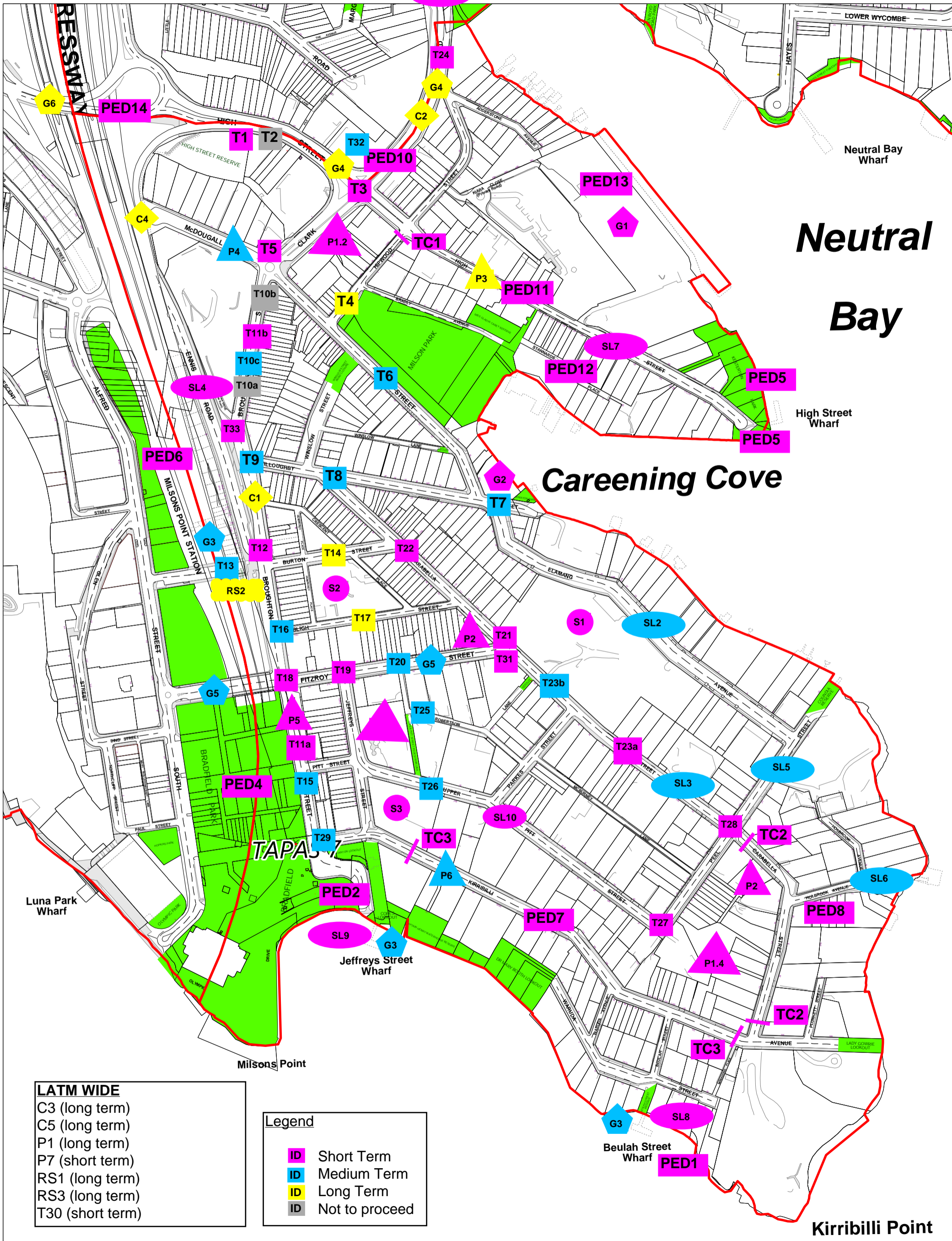


North Sydney Council
Local Area Traffic Management
Action Plan
LATM Zone 7
Kirribilli and North Sydney



September 2019

LATM ZONE 7



LATM WIDE
 C3 (long term)
 C5 (long term)
 P1 (long term)
 P7 (short term)
 RS1 (long term)
 RS3 (long term)
 T30 (short term)

Legend	
ID	Short Term
ID	Medium Term
ID	Long Term
ID	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
P8	Greenway Drive	Greenway Management - request to amend parking restrictions to accommodate community bus and emergency access	Parking	Extend No Parking zone to accommodate community bus; install No Stopping on southern side of centre island for emergency access; replace one of two disabled parking spaces with 2 hour parking; replace to offset some of the parking loss.		Short	Completed	4/2/19	
P9	Upper Pitt Street at Peel Street		Parking	Install No Stopping at 10m from intersection		Short	Completed	4/2/19	

LATM ACTIONS IN PLANNING

ID	Location	Description of Request or Issue	Action Category	Action	Notes	Priority	Status	Last Update	Program
P1	LATM Zone 7	Key generators of parking demand include Milsons Point Train Station, RMS Offices in Ennis Road, Kirribilli Shops, Bradfield Park, Ferry Wharves, Yacht Squadron, Ensemble Theatre, HMAS Platypus (future)	Parking	Area-wide parking review including occupancy surveys and audit of parking	Parking restriction reviews in progress starting with Area 2. See also sub-actions under P1	Short	Parking restriction reviews in progress starting with Area 2	29/11/18	

ID	Location	Description of Request or Issue	Action Category	Action	Notes	Priority	Status	Last Update	Program
				restrictions. Parking review to make recommendations to parking restrictions based on demand and supply, with a target of maximum 85% occupancy.					
P4	McDougall Street west of Broughton Street	The west end of McDougall St is a cul-de-sac. More parking can be provided by extending the rear-to-kerb areas.	Parking	Reconfigure parking to provide more angle parking spaces in McDougall Street, west of Broughton Street.	Included as part of Area 2 parking survey. Survey undertaken 2018/19. Results to be completed 2019.	Medium	Under Review	5/9/19	
P1.2	Parking Area 2	General submissions regarding inadequate parking restrictions (see also Item P1)	Parking	Undertake area-wide review of parking restrictions	Survey undertaken 2018/19. Outcomes to be finalised in 2019	Short	Under Review	21/1/19	
Ped1	Walking routes to Beulah Street Wharf	access to Kirribilli Wharf - Steep stairs for less Mobile commuters, pregnant and with prams, travellers with heavy suitcases	PAMP Study	Prepare Pedestrian Access and Mobility Plan for LATM Zone 7		Short	In planning	29/11/18	(Plan) 2018/19 Traffic Facilities Program
Ped2	Walking routes to Jeffreys Street Wharf	access to Kirribilli Wharf - Steep stairs for less Mobile commuters, pregnant and with prams, travellers with heavy suitcases	PAMP Study	Prepare Pedestrian Access and Mobility Plan for LATM Zone 7		Short	In planning	29/11/18	(Plan) 2018/19 Traffic Facilities Program

LATM Action Plan Zone 7

COMPLETED LATM ACTIONS	LATM ACTIONS IN PLANNING	ALL LATM ACTIONS
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ID	Location	Description of Request or Issue	Action Category	Action	Notes	Priority	Status	Last Update	Program
Ped4	Walking routes to Bradfield Park	Crossing Bradford park to Kirribilli avenue-Jay waking and car speeding	PAMP Study	Prepare Pedestrian Access and Mobility Plan for LATM Zone 7		Short	In planning	29/11/18	(Plan) 2018/19 Traffic Facilities Program
Ped5	Walking routes to High Street Wharf & Kesterton Park	<p>Public access to Kesterton Park - Provision of a pedestrian link between Kesterton Park and Platypus has been consistently supported by the North Sydney community, including Council. As a result, the Harbour Trust's Comprehensive Plan provides for an over-water pedestrian link between Platypus and Kesterton Park, at the southern end of High Street, North Sydney. This connection would be subject to approval by both Council and NSW Roads and Maritime Services (RMS) and would be a complex and expensive proposal for which funding is not currently available.</p> <p>As a more pragmatic alternative, there is also the potential for a more modest path that hugs the foreshore between Platypus and Kesterton Park. This alternative link is also identified in the Harbour Trust's Comprehensive Plan, and the subject land along the foreshore is publicly owned. In the shorter term, the alternative, land-based link would be the more achievable of the two options.</p> <p>Providing direct pedestrian access between Platypus and Kesterton Park would improve connections to public transport and extend the harbour foreshore walkway. The Harbour Trust requests Council include a pedestrian connection between Platypus and Kesterton Park in their action plan for TAPAS Zone 7.</p> <p>Ferry difficult for pregnant woman, disabled because lots of steep steps-Safety Issue at night-poorly lit, unsafe</p>	PAMP Study	Prepare Pedestrian Access and Mobility Plan for LATM Zone 7		Short	In planning	29/11/18	(Plan) 2018/19 Traffic Facilities Program
Ped6	Walking routes to Milsons Point Train Station	<p>There are very few public transport options which allow me to go from home to work without a 12-15 minute walk to the station. While this is no problem for commuting, it's more challenging for when I have to do a large Supermarket shop or travel with luggage.</p> <p>The walk to the train is difficult as there is no shortcut through the private buildings. The streets do not provide direct access to the train</p> <p>Heavy Traffic around Milsons Point especially AM and PM crossing but people Jay-Walk</p>	PAMP Study	Prepare Pedestrian Access and Mobility Plan for LATM Zone 7		Short	In planning	29/11/18	(Plan) 2018/19 Traffic Facilities Program
Ped7	Kirribilli Avenue between	Kirribilli Avenue - Footpath too narrow, particularly bin collection day.	PAMP Study	Prepare Pedestrian Access and		Short	In planning	29/11/18	(Plan) 2018/19 Traffic

LATM Action Plan Zone 7

COMPLETED LATM ACTIONS	LATM ACTIONS IN PLANNING	ALL LATM ACTIONS
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ID	Location	Description of Request or Issue	Action Category	Action	Notes	Priority	Status	Last Update	Program
	Broughton Street and Carabella Street			Mobility Plan for LATM Zone 7					Facilities Program
Ped8	Holbrook Avenue	High Street Wharf & Holbrook Avenue - Walking to ferry difficult for pregnant woman, disabled because lots of steep steps, unsafe at night (pporly lit)	PAMP Study	Prepare Pedestrian Access and Mobility Plan		Short	In planning	29/11/18	(Plan) 2018/19 Traffic Facilities Program
Ped10	Clark Road between High Street and Adderstone Avenue, including intersections	Inadequate footpath width: The footpath on the east side of Clark Rd between Adderstone Ave and High St is extremely narrow in places. There is no opportunity to pass other pedestrians without stepping into the busy traffic of Clark Rd. This the main access way to Anderson Park from the south and is frequently used by large groups of school children. The narrow width of the footpath exposes them to danger presented by the fast moving traffic along Clark Rd.	PAMP Study	Prepare Pedestrian Access and Mobility Plan for LATM Zone 7		Short	In planning	29/11/18	(Plan) 2018/19 Traffic Facilities Program
Ped11	High Street	Planned walkway/bikeway link from High St ferry to old Platypus site is essential. Fed Gov announced \$20 mill last year to enhance access to the new lora Park (open day is Sat 14th) .Without this walkway and access to ferry, either lora Park will not be utilised or there will be terrible Congestion in High St and Kiara Close.	PAMP Study	Prepare Pedestrian Access and Mobility Plan for LATM Zone 7		Short	In planning	29/11/18	(Plan) 2018/19 Traffic Facilities Program
Ped12	Stanndards Place to High Street	Walking - High problem here. No work done for at least 40 years	PAMP Study	Prepare Pedestrian Access and Mobility Plan for LATM Zone 7		Short	In planning	29/11/18	(Plan) 2018/19 Traffic Facilities Program
Ped13	Walking routes to HMAS Platypus, including via High Street and Kiara Close	Request from Harbour Trust to improve conditions for pedestrians along Kiara Close and High Street to access the HMAS Platypus site which will be opened to the public following remediation works.	PAMP Study	Prepare Pedestrian Access and Mobility Plan for LATM Zone 7		Short	In planning	29/11/18	(Plan) 2018/19 Traffic Facilities Program
Ped14	High Street from Freeway to Pacific Highway	Dangerous for pedestrians due to traffic issues caused at pacific Highway	PAMP Study	Prepare Pedestrian Access and Mobility Plan		Short	In planning	29/11/18	(Plan) 2018/19 Traffic Facilities Program

LATM Action Plan Zone 7

COMPLETED LATM ACTIONS	LATM ACTIONS IN PLANNING	ALL LATM ACTIONS
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ID	Location	Description of Request or Issue	Action Category	Action	Notes	Priority	Status	Last Update	Program
				for LATM Zone 7					
T6	McDougall Street between Clark Road and Willoughby Street	Narrow travel lanes - paint centreline	Traffic Facilities & Investigations	Introduce 40km/h Speed Zone, including speed calming measures	Concept prepared 2018/19	Medium	In planning	29/11/18	RMS 40km/h HPAA
T20	Fitzroy Street between Broughton Street and Carabella Street	My suggestion to manage the multiple and varied users in this small but increasingly busy area is to introduce a 40 km speed limit on Alfred Street, Fitzroy Street and Broughton Street (40km zones have been introduced in the CBD on the back of evidence that shows reducing speeds from 50km to 40 km reduces injuries to pedestrians)	Traffic Facilities & Investigations	Introduce 40km/h Speed Zone, including speed calming measures	Concept prepared 2018/19	Medium	In planning	29/11/18	RMS 40km/h HPAA
T30	LATM Zone 7 - entire area	50km/h speed limit is too high for this area and the streets are too narrow for speed limit to be more than 40km/h	Traffic Facilities & Investigations	Introduce 40km/h Speed Zone, including speed calming measures	HPAA concept plan prepared 2018/19 in the local shopping area.	Short	In planning	20/2/18	
T33	Broughton Street near Greenway Drive	Request to replace excess No Stopping zones with parking	Traffic Facilities & Investigations	Replace redundant No Stopping with Parking	Requires removal of kerbside traffic island on western side of Broughton Street Design & Construct 2018/19	Short	In planning	16/4/19	
T11a	Broughton Street between McDougall Street and Olympic Drive	Broughton St, Kirribilli - Difficulty parking, traffic too fast Speed limit should be reduced to 40 kph from mcdougall St to Fitzroy st - pedestrian Safety risk	Traffic Facilities & Investigations	Introduce 40km/h Speed Zone, including speed calming measures	Concept prepared 2018/19	Short	In planning	29/11/18	RMS 40km/h HPAA
T11b	Broughton Street between	Broughton St, Kirribilli - Difficulty parking, traffic too fast Speed limit should be reduced to 40 kph from mcdougall St to Fitzroy st - pedestrian Safety risk	Traffic Facilities & Investigations	Introduce 40km/h Speed Zone,	Concept prepared 2018/19	Short	In planning	29/11/18	RMS 40km/h HPAA

LATM Action Plan Zone 7

COMPLETED LATM ACTIONS	LATM ACTIONS IN PLANNING	ALL LATM ACTIONS
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ID	Location	Description of Request or Issue	Action Category	Action	Notes	Priority	Status	Last Update	Program
	McDougall Street Willoughby Street			including speed calming measures					

ALL LATM ACTIONS

ID	Location	Description of Request or Issue	Action Category	Action	Notes	Priority	Status	Last Update	Program
C1	Broughton Street from Burton Street to Clark Road	<p>Cyclists cause frustration for cars and concerns that cyclists could fall over as you drive behind them.</p> <p>Cyclists ride through red lights, use pedestrian footpaths and use kerb ramps at high speed through pedestrians.</p> <p>Intersection of Broughton St and Ennis Rd, Kirribilli - Every morning the amount of cyclist that run a red light coming up Broughton St to get on to the bridge.</p> <p>Driving car - too many bikes on road going to harbour bridge, very dangerous b/w Neutral Bay and Kirribilli.</p> <p>Kurrabard, Clark Rd, Broughton St and other roads within zone 6 - no designated cycle lane on these roads.</p> <p>Need a separated two-way bike lane on Broughton Street</p> <p>I would like to ride to work on a bicycle but getting from Neutral Bay and Cremorne to get to the city is difficult and unsafe. A great deal of money was spent on the new pedestrian bridge at Military Road but it doesn't connect to anything. There needs to be a safe, bicycle only corridor between this bridge on Military Road and the Harbour Bridge cycle way, ideally one which hugs the length of the expressway. This would encourage more people to ride both to the Sydney CBD and North Sydney's CBD</p> <p>Concern for the proposed loss of parking on the Eastern side of Broughton St. Proposed diversion of cyclist from Ennis Lane & Ennis Rd (level), down to Clark Rd & up Broughton St (inclined)</p> <p>Suggest diverting cyclist to Middlemiss St. & thru to the Bridge access off Alfred St.</p>	Cycling Strategy	Install a separated two-way cycleway on Broughton Street	This has been included in the 2014 North Sydney Cycling Strategy for planning and implementation.	Long		20/2/18	

ID	Location	Description of Request or Issue	Action Category	Action	Notes	Priority	Status	Last Update	Program
		<p>Alfred St. should have a dedicated Cyclist's path through the Bradfield Park North, along the side of bridge, upto the bridge stairs, where currently NSC has removed the garden plantings we believe, due to lack of ability to water the plants.</p> <p>NSC should push for the Harbour Link proposal of at least 6 m wide, so 3 m each direction, for cyclists and pedestrians to be able to link with easy gradient, from Cammeray, Military Road, Neutral Bay, Crows Nest etc. into the city.</p>							
C2	Clark Road & Kurraba Road	<p>Cycling along Kurraba Rd, Dangerous, also difficult for cars causes frustration</p> <p>Kurraba, Clark Rd, Broughton St and other roads within zone 6 - no designated cycle lane on these roads.</p> <p>Driving car - too many bikes on road going to harbour bridge, very dangerous b/w Neutral Bay and Kirribilli.</p> <p>Kirribilli, Neutral Bay - I dont ride my bike because of traffic, volume of traffic safer bike ways</p> <p>To Work/City ->Clark Road near Adderstone Avenue and High St. To home ->Kurraba Road, hill before Ben Boyd and Hill up Wycombe Road and Harriette St - Going to and from work on bike. Hill is really steep so forced to go slow (10kph) you can tell that cars are lining up behind you and getting impatient so I fear one will get angry and pass really close. Road is so narrow that is happens regularly and if makes me feel unsafe.It would be great to get bike lanes for these small sections up hills.</p> <p>I would like to ride to work on a bicycle but getting from Neutral Bay and Cremorne to get to the city is difficult and unsafe. A great deal of money was spent on the new pedestrian bridge at Military Road but it doesn't connect to anything. There needs to be a safe, bicycle only corridor between this bridge on Military Road and the Harbour Bridge cycle way, ideally one which hugs the length of the expressway. This would encourage more people to ride both to the Sydney CBD and North Sydney's CBD</p>	Cycling Strategy	Install a separated two-way cycleway along Clark Road and Kurraba Road	This has been included in the 2014 North Sydney Cycling Strategy for planning and implementation.	Long		20/2/18	
C3	Kirribilli and Milsons Point Generally	<p>Kirribilli and Milsons Point Generally - Cyclists are a menace generally. North Sydney - No Bike paths, north south linking bridge.</p> <p>Improve condition of cyclepaths</p> <p>Keep cyclists off urban footpaths</p> <p>Too many bikes and Bike paths (these are dangerous and harmful to pedestrians)</p> <p>Improve wayfinding</p>	Cycling Strategy	Improve cycling facilities in Kirribilli and Milsons Point generally.	Council is currently working on design and development of Cycle Route 3 from Sydney Harbour Bridge to Neutral Bay/ Cremorne	Long		20/2/18	

ID	Location	Description of Request or Issue	Action Category	Action	Notes	Priority	Status	Last Update	Program
		<p>Kirribilli, Neutral Bay - I dont ride my bike because of traffic, volume of traffic safer bike ways</p> <p>I would like to ride to work on a bicycle but getting from Neutral Bay and Cremorne to get to the city is difficult and unsafe. A great deal of money was spent on the new pedestrian bridge at Military Road but it doesn't connect to anything. There needs to be a safe, bicycle only corridor between this bridge on Military Road and the Harbour Bridge cycle way, ideally one which hugs the length of the expressway. This would encourage more people to ride both to the Sydney CBD and North Sydney's CBD</p> <p>B) Bike lanes. There are (green) bike lanes across bridge all way to Green Square. But no bike lanes in Kirribilli.</p> <p>Bike lanes improve cyclist Safety, and promote this healthy form of transport. Chicken and egg. Provide better cycling services and they will come. Also small electric scooters are being increasingly used. These are technically illegal on roads and Footpaths sadly, despite being so ideal for the last mile solution - as you can carry these on public transport so easily, but use them to 'get' access to public transport. dedicated Bike lanes are neither footpath or road, and thus are permitted and desirable to provide access to this novel but highly efficient form of transport.</p> <p>Please consider improving cyclist corridors (even shared with pedestrians), and specifically allow small electric scooters in these paths, to be used to integrate with public transport.</p> <p>Lack of Bike paths is an issue. I would cycle more if it were safer.</p>			<p>which will provide a dedicated cycleway.</p> <p>In addition any new road facilities installed by Council will be designed to minimise hazards to cyclists.</p>				
C4	Ennis Road - pathway from High Street to Ennis Road.	<p>Ennis Lane - Cyclists do not dismount and walk in spite of signs</p> <p>Pedestrian path from High St to Ennis Rd along the Harbour Bridge Wall- This is not a cycle parth and should not be but this is flooded by cyclists. I support cycling paths out not where they are too narrow for sharing. What can be done?</p>	Cycling Strategy	Install a separated two-way cycleway on Broughton Street	There is insufficient space to widen the existing pathway to formalise a shared path that bicycles can legally use. By providing a formal facility on Broughton Street, this will redirect much of the bike traffic which currently uses Ennis Road and Ennis Lane to a dedicated	Long		20/2/18	

ID	Location	Description of Request or Issue	Action Category	Action	Notes	Priority	Status	Last Update	Program
					lane on Broughton Street, alleviating much of these issues.				
C5	Kirribilli and Milsons Point Generally	Lack of bike and scooter places to secure your device. Bike racks would be great.	Cycling Strategy	Continue to look for opportunities to install public bike parking facilities	Council has installed some bike parking in Kirribilli and Milsons Point & locations are reviewed regularly for opportunities for new bike parking facilities.	Long		20/2/18	
G1	HMAS Platypus	<p>High St, North Syd - When the former HMAS Platypus site is opened up for the public, there must be:</p> <ol style="list-style-type: none"> 1. Emphasis on public transport especially ferry 2. How will parking be managed? Big influx of people from other areas? What is the impact on residents? How will off-street parking be managed? Metered parking on site, such that car access is possible but is not free. This will also raise revenue for maintenance of the site. <p>Kiara Close - access to parking for platypus redevelopment. This is totally unsuitable as the street is too narrow and is the entranceway to our complex garage for 81 units. The entrance to platypus should be from High St entrance. The parking at the end of Kiara should only be used for platypus area staff, not general public.</p>	HMAS Platypus	Traffic, transport and parking impacts will be considered as part of the development assessment. However given the complexities of the site and access a preliminary Pedestrian Access and Mobility study is recommended to inform the development.		Short		20/2/18	
G2	Ensemble Theatre - shuttle bus service	McDougall St/Willoughby St and Milsons Point Station - Ensemble [Theatre] parking; Shuttle bus at station – needs to be extended.	Ensemble Theatre	Refer to Ensemble Theatre to consider extension of		Short		20/2/18	

LATM Action Plan Zone 7

COMPLETED LATM ACTIONS	LATM ACTIONS IN PLANNING	ALL LATM ACTIONS
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ID	Location	Description of Request or Issue	Action Category	Action	Notes	Priority	Status	Last Update	Program
G3	Shuttle Service between Kirribilli Ferry Wharves and Milsons Point train station	Would be good to have shuttle bus that goes between ferry stops and train station	Consider Shuttle Service	shuttle services Consider feasibility of providing a shuttle service or lobby for improved public transport connections.		Medium		20/2/18	
G4	Clark Road and High Street regional route (congestion)	Clark Road - High Street to Alfred Street roundabout - traffic is terrible - avoiding peak hour - makes the whole area more clogged. Roads servicing the area are overly congested and do not adequately cope with traffic flow in the area. Clarke Rd is used as a major artery feed to/from Mosman / city and further afield and is always highly congested in peak hours and lanes do not allow for smooth traffic flow. On Alfred street cars jump ahead of waiting traffic by abusing the left hand lane exit to whaling road and pushing in. People abuse the right hand lane and use it to push in to go left into high street from the roundabout.	Lobby for improvements to Public Transport	Lobby State Governments for improvements to public transport between Northern Beaches/ Mosman/ Cremorne and the City.		Long		20/2/18	
G6	Pacific Highway and North Sydney	Traffic issues and banked up traffic from Pacific Highway roadworks	Roadworks	In 2016 Council developed a coordinated approach to management of roadworks within the North Sydney CBD, including community engagement methods to inform the community. See Council	https://www.northsydney.nsw.gov.au/Building_Development/North_Sydney_CBD/CBD_Out_of_Hours_Works_and_Upgrades	Long		20/2/18	

LATM Action Plan Zone 7

COMPLETED LATM ACTIONS	LATM ACTIONS IN PLANNING	ALL LATM ACTIONS
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ID	Location	Description of Request or Issue	Action Category	Action	Notes	Priority	Status	Last Update	Program
				website. RMS also provides up to date information about temporary works on State Roads www.livetraffic.com					
P1	LATM Zone 7	Key generators of parking demand include Milsons Point Train Station, RMS Offices in Ennis Road, Kirribilli Shops, Bradfield Park, Ferry Wharves, Yacht Squadron, Ensemble Theatre, HMAS Platypus (future)	Parking	Area-wide parking review including occupancy surveys and audit of parking restrictions. Parking review to make recommendations to parking restrictions based on demand and supply, with a target of maximum 85% occupancy.	Parking restriction reviews in progress starting with Area 2. See also sub-actions under P1	Short	Parking restriction reviews in progress starting with Area 2	29/11/18	
P2	22 Carabella Street & 62 Carabella Street	Carabella St Kirribilli - Why not make mail zones only applicable when AusPost likely to pickup mail?	Parking	Review Mail Zone Operation Times		Short		20/2/18	
P3	High Street between	High Street, North Sydney between Hipwood Street and HMAS Platypus is very narrow and has single side parking on the southern side of High St. Until	Parking	Retain parking on		Long	No Action Required	5/9/19	

LATM Action Plan Zone 7

COMPLETED LATM ACTIONS	LATM ACTIONS IN PLANNING	ALL LATM ACTIONS
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ID	Location	Description of Request or Issue	Action Category	Action	Notes	Priority	Status	Last Update	Program
	Hipwood Street and Stannards Place	about 8 years ago the single side parking was on the northern side of High Street, but it was changed to the southern side when de-contamination works commenced at HMAS Platypus utilizing large and heavy trucks. On the northern side of High St between numbers 110 and 116 there is a raised footpath and associated retaining wall up to 1.5m high where there would usually be a kerb. On the southern side there is a standard footpath at street level. In this section of High St there is only room for one lane of traffic unless vehicles mount the footpath to gain enough width for a second lane. Such mounting of the footpath, which was a reasonably regular occurrence, was not only extremely dangerous to pedestrians, but also had the potential to cause damage to the heritage properties on the southern side which are built 2m below the street level and incorporate retaining walls supporting the footpath and road.		the southern side of the street to maintain buffer between road and properties					
P4	McDougall Street west of Broughton Street	The west end of McDougall St is a cul-de-sac. More parking can be provided by extending the rear-to-kerb areas.	Parking	Reconfigure parking to provide more angle parking spaces in McDougall Street, west of Broughton Street.	Included as part of Area 2 parking survey. Survey undertaken 2018/19. Results to be completed 2019.	Medium	Under Review	5/9/19	
P5	Broughton Street between Fitzroy Street and Olympic Drive	The WHOLE of the Southern end of Broughton Street to be "No stopping" from 3pm to 6pm MON to FRI. You do not need so much space for buses. A large part of this area is not used by buses so we should make them available for parking.	Parking	Review part-time No Stopping restrictions on Broughton Street between Fitzroy Street and Olympic Drive to see if parking can be reinstated		Short		20/2/18	
P6	Kirribilli Avenue between Broughton Street and Carabella Street	Kirribilli Avenue and All North Sydney - Limited scooter/Motorbike parking	Parking	Investigate opportunities for more motorbike parking spaces in Kirribilli		Medium		20/2/18	

LATM Action Plan Zone 7

COMPLETED LATM ACTIONS	LATM ACTIONS IN PLANNING	ALL LATM ACTIONS
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ID	Location	Description of Request or Issue	Action Category	Action	Notes	Priority	Status	Last Update	Program
				Avenue and surrounding streets.					
P7	LATM Zone 7	<p>Not enough parking permits per property.</p> <p>Would like to see more equal parking for Parking Areas 3 & 4.</p> <p>Concerns that if Parking Areas 3 & 4 are combined it will make it more difficult for residents who live near train station and ferry wharves to find parking</p> <p>Would like to see exemptions to parking fees for residents in local shopping areas</p>	Parking	Review Resident Parking Policy provisions including Area 3 & 4 boundaries and parking permit allocations.		Short		20/2/18	
P8	Greenway Drive	Greenway Management - request to amend parking restrictions to accommodate community bus and emergency access	Parking	Extend No Parking zone to accommodate community bus; install No Stopping on southern side of centre island for emergency access; replace one of two disabled parking spaces with 2 hour parking; replace to offset some of the parking loss.		Short	Completed	4/2/19	
P9	Upper Pitt Street at Peel Street		Parking	Install No Stopping at 10m from intersection		Short	Completed	4/2/19	
P1.2	Parking Area 2	General submissions regarding inadequate parking restrictions (see also Item P1)	Parking	Undertake area-wide	Survey undertaken 2018/19. Outcomes	Short	Under Review	21/1/19	

LATM Action Plan Zone 7

[COMPLETED LATM ACTIONS](#)

[LATM ACTIONS IN PLANNING](#)

[ALL LATM ACTIONS](#)

ID	Location	Description of Request or Issue	Action Category	Action	Notes	Priority	Status	Last Update	Program
				review of parking restrictions	to be finalised in 2019				
P1.3	Parking Area 3	General submissions regarding inadequate parking restrictions (see also Item P1)	Parking	Undertake area-wide review of parking restrictions		Short		21/1/19	
P1.4	Parking Area 4	General submissions regarding inadequate parking restrictions (see also Item P1)	Parking	Undertake area-wide review of parking restrictions		Short		21/1/19	
Ped1	Walking routes to Beulah Street Wharf	access to Kirribilli Wharf - Steep stairs for less Mobile commuters, pregnant and with prams, travellers with heavy suitcases	PAMP Study	Prepare Pedestrian Access and Mobility Plan for LATM Zone 7		Short	In planning	29/11/18	(Plan) 2018/19 Traffic Facilities Program
Ped2	Walking routes to Jeffreys Street Wharf	access to Kirribilli Wharf - Steep stairs for less Mobile commuters, pregnant and with prams, travellers with heavy suitcases	PAMP Study	Prepare Pedestrian Access and Mobility Plan for LATM Zone 7		Short	In planning	29/11/18	(Plan) 2018/19 Traffic Facilities Program
Ped4	Walking routes to Bradfield Park	Crossing Bradford park to Kirribilli avenue-Jay waking and car speeding	PAMP Study	Prepare Pedestrian Access and Mobility Plan for LATM Zone 7		Short	In planning	29/11/18	(Plan) 2018/19 Traffic Facilities Program
Ped5	Walking routes to High Street Wharf & Kesterton Park	Public access to Kesterton Park - Provision of a pedestrian link between Kesterton Park and Platypus has been consistently supported by the North Sydney community, including Council. As a result, the Harbour Trust's Comprehensive Plan provides for an over-water pedestrian link between Platypus and Kesterton Park, at the southern end of High Street, North Sydney. This connection would be subject to approval by both Council and NSW Roads and Maritime Services (RMS) and would be a complex and expensive proposal for which funding is not currently available. As a more pragmatic alternative, there is also the potential for a more modest path that hugs the foreshore between Platypus and Kesterton Park.	PAMP Study	Prepare Pedestrian Access and Mobility Plan for LATM Zone 7		Short	In planning	29/11/18	(Plan) 2018/19 Traffic Facilities Program

LATM Action Plan Zone 7

COMPLETED LATM ACTIONS	LATM ACTIONS IN PLANNING	ALL LATM ACTIONS
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ID	Location	Description of Request or Issue	Action Category	Action	Notes	Priority	Status	Last Update	Program
		<p>This alternative link is also identified in the Harbour Trust's Comprehensive Plan, and the subject land along the foreshore is publicly owned. In the shorter term, the alternative, land-based link would be the more achievable of the two options.</p> <p>Providing direct pedestrian access between Platypus and Kesterton Park would improve connections to public transport and extend the harbour foreshore walkway. The Harbour Trust requests Council include a pedestrian connection between Platypus and Kesterton Park in their action plan for TAPAS Zone 7.</p> <p>Ferry difficult for pregnant woman, disabled because lots of steep steps- Safety Issue at night-poorly lit, unsafe</p>							
Ped6	Walking routes to Milsons Point Train Station	<p>There are very few public transport options which allow me to go from home to work without a 12-15 minute walk to the station. While this is no problem for commuting, it's more challenging for when I have to do a large Supermarket shop or travel with luggage.</p> <p>The walk to the train is difficult as there is no shortcut through the private buildings. The streets do not provide direct access to the train</p> <p>Heavy Traffic around Milsons Point especially AM and PM crossing but people Jay-Walk</p>	PAMP Study	Prepare Pedestrian Access and Mobility Plan for LATM Zone 7		Short	In planning	29/11/18	(Plan) 2018/19 Traffic Facilities Program
Ped7	Kirribilli Avenue between Broughton Street and Carabella Street	Kirribilli Avenue - Footpath too narrow, particularly bin collection day.	PAMP Study	Prepare Pedestrian Access and Mobility Plan for LATM Zone 7		Short	In planning	29/11/18	(Plan) 2018/19 Traffic Facilities Program
Ped8	Holbrook Avenue	High Street Wharf & Holbrook Avenue - Walking to ferry difficult for pregnant woman, disabled because lots of steep steps, unsafe at night (pporly lit)	PAMP Study	Prepare Pedestrian Access and Mobility Plan		Short	In planning	29/11/18	(Plan) 2018/19 Traffic Facilities Program
Ped10	Clark Road between High Street and Adderstone Avenue, including intersections	Inadequate footpath width: The footpath on the east side of Clark Rd between Adderstone Ave and High St is extremely narrow in places. There is no opportunity to pass other pedestrians without stepping into the busy traffic of Clark Rd. This the main access way to Anderson Park from the south and is frequently used by large groups of school children. The narrow width of the footpath exposes them to danger presented by the fast moving traffic along Clark Rd.	PAMP Study	Prepare Pedestrian Access and Mobility Plan for LATM Zone 7		Short	In planning	29/11/18	(Plan) 2018/19 Traffic Facilities Program

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ID	Location	Description of Request or Issue	Action Category	Action	Notes	Priority	Status	Last Update	Program
Ped1 1	High Street	Planned walkway/bikeway link from High St ferry to old Platypus site is essential. Fed Gov announced \$20 mill last year to enhance access to the new lora Park (open day is Sat 14th) .Without this walkway and access to ferry, either lora Park will not be utilised or there will be terrible Congestion in High St and Kiara Close.	PAMP Study	Prepare Pedestrian Access and Mobility Plan for LATM Zone 7		Short	In planning	29/11/18	(Plan) 2018/19 Traffic Facilities Program
Ped1 2	Stanndards Place to High Street	Walking - High problem here. No work done for at least 40 years	PAMP Study	Prepare Pedestrian Access and Mobility Plan for LATM Zone 7		Short	In planning	29/11/18	(Plan) 2018/19 Traffic Facilities Program
Ped1 3	Walking routes to HMAS Platypus, including via High Street and Kiara Close	Request from Harbour Trust to improve conditions for pedestrians along Kiara Close and High Street to access the HMAS Platypus site which will be opened to the public following remediation works.	PAMP Study	Prepare Pedestrian Access and Mobility Plan for LATM Zone 7		Short	In planning	29/11/18	(Plan) 2018/19 Traffic Facilities Program
Ped1 4	High Street from Freeway to Pacific Highway	Dangerous for pedestrians due to traffic issues caused at pacific Highway	PAMP Study	Prepare Pedestrian Access and Mobility Plan for LATM Zone 7		Short	In planning	29/11/18	(Plan) 2018/19 Traffic Facilities Program
RS1	Kirribilli and Milsons Point Generally	Kirribilli/Milsons Point - Pedestrians on mobile phones stepping into traffic without looking. Pedestrians don't look, distracted People don't look right/left before crossing	Road Safety	Continue pedestrian road safety campaigns- eg. "Distracted" campaign targeting mobile phone users; rollout of "Look" stencils on kerb ramps at intersections.		Long	Ongoing	20/2/18	

ID	Location	Description of Request or Issue	Action Category	Action	Notes	Priority	Status	Last Update	Program
RS2	Kirribilli area generally	<p>Issue with shared zones-only small # of cyclists who create the issues for all Kirribilli/Milsons Point -</p> <p>2. Very bad behaviour by many cyclists:</p> <p>a) Riding on pedestrian foot paths.</p> <p>b) Doing this too fast.</p> <p>c) No bell to warn pedestrians when approaching from behind.</p> <p>d) Abuse by cyclists.Broughton St - bikes crossing paths from Broughton St to access the tunnel under the railway usually not stopping for pedestrians.</p> <p>Broughton Street Kirribilli - cyclists disobeying road rules at crossing putting themselves and pedestrians in danger.About driver, cyclist and pedestrians etiquette -difficult to fit cyclist infrastructureOver the entire area - traffic Congestion; bicyclist and skateboards on Footpaths; poor state of Footpaths.</p>	Road Safety	<p>Conduct behaviour change campaigns to inform cyclists of road rules and etiquette, particularly with respect to riding on footpaths and crossing at intersections.</p> <p>Broughton Street at Milsons Point Train Station in particular should be targeted.</p> <p>Council also runs annual Ride to Work Day and monthly events in Burton Street to promote cycling initiatives.</p>	<p>It is noted that many cyclists choose to ride on the footpath due to a lack of safer alternatives. Whilst Council does not condone this behaviour, it is important that appropriate and safe cycling infrastructure is implemented to address the root of the problem and accommodate the current cycling demand as well as encourage more members of the community to participate.</p>	Long	Ongoing	20/2/18	
RS3	General	Lack of Vulnerable Road user law A/O Awardness in 95% of car drivers.	Road Safety	Road Safety campaigns targeting motorists to increase awareness about key road rules		Long	Ongoing	20/2/18	

ID	Location	Description of Request or Issue	Action Category	Action	Notes	Priority	Status	Last Update	Program
				relating to vulnerable road users (pedestrians and cyclists). Current campaigns include annual Road Safety Calendar, Drink Drive campaigns, "It's local - it's 50" Speed Campaign, School Road Safety Campaigns					
S1	Loreto School	<p>24 submissions.</p> <p>Congestion/ blocked roads: Carabella Street, Fitzroy Street, Fitzroy/ Broughton Street intersection, Upper Pitt Street, Clark Road, High Street, Kiribilli area generally.</p> <p>Carabella Street - road too narrow for two-way traffic & parking.</p> <p>Parking issues - parking supply does not meet demand: Carabella Street, area east of Roberston Lane.</p> <p>Drop-off & pick-up issues - Carabella Street. Parents arrive too early, illegal parking on footpath and double parking, suggest that Elamang Avenue should be used instead.</p> <p>Lack of school buses servicing Loreto School.</p>	School TMP	<p>Work with Loreto School to develop a School Travel Plan including a Traffic Management Plan.</p> <p>TMP should take into account all immediate surrounding streets and also impacts on High Street, Clark Road, Broughton Street, Willoughby Street,</p>		Short		20/2/18	

ID	Location	Description of Request or Issue	Action Category	Action	Notes	Priority	Status	Last Update	Program
				Carabella Street, Elamang Avenue, Fitzroy Street, Robertson Lane, Parkes Street					
S2	St Aloysius Junior School (Burton Street)	<p>8 submissions.</p> <p>Congestion: Fitzroy Street/ Broughton Street intersection, Clark Road, High Street, Kirribilli generally.</p> <p>Parking issues: General area east of Broughton Street.</p> <p>Illegal parking: Burton Stret, Humphrey Lane.</p>	School TMP	<p>Work with St Aloysius Junior School to develop a School Travel Plan including a Traffic Management Plan.</p> <p>TMP should take into account all immediate surrounding streets and also impacts on High Street, Clark Road, Broughton Street, Willoughby Street, Burton Street, Crescent Place, and Carabella Street</p>		Short		20/2/18	
S3	St Aloysius Senior School (Upper Pitt Street)	<p>9 submissions.</p> <p>Congestion: Fitzroy Street/ Broughton Street intersection, Park Street to Upper Pitt Street, Clark Road, High Street, Kirribilli generally.</p>	School TMP	Work with St Aloysius Senior School to develop a		Short		20/2/18	

ID	Location	Description of Request or Issue	Action Category	Action	Notes	Priority	Status	Last Update	Program
		Parking issues: East of Broughton Street & East of Pitt Street & Jeffreys Street Narrow road: Upper Pitt Street		School Travel Plan including a Traffic Management Plan. TMP should take into account all immediate surrounding streets and also impacts on High Street, Clark Road, Broughton Street, Fitzroy Street, Jeffreys Street, Pitt Street, Upper Pitt Street, Robertson Lane, Parkes Street					
SL1	Clark Road pedestrian crossing near Margaret Street	Clark Rd - Pedestrian Corssing is dangerous. Not well enough lit at night.	Street Lighting	Upgrade street lighting		Short		20/2/18	
SL2	Elamang Avenue between Willoughby Road and Peel Street	Elamang Ave, Peel St, Carabella St - Uneven movement, tripped and broke my arm. poor street lighting.	Street Lighting	Upgrade street lighting		Medium		20/2/18	
SL3	Carabella Street between Willoughby	Elamang Ave, Peel St, Carabella St - Uneven movement, tripped and broke my arm. poor street lighting.	Street Lighting	Upgrade street lighting		Medium		20/2/18	

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ID	Location	Description of Request or Issue	Action Category	Action	Notes	Priority	Status	Last Update	Program
	Road and Kirribilli Avenue								
SL4	Ennis Road - entire length	Ennis Road badly lit-unsafe	Street Lighting	Upgrade street lighting		Short		20/2/18	
SL5	Peel Street between Carabella Street and Elamang Avenue	Elamang Ave, Peel St, Carabella St - Uneven movement, tripped and broke my arm. poor street lighting.	Street Lighting	Upgrade street lighting		Medium		20/2/18	
SL6	Holbrook Avenue	High Street Wharf & Holbrook Avenue - Ferry difficult for pregnant woman, disabled because lots of steep steps-Safety Issue at night-poorly lit, unsafe	Street Lighting	Upgrade street lighting		Medium		20/2/18	
SL7	Walking routes to High Street Wharf	Public transport not enough lights-road coming down Kirribilli ferry lower section no bus connection meeting ferry-limited buses in Kirribilli	Street Lighting	Upgrade street lighting		Short		20/2/18	
SL8	Walking routes to Beulah Street Wharf	Public transport not enough lights-road coming down Kirribilli ferry lower section no bus connection meeting ferry-limited buses in Kirribilli	Street Lighting	Upgrade street lighting		Short		20/2/18	
SL9	Walking routes to Jeffreys Street Wharf	Public transport not enough lights-road coming down Kirribilli ferry lower section no bus connection meeting ferry-limited buses in Kirribilli	Street Lighting	Upgrade street lighting		Short		20/2/18	
SL10	Upper Pitt Street, Kirribilli	Federal Member for North Sydney, Trent Zimmerman, on behalf of resident, see ECM 7786846 & 7779233	Street Lighting	Upgrade street lighting	These lights will need to be underground	Medium		29/5/19	
TC1	Hipwood Street at High Street	traffic ignoring one way sign People driving down wrong way for shortcut	Traffic Counts	Vehicles travelling wrong direction - Undertake traffic counts and refer to Police or investigate other solutions		Short		20/2/18	
TC2	Carabella Street between Peel	cars going the wrong way in the one-way section	Traffic Counts	Vehicles travelling wrong		Short		20/2/18	

ID	Location	Description of Request or Issue	Action Category	Action	Notes	Priority	Status	Last Update	Program
	Street and Kirribilli Avenue			direction - Undertake traffic counts and refer to Police or investigate other solutions					
TC3	Kirribilli Avenue between Broughton Street and Carabella Street	Kirribilli St, Carrabella - drivers going the wrong way up a one-way street. Traffic Congestion - Bradfield Park, Kirribilli Avenue, Stanton lookout especially evening tourist buses.	Traffic Counts	Vehicles travelling wrong direction. Congestion at intersection. Undertake traffic counts to determine extent of the problem.		Short		20/2/18	
T1	High Street pedestrian crossing near Freeway	Pedestrian crossing onto highstreet not well lit: cars don't have time to react, need flashing lights-potential for underpass	Traffic Facilities & Investigations	Lobby RMS to install signalised crossing	RMS policy no longer permits new zebra crossings where there are more than 2 travel lanes.	Short		20/2/18	
T2	High Street Bus Stop southern side east of Freeway	A pull in bay for buses to unload/load passengers at the city bound high St stop would allow better traffic flow onto the Bradfield Highway on-ramp in peak hours	Traffic Facilities & Investigations	Create an indented bus bay	The negative impacts of this proposal outweigh the potential benefits when assessed against the objectives of Council's Community Strategic Plan. In particular the proposal would result in a loss of open space/footpath area, pedestrians	Not to proceed		20/2/18	

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					would need to be diverted around the bus bay thereby reducing walking amenity and the proposal would increase rather than decrease traffic demand at the expense of pedestrians.				
T3	High Street at Clark Road	Corner of High St and Clarke Rd South Side - The drop curb is not in line with the signalised crossing - consequently people with prams/Wheelchairs are forced onto the road down high street before they can access the pavement	Traffic Facilities & Investigations	Realign kerb ramp with crossing		Medium		20/2/18	
T4	Hipwood Street and McDougall Street	Clarke to McDougall to Hipwood, High St - cars do the loop	Traffic Facilities & Investigations	Local area traffic management plan to prevent rat running through local streets		Long		20/2/18	
T5	Clark Road, Broughton Street, McDougall Street intersection	Cars are in a hurry to get onto High Street to get onto the Bridge or the Pacific Highway and over the years I have seen barriers dented and about a year ago an elderly woman was hit as she stood too close to the kerb. Elderly crossing pedestrian refuge but daunting to get across need pedestrian crossing	Traffic Facilities & Investigations	Redesign intersection to improve pedestrian safety		Short		20/2/18	
G5	General traffic noise – Carabella Street, Fitzroy Street and tunnels under Sydney Harbour Bridge	Carrabella St/Fitzroy St - Noise levels of cars of an evening stopping at Fitzroy St and turning into Carabella St. Signage re: restrictions on excessive noise (Motorcycles) under bridge late at night; Policing re: Muffler moos, 'gunning', then over-run popping.	Traffic noise	Liaise with Police, Office of Environment and Heritage, and Council's Environmental Health Officers about noise abatement and		Medium		20/2/18	

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				enforcement measures.					
T6	McDougall Street between Clark Road and Willoughby Street	Narrow travel lanes - paint centreline	Traffic Facilities & Investigations	Introduce 40km/h Speed Zone, including speed calming measures	Concept prepared 2018/19	Medium	In planning	29/11/18	RMS 40km/h HPA
T7	Willoughby Street at Elamang Avenue	People drive on the wrong side of median strip because it is faster route	Traffic Facilities & Investigations	Redesign pedestrian facility to tighten the intersection and discourage vehicles travelling on the wrong side of refuge island		Medium		20/2/18	
T8	Carabella Street at Willoughby Street	pedestrian crossing over Carabella St at Willoughby St, Kirribilli	Traffic Facilities & Investigations	Redesign pedestrian facility		Medium		20/2/18	
T9	Broughton Street at Willoughby Street	cnr Willoughby St and Broughton St - this is one of the most dangerous and difficult to navigate intersections. it should have a roundabout (or lights).	Traffic Facilities & Investigations	Review intersection operation to improve safety		Medium		20/2/18	
T12	Broughton Street at Ennis Road	Pedestrians get lost around cars here - safety issue Zebra crossing needed-right now only island (islands give false sense of security)	Traffic Facilities & Investigations	Redesign intersection to improve pedestrian safety		Short		20/2/18	
T13	Milsons Point Train Station - Ennis Road, Broughton Street &	Very dangerous-cars swing road corner of Broughton St onto massive amounts of pedestrians and cyclists. Unsafe with amount of commuters coming out of train station crossing roads-shared space solution	Traffic Facilities & Investigations	Redesign streetscape and crossing facilities to relieve		Medium		20/2/18	

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ID	Location	Description of Request or Issue	Action Category	Action	Notes	Priority	Status	Last Update	Program
	Burton Street Tunnel	Pavement around bridge - shared bike/pedestrian paths		pedestrian congestion					
T14	Burton Street between Broughton Street and Carabella Street	Introduce 10km/h Shared Zones on Burton Street and Bligh Street	Traffic Facilities & Investigations	Implement 10km/h Shared Zone		Long		20/2/18	
T15	Broughton Street between Fitzroy Street and Olympic Drive	Crossing Bradford park to Kirribilli avenue-Jay waking and car speeding	Traffic Facilities & Investigations	Install pedestrian crossing, refuge or kerb build-outs		Medium		20/2/18	
T16	Bligh Street at Broughton Street	Pedestrian not stopping before crossing Bligh St. Pedestrians not expecting traffic on narrow laneway.	Traffic Facilities & Investigations	Install pedestrian crossing or continuous footpath treatment so that vehicles must give way to pedestrians.		Medium		20/2/18	
T17	Bligh Street between Broughton Street and Carabella Street	Introduce 10km/h Shared Zones on Burton Street and Bligh Street	Traffic Facilities & Investigations	Introduce 10km/h Shared Zone		Long		20/2/18	
T18	Broughton Street at Fitzroy Street	<p>Corner of Broughton & Fitzroy Sts in Kirribilli (Eastern side) - 1. Traffic lights need right turning arrow for Kirribilli residents. 2. Pedestrian crossing is on junction. cars wait beyond pedestrian crossing and miss turning right.</p> <p>Traffic danger- the corner of Fitzroy and Burton street is a very dangerous intersections. Drivers turning right out of the east side of Burton (next to bangkok sidewalk restaurant) thinking that they have right of way. I have had abuse hurled at me for crossing at the green man - drivers do not realise they have to give way. Yesterday, I saw a young school boy nearly hit by a bus and on several occasions my partner and I have just avoided being run over.</p>	Traffic Facilities & Investigations	Redesign intersection to improve pedestrian safety and intersection operation		Short		20/2/18	

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T19	Fitzroy Street at Jeffreys Street	Corner Fitzroy St/ Jeffrey St - No defined school crossing for school children/pedestrians or control (Safety). Egress difficultly from Jeffery St into Fitzroy St, Left turn during peak times	Traffic Facilities & Investigations	Redesign intersection to improve pedestrian safety		Short		20/2/18	
T20	Fitzroy Street between Broughton Street and Carabella Street	My suggestion to manage the multiple and varied users in this small but increasingly busy area is to introduce a 40 km speed limit on Alfred Street, Fitzroy Street and Broughton Street (40km zones have been introduced in the CBD on the back of evidence that shows reducing speeds from 50km to 40 km reduces injuries to pedestrians)	Traffic Facilities & Investigations	Introduce 40km/h Speed Zone, including speed calming measures	Concept prepared 2018/19	Medium	In planning	29/11/18	RMS 40km/h HPA
T21	Carabella Street and Fitzroy Street intersection	Often vehicles do not stop for pedestrians. There is a blind spot where drivers cannot see pedestrians on the south eastern approach. The tree inhibits the driver from seeing pedestrians. Only see them once they're on the crossing.	Traffic Facilities & Investigations	Install kerb extensions on western side of pedestrian crossing		Short		20/2/18	
T22	Carabella Street between Willoughby Street and Fitzroy Street	Pedestrian crossing needed over Carabella St: There is no safe way to cross Carabella St between Willoughby St and Fitzroy St. This means that there is no safe walking access for children or elderly people walking between Milsons Point station/shops area, and the Ensemble Theatre, Milson Park, Ensemble Theatre and the Elamang Ave area. Cars do not give way to pedestrians at this corner, with some motorists speeding around the corner/bend here, and traffic volumes can be high during the morning and afternoon associated with school drop-off and pick-up times. Recommend that a pedestrian crossing is put in here.	Traffic Facilities & Investigations	Install pedestrian crossing, refuge or kerb build-outs		Short		20/2/18	
T24	Clark Road between High Street and Kurraba Road	85 th percentile speed greater than posted speed limit	Traffic Facilities & Investigations	Request RMS to install fixed speed camera		Short		20/2/18	
T25	Robertson Lane east of Fitzroy Street	Robertson Lane - Entry of Fitzroy is 2 way for 1st 100 mtrs thereafter 1 way - it is dangerous turning off Fitzroy and haning to reverse out when there is approaching traffic.	Traffic Facilities & Investigations	Review two-way and one-way operations to improve safety and reduce conflicts		Medium		20/2/18	
T26	Upper Pitt Street between	Parking and speed limit too high on narrow 2 way road causing near misses and damage to parked cars. Reduce speed limit to 40km/h.	Traffic Facilities & Investigations	Introduce 40km/h Speed Zone,		Medium		20/2/18	

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	Jeffreys Street and Peel Street			including speed calming measures					
T27	Upper Pitt Street at Peel Street	Intersection Peel and Upper Pitt St - Vehicles not seeing or being unprepared for right angle turns.	Traffic Facilities & Investigations	Install curve warning signs		Short		20/2/18	
T28	Carabella Street and Peel Street intersection	Not all cars stop at stop sign.	Traffic Facilities & Investigations	Relocate stop sign closer to stop line at intersection		Short		20/2/18	
T29	Broughton Street at Kirribilli Avenue	Crossing Bradford park to Kirribilli avenue-Jay waking and car speeding	Traffic Facilities & Investigations	Install pedestrian crossing, refuge or kerb build-outs		Medium		20/2/18	
T30	LATM Zone 7 - entire area	50km/h speed limit is too high for this area and the streets are too narrow for speed limit to be more than 40km/h	Traffic Facilities & Investigations	Introduce 40km/h Speed Zone, including speed calming measures	HAAA concept plan prepared 2018/19 in the local shopping area.	Short	In planning	20/2/18	
T31	Fitzroy Street at Carabella Street	Request for pedestrian crossing on Fitzroy Street at Carabella Street	Traffic Facilities & Investigations	Install pedestrian crossing, refuge or kerb build-outs		Short		20/2/18	
T32	High Street at Clark Road	Vehicles approach pedestrian crossing at speed, don't always give way to pedestrians	Traffic Facilities & Investigations	Convert existing pedestrian crossing to raised crossing	Crossing on south side was raised in 2012/13. North side should be raised also.	Medium		20/2/18	
T33	Broughton Street near Greenway Drive	Request to replace excess No Stopping zones with parking	Traffic Facilities & Investigations	Replace redundant No Stopping with Parking	Requires removal of kerbside traffic island on western side of Broughton Street	Short	In planning	16/4/19	

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					Design & Construct 2018/19				
T10a	Broughton Street between McDougall Street Willoughby Street	<p>Parking is permitted on both sides of the street which makes the traffic lanes very narrow, particularly for buses. There is a potential for crashes here if people do not take care.</p> <p>Concern for the proposed loss of parking on the Eastern side of Broughton St.</p>	Traffic Facilities & Investigations	Remove parking on one side of street to widen travel lanes	See T10c (Medium Priority). The negative impacts of this proposal outweigh the potential benefits when assessed against the objectives of Council's Community Strategic Plan. In particular the proposal will result in a loss of overall parking, will increase rather than decrease traffic demand, may increase traffic speeds and subsequently may reduce rather than improve the amenity for local businesses.	Not to proceed		20/2/18	
T10b	Broughton Street between McDougall Street Willoughby Street	<p>Parking is permitted on both sides of the street which makes the traffic lanes very narrow, particularly for buses. There is a potential for crashes here if people do not take care.</p> <p>Footpaths too narrow-garbage cars and trees, too narrow</p> <p>Concern for the proposed loss of parking on the Eastern side of Broughton St.</p>	Traffic Facilities & Investigations	Remove parking on western side of Broughton Street to slightly widen the travel lanes & widen footpath on eastern side of Broughton Street.	See T10c (Medium Priority). This proposal does not rank as highly as a separated cycleway. A cycleway would serve a greater number of road users than a fully widened footpath.	Not to proceed		20/2/18	

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T10c	Broughton Street between McDougall Street and Willoughby Street	<p>Parking is permitted on both sides of the street which makes the traffic lanes very narrow, particularly for buses. There is a potential for crashes here if people do not take care.</p> <p>Lack of adequate cycling facilities along Broughton Street</p> <p>Concern for the proposed loss of parking on the Eastern side of Broughton St. Proposed diversion of cyclist from Ennis Lane & Ennis Rd (level), down to Clark Rd & up Broughton St (inclined)</p> <p>Suggest diverting cyclist to Middlemiss St. & thru to the Bridge access off Alfred St. Alfred St. should have a dedicated Cyclist's path through the Bradfield Park North, along the side of bridge, upto the bridge stairs, where currently NSC has removed the garden plantings we believe, due to lack of ability to water the plants.</p> <p>NSC should push for the Harbour Link proposal of at least 6 m wide, so 3 m each direction, for cyclists and pedestrians to be able to link with easy gradient, from Cammeray, Military Road, Neutral Bay, Crows Nest etc. into the city.</p>	Traffic Facilities & Investigations	Remove parking on eastern side of Broughton Street to slightly widen the travel lanes and install 1.5 metre wide uphill separated bicycle lane on eastern side of street	There may also be capacity to slightly widen the footpath on the eastern side.	Medium		20/2/18	
T11a	Broughton Street between McDougall Street and Olympic Drive	Broughton St, Kirribilli - Difficulty parking, traffic too fast Speed limit should be reduced to 40 kph from mcdougall St to Fitzroy st - pedestrian Safety risk	Traffic Facilities & Investigations	Introduce 40km/h Speed Zone, including speed calming measures	Concept prepared 2018/19	Short	In planning	29/11/18	RMS 40km/h HPAA
T11b	Broughton Street between McDougall Street and Willoughby Street	Broughton St, Kirribilli - Difficulty parking, traffic too fast Speed limit should be reduced to 40 kph from mcdougall St to Fitzroy st - pedestrian Safety risk	Traffic Facilities & Investigations	Introduce 40km/h Speed Zone, including speed calming measures	Concept prepared 2018/19	Short	In planning	29/11/18	RMS 40km/h HPAA
T23a	Carabella Street between Willoughby Street and Peel Street	Speeding-put centre line could speed it down (travel lanes are narrow)	Traffic Facilities & Investigations	Paint centre line		Short		20/2/18	

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T23b	Carabella Street between Willoughby Street and Peel Street	Speeding-put centre line could speed it down	Traffic Facilities & Investigations	Introduce 40km/h Speed Zone, including speed calming measures		Medium		20/2/18	