lane The Boulevard - Traffic Congestion and accidents on Saturday, when there is sport at Tunks Park  Car - congested street in the Boulevard on Saturdays during sport - parking	Traffic Facilities & Investigations	Tunks Park Traffic Management Plan		Short		20/2/18	

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		<p>congested in the street</p> <p>Car - I have trouble parking in the street on Saturday mornings 3 day parking with commute by car, unit in Boulevard too, Saturday parking boulevard because of Tunks? Park nearby (sport)/boats etc. Need to reverse to make room for parental driving to park, hard to have visitors".</p> <p>Pine Street East, Cammeray - When there are sporting fixtures in Tunks Park (at the weekend) it can be difficult to park near our home</p> <p>I struggle with getting into or out of my garage or street on a Saturday morning.</p> <p>Tunks Park - Major Congestion on Saturday, inadequate parking, dangerous traffic in narrow streets.</p> <p>Cammeray - narrow streets with large volume of traffic going to/from Tunks Park especially due to sporting activities. This causes extreme Congestion, dangerous driving and lack of parking for residents.</p> <p>Suggestion re congestion on Saturday sport days - buses to take players to Tunks Park on a loop, have 2-3 pick-up/drop off points so parents can drop children to buses, not requiring individual vehicles to travel to/from Tunks Park and avoid the large volumes at vehicles and subsequent congestion. Sports Clubs to fund. One side of The Boulevard "No Parking" on Saturday AM to allow through traffic.</p>							
T.2b	Tunks Park - access streets	<p>Saturday morning congestion and emergency vehicle access: During the winter months, particularly on Saturday mornings, there is gridlock and congestion on roads travelling toward Tunks Park, and parking is near impossible as is access out of residents' driveways. This is particularly bad in the Boulevard but extends through Rowilson Parade, Currawang St, Pine St East, Alan St, and on the other side of Tunks Parks, Lower Cliff avenue. Can the Traffic Committee which includes representatives form the Police Local area command and the RTA please send someone down and put traffic measuring devices back onto the Boulevard to assess this issue and either provide personnel to manage the congestion or come up with a viable solution? Right now, if a child is injured in Tunks Park, on a Saturday morning, there would be no vehicular access for any emergency vehicles. And local residents should be able to exit their homes without adding to the congestion. Please advise what Council or the Traffic committee are going to do to attend to this issue ?</p>	Traffic Facilities & Investigations	Prepare Green Travel Plan and Traffic Management Plan for Tunks Park and various sporting groups to reduce travel by private vehicles and minimise traffic and parking	Includes:  Currawang Street; Rowilson Parade; The Boulevard; Brothers Avenue	Short		20/2/18	

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		<p>Shocking issues with parking and traffic flow along The Boulevard and Rowlison Parade when sport is on at Tunks Park.</p> <p>The Residential side of Rowlison Parade needs to be made 'No Stopping' to prevent traffic clogs</p> <p>Parking on Saturday and Sunday mornings along roads leading to Tunks Park is atrocious. I have called council rangers on three occasions to report cars parked on Saturday mornings in the 'No Stopping' zone (on a blind corner with double lines I might add) outside my house in the past month and no one has attended. Cars also park on the footpath meaning children as young as 6 have to walk on the road, dodging traffic, to reach the playing fields. Traffic blockages occur regularly every Saturday from 8am through 1pm along Rowlison Parade and The Boulevard leading one resident from the Boulevard to get out of her car and direct traffic last Saturday morning due to a blockage which involved at least 18 cars so she could reach her house. I have teenage sons who play sport and worry about the lack of access for emergency vehicles in the event of an accident. Each year it would seem that the problem gets worse. If a resident leaves their parking spot in the street outside their home on a Saturday they would have to wait until after 1pm to have any hope of reparking. In my opinion, it is only a matter of time before a serious accident occurs and when this happens I don't know how emergency vehicles will be able to get through.</p> <p>The Boulevard, Cammeray - traffic, particularly on Saturdays. As a resident whose home surrounds Tunks Park on the Willoughby side, I feel the need to complain about the traffic and parking chaos that happens every Saturday and Sunday (sports days). During school sports I cannot even reverse out of my garage due to hundreds of cars trying to exit and arrive at Tunks Park. The Boulevard in Cammeray and Lower Cliff Avenue and Willoughby are severely effected by this traffic. Add to this boat users trying to access the jetty and you really have an unsafe and frustrating chain of events. If an ambulance was required either by a park user or resident of these streets, I can pretty much say that they would not be able to get to their destination. Photos are available if required.</p> <p>Parking for sport in and around Tunks Park on Saturdays is also difficult. Access along streets both North and South of Tunks park is greatly affected. On some occasions it can take 20 minutes to get out of a traffic jam along The Boulevard as cars of kids, car with boats on trailers, trucks etc all build up and try to manoeuvre and reverse through the narrow streets and parked cars. I have seen numerous accidents with cars colliding or the scraping of parked cars along here as there is often not enough room for passing. I am</p>		impacts of private vehicle trips.						



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		<p>not sure how this can be solved as kids sport down there is a fantastic activity. We are fortunate we have an alternative access but it must be difficult if you live along any of these streets.</p> <p>I would like to comment on traffic congestion and parking around Tunks Park. I live in Cammeray and often use (or try to use) Tunks Park for exercise for myself, my young kids and my dog. When Tunks Park is utilised by sporting groups, we are prevented from using it because we can't park anywhere near it. Weekend mornings are particularly bad. At 10am on Saturday 7 May 2016, for example, there were no available parks from Stratford Street in Cammeray, through Tunks Park and all the way up to Strathallen Avenue in Northbridge. There was also gridlock in Lower Cliff Avenue Northbridge. I appreciate that this street is not in the North Sydney LGA, but the gridlock was caused by sporting groups using Tunks Park, so I believe that it is of concern to the North Sydney Council. The gridlock extended along the entire length of Lower Cliff Avenue. I was stuck motionless in the gridlock for 10 minutes and a driver who was attempting to drive the other way informed me that he had been stuck for 20 minutes. No residents of Lower Cliff Avenue were able to get cars into or out of their houses. The gridlock was only resolved when around 6 cars coming down Lower Cliff Avenue reversed their cars all the way out of the street. Had a boat-with-trailer been part of this mix then the gridlock would have taken even longer to resolve. I am deeply concerned that Council's plans to install floodlighting in Tunks Park will make this traffic congestion a daily occurrence in both Cammeray and Northbridge. We have narrow streets and very limited parking and the traffic congestion already overwhelms our area. We are Cammeray residents but are effectively prevented from using Tunks Park because of the traffic congestion and parking problems. Thank you for your consideration of this submission. Please save Tunks Park from its obvious overuse.</p>							
T.3	Weringa Avenue - single lane section near Alan Street/ Pine Street	Single Vehicle Sign on lower Weringa St/Pine St/Alan St: The street is a single vehicle access road between Weringa street and Pine/Alan streets but often times vehicles are travelling too quickly or unaware. Can a sign be put up "Slow Down- Single vehicle road" at both ends of this street ? Also there is currently a boat trailer (minus the boat) parked at the bottom of this street, further restricting one's view of oncoming traffic if travelling from Alan Street up. Can that be moved ? Please advise if such a sign will be erected or some other means of indicating to vehicles?	Traffic Facilities & Investigations	Install Narrow Road warning sign		Long		20/2/18	
T.4	Miller Lane at Raleigh Street	Pedestrian crossing sign not clear	Traffic Facilities & Investigations	Upgrade Pedestrian Crossing signage		Short		20/2/18	

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T.5	Churchill Crescent and Winston Avenue	Churchill Cres, Winston Avenue - narrow streets, congested parking - solution: make one way into Churchill from Cammeray Rd and exit via Winston.  To date (past year) damage by vehicles: - 2 x side mirrors damaged - 2 x fence demolished - 2 x near head on at Churchill and Cammeray Rd intersection  Convert narrow streets into now way thoroughfares where possible e.g where it is relatively to have traffic moving in circuit systems, e.g. enter churchill cres from cammeray Rd and exit vis Winston Ave back into Cammeray Rd. This will minimise the parking issues, streamline traffic movement and limit the possibility of vehicle damage and head on collisions of which there have bee at least 2 in the past year.	Traffic Facilities & Investigations	Convert street to one-way		Long		20/2/18	
T.6	Abbott Street at Cambridge Street	Cnr Abbott & Cambridge St - poor visibility of turning the corner near 52 Abbott St due to number of cars parked due to 'No Limit' area.	Traffic Facilities & Investigations	Remove parking to improve visibility		Not to proceed	Not to proceed	20/2/18	
T.7a	Amherst Street at Stocklands carpark exit	Amherst St, Cammeray - cars parked in Amhurst St block the line of sight of cars exiting Cammeray Square car park. Reduce parking spots by two car lengths and build a garden with gutters to prevent cars parking near the car park exit	Traffic Facilities & Investigations	Install kerb extensions on either side of driveway (remove parking)		Not to proceed	Not to proceed	20/2/18	
T.7b	Amherst Street at Stocklands carpark exit	Amherst St, Cammeray - traffic exiting Stockland's car park at Cammeray Square should be directed to turn left only  Cammeray Square Amherst Street - exiting Stockland Cammeray Square. Dangerous & poorly managed by Council.	Traffic Facilities & Investigations	Restrict exit to left out only	No recorded crashes. Carpark exit has speed humps and Stop signage.  Restricting movements will extend trips and diver traffic onto local roads.	Not to proceed	Not to proceed	20/2/18	
T.9	Carter Street at Colin Street	Carter St, Cammeray - crossing at Carter St near Colin St allows cars to park too close to it so when cars drive thru they can't see pedestrians. It's very dangerous crossing (more signage).  Carter St, Cammeray - pedestrian crossing, cars not stopping, visibility issues	Traffic Facilities & Investigations	Increase No Stopping distances at pedestrian crossing with		Medium		20/2/18	

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				kerb extensions					
T.10a	Carter Street at Bellevue Street	Fast cards at crossing - Visibility is difficult	Traffic Facilities & Investigations	Redesign pedestrian facilities		Medium		20/2/18	
T.10b	Carter Street at Bellevue Street	Bellevue and Palmer St and Carter St - traffic jam at school caused by lack of turning lanes. Carter St left into Bellevue St. Palmer St right into Bellevue.	Traffic Facilities & Investigations	Create an extra lane at intersection for left turn only.	Increases crossing width for pedestrians and creates greater potential for conflicts.	Not to proceed	Not to proceed	20/2/18	
T.11	Miller Street between Palmer Street and The Boulevarde	Parking on Miller down hill towards the bridge before Carter Street - should not be able to park here at all - dangerous blind spot  Rat Run - cars parked both sides, difficult to merge to go north	Traffic Facilities & Investigations	Remove parking to improve traffic flow		Not to proceed	Not to proceed	20/2/18	
T.14	Park Avenue at Grasmere Road	Walking from M30 bus stop on Military Road to Cammeray Road - not safe for pedestrians. Low or no visibility. 1. Park Avenue & Sutherland St - no visibility; 2. Park Avenue & Grasmere Road; 3. Park Avenue & Earle Street.	Traffic Facilities & Investigations	No action required.	Separated footpath on eastern side of Park Avenue with road narrowing in Grasmere Road	Not to proceed	Not to proceed	20/2/18	
T.15	Park Avenue at Earle Street	Walking from M30 bus stop on Military Road to Cammeray Road - not safe for pedestrians. Low or no visibility. 1. Park Avenue & Sutherland St - no visibility; 2. Park Avenue & Grasmere Road; 3. Park Avenue & Earle Street.	Traffic Facilities & Investigations	Install kerb buildouts		Medium		20/2/18	
T.16a	The Boulevarde	Parking at Tunks Park. Parking at Tunks Park is generally adequate for the current use of facilities and should not be expanded. The facilities are relatively balanced between nature reserve, organised sport and simple community free play and recreational use. Any further "industrialisation" or commercialisation in this sensitive environment would be a big burden on residents and local fauna and flora. There is no scope for additional vehicular traffic on the narrow suburban streets - they are already choked at peak sporting times. Access is very restricted and can not be expanded. Public transport is non-existent and could never be cost-effective in this location. Even commuting by bike or foot is only for the very fittest elite because of the long steep climbs involved back to Strathallen. The main issue for Tunks is vehicular safety at the intersections with Strathallen particularly the southern intersection. A roundabout at the southern end of the stone bridge would have a traffic calming effect and offer north and south passage without the stop-start impact of lights, especially in peak hour, and this is what I strongly advocate.	Traffic Facilities & Investigations	Traffic calming	Consider low level rain gardens adjacent to driveways of No. 28 to address sight issues in conjunction.	Medium		20/2/18	

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		<p>Speed limits painted on road: The Boulevard is a busy throughfare for vehicles and is basically a single lane road with obstructed vision because vehicles are parked on both sides of the road. Often cars travel too quickly on this road and there are no opportunities for passing oncoming traffic other than reversing into a driveway or reversing many metres to allow oncoming traffic to proceed. It would be helpful if signs were painted on the road with "Slow down" 40km area at the intersection of the Boulevard and the Bridge and perhaps at the junction down to Tunks park from Rowilson Parade? Please advise if anything will be done re speed limits or signposting / road painting</p> <p>3. No. 28 The Boulevard - both exits - view of oncoming traffic blocked due to parked vehicles. The Boulevard is favoured by cyclists. The exiting driver has no choice but to nose out blind. Because cyclists hug the left side heading east they cannot be seen until about a second before collision. There are 2 spots between the 2 exits, yet up to four residents now park in the streets in preference to using their own garages due to the exit hazards. We request that those two parking spots be removed and the two eastern and western most boundary marks be extended another 2 metres or more, particularly if cyclists are not to be hit. Across the road there is a single parking spot between No.s 39A &amp; 41. This, if occupied prevents is from turning on to the narrow road by severely restricting our radius of turn. It also blocks any escape route for an oncoming vehicle about to hit a car exiting blind. This parking spot urgently needs to be removed.</p> <p>In The Boulevard - Cars travelling east from Miller often pick up speed down hill narrowly missing cars exiting driveways that have no visibility of cars come down the street. Cars have been damaged. With ever increasing traffic the above situation will be compounded.</p> <p>2. Combined bend and hump in the Boulevard 100m from Miller Street Both bend and up severely restrict vision between oncoming vehicles... difficult to avoid a head-on collision. Locals who are aware of this hazard usually reduce to maximum of 25km/h but visitors to Tunks Park using this road have reached speeds well over 50km/h particular if turning downhill from Miller St. A number of cars have been side-swiped and one motorbike written off when driveway have chosen to hit parked vehicles rather than the oncoming one. AT night problem is reduced because headlight reflections give advanced notice. It either needs a speed bump with advanced warning markings, or no parking on one side of the road in that section, so that vehicles can avoid each other head on.</p>							

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		Parking both sides of The Boulevarde has caused many accidents,we believe that there should be parking only on the Northern side of The Boulevarde and not within three meters of a driveway access							
T.16b	The Boulevarde	<p>Cammeray, the Boulevarde No. 28 - Serious accident waiting to happen! Zero visibility when exiting due to cars parked next to driveway exit. Council must install mirror, reduce speed to 40 and have one speed hump when coming down over the hill - or - best solution:- Reduce car park space in street from two to one (between visitor car entry &amp; main driveway). This would enable drivers exiting the unit block to see cars coming down the hill. Currently a matter of cross your fingers &amp; hope for the best!;</p> <p>I travel to Tunks park via the boulevard. There is an extremely dangerous blind curve and cars park on both sides so only one wat can occur. An accident is bound to happen...Council should restrict parking on this curve</p> <p>Opposite 2-24 The Boulevarde - Blind spot for vehicles coming from both directions of The Boulevarde</p> <p>The Boulevarde, Cammeray - Too much on street parking, restricts access to our property.</p> <p>Tunks Park - High level use, especially on weekends, creates severe traffic problems, creates severe traffic problems in the area. Suggest residents' parking Permits and parking on one side of the Boulevarde only</p> <p>Blind corner: At the crest of the Boulevarde ( opposite 24-26 ) is a blind corner because of cars parked on both sides. Can one side of this street opposite or next to 24-26 the Boulvearde be a "No Parking" zone, so there is an opportunity for vehicles to see what's coming or give way without having to reverse into someone's drive way or 50 plus metres?</p> <p>Monitoring on Boulevarde for speed and number of vehicles. Boulevarde should have parking on only one side. Need resident permit. Timed parking would be okay.</p> <p>Impossible to drive out of 28 The Boulevarde driveway safely with parked, sometimes trucks parked right up to the driveway. There is no sight distance to observe approaching vehicles, mostly going too fast, until your vehicle is well into the traffic path in The Boulevarde.</p>	Traffic Facilities & Investigations	Remove parking to improve traffic flow and visibility	1 crash reported along The Boulevarde. Removal of parking can result in an increase in traffic speeds due to widening of travel lanes. See also Action P.2 & T.16a for alternative solution.	Not to proceed	Not to proceed	20/2/18	

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		<p>The Boulevard, Cammeray - No clear line of sight travelling from East to West, especially in crest about half way along Boulevard, cars parked on both sides of the road, single lane, dangerous. especially during winter sport, soccer on Sat mornings, traffic is a nightmare.</p> <p>The Boulevard, Cammeray - We now avoid using the Boulevard - especially at the weekend, with cars parked on both sides there is little chance to pass a car coming in the opposite direction along what is effectively one lane</p> <p>The Boulevard, Cammeray - driving - need a mirror to help see oncoming traffic as the road is narrow and often boat towing etc</p> <p>Boulevard/semi attached/not currently working/ don't need daily transport/ major paring issue in street (due to renovations, tree cutting, road renovation, trailers with boats) pulling out of drive way is dangerous. notice black strips monitoring traffic on street (council report revealed its recording speeding to determine extent of problem and notify police of peak speeding periods)/husband catches bus to work, excellent/inconsistent parking restrictions along street/maximum 3 cars on street to solving traffic problem with boat trailers and Tunks park sport getting past each other means removing parking on one side of road".</p> <p>3. No. 28 The Boulevard - both exits - view of oncoming traffic blocked due to parked vehicles. The Bouelvarde is favoured by cyclists. The exiting driver has no choice but to nose out blind. Because cyclists hug the left side heading east they cannot be seen until about a second before collision. There are 2 spots between the 2 exits, yet up to four residents now park in the streets in preference to using their own garages due to the exit hazards. We request that those two parking spots be removed and the two eastern and western most boundary markes be extended another 2 metres or more, particularly if cyclists are not to be hit. Across the road there is a single parking spot between No.s 39A &amp; 41. This, if occupied prevents is from turning on to the narrow road by severely restricting our radius of turn. It also blocks any escape route for an oncoming vehicle about to hit a car exiting blind. This parking spot urgently needs to be removed.</p>							
T.17	West Street at Vale Street	Corner Vale St and West St - very dangerous, due to parked cars, cannot see oncoming traffic in both directions at the bottom of Vale St.	Traffic Facilities & Investigations	Install kerb buildouts	Removal of parking alone is not recommended as this will increase traffic speeds on bend.	Long		20/2/18	

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T.18	Abbott Street between Vale Street and Palmer Street	<p>Vale St, Cammeray - traffic speeding along Vale St from Miller St and going far too quickly into and along Abbott St very concerning for cars and pedestrians exiting garages and homes along eastern side of Abbott St</p> <p>CAMMERAY GENERALLY - SPEED LIMIT OF 50 KPH IS EXCEEDED BY FAR TOO MANY MOTORISTS AND NEEDS TO BE OBSERVED BECAUSE OF PROXIMITY OF SCHOOLS, YOUNG FAMILIES AND OLDER PEOPLE.</p> <p>Cammeray, corner Abbott and Palmer - we really need a flat roundabout that slows cars, but buses can go over as they do with the one at West and Amhurst</p> <p>Cammeray-Palmer St, Abbott to West - the one at West and Amhurst. Cars speed up coming down from Miller heading over West and have to break for cars turning into the Leagues Club Intersection of Palmer and Abbott Sts</p> <p>Cammeray - despite stop signs crashes continue to occur putting pedestrian lives at risk. Basic solutions such as speed bumps/roundabout have been ignored by Council</p> <p>Cammeray generally - speed limit of 50kph is exceeded by far too many motorists and needs to be observed because of proximity of schools, young families and older people</p> <p>INTERSECTION OF PALMER AND ABBOTT ST, CAMMERAY - DESPITE STOP SIGNS, CRASHES CONTINUE TO OCCUR PUTTING PEDESTRIAN LIVES AT RISK. BASIC SOLUTION SUCH AS SPEED BUMPS, ROUNDABOUT HAVE BE IGNORED BY COUNCIL.</p> <p>VALE ST, CAMMERAY - TRAFFIC SPEEDING ALONG VALE ST FROM MILLER ST AND GOING FAR TOO QUICKLY INTO AND ALONG ABBOTT ST VERY CONCERNING FOR cars AND PEDESTRIANS EXITING GARAGES AND HOMES ALONG EASTERN SIDE OF ABBOTT ST.</p>	Traffic Facilities & Investigations	Traffic calming		Medium		20/2/18	
T.19	Alan Street	<p>Alan St - Speeding cars are a danger. It is a rat run to Tunks Park &amp; Northbridge. Dangerous to back out of my driveway as visibility is poor due to parked cars. Speed bumps advisable. Also cars speed from Cammeray Rd into Alan St &amp; there will be a head on one day soon!</p> <p>While the entrance from Cammeray Rd in to Alan St is quite wide, the road curves back in, the result often being that cars turn and drive in the middle of the road. As with many streets in Sydney now, there are cars regularly parked on both sides of the road; if an unsuspecting driver is heading along Alan Street towards Cammeray Road, they can be confronted with a car driving directly towards them and there can be restricted opportunity to move quickly out of the way. A division in the road (such as the island in Carter St near the intersection with Cammeray Rd) would provide an actual and visual reminder for drivers to 'stick to their side' of the road and alleviate the possibility of head on collisions. Alan St Cammeray - Speeding drivers using Alan St. I've already raised this issue with Nth Syd Council - their reply was a study has been undertaken and no evidence was found. It is racetrack on</p>	Traffic Facilities & Investigations	Traffic calming		Medium		20/2/18	

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		<p>occasion with high speed drivers travelling in excess of 100km/h!</p> <p>Alan Street provides a shortcut to Tunks Park, a popular venue for sporting activities. Its a long, straight (one you've turned into it) street and its tempting for visitors to drive over the speed limit. Some speed bumps could assist in resolving this issue and lessen the risk to people, particularly children.</p>							
T.20a	Amhest Street at Bellevue Street	Bellevue St, Cammeray - traffic calming measures should be put in place, especially for cars turning left into Bellevue from Amhurst Avenue as many speed around corner	Traffic Facilities & Investigations	Traffic calming		Medium		20/2/18	
T.20b	Amhest Street at Bellevue Street	Roundabout and buses- Bellevue rd. buses find it hard to get around the roundabout. Site line issues and signs being flattered. 263 and 201, top of Bellevue near Palmer St., peak hour.	Traffic Facilities & Investigations	Install raised intersection	Roundabout outer island is flat so buses can mount it. No crashes recorded. No evidence of conflict with signs on inspection. Intersection appears to be operating satisfactorily	Long		20/2/18	
T.20c	Amhest Street at Bellevue Street	<p>Cammeray and Crows Nest - more pedestrian Crossings - there are so many parents with babies/young children in the area and drivers rarely give way - please install more Crossings to keep kids safe! eg Bellevue St near Amherst St and West St near Amherst St</p> <p>The roundabout at the intersection of Amherst Street and Bellevue Street is also very busy and potentially dangerous for pedestrians. Please install a crossing, for example further down Bellevue Street, so pedestrians can safely cross the road.</p> <p>Barriers to movement - Many of the barriers to movement (concrete dividers and steel posts) are hazards to people and expense to the community. We see them continually flattened eg those in Bellevue St near Amherst and Carter Streets and Carter St near Cairo St. They generally don't seem to help people cross the road.</p>	Traffic Facilities & Investigations	Install pedestrian crossing, refuge or kerb buildouts		Medium		20/2/18	
T.21	Amherst Street between Bellevue	Amherst St, Cammeray - cars coming out of Stocklands, bottleneck and dangerous. My rear driveway also backs onto the carpark behind Miller St off Amherst st. There needs to be speed humps here, particularly at the entries to the carpark. People speed in forgetting that locals might be using these	Traffic Facilities & Investigations	Traffic calming		Short		20/2/18	



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	Street and West Street	driveways and there could be a crash. Also there is a lot of pedestrian activity in the car park and it's not a safe place to drive fast and aggressivley. Amherst St - entry/exit to car park behind Miller St shops (east) - cars do not stop when exiting car park despite stop sign. Speed hump and bigger sign required. Exit onto Amherst St should be left turn only Amherst St, Cammeray - used as shortcut crossing/exit from express way noisy and busy. Make it one way							
T.22	Bellevue Street	Car seems to speed down Bellevue Street	Traffic Facilities & Investigations	Traffic calming		Medium		20/2/18	
T.23	Vale Street	Speeding coming down Vale St onto West St or Bridgeview Avenue	Traffic Facilities & Investigations	Traffic calming		Medium		20/2/18	
T.24	Cairo Street	Cairo St, Cammeray - please install speed bumps on this street. Traffic is too fast. Children play on street  Re Cairo Street, Cammeray Speed Limit Cairo St is a dead end with no through traffic and low traffic density. This enables children to play on the street and parents encourage them to do so. It is joyful and a rare opportunity to experience the simpler life before cars. However the legal speed limit is too high for safety. In this little street the official speed limit should be reduced to 10 Km/hour and signs should be erected showing children at play. There is no need for speed humps which would be uncomfortable, noisy, visually ugly, and would actually spoil the play and would endanger kids running for a ball etc.	Traffic Facilities & Investigations	Traffic calming	Consider horizontal deflection and passive traffic calming options rather than speed humps	Medium		20/2/18	
T.25	Miller Street near Cambridge Street	Cambridge St Bus Stop - Morning peak hour - crossing from west to east side of Miller Street is dangerous. Traffic won't stop.;  Miller St, Cammeray - dangerous trying to cross Miller St to catch bus at 'Bridge' stop near the Boulevard.  Getting across this St.  Crossing the road - cars do not stop when crossing Miller St to bus stop;  Pine St, Cammeray - crossing/traffic No formal pedestrian crossing/unsafe to cross (high traffic)  Trying to cross road from bus stop near Pine St, Cammeray - cars speed up Miller St from Northbridge making it difficult to walk across road when	Traffic Facilities & Investigations	Request RMS to install signalised pedestrian crossing	RMS policy no longer permits new zebra crossings where there are more than 2 travel lanes.	Long		20/2/18	

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		getting off the bus. Trying to cross road from bus stop near Pine St, Cammeray - cars speed up Miller St from Northbridge making it difficult to walk across road when getting off the bus.  Pedestrian crossing (cars don't see them)							
T.26	Cambridge Street	Cambridge St, Cammeray - motorists cut through and use as rat run.	Traffic Facilities & Investigations	Traffic calming		Long		20/2/18	
T.27	Cammeray Road	Head ons happen all the time Cammeray Road not safe for families. - drivers love the long stretch of Cammeray Road and regularly drive over speed limit.	Traffic Facilities & Investigations	Traffic calming		Medium		20/2/18	
T.28	Carter Street between Cammeray Road and Stratford Street	Often poor driver behaviour at Carter Street corner. Roundabout at Cammeray & Carter to slow vehicles. Cars speeding over hill/blind spot	Traffic Facilities & Investigations	Traffic calming		Medium		20/2/18	
T.29	Cowdroy Avenue	Cammeray - Cowdroy Avenue - due to parked cars and walkers Cowdroy avenue is a dangerous 2 way street. It needs to be one way.	Traffic Facilities & Investigations	Traffic calming		Long		20/2/18	
T.30	Miller Lane	Big problem in Raleigh St and parking behind Cammeray shops. Children play whilst parents attend coffee shops, dogs, many people walking to cars, school children using the crossing. It is extremely dangerous as very few cars bother to use stop sign. There is going to be a death. Crossing needs to be clearly marked, LARGE Safety bumps put in and STOP signs painted on roadway. Same needs to be done exiting car park Palmer St  A safety concern: Miller Lane on the eastern side of Cammeray shops. There are two stop signs where the lane crosses Raleigh St and joins Palmer St. Most cars do not stop at these signs. Some cars speed across Raleigh St. Do we have to wait till there is serious injury/death before some action is taken. Recommend using those black and yellow speed hump strips to slow cars down.  Cammeray near the Laneway - suggest you install speed bumps before the pedestrian in the car park area - dangerous on the pedestrian crossing	Traffic Facilities & Investigations	Traffic calming		Medium		20/2/18	
T.32	Pine Street between Currawang Street and Alan Street	Pine St, Cammeray - cars parked on both sides of street and away traffic - congested, near miss accidents, etc.	Traffic Facilities & Investigations	Traffic calming		Medium		20/2/18	

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T.34	West Street between Palmer Street and Warringah Freeway overpass	Turning onto West Street from Palmer and Amherst Street. Avoiding lights on Miller and Amherst Street. Traffic off Warringah Express way to round about on Amherst Street.  Speeding down Parker and speeding down West. Speed and site lines are an issue. Blind spots needing attention	Traffic Facilities & Investigations	Traffic calming		Medium		20/2/18	
T.35a	Abbott Street at Palmer Street	Cnr. Palmer & Abbott Streets, Cammeray - Intersection difficult for cars crossing at stop sign, as traffic on palmer St tends to go fast, plus palmer St is Hilly making visibility worse.; Abbott and Palmer Sts intersection - dangerous crossing for all users  Palmer, Abott Street, Cammeray - Despite council approving more and more developments, it shows scant regard for ensuring road Safety. This intersection is a potent case in point. In the face of accidents crashes, and in the face of the residents expressing their concern for years, North Sydney Council has done nothing but send out amorphous "community Consultation" surveys. Prove to us you aren't nothing but a drain on ratepayers dollars and do something.  Palmer St & Abbott St - People do not observe the large Stop sign. Bicycle riders scare me.	Traffic Facilities & Investigations	Install roundabout		Not to proceed	Not to proceed	20/2/18	
T.35b	Abbott Street at Palmer Street	Cnr. Palmer & Abbott Streets, Cammeray - Intersection difficult for cars crossing at stop sign, as traffic on palmer St tends to go fast, plus palmer St is Hilly making visibility worse.; Abbott and Palmer Sts intersection - dangerous crossing for all users  Palmer, Abott Street, Cammeray - Despite council approving more and more developments, it shows scant regard for ensuring road Safety. This intersection is a potent case in point. In the face of accidents crashes, and in the face of the residents expressing their concern for years, North Sydney Council has done nothing but send out amorphous "community Consultation" surveys. Prove to us you aren't nothing but a drain on ratepayers dollars and do something.  Palmer St & Abbott St - People do not observe the large Stop sign. Bicycle riders scare me.	Traffic Facilities & Investigations	Install raised intersection		Medium		20/2/18	
T.35c	Abbott Street at Palmer Street	Cnr. Palmer & Abbott Streets, Cammeray - Intersection difficult for cars crossing at stop sign, as traffic on palmer St tends to go fast, plus palmer St is Hilly making visibility worse.; Abbott and Palmer Sts intersection - dangerous crossing for all users	Traffic Facilities & Investigations	Install speed cushions on approach to intersection	Design & Construct 2019/20	Medium	In planning	20/2/18	

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		Palmer, Abott Street, Cammeray - Despite council approving more and more developments, it shows scant regard for ensuring road Safety. This intersection is a potent case in point. In the face of accidents crashes, and in the face of the residents expressing their concern for years, North Sydney Council has done nothing but send out amorphous "community Consultation" surveys. Prove to us you aren't nothing but a drain on ratepayers dollars and do something.  Palmer St & Abbott St - People do not observe the large Stop sign. Bicycle riders scare me.							
T.36a	Amherst Street at West Street	Cnr. Amherst St & West St, Cammeray - Dangerous crossing for pedestrians over Amherst ST (slip road from Brook St) as traffic is fast, having exited a main road - cars tend not to give way to pedestrians, despite roundabout.  Roundabout West & Amherst Sts - Mad, unpredictable, impatient traffic - difficult for my kids to nav. on their own.  Amherst/ West - cars approaching roundabout off exit ramp do not turn their blinker off. Too many car accidents.  Crows Nest - roundabout Amherst and West Street - not safe to cross at all  Cammeray and Crows Nest - more pedestrian Crossings - there are so many parents with babies/young children in the area and drivers rarely give way - please install more Crossings to keep kids safe! eg Bellevue St near Amherst St and West St near Amherst St	Traffic Facilities & Investigations	Install raised pedestrian crossing	Design & Construct 2019/20	Short	In planning	20/2/18	
T.36b	Amherst Street at West Street	Amherst/West St - roundabout - blind spot for motorist entering from the west  Congestion due to cars coming off freewayRoundabout, lengthy buses can't get around it.  Roundabout on West and Amherst Streets - buses can't get around it easily.	Traffic Facilities & Investigations	Intstall speed cushions on approach to roundabout	Design & Construct 2019/20	Medium	In planning	20/2/18	
T.37	Alan Street at Cammeray Road	1. Can anything be done about the intersection of Alan Street and Cammeray Road please. Due to the junction configuration vehicles often enter Alan Street from Cammeray Road at speed and swing wide onto the opposite side of Alan Street. We have experienced a number of near head-on collisions. Perhaps a small traffic island/median strip could assist keep traffic on the correct side of the road?	Traffic Facilities & Investigations	Install pedestrian refuge or kerb extensions		Long		20/2/18	

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T.39a	Amherst Street at Miller Lane	<p>Cammeray Car Park Amherst St entrance - most cars fail to stop at stop sign at entrance of car park at Amherst St side this is an accident waiting to happen</p> <p>Cammeray shops car park. Amherst St exit dangerous for pedestrians/traffic flow (restrict turning right from the carpark) Also suggest left turn only out of the Cammeray shops parking exiting on Amhurst</p>	Traffic Facilities & Investigations	Reduce signage clutter at Miller Lane exit onto Amherst Street		Short		20/2/18	
T.39b	Amherst Street at Miller Lane	<p>Cammeray Car Park Amherst St entrance - most cars fail to stop at stop sign at entrance of car park at Amherst St side this is an accident waiting to happen</p> <p>Cammeray shops car park. Amherst St exit dangerous for pedestrians/traffic flow (restrict turning right from the carpark) Also suggest left turn only out of the Cammeray shops parking exiting on Amhurst</p>	Traffic Facilities & Investigations	Install Give Way to pedestrians on Miller Lane at Amherst Street exit, before footpath and intstall kerb extensions with a Stop sign at Amherst Street		Short		20/2/18	
T.41	Miller Street at The Boulevarde	<p>Coming North and turning right (or U-turn) into Boulevarde leads to crashes. Traffic light solution, rat race.</p> <p>Corner Miller St &amp; The Boulevarde - Almost impossible entering or exiting The Boulevarde during peak morning periods. During peak afternoon periods unable to turn into Cambridge to go back over bridge. During morning peak there is NO letup in traffic &amp; it is a matter of hoping someone lets you in or take a chance &amp; hope for the best. Light phase at Sailors Bay Road insufficient as the cars quickly catch up to the ones in front sot hthat by the time they are crossing the Bridge therre are no gaps &amp; therefore no opportunity for cars exiting The Boulevard to safely file in.</p>	Traffic Facilities & Investigations	Install traffic signals	<p>The Boulevarde is a local road. A right turn bay is provided with existing signage. Traffic signals would encourage more traffic to use The Boulevarde which is not desirable.</p> <p>Location does not meet RMS warrants for Traffic signals.</p>	Long		20/2/18	
T.43	Amherst Street at Miller Street	Left lane onto Miller from Amherst street: There isn't enough space for cars who are turning left into Miller street (from Amherst Street) at peak times...	Traffic Facilities & Investigations	Request RMS to install dedicated		Short		20/2/18	

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		<p>Pedestrian scramble Amherst and Miller St</p> <p>Cars don't see lights that are being used by kids</p> <p>Up till now, such traffic is forced to run the juggernaut of straight-through traffic coming up Amherst Street hill from the east. These vehicles are almost always out of the line of sight of the right-turning drivers (hidden behind left or right-turning vehicles) until the very last moments by which time many drivers have bravely if not foolishly ventured into the intersection to complete the right turn.</p> <p>Having to run this juggernaut usually reduces the number of cars which can successfully make the right turn (without collision) to one or two per phase which is inadequate to deal with the traffic volume. The chances of getting hit by oncoming straight-through vehicles travelling at speed must be high. As mentioned earlier the congestion in this street is already chronic and slated to get worse. Of course, the exact same problem (in reverse) confronts drivers coming up Amherst Street hill from the east.</p> <p>I have lived here for two and a half years and am a regular driver. I believe the control of traffic flows at this intersection to be manifestly inadequate.</p> <p>No turning right arrow Miller and Amherst - Turning right from Amherst onto Miller should have a green arrow on the traffic light</p>		turn phase at signals					
T.45	Palmer Street at Bellevue Street	Bellevue and Palmer St and Carter St - traffic jam at school caused by lack of turning lanes. Carter St left into Bellevue St. Palmer St right into Bellevue.	Traffic Facilities & Investigations	No action required.	No crash history.	Not to proceed	Not to proceed	20/2/18	
T.47	Grafton Street at Cammeray Road	Grafton St - turning left into Cammeray Rd dangerous design. Risk of collision.	Traffic Facilities & Investigations	No action required.	No significant crash history to suggest intersection is operating unsatisfactorily. Steep gradient of road and surrounding street trees are limitations to modifications to this intersection	Not to proceed	Not to proceed	20/2/18	

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T.48	Jenkins Street at West Street	1. Find it hazardous coming out of Jenkins Street and turning right onto West Street - is difficult with visibility due to the parking.	Traffic Facilities & Investigations	Install kerb extensions on either side of intersection		Long		20/2/18	
T.50	Miller Street at Pine Street	Difficult Turn  Miller St, Cammeray - Pine St - dangerous to turn out of onto Miller Street	Traffic Facilities & Investigations	No action required.	No significant crash history to suggest intersection is operating unsatisfactorily. Location does not meet RMS warrants for traffic signals.	Not to proceed	Not to proceed	20/2/18	
T.52	West Street at Palmer Street	West St and Palmer Sts intersection - need for better signage; dangerous crossing for all users  No pedestrian crossing. Speeding down Parker and speeding down West. Speed and site lines are an issue. Blind spots needing attention  Long wait at signals	Traffic Facilities & Investigations	Install kerb extensions on either side of intersection		Long		20/2/18	
T.57a	Palmer Street at Miller Street	Palmer St, Cammeray - no pedestrian crossing on About Life side of street  Miller St and Palmer St, Cammeray - Needs pedestrian crossing at About Life to avoid people crossing dangerously especially with school nearby	Traffic Facilities & Investigations	Install pedestrian crossing		Medium		20/2/18	
T.57b	Miller Street at Palmer Street	Palmer St - Miller St  See above -buses having difficulty. Need an arrow for buses here.	Traffic Facilities & Investigations	Request RMS to install dedicated turn phase at signals		Medium		20/2/18	
T.58	Cammeray Road at Park Avenue	Cnr Cammeray Rd, Park Avenue - crossing (pedestrian) required.	Traffic Facilities & Investigations	Install pedestrian crossing, refuge or kerb buildouts		Medium		20/2/18	
T.63	Carter Street at Cairo Street	Barriers to movement - Many of the barriers to movement (concrete dividers and steel posts) are hazards to people and expense to the community. We see them continually flattened eg those in Bellevue St near Amherst and Carter Streets and Carter St near Cairo St. They generally don't seem to help people cross the road.	Traffic Facilities & Investigations	Redesign pedestrian facilities		Medium		20/2/18	

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T.66	Bellevue Street at Lumsden Street and Raleigh Street	<p>Concrete barriers on roads in middle of street are dangerous and expensive (bus struggles to avoid)</p> <p>I am extremely concerned about the Pedstrian Traffic Island on the corner of Lumsden, Bellevue and Raeligh Streets. Currently the metal poles at one end of the traffic island have been bent over by impact. They are currently lying across the Pram Ramp crossing direction. I have seen a child in the last three days trip on the edge of this metal and stumble across the road. Imagine if a car had been passing at that time!</p> <p>This is about the 10th time this traffic island pole has been bent over through vehicle impact since we purchased the property on the corner of Bellevue and Lumsden. It is clearly a very inappropriate place to have a pedestrian crossing.</p> <p>I specifically note that the traffic island has not been impacted on by any vehicle entering or leaving 91 Bellevue Street since we commenced our construction.</p> <p>I also note that there has been numerous times when either my builder or myself have warned children against crossing the road, and have directed the children to move back from the edge of the road as a State Transit bus has approached the bottle neck that is caused by the existence of the traffic island where it is placed. The existence of a traffic island gives children the false sense of security and encourages them to cross in front of traffic - despite the traffic island clearly being more of a target for vehicles than a safety feature for the many children that access Cammeray Public School and buses on Miller Street.</p> <p>It is also unsafe to expect a child to stand on Bellevue Street and, while looking right and left, to also look behind them to see if any car is turning across Bellevue Street from either Lumsden or Raeligh Street. Children do not think to look behind them and there have been many near misses as cars pull out onto Bellevue Street from Lumsden having checked left but not looked to see if a child is darting across the road through the traffic island. It is an incredibly unsafe crossing for children. I do not believe this crossing should exist where it is, in any form. If another crossing is needed then this should be moved further up or down the road, but please do move it. I fear the day when a vehicle hits not only the traffic island, but also a child.</p>	Traffic Facilities & Investigations	Redesign pedestrian facilities		Medium		20/2/18	
T.68	West Street between Palmer Street and Warringah	No pedestrian crossing.	Traffic Facilities & Investigations	Pedestrian crossing or traffic calming		Medium		20/2/18	



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	Freeway overpass								
T.69	Pine Street between Curraway Street and Alan Street	Pine St between Curraway and Alan St, Cammeray - cars parked on Footpaths on the northern side, making this a single lane road, again with no line of sight until one is on the road. Accident waiting to happen.	Traffic Facilities & Investigations	Install No Parking along footpath		Medium		20/2/18	
T.70	Rowlison Parade	Rowlison Rde, Cammeray - 2 cars parking spots opposite no.1 if there's a large 4 wheel drive or boat parked the car travelling W->E is faced onto other side of the road. Can these parking spots be removed and this made a No Parking?  Rowlison Pde, Cammeray - parking on Saturdays - need "no stopping" on residential side road as road is too narrow to accommodate both sides with parked cars	Traffic Facilities & Investigations	Remove parking to improve traffic flow	Parking removed 2019/20 as part of footpath construction works on western side of Rowlison Parade	Not to proceed	Completed	20/2/18	
T.71	Palmer Street at Hamilton Lane	Request for pedestrian facilities and traffic calming along Palmer Street	Traffic Facilities & Investigations	Install pedestrian refuge or kerb extensions		Medium		20/2/18	
T.72	Miller Street - Northbridge to Freeway	Weekend driving - Weekend driving around Crows Nest, Cammeray, North bridge Congestion around ovals eg. Shore's oval Cammeray - Amherst St near Stockland - traffic very busy. Crows Nest/ Northbridge - Transit west from Cammeray area is problematic with no thoroughfare; Westbound traffic has to join morning peak hour on most alternate Routes rather than a clean reverse commute.; Northbound access to Warringah freeway also problematic. e.g. Access to Military Rd ramp during peak hours.Miller St, Cammeray - weekend traffic around Cammeray shops;  Cammeray to North Sydney - Traffic Congestion on Miller Street.Miller St, Cammeray - Congestion along the road cars parking/shopping  Palmer Street - Saturday car Congestion	Traffic Facilities & Investigations	Remove parking to improve traffic flow	Much of the parking in these areas is destination parking. Removal of the parking will result in more circulation of traffic.  See Action P8 which recommends review of parking restrictions to allow for better turnover	Not to proceed	Not to proceed	20/2/18	
T.75a	Brothers Avenue	Could be shared zone - used by pedestrians/vehicles/cyclists Vernon St/Brothers Ave, Cammeray - pedestrians, kids, dogs on road not looking out for cars. Illegally parked cars - unable to get past. Near crashes due to the above.	Traffic Facilities & Investigations	Install Shared Zone		Long		20/2/18	

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T.75b	Brothers Avenue & Vernon Street	VERNON ST/BROTHERS AVE, CAMMERAY - PEDESTRIANS KIDS DOGS ON ROAD NOT LOOKING OUT FOR cars,	Traffic Facilities & Investigations	Create 40km/h speed zone		Long		20/2/18	
T.75c	Brothers Avenue & Vernon Street	Acting like a pedestrian/shared space but a road. Parking issues - Cars parked in dangerous areas for cyclists using road. Treated as part of running circuit.  VERNON ST/BROTHERS AVE, CAMMERAY - PEDESTRIANS KIDS DOGS ON ROAD NOT LOOKING OUT FOR cars,	Traffic Facilities & Investigations	Create 10km/h Shared Zone		Long		20/2/18	
T.76	Abbott Street at Miller Street	Concerns about pedestrian safety when crossing this road. Request to install a formal pedestrian crossing.	Traffic Facilities & Investigations	Install pedestrian crossing		Medium		20/2/18	
T.77	Palmer Street at Abbott Street	Request for pedestrian facilities and traffic calming along Palmer Street	Traffic Facilities & Investigations	Install pedestrian refuge	Investigate/Design 2019/20	Short	In planning	20/2/18	
T.78	3 Amherst Street	The congestion will worsen dramatically if and when the planned 80-head child care centre comes on stream (at no. 3?). This section of road will become chaotic mornings and afternoons, and the danger level will increase.  Proposed development for new preschool on main road of Amherst Street - concern for drop off of children	Traffic Facilities & Investigations	Monitor traffic conditions after Child Care Centre is opened	Development was approved through Land & Environment Court.	Short		20/2/18	
T.79	Palmer Street between Miller Street and West Street	Speeding down Palmer and speeding down West. Speed and site lines are an issue. Blind spots needing attention	Traffic Facilities & Investigations	Traffic calming		Medium		20/2/18	
T.80	Vale Street at Abbott Street	Intersection safety and visibility	Traffic Facilities & Investigations	Install kerb buildouts		Long		20/2/18	
T.81a	Vale Street at Miller Street	Traffic Committee Recommendation for pedestrian facilities 7/2/14  Install kerb extension on northern side of Vale Street to improve sight lines whilst minimising impacts on parking	Traffic Facilities & Investigations	Install kerb extension on northern side of Vale Street		Medium		20/2/18	
T.81b	Vale Street at Miller Street	Rat run between Miller Street and Palmer Street. Refer Traffic Committee recommendation 16/10/2015	Traffic Facilities & Investigations	Half road closure on Vale Street at Miller Street		Long		20/2/18	
T.82	Abbott Street north of Palmer Street	Traffic Committee Recommendation for pedestrian facilities 25/11/16	Traffic Facilities & Investigations	Install pedestrian crossing	Completed Aug 2019	Short	Completed	20/8/19	2018/19 Traffic Facilities

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T.83	Carter Street between Wilson Street and Colin Street	Speeding vehicles, particularly at crest at Cairo Street	Traffic Facilities & Investigations	Traffic calming		Medium		21/3/19	
T.84	Amherst Street at Echo Street	Pedestrian refuge is narrower than minimum width under current standards. Pinch point between refuge/ travel lane and cycle lane	Traffic Facilities & Investigations	Remove pedestrian refuge and install kerb extensions on both sides of road		Medium		19/7/19	