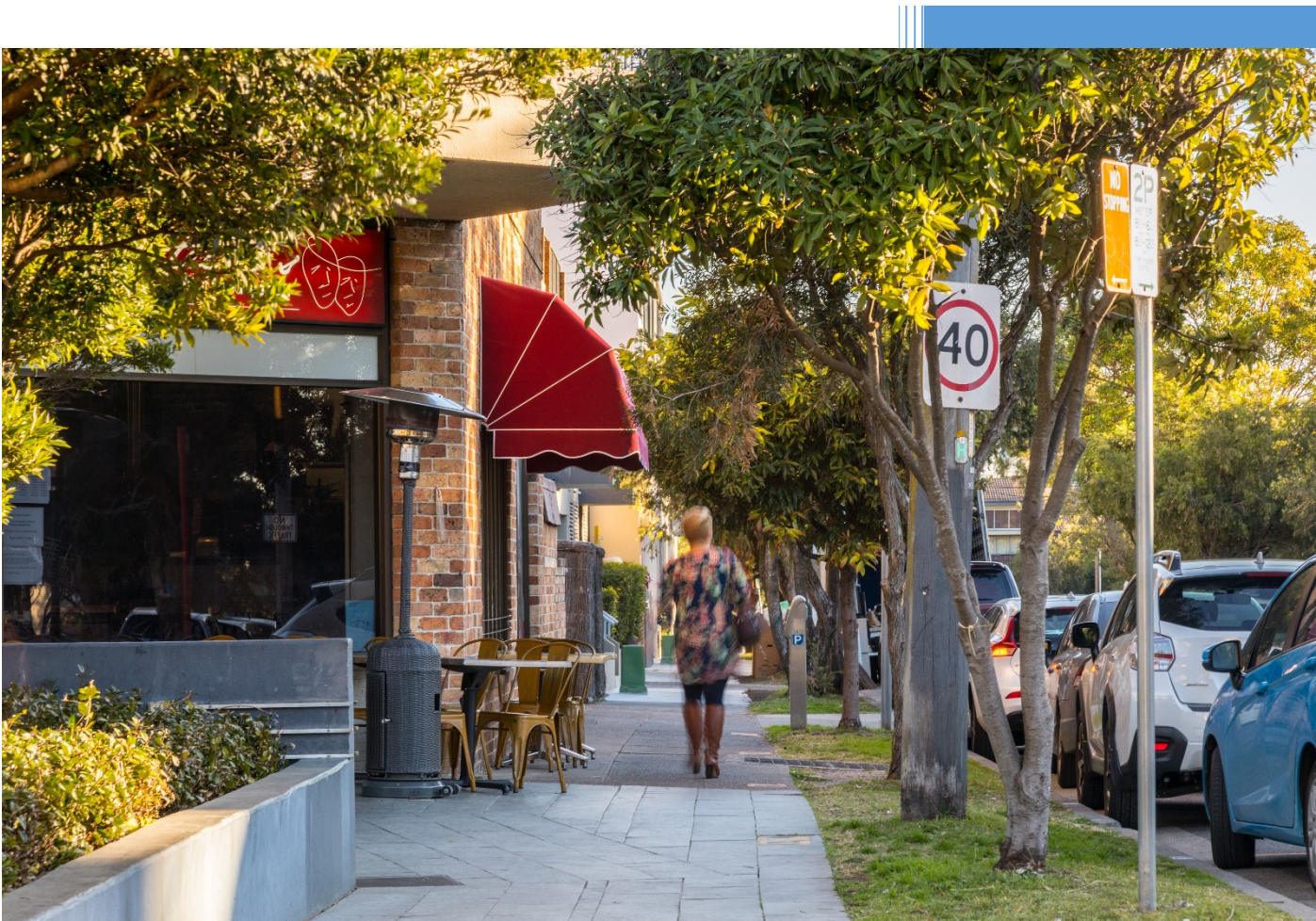


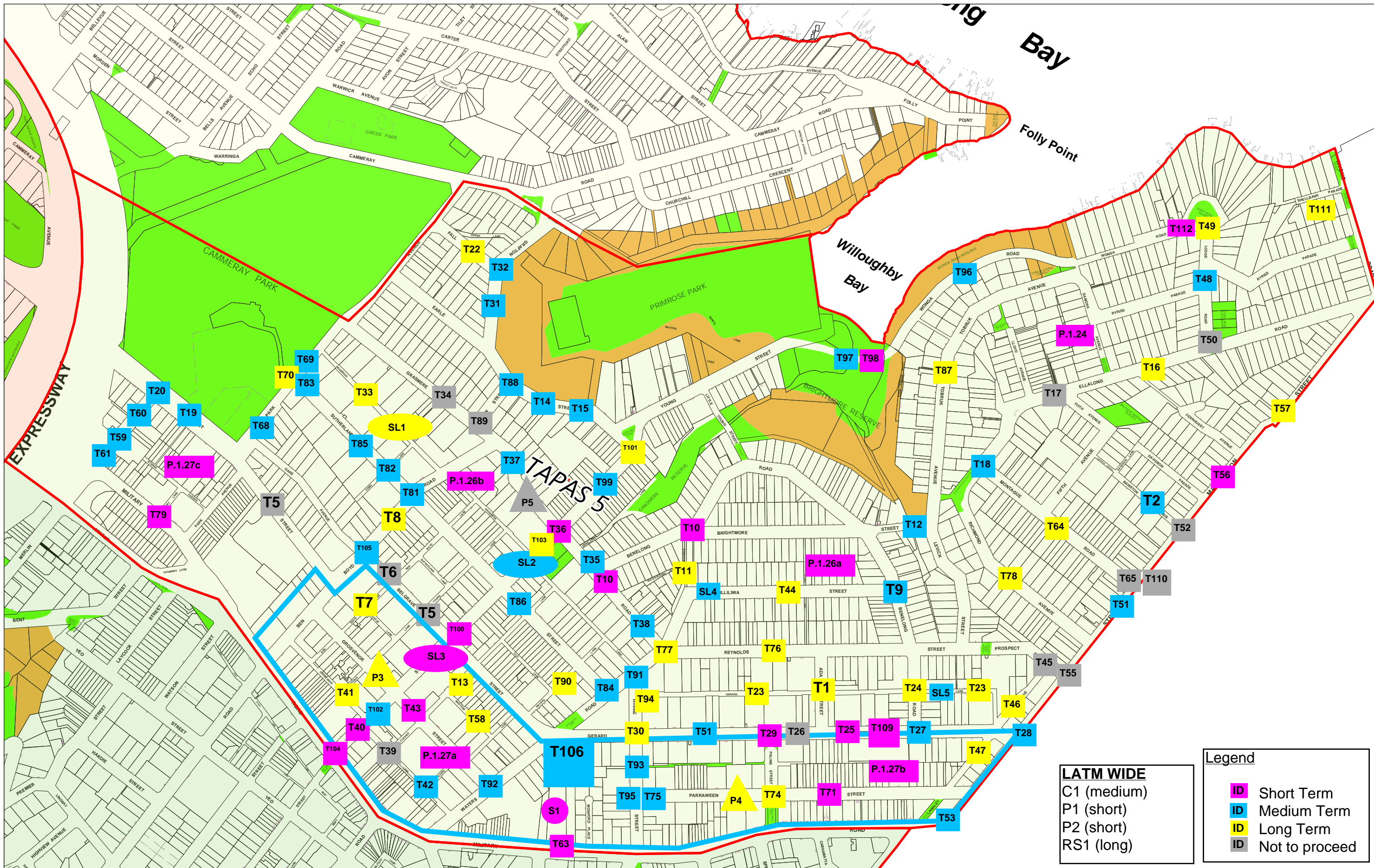
North Sydney Council  
Local Area Traffic Management  
**Action Plan**  
LATM Zone 5  
*Cremorne and Neutral Bay (North of Military Road)*



*September 2019*



# LATM Zone 5



**LATM WIDE**  
 C1 (medium)  
 P1 (short)  
 P2 (short)  
 RS1 (long)

Legend	
<span style="background-color: #FFC0CB; border: 1px solid black; padding: 2px;">ID</span>	Short Term
<span style="background-color: #ADD8E6; border: 1px solid black; padding: 2px;">ID</span>	Medium Term
<span style="background-color: #FFFF00; border: 1px solid black; padding: 2px;">ID</span>	Long Term
<span style="background-color: #A9A9A9; border: 1px solid black; padding: 2px;">ID</span>	Not to proceed



## COMPLETED LATM ACTIONS

ID	Location	Description of Request or Issue	Action Category	Action	Notes	Priority	Status	Last Update	Program
P.1.26 b	Parking Area 26 (west - Park Avenue to Young Street)	General submissions regarding inadequate parking restrictions (see also Item P.1)	Parking	Undertake area-wide review of parking restrictions.	Parking review completed 2018/19. Adopted parking restrictions to be implemented Oct 2019.	Short	Completed	5/9/19	
T.35	Grasmere Road at Benelong Road	Vehicles not giving way at intersection	Traffic Facilities & Investigations	Install kerb buildouts to narrow intersection and slow turning speeds.	COMPLETED 2017	Medium	Completed	28/11/18	
T.36	Grasmere Road at Young Street	Roundabout at Young St and Grasmere Rd - cars always turn left really fast into Grasmere Rd from bottom of Young St and bikes always come down really fast on Grasmere Rd from Mosman - makes it difficult to cross Grasmere Rd and continue on Young St up to Neutral Bay. - Grasmere Rd, Cremorne at the one way turn onto Grasmere Rd - Can be dangerous when turning right onto Grasmere Rd when cars are flying down Grasmere Rd from Young St	Traffic Facilities & Investigations	Undertake 12 month post-implementation review of cycleway and active transport works completed in 2017.	Reviewed October 2018,  Speed cushions scheduled to be installed August 2019.	Short	Completed	28/11/18	
T.61	Merlin Street north of Military Road	zebra crossing on Merlin St near the Military Rd exit is very unsafe - cars speed off Military Road and the zebra crossing is right there. Cyclists also speed off the ramp straight onto Merlin St so I believe it is an accident waiting to happen.	Traffic Facilities & Investigations	Raise pedestrian crossing and reconstruct kerb extensions to narrow the approaches	Completed 2018	Medium	Completed	11/6/19	
T.69	Park Avenue near Sutherland Street	Easier Crossing for pedestrian and cyclist: I believe a plan was submitted for this area, is this still in the pipeline? This area is actually fairly dangerous for pedestrian and cyclist. Cars are sometimes arriving fairly quickly...	Traffic Facilities & Investigations	Implement separated cycleway and active transport upgrades	Completed 2017	Medium	Completed	28/11/18	

ID	Location	Description of Request or Issue	Action Category	Action	Notes	Priority	Status	Last Update	Program
T.70	Park Street at Sutherland Street	2. Sutherland and Park St Intersection Still difficult to see oncoming traffic when driving	Traffic Facilities & Investigations	Install kerb buildouts on Park Avenue at Sutherland Street to narrow carriageway and increase visibility	Completed 2017	Long	Completed	28/11/18	
T.81	Sutherland Street at Ben Boyd Road	Stop sign. Turning dangerous, need more direction  Dangerous intersection: We live very close to this intersection, and we are constantly alerted by horns beeping, tyres screeching with cars coming to a halt, with cars not looking and driving out in front of other vehicles/cyclists. This is a 'stop sign' intersection, but that is rarely obeyed. Often, cars are parked so close to the intersection itself that those who do actually obey the Stop sign are unable to safely see oncoming vehicles. We have witnessed/heard many accidents over the past 2 years of living here. It really is surprising that nobody has been killed.	Traffic Facilities & Investigations	Install kerb buildouts on intersection approaches to increase visibility and narrow travel lanes, lower approach speeds.	Completed 2017	Medium	Completed	28/11/18	
T.82	Sutherland Street at Como Lane	Como Lane and Sutherland St, Cremorne - due to parking on Sutherland St it is difficult to see oncoming traffic when attempting to turn right from Como Lane into Sutherland. A minor(mirror) opposite would assist in seeing traffic coming from the right.	Traffic Facilities & Investigations	Install kerb buildouts on intersection approaches to increase visibility and narrow travel lanes, lower approach speeds.	Completed 2017	Medium	Completed	28/11/18	
T.83	Sutherland Street at Park Avenue	Turning right out of Sutherland St into Park Avenue is extremely difficult. You need to move out of Sutherland St to see what is coming up Park Ave, from the right. This is extremely difficult as traffic is coming down Park Avenue and turning right into Sutherland St, which is becoming a main traffic way. A Stop sign at Sutherland St in Park Avenue would rectify this problem.	Traffic Facilities & Investigations	Install kerb buildouts on intersection approaches to increase visibility and narrow travel lanes, lower approach speeds.	Completed 2017	Medium	Completed	28/11/18	

LATM Action Plan Zone 5

<a href="#">COMPLETED LATM ACTIONS</a>	<a href="#">LATM ACTIONS IN PLANNING</a>	<a href="#">ALL LATM ACTIONS</a>
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ID	Location	Description of Request or Issue	Action Category	Action	Notes	Priority	Status	Last Update	Program
T.85	Sutherland Street between Ben Boyd Road and Park Avenue	Sutherland St, Neutral Bay - Speed bumps inadequately maintained and destroy the front scuttles of cars	Traffic Facilities & Investigations	Install traffic calming scheme	COMPLETED 2017 Streetscape upgrades in 2017 involved removal of speed cushions and narrowing of traffic lanes. Comparison of traffic counts post implementation show reduction in traffic speeds.	Medium	Completed	28/11/18	

LATM ACTIONS IN PLANNING

ID	Location	Description of Request or Issue	Action Category	Action	Notes	Priority	Status	Last Update	Program
P.1	LATM 5	152 submissions either suggesting more or less parking restrictions.	Parking	Undertake review of all parking restrictions including occupancy and turnover in LATM Zone 5		Short	Parking restriction reviews in progress starting with Area 26 (west)	20/2/18	2018-2022
P.6	Parraween Street - near Cremorne Plaza	Request from B-Line on behalf of local businesses for short term parking and loading zones near Cremorne Plaza due to parking losses on Military Road	Parking	Install some short-term parking and loading zone	Traffic Committee March 2019	Short	In planning	7/3/19	
T.25	Gerard Street near Ada Street	<p>Pedestrian crossing in peak hour --&gt; Gerard St is particularly bad for jaywalking</p> <p>1. High density traffic, Gerard St particularly. More pedestrian crossings Gerard St - needs a pedestrian crossing between the lights at Ada and Winnie Streets. Traffic is very heavy and fast.</p> <p>Gerard St, Cremorne - Traffic is extremely high and increasing, difficult to cross both day and night</p> <p>Gerard St traffic increasing and is dangerous -Crossing Gerard St is dangerous and waiting a long time, especially when there is a show on</p>	Traffic Facilities & Investigations	<p>Install a pedestrian refuge on Gerard Street near Ada Street</p> <p>Design 2019/20</p>	RMS Policy does not permit new zebra crossings where there are more than 2 travel lanes due to sight obstructions which creates a pedestrian safety risk.	Short	In planning	20/2/18	



ID	Location	Description of Request or Issue	Action Category	Action	Notes	Priority	Status	Last Update	Program
					Location does not currently qualify for midblock pedestrian signals, however a pedestrian refuge would assist pedestrians to cross Gerard Street in 2 stages.				
T.28	Gerard Street at MacPherson Street	<p>"Corner of Macpherson and Gerard, should at least be traffic lights or at least a round about. These traffic nuisances are being place in many areas that are not appropriate, however this may stop the problem of vehicles in Macpherson st heading north having to negotiate speeding traffic, which is difficult to see as it comes around a corner down Gerard. It is a miracle that pedestrians have not been hit more often or killed on this extremely dangerous corner. Just up from this corner is Prince St, which has a no Right turn sign. However many drivers ignore this and stop to turn, dangerously causing traffic behind them to also stop when not expected. A barrier in Prince st should be erected, but one that allows for traffic turning left from Prince into Macpherson to proceed."</p> <p>Traffic lights or roundabout on Gerard turning into Macpherson. Dog leg with pedestrian crossing very dangerous - dog leg through pedestrian. No signals at crossing. People almost hit</p> <p>1. Gerard St/Macpherson St - intersection traffic and pedestrian signalisation.</p> <p>Signalisation of Gerard Street and Macpherson Street Intersection - Precinct has been concerned for many years that is a very dangerous pedestrian crossing. The Precinct Chair reported on the night of this meeting, narrowly being missed by a car on the crossing. Numerous Precinct members have had similar experiences and voiced the same concerns. Precinct requests Council expedite signalisation of the Gerard Street and Macpherson Street intersection.</p> <p>Cnr MacPherson St and Gerard St - very difficult and dangerous continuing north on MacPherson with blind traffic from Gerard St.</p> <p>"Intersection of Gerard St and Macpherson St, Cremorne Junction - the intersection should be marked ""Keep Clear"" to allow traffic from Cremorne Jct on Macpherson travelling towards MHP school to cross when pedestrians</p>	Traffic Facilities & Investigations	Install traffic signals with pedestrian signals	<p>Design and installation require concurrence of RMS and Mosman Council</p> <p>Design 2019</p>	Medium	In design	28/11/18	Design - 2018/19 Traffic Facilities

ID	Location	Description of Request or Issue	Action Category	Action	Notes	Priority	Status	Last Update	Program
		<p>are crossing.</p> <p>"</p> <p>Intersection of Macpherson St and Gerard St, Cremorne - traffic and crossing lights needed.</p> <p>Corner Gerard St and MacPherson - pedestrian crossing: cars don't stop or slow, block crossing have nearly been hit walking several times.</p> <p>In peak hour very difficult to enter MacPherson St at Gerard St intersection. Suggest a roundabout at MacPherson St/Gerard St intersection at Cremorne pedestrian crossing should remain.</p> <p>1. Gerard St/MacPherson St - traffic and pedestrian signalisation</p> <p>"MacPherson and Gerard Streets, Cremorne - traffic lights and pedestrian lights urgently needed at this busy intersection. Every year there is increasing traffic (7 days) and pedestrians endeavouring to cross this dangerous crossing and there has been so many near misses, especially with children. Its also dangerous for vehicles travelling north in McPherson St crossing this intersection and after waiting some time for force their way against oncoming traffic together with poor visibility of their left.</p> <p>Regarding the above I have attached relevant letters [NSC has attachments] dating back to 1999 to no avail. The subject is raised on a regular basis at Willoughby Bay Precinct meetings and all receive is promises - however no action. "</p> <p>Dangerous crossing</p> <p>"Junction Macpherson and Gerard - vehicles approaching ped crossing at high speed, poor sight lines.</p> <p>"</p> <p>"Where? Gerard St, Cremorne What? Pedestrian crossing near McPherson St, Dangerous for pedstrians as bad light, visibility and warning lacking for motorists (not enough)"</p> <p>McPherson St/ Gerard St - Pedestrian Crossing is dangerously situated. There is a lot of information drivers must process, especially when turning from McPherson St into Gerard St.</p>							

ID	Location	Description of Request or Issue	Action Category	Action	Notes	Priority	Status	Last Update	Program
		<p>"</p> <p>--the Zebra crossing at the corner of Gerard and Macpherson Streets (driver's regularly fail to stop for pedestrians and i've seen a number of close calls over the past 10 years)</p> <p>"</p> <p>McPherson St/Gerard St - pedestrian cross is always a challenge.</p> <p>Macpherson St - pedestrian crossing extremely dangerous</p> <p>The intersection of Gerard &amp; MacPherson Street is dangerous to pedestrians and cars. As Citybound motorists attempt to turn left out of MacPherson into Gerard Street, they are busy looking right for a break in traffic but simultaneously on their left side pedestrians may begin to walk across the crossing. It is extremely difficult for motorists to look simultaneously right and left, as a result pedestrian safety is put at peril constantly. The other dangerous issue at this intersection is that motorists wishing to continue from Macpherson Street (Part 1, Cremorne) to MacPherson St (Part 2, Mosman) have to traverse across traffic directly in front of the pedestrian crossing. Traversing northbound across the lanes is a very difficult manoeuvre, particularly in heavy traffic. Motorists constantly "force" their way across traffic which is very crude but the only way to get across this intersection. A Traffic signal is urgently required at this intersection.</p> <p>And/or the right turn from MacPherson (Part 1) to MacPherson (Part 2) may have to be prohibited during peak hours.</p>							
T.29	Gerard Street at Paling Street	<p>Paling St/Gerard St - pedestrian crossing required. Paling St is a natural crossing point across Gerard St and used by many people, but is currently dangerous due to heavy traffic. People sometimes wait in the middle of Gerard St, taking unnecessary risks crossing Gerard St.</p> <p>Gerard St at Paling St - Crossing for pedestrians must be put in here!!</p>	Traffic Facilities & Investigations	<p>Install a pedestrian refuge on Gerard Street near Paling Street</p> <p>Design 2019/20</p>	<p>RMS Policy does not permit new zebra crossings where there are more than 2 travel lanes due to sight obstructions which creates a pedestrian safety risk.</p> <p>Location does not currently qualify for midblock pedestrian signals,</p>	Short	In planning	20/2/18	



ID	Location	Description of Request or Issue	Action Category	Action	Notes	Priority	Status	Last Update	Program
					however a pedestrian refuge would assist pedestrians to cross Gerard Street in 2 stages.				
T.40	Grosvenor Lane at Young Street	Stop sign --> no one stops, "less than 10% come to a complete stop".	Traffic Facilities & Investigations	Install continous footpath treatment across Grosvenor Lane	To be completed as part of Grosvenor Lane Shared Zone 2019/20	Short	Designed	28/11/18	2019/20 - Neutral Bay Mainstreet
T.41	Grosvenor Lane between Ben Boyd Road and Young Street	High pedestrian activity but no footpaths	Traffic Facilities & Investigations	Implement 10km/h Shared Zone treatment	To be completed 2019/20	Long	Designed	20/2/18	2019/20 - Neutral Bay Mainstreet
T.43	Grosvenor Street	<p>2. Speed on rat run roads --&gt; People don't care about right of way in roundabouts. Grosvenor St - traffic speed should be reduced to 30k!</p> <p>West to East on Grosvenor Street - cars don't observe the kink in the street. Cars cross over to other side of road due to the kink in the road. An attention issue --&gt; drivers looking elsewhere, like for parking.</p> <p>Woolworths, Grosvenor St - Congestion</p> <p>Busy because of restaurants</p>	Traffic Facilities & Investigations	Implement 40km/h High Pedestrian Activity Area		Short	In planning	20/2/18	RMS 40km/h HPAA
T.53	MacPherson Street at Military Road	<p>"Macpherson St, Cremorne - Pedestrian crossing at junction to Military Rd (dangerous)."</p> <p>Safety issue - the pedestrian crossing at the intersection of McPherson St and Military Rd is too close to Military Rd. It needs to be set back from its present position. If a car is exiting McPherson St onto Military Rd the driver has to keep full attention to their right, seeking a brief window of opportunity to enter Military Rd. You have to wait until the lights are red at Cremorne Junction to know when the traffic is clear. The car has to be on the pedestrian crossing to obtain a clear view along Military Rd. Of course, one</p>	Traffic Facilities & Investigations	Raise pedestrian crossing and reconstruct kerb extensions to narrow the approaches	To be considered in conjunction with Military Road streetscape upgrades 2019/20	Medium	In planning	20/2/18	

LATM Action Plan Zone 5

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		<p>must also keep looking towards the left to make sure somebody is not crossing. However this is really an accident waiting to happen. The situation could be resolved by moving the crossing further into McPherson St.</p> <p>Dangerous crossing-position of crossing-driver cannot see oncoming traffic unless on pedestrian crossing</p>							
T.71	Parraween Street	<p>Parraween St - traffic speed.</p> <p>Rat running</p> <p>Parraween St, Cremorne - should be one way</p> <p>19. Parraween St - Shared pedestrian traffic zones.</p>	Traffic Facilities & Investigations	Implement 40km/h High Pedestrian Activity Area	Traffic volumes on Parraween Street are in order of 2000 vehicles per day. Volumes must be less than 1000vpd to qualify for Shared Zones	Short	In planning	28/11/18	RMS 40km/h HPAA
T.93	Winnie Street between Military Road and Gerard Street	Rat running - Winnie St next to McDonalds	Traffic Facilities & Investigations	Implement 40km/h High Pedestrian Activity Area with traffic calming scheme		Medium	In planning	28/11/18	RMS 40km/h HPAA
T.100	Young Street at Belgrave Street	<p>Pedestrian signals missing on two roads</p> <p>Prevalence of cross-traffic and right-through crashes</p> <p>The Precinct asks if Council can consider whether right turn arrows from Belgrave St into Young St (in both directions) can be provided.</p>	Traffic Facilities & Investigations	<p>Install pedestrian signals on two legs currently not provided. Consider provision of right turn arrows in conjunction with pedestrian signal upgrades.</p> <p>Design 2019/20</p>	<p>High cross traffic and through crashes in 2012-2015.</p> <p>Holding lines were repainted by RMS in 2016. Crashes have reduced. Ongoing monitoring recommended.</p>	Short	In planning	20/2/18	

ID	Location	Description of Request or Issue	Action Category	Action	Notes	Priority	Status	Last Update	Program
T.102	Young Street at Grosvenor Lane	2) Young Street, NEUTRAL BAY: With increase in dining venues there are more and more pedestrians in this area with no proper Crossings. cars coming out of Grovenor Lane west, crossing Young into Grovenor Lane east, do not look and frequently speed. Grovenor Lane east, do not look and frequently speed. Grovenor Lane would be good to block off from normal traffic	Traffic Facilities & Investigations	Options: 1. Install pedestrian crossing or kerb buildouts 2. Create Shared Zone treatment from Military Road to Grosvenor Lane 3. Close Young Street between Military Road and Grosvenor Lane to create pedestrian plaza.	Young Street closure TMP and consultation undertaken 2018/19.  Requires RMS concurrence	Medium	In planning	20/2/18	
T.103	Young Street between Sutherland Street and Grasmere Road	Pedestrian access to Grasmere Park is difficult due to speed and volume of vehicles	Traffic Facilities & Investigations	Install traffic calming scheme including kerb buildouts to narrow carriageway and provide access for pedestrians.	Kerb buildouts installed 2017. Additional traffic calming to be considered	Long	In planning	20/2/18	2018/19 Traffic Facilities
T.106	Cremorne & Neutral Bay shopping area bounded by Military Road, Ben Boyd Road, Belgrave	Cremorne and Neutral Bay shopping area - high number of pedestrians and circulating vehicles	Traffic Facilities & Investigations	Implement 40km/h High Pedestrian Activity Area with traffic calming scheme		Medium	In planning	20/2/18	RMS 40km/h HPAA

LATM Action Plan Zone 5

<a href="#">COMPLETED LATM ACTIONS</a>	<a href="#">LATM ACTIONS IN PLANNING</a>	<a href="#">ALL LATM ACTIONS</a>
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ID	Location	Description of Request or Issue	Action Category	Action	Notes	Priority	Status	Last Update	Program
	Street, Gerard Street and MacPherson Street								

ALL LATM ACTIONS

ID	Location	Description of Request or Issue	Action Category	Action	Notes	Priority	Status	Last Update	Program
C.1	Cremorne to Neutral Bay and North Sydney	<p>53 submissions.</p> <p>"The way that 'cycle' paths and lanes are really just random stretches of road, placed right in the car door opening zones (EG: Sutherland St/Ben Boyd intersection area). Or perhaps that they are actually Footpaths that simply have a spray painted bicycle logo on them (That doesn't actually make it a good cycle lane...).</p> <p>If anything comes out of this, please before someone gets killed - take a good long hard look at the ben boyd/sutherland st intersection. We live right on this intersection and we hear horns, screeching tyres, abuse being yelled CONSTANTLY throughout the day. Roundabout, Lights, Whatever - please take a look at this. I know there is some cycle path/intersection plan that was floating around recently, hopefully more can be done. The amount of close calls and down right terrible driving that occurs here is outrageous. "</p> <p>Bike paths - only bike path start from Cammeray Gold Course towards Willoughby.</p> <p>4. Lodge Rd cycleway Routes design</p> <p>Grasmere Rd to Naremburn Bike Path - need to ride on footpath for short periods."</p> <p>ALL SUBURBS - MORE BIKE PATHS, MORE BIKE FRIENDLY INFRASTRUCTURE EG BIKE RACKS</p> <p>"No bikes on Footpaths please, is anything ever go into be done about this? Is it even legal?</p> <p>Especially from Young St, Neutral Bay to McPherson St, Cremorne - bicycle</p>	Cycling Strategy	Implement Regional Cycle Route 2 North Sydney to Mosman and upgrades on local cycling routes within Cremorne area		Medium		20/2/18	



ID	Location	Description of Request or Issue	Action Category	Action	Notes	Priority	Status	Last Update	Program
		<p>riders on Footpaths are so dangerous and on both sides of the road i.e. Military Rd) - nothing is being done about it and someone could easily be hit or knocked down. "</p> <p>Keep cyclists off Urban Footpaths</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>Grasmere Rd and Young St, Cremorne - Bike paths</p> <p>"North Sydney - Separate cycle paths are desperately needed!!!"</p> <p>"Miller St, North Sydney - No Bike paths or dedicated cycleway. Mobile drivers sometimes are aggressive and rude. "</p> <p>Young Street, Neutral Bay - Bike path.</p> <p>All streets - I would ride a bike except it is suicidal in Sydney, so I either walk or drive or bus. (I used to ride a bike but found it too dangerous).</p> <p>"</p> <p>Lack of continuous cycle paths anywhere - Totally puts me off cycling to work as it's so dangerous.</p> <p>"</p> <p>"Military Rd - needs a bike lane.</p> <p>Falcon St - needs an expanded bike lane.</p> <p>Cahill Expressway - needs elevated cycle path "</p> <p>"In area - Inadequate and unsafe cycling paths (expressway Ernest St freeway cycle/ped bridge just wonderful though). "</p>							

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		<p>"General - continuous off-road cycle/active transport paths to key local generators (eg. Neutral Bay, North Syd, Cammeray)."</p> <p>"</p> <p>Throughout North Sydney lack of cycle lanes.</p> <p>No Cycle Way on Military Rd;</p> <p>Neutral Bay/Cremorne and Willoughby/Lane Cove - cycle paths are too hilly for normal riders. You need to be a supreme athlete. The whole cycle network needs a rethink to get ordinary commuters on bikes and to keep them safe on roadways.</p> <p>Military Rd, Neutral Bay and Cremorne - illegal riding of bicycles on footpath again constantly</p> <p>Gerard St - bikes using footpath.</p> <p>Cremorne - Bike paths.</p> <p>Reynolds St, Cremorne - people riding bikes on Footpaths.</p>							
P.1	LATM 5	152 submissions either suggesting more or less parking restrictions.	Parking	Undertake review of all parking restrictions including occupancy and turnover in LATM Zone 5		Short	Parking restriction reviews in progress starting with Area 26 (west)	20/2/18	2018-2022
P.1.24	Parking Area 24	General submissions regarding inadequate parking restrictions (see also Item P.1)	Parking	Undertake area-wide review of parking restrictions.		Short		23/1/19	
P.2	LATM 5	<p>Cremorne and Neutral Bay - I find it very unfair that I have to pay for any parking within a shortish distance of my home eg on Grosvenor St, Waters Rd, Parraween St etc. Residents should have a Free Parking sticker (like Mosman residents do!). I have to pay for parking doing my grocery run and getting coffee!</p> <p>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</p>	Parking	Undertake review of resident parking policy including permit allocations		Short		20/2/18	

ID	Location	Description of Request or Issue	Action Category	Action	Notes	Priority	Status	Last Update	Program
		<p>least one free parking permit per household. The present policy is discriminatory because it creates two types of rate payers. Having to pay for a permit is in fact a tax which applies to only half the street. Parking - double driveway. We live at 39 Earle Street Cremorne. We are a block of 4 townhouses and have a problem with street parking. It seems that people use Earle Street as a parking station and cars may be parked in the street for days hence leaving little space for residents/visitors. We will be loosing approximately 2 car spaces on the street when building commences at 37 Earle Street.</p> <p>We would like to suggest Permit Parking with the ability for residents to have 2 Permit stickers .</p> <p>Your consideration of our suggestion would be greatly appreciated. Grosvenor St, Neutral Bay - Cost of parking. Most Councils offer rate payers who are residents free parking stickers. Even if it was for 1 hour???</p> <p>2. Developments being approved for new unit blocks with insufficient parking. Many unit owners or tenants have 2 cars yet there is parking allocated for one only in the unit block. Parraween St, Cremorne - parking should be free at all times to Cremorne residents. Parking charges should not apply to residents that shop there. Concern that LATM 7 parking permits will mean commuters from the tip of the peninsula will park near station, to the horror of residents in that areaSpecial permits needed for specific parts of zone (e.g.. Two permit solution - specific parking to amenities)1. Residents who can't park (heritage homes), school areas, residents with garage but who park in street.</p>							
P.3	Grosvenor Street	<p>Cars parked too far from road (bad parallel parking, nose of car sticks out). People avoid metal bollards but not trees</p> <p>Grosvenor St - rear to kerb parking is not ideal.</p>	Parking	Convert 90 degree parking to 45 degree angle parking		Long		20/2/18	
P.4	Parraween Street	<p>Parraween St - The bulk of people trying to reverse park on Parraween cannot do it on the 1st go. Why does the council not make angle reverse parking instead. It is much easier and does not hold up the traffic so much.</p>	Parking	Convert 90 degree parking to 45 degree angle parking		Long		20/2/18	
P.5	Grasmere Road between Ben Boyd	<p>Parking on Grasmere Rd between Young St and Ben Boyd Rd should be designed the same as the parking on Lytton St, Cammeray. Grasmere Rd is approx 11m wide is one way and only has parallel parking available whereas Lytton is approx 13m wide with two lanes of traffic parallel parking on one</p>	Parking	Angle Parking	Angle parking could induce additional traffic into the residential street	Not to proceed		20/2/18	

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	Road and Young Street	side of the street and rear to kerb on the other. By changing one side of Grasmere Rd to rear to kerb parking the under utilised space would be accessible to both residents and their guests.			which would exacerbate traffic issues which have been raised elsewhere.  Existing parking supply can be managed through parking restrictions and resident parking scheme.				
P.6	Parraween Street - near Cremorne Plaza	Request from B-Line on behalf of local businesses for short term parking and loading zones near Cremorne Plaza due to parking losses on Military Road	Parking	Install some short-term parking and loading zone	Traffic Committee March 2019	Short	In planning	7/3/19	
P.1.26 a	Parking Area 26 (east - Young Street to MacPherson Street)	General submissions regarding inadequate parking restrictions (see also Item P.1)	Parking	Undertake area-wide review of parking restrictions.		Short		23/1/19	
P.1.26 b	Parking Area 26 (west - Park Avenue to Young Street)	General submissions regarding inadequate parking restrictions (see also Item P.1)	Parking	Undertake area-wide review of parking restrictions.	Parking review completed 2018/19. Adopted parking restrictions to be implemented Oct 2019.	Short	Completed	5/9/19	
P.1.27 a	Parking Area 27 - Neutral Bay Shopping area (between Ben Boyd Road and Waters Road)	General submissions regarding inadequate parking restrictions (see also Item P.1)	Parking	Undertake area-wide review of parking restrictions.		Short		23/1/19	
P.1.27 b	Parking Area 27 - Cremorne Junction (Waters Rd to MacPherson St)	General submissions regarding inadequate parking restrictions (see also Item P.1)	Parking	Undertake area-wide review of parking restrictions.		Short		23/1/19	



ID	Location	Description of Request or Issue	Action Category	Action	Notes	Priority	Status	Last Update	Program
P.1.27 c	Parking Area 27 - Neutral Bay Junction (west of Ben Boyd Rd)	General submissions regarding inadequate parking restrictions (see also Item P.1)	Parking	Undertake area-wide review of parking restrictions.		Short		23/1/19	
RS.1	LATM 5	<p>Park Ave, Byrnes Avenue and Lane between Byrnes and Ernest St - skateboarders eiding their boards despite notices prohibiting.</p> <p>"At the corner Park Avenue amd Sutherland St, Cremorne - cars don't stop, don't show indicator when they turn right/left. Very dangerous for pedestrians in morning.</p> <p>"Waters Rd/Gerard St Cremorne - running of walk sign by traffic turning right out of Waters Rd, lack of acknowledgement of pedestrians/abuse.</p> <p>Pedestrians don't pay attention here, lots of j-walking</p> <p>"1. Military Road, Neutral Bay between Ben Boyd Road + Park Avenue. Skate boards/bikes often ridden by youths at high speed on the footpath. It is if ever policed.</p> <p>Military Road/Wycombe Road, Neutral Bay - Pedestrians and bike rider ignore red lights and walk/ride in front of traffic.</p> <p>Oaks Avenue - Cyclists riding wrong way against one way traffic.</p> <p>Riders wait &amp; cycle access to run between traffic - dangerousEntire suburb - cyclist on Footpaths, riding wrong way down one way streets.</p> <p>Entire suburb - scooters with children riding on Footpaths and skateboards - very dangerous.</p> <p>Brightmore St and Benelong Rd - Parking/Bike Paths - Dangerous intersection at Brightmore and Benelong. Bike way bu cyclists don't obey traffic rules. Grasmere Road Cammeray Raod -Bike riders - inconsiderate and think every body owes them dangerous drivers Over the entire area - traffic Congestion; bicyclist and skateboards on Footpaths; poor state of Footpaths.</p>	Road Safety	Continue behaviour change and road safety awareness campaigns to promote responsible sharing of footpaths and road space.		Long		20/2/18	
S.1	Redlands Senior Campus	Sceggs (School) has bad traffic in general --> Gerard St is very bad. Private vehicle traffic congestion/increased demand for parking. Redlands Students need more Parking capacity	School TMP	Work with Redlands School to		Short		20/2/18	

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		Outside Redlands - Drop-off zone/pick-up causes congestion and processes road safety issues Participants identified particular issues with traffic and parking during drop-off and pick-up times at/around Redlands school. Waters Rd, Cremorne - School traffic outside Redlands is often unsafe for pedestrians.		develop a Green Travel Plan including Traffic Management Plan to reduce trips by private vehicle and minimise traffic and parking impacts associated with vehicle use.					
SL.1	Grasmere Lane	Lighting poor	Street Lighting	Upgrade street lighting		Long		20/2/18	
SL.2	Young Street	Lighting poor	Street Lighting	Upgrade street lighting		Medium		20/2/18	
SL.3	Young Street near Belgrave Street	Young street, Cremorne - After the traffic lights in Belgrave it is dark. Lighting is bad and feels less safe to walk alone later at night.	Street Lighting	Upgrade street lighting		Short		20/2/18	
SL.4	Illiliwa Street	Resident has requested additional lighting near No 26 an 30 Illiliwa Street	Street Lighting	Upgrade street lighting	As per resident's request - Document set id 7542626.	Medium		8/11/18	
T.1	Ada Street	Then they roar in Ada St and try to get into Gerard St.	Traffic Facilities & Investigations	Install traffic calming scheme		Long		20/2/18	
T.2	Bariston Avenue	Request for traffic calming	Traffic Facilities & Investigations	Install traffic calming scheme		Medium		20/2/18	
T.5	Belgrave Street and Ernest Street	2. Macpherson, Gerard, Belgrave & Ernest St, Cremorne, Neutray Bay Overloaded with through traffic which clashes with local traffic & pedestrians.  Rat running. Dangerous for pedestrians  Belgrave St, Ben Boyd Rd corner - many accidents happen outside my house from cars going around corner too fast! Needs a speed hump - perhaps at the lights on Ben Boyd/Ernest St.	Traffic Facilities & Investigations	No Action Required  See also T.19	Traffic counts on Belgrave Street and Ernest Street show peak weekday volumes are in the order of 1000 vehicles per lane.  Traffic counts for	Not to proceed	Not to proceed	20/2/18	

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		<p>Belgrave/Gerard - total death road of a rat run, constant lane changes with right hand turns blocks and parked cars. Make clear way both ways.</p> <p>Ernest St and Gerard St - bumper to bumper on weekends</p> <p>Belgrave St - High traffic flow - lights at Ernest St/Ben Boyd good though.</p> <p>Belgrave Street, Cremorne - Too many cars,</p> <p>Cnr Ernest St to Ben Boyd Rd - early morning and late afternoon there are so many cars that most emergency service vehicles find it difficult to get through.</p>			<p>Belgrave Street and Ernest Street show peak travel period on weekends is between 10am-5pm and is in the order of 900 vehicles in each direction. However the traffic volumes at these times are similar to off-peak weekday volumes.</p> <p>A through travel lane has the physical capacity to carry up to 1,200 vehicles per hour. It can carry 900 vehicles more comfortably. This indicates that Belgrave Street and Ernest Street are operating satisfactorily.</p>				
SL.5	Gerard Lane outside 116A Benelong	Request additional street light on pole MO-70971	Street Lighting	Upgrade street lighting	Refer resident request - doc 7195422 and Brightmore precinct requests April & May 2019	Medium		17/6/19	
T.6	Belgrave Street at Hno. 4-8	Off road crashes	Traffic Facilities & Investigations	No Action Required	There is an existing guard rail along Belgrave Street west of Ben Boyd Lane. There are no recorded off-road crashes in last 5 years of available data to suggest any	Not to proceed	Not to proceed	20/2/18	

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					changes to guard rail is required.				
T.7	Ben Boyd Lane between Belgrave Street and Grosvenor Street	We lodge this submission on behalf of the above Strata Plan and request the Council consider changing the traffic flow in Ben Boyd Lane, to one way only, in a North to South direction between Belgrave St and Grosvenor St. Two way traffic is currently allowed along this section of Ben Boyd Lane , however we are concerned that this represents a safety risk as drivers coming from Grosvenor St often speed down Ben Boyd Lane, using it not for access but merely as an un-necessary shortcut to Belgrave St. Ben Boyd Lane is already a narrow road, however the immediate entrance to Ben Boyd Lane from Belgrave St is further constricted by a short section of street parking that means two cars cannot pass at this point. Often cars need to back up at this section to allow cars going in the other direction to proceed. We believe the removal of the street parking from Ben Boyd Lane would be detrimental to the local community, as there is already a shortage of street parking within the area, caused by the high patronage of the numerous restaurants along Grosvenor St. Please also note our response dated 3/05/16 to Development Proposal Application No.110/2016 (attached for your reference). We ask that the Transport and Parking department of council take this into consideration and strongly suggest that Ben Boyd Lane be changed to one way from North to South between Belgrave St and Grosvenor St.	Traffic Facilities & Investigations	Implement 10km/h Shared Zone treatment		Long		20/2/18	
T.8	Ben Boyd Road between Belgrave Street and Grasmere Road	Rat running. Dangerous for pedestrians	Traffic Facilities & Investigations	Install traffic calming scheme		Long		20/2/18	
T.9	Benelong Road between Gerard Street and Brightmore Street	Bennelong Rd - traffic calming scheme (refer to 2014 petition and report between Brightmore and Gerard St)Cross over Young St, shoot through to to Bennelong Rd out to Montague Rd. --> To avoid Belgrave St and Military Rd  Speed problemIn relation to Benelong Road Cremorne I am concerned about two issues, 1. traffic Speeding along Benelong in either direction in excess of 50kph - a roundabout at the intersection of Benelong and Brightmore would inhibit Speeding traffic  I live on Benelong Road with access to my parking off Reynolds Street. There are times in the afternoon/evening when I am unable to easily access my parking due to traffic build up on Benelong Road accessing Gerard Street. In	Traffic Facilities & Investigations	Install traffic calming scheme		Medium		20/2/18	



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		<p>effect, Benelong Road has become a "rat run". This is particularly concerning as a lot of the traffic utilizes Brightmore Street and Benelong Roads which are cycle ways.</p> <p>Benelong Rd, Cremorne - large number of cars driving too fast; far too many cars left in Benelong Rd all day or for working week. No street parking for residents; far too many cars using back streets.</p> <p>Benelong Rd, Cremorne - Speeding vehicles, please refer to petition by Cr Beregi in August 2014.</p> <p>A petition to install physical speed control devices in Benelong Rd, signed by over 30 residents, was presented by Cllr Beregi in August 2014, which resulted in a decision in December 2014 to consider the matter as part of the TAPAS review.</p> <p>Whilst Council promptly installed line marking, speeding continues to be a problem over 18months later. I point out that the petitioners had requested some physical speed control devices as being the only really effective solution.</p> <p>A survey of those in the street would be the best way to determine if the majority of residents support (or at least are not against) the petitioners' proposal.</p> <p>We thank you for giving serious consideration to this matter.</p>							
T.10	Benelong Road at Brightmore Street and Grasmere Road	<p>The new traffic calming devices (narrowing the street at Benelong and Grasmere, plus Benelong and Brightmore, have made this street more dangerous with the buses utilizing this route and now being forced onto the wrong side of the road.... Who thought this one up??? I know that I paid for it with my rates.</p> <p>A Precinct member reiterated that the intersection of Bennelong Road and Brightmore Street is dangerous to both drivers and pedestrians.</p>	Traffic Facilities & Investigations	Undertake 12 month post-installation review		Short		20/2/18	
T.11	Brightmore Lane	Request for Shared Zone	Traffic Facilities & Investigations	Implement 10km/h Shared Zone treatment		Long		20/2/18	
T.12	Brightmore Street near Levick Street - access to Brightmore Reserve	Request for pedestrian facilities	Traffic Facilities & Investigations	Install pedestrian refuge or kerb buildouts		Medium		20/2/18	

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T.13	Cooper Lane	Lack of footpaths for pedestrians	Traffic Facilities & Investigations	Implement 10km/h Shared Zone treatment		Long		20/2/18	
T.14	Earle Street	Rat running  Young St and Grasmere St - excess traffic using Earle, Young and Grasmere as a major thoroughfare. Difficult to access street from garage. Increasing noise and traffic pollution.  Grafton/ Earle St - volume of traffic is too high for a residential street. Motorists drive too quickly and overtake other vehicles by crossing double lines and cement medians.	Traffic Facilities & Investigations	Install traffic calming scheme		Medium		20/2/18	
T.15	Earle Street	Double lines on a street that is too narrow	Traffic Facilities & Investigations	Remove centre lines		Medium		20/2/18	
T.16	Ellalong Road	12. Richmond/Ellalong/Lodge/Wonga/Montague Roads - AM Peak rat run. 13. Ellalong Rd - Road width and line markings.	Traffic Facilities & Investigations	Install traffic calming scheme		Long		20/2/18	
T.17	Ellalong Road	Ellalong Ave/Fifth Ave, Cremorne - poor visibility - this was meant to change to dual one way - no action after survey.  14. Ellalong Rd - split level one way traffic proposal	Traffic Facilities & Investigations	No Action Required	No crash history in Ellalong Road.  Resident survey in 2014 found only 43% of residents supported One Way proposal.  After further review, RMS and Police recommended no changes to traffic or parking controls be made.  Refer to Traffic Committee recommendation of 13/6/14 & 17/10/14.	Not to proceed	Not to proceed	20/2/18	

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T.18	Ellalong Road at Montague Road	Request for pedestrian facilities	Traffic Facilities & Investigations	Install pedestrian refuge or kerb buildouts		Medium		20/2/18	
T.19	Ernest Street - Park Avenue to Freeway	High vehicle speeds and merging  Park & Ernest St intersection Often hard to access freeway when turning onto Ernest St.  Ernest St over expressway - this is currently a 50km limit but difficult to keep to that because of the type of road and other drivers who want to drive faster. Perhaps slow this down by creating wider pedestrian/cyclist paths or similar. This would blend with the golf course, tennis club, skate park, current bikeway down Sutherland St.	Traffic Facilities & Investigations	Narrow travel lanes; install landscaped median, reintroduce parking where possible		Medium		20/2/18	
T.20	Ernest Street at Merlin Street	Merlin Street/Ernest Street, Neutral Bay - Horrid right turn. Would love a roundabout a traffic light here. I am frustrated that the left turning lane from Merlin St onto Ernest St was removed in 2015.  Now if a car is turning right onto Ernest St, the wait can take up to 10 mins in busy periods, with cars waiting to turn left now left without an alternative except to wait, causing traffic to bank up. I believe it would make more sense to put in a set of traffic lights at this intersection, to allow cars to turn right in a more timely manner, and pedestrians to cross safely.	Traffic Facilities & Investigations	Install traffic signals with pedestrian signals	Traffic signals are proposed for this intersection to provide formal cycling and pedestrian crossing facilities.	Medium		20/2/18	
T.22	Fall Street	Vehicles travelling in wrong direction	Traffic Facilities & Investigations	Install kerb buildouts in Fall Street at Park Avenue to narrow the intersection and prevent vehicles entering Fall Street via Park Avenue (exit only)		Long		20/2/18	
T.23	Gerard Lane	3. Gerard Lane & others, Cremorne Introduction of shared zones for walking, cycling and cars.  Increasing danger and difficulty exiting Gerard Lane into Winnie Street. The traffic rounds the corner at great speed unaware of entering traffic. Should	Traffic Facilities & Investigations	Implement 10km/h Shared Zone treatment		Long		20/2/18	

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		have 40 speed zone. We are opposite a day care centre. this is a very busy road.							
T.24	Gerard Lane at Benelong Road	Poor sight distance	Traffic Facilities & Investigations	Install kerb buildouts on Benelong Road at Gerard Lane		Long		20/2/18	
T.25	Gerard Street near Ada Street	<p>Pedestrian crossing in peak hour --&gt; Gerard St is particularly bad for jaywalking</p> <p>1. High density traffic, Gerard St particularly. More pedestrian crossings Gerard St - needs a pedestrian crossing between the lights at Ada and Winnie Streets. Traffic is very heavy and fast.</p> <p>Gerard St, Cremorne - Traffic is extremely high and increasing, difficult to cross both day and night</p> <p>Gerard St traffic increasing and is dangerous -Crossing Gerard St is dangerous and waiting a long time, especially when there is a show on</p>	Traffic Facilities & Investigations	<p>Install a pedestrian refuge on Gerard Street near Ada Street</p> <p>Design 2019/20</p>	<p>RMS Policy does not permit new zebra crossings where there are more than 2 travel lanes due to sight obstructions which creates a pedestrian safety risk.</p> <p>Location does not currently qualify for midblock pedestrian signals, however a pedestrian refuge would assist pedestrians to cross Gerard Street in 2 stages.</p>	Short	In planning	20/2/18	
T.26	Gerard Street	<p>Gerard St, Cremorne - no turning lanes leading to major Congestion, especially on weekends.</p> <p>Belgrave/Gerard - total death road of a rat run, constant lane changes with right hand turns blocks and parked cars. Make clear way both ways.</p> <p>Ourimbah Road, Gerard street, Cremorne - Weekend traffic much worse than peak hour -so hard now think twice about going out.</p> <p>Gerard St, Cremorne - issue: TrafficGerard St, Cremorne - unbelievable traffic on Saturdays.</p> <p>Gerard St, Cremorne - traffic Congestion.</p>	Traffic Facilities & Investigations	No Action Required	<p>Traffic counts for Gerard Street show peak travel period on weekends is between 10am-5pm and is in the order of 900 vehicles in each direction. However the traffic volumes at these times are similar to off-peak weekday volumes. A through</p>	Not to proceed	Not to proceed	20/2/18	



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		Really busy when event on, i.e. Manly			travel lane has the physical capacity to carry up to 1,200 vehicles per hour. It can carry 900 vehicles more comfortably. This indicates that Gerard Street is operating satisfactorily.				
T.27	Gerard Street at Benelong Road	Gerard St, Cremorne - Illegal right hand turn into Benelong Rd constantly.  Gerard St turning into Benelong Rd - Drivers regularly disobey no right turn. Very dangerous.	Traffic Facilities & Investigations	Liaise with Police and RMS about possible enforcement options	No crashes recorded at this intersection. No Right Turn restrictions were implemented to manage peak hour traffic flows, not necessarily due to safety.	Medium		20/2/18	
T.28	Gerard Street at MacPherson Street	"Corner of Macpherson and Gerard, should at least be traffic lights or at least a round about. These traffic nuisances are being place in many areas that are not appropriate, however this may stop the problem of vehicles in Macpherson st heading north having to negotiate speeding traffic, which is difficult to see as it comes around a corner down Gerard. It is a miracle that pedestrians have not been hit more often or killed on this extremely dangerous corner. Just up from this corner is Prince St, which has a no Right turn sign. However many drivers ignore this and stop to turn, dangerously causing traffic behind them to also stop when not expected. A barrier in Prince st should be erected, but one that allows for traffic turning left from Prince into Macpherson to proceed."  Traffic lights or roundabout on Gerard turning into Macpherson. Dog leg with pedestrian crossing very dangerous - dog leg through pedestrian. No signals at crossing. People almost hit  1. Gerard St/Macpherson St - intersection traffic and pedestrian signalisation.  Signalisation of Gerard Street and Macpherson Street Intersection - Precinct has been concerned for many years that is a very dangerous pedestrian crossing. The Precinct Chair reported on the night of this meeting, narrowly	Traffic Facilities & Investigations	Install traffic signals with pedestrian signals	Design and installation require concurrence of RMS and Mosman Council  Design 2019	Medium	In design	28/11/18	Design - 2018/19 Traffic Facilities

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		<p>being missed by a car on the crossing. Numerous Precinct members have had similar experiences and voiced the same concerns. Precinct requests Council expedite signalisation of the Gerard Street and Macpherson Street intersection.</p> <p>Cnr MacPherson St and Gerard St - very difficult and dangerous continuing north on MacPherson with blind traffic from Gerard St.</p> <p>"Intersection of Gerard St and Macpherson St, Cremorne Junction - the intersection should be marked ""Keep Clear"" to allow traffic from Cremorne Jct on Macpherson travelling towards MHP school to cross when pedestrians are crossing.</p> <p>"</p> <p>Intersection of Macpherson St and Gerard St, Cremorne - traffic and crossing lights needed.</p> <p>Corner Gerard St and MacPherson - pedestrian crossing: cars don't stop or slow, block crossing have nearly been hit walking several times.</p> <p>In peak hour very difficult to enter MacPherson St at Gerard St intersection. Suggest a roundabout at MacPherson St/Gerard St intersection at Cremorne pedestrian crossing should remain.</p> <p>1. Gerard St/MacPherson St - traffic and pedestrian signalisation</p> <p>"MacPherson and Gerard Streets, Cremorne - traffic lights and pedestrian lights urgently needed at this busy intersection. Every year there is increasing traffic (7 days) and pedestrians endeavouring to cross this dangerous crossing and there has been so many near misses, especially with children. Its also dangerous for vehicles travelling north in McPherson St crossing this intersection and after waiting some time for force their way against oncoming traffic together with poor visibility of their left.</p> <p>Regarding the above I have attached relevant letters [NSC has attachments] dating back to 1999 to no avail. The subject is raised on a regular basis at Willoughby Bay Precinct meetings and all receive is promises - however no action. "</p> <p>Dangerous crossing</p> <p>"Junction Macpherson and Gerard - vehicles approaching ped crossing at high speed, poor sight lines.</p> <p>"</p>							

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		<p>"Where? Gerard St, Cremorne What? Pedestrian crossing near McPherson St, Dangerous for pedstrians as bad light, visibility and warning lacking for motorists (not enough)"</p> <p>McPherson St/ Gerard St - Pedestrian Crossing is dangerously situated. There is a lot of information drivers must process, especially when turning from McPherson St into Gerard St.</p> <p>"</p> <p>--the Zebra crossing at the corner of Gerard and Macpherson Streets (driver's regularly fail to stop for pedestrians and i've seen a number of close calls over the past 10 years)</p> <p>"</p> <p>McPherson St/Gerard St - pedestrian cross is always a challenge.</p> <p>Macpherson St - pedestrian crossing extremely dangerous</p> <p>The intersection of Gerard &amp; MacPherson Street is dangerous to pedestrians and cars. As Citybound motorists attempt to turn left out of MacPherson into Gerard Street, they are busy looking right for a break in traffic but simultaneously on their left side pedestrians may begin to walk across the crossing. It is extremely difficult for motorists to look simultaneously right and left, as a result pedestrian safety is put at peril constantly. The other dangerous issue at this intersection is that motorists wishing to continue from Macpherson Street (Part 1, Cremorne) to MacPherson St (Part 2, Mosman) have to traverse across traffic directly in front of the pedestrian crossing. Traversing northbound across the lanes is a very difficult manoeuvre, particularly in heavy traffic. Motorists constantly "force" their way across traffic which is very crude but the only way to get across this intersection. A Traffic signal is urgently required at this intersection.</p> <p>And/or the right turn from MacPherson (Part 1) to MacPherson (Part 2) may have to be prohibited during peak hours.</p>							
T.29	Gerard Street at Paling Street	Paling St/Gerard St - pedestrian crossing required. Paling St is a natural crossing point across Gerard St and used by many people, but is currently dangerous due to heavy traffic. People sometimes wait in the middle of Gerard St, taking unnecessary risks crossing Gerard St.	Traffic Facilities & Investigations	Install a pedestrian refuge on Gerard Street near Paling	RMS Policy does not permit new zebra crossings where there are more than 2 travel lanes due	Short	In planning	20/2/18	

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		Gerard St at Paling St - Crossing for pedestrians must be put in here!!		Street Design 2019/20	to sight obstructions which creates a pedestrian safety risk.  Location does not currently qualify for midblock pedestrian signals, however a pedestrian refuge would assist pedestrians to cross Gerard Street in 2 stages.				
T.30	Gerard Street at Winnie Street	Car traffic at cnr Winnie/Gerard - In peaks, impossible to do RH turn from Winnie to Gerard due to constant traffic oncoming from Military/Winnie.	Traffic Facilities & Investigations	Redesign intersection to improve safety	Crash history revealed a small number of crashes associated with each approach including rear end crashes and turning manouvres. However no single treatment can address each of these crash types.  No crashes associated with turning right from Winnie Street north.  Recommend periodic monitoring of conditions.	Long		20/2/18	
T.31	Grafton Street	Rat running. Dangerous for pedestrians  Grafton/ Earle St - volume of traffic is too high for a residential street. Motorists drive too quickly and overtake other vehicles by crossing double	Traffic Facilities & Investigations	Install traffic calming scheme		Medium		20/2/18	

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		<p>lines and cement medians.</p> <p>Cammeray Road at Grafton Street: Block off this crossing: Block off this crossing to stop pass through traffic. This will reduce traffic in both Cammeray and the North of Cremorne. Push pass through traffic to the main roads.</p> <p>Consider to open this crossing only for buses using a bus trap: <a href="https://en.wikipedia.org/wiki/Bus_trap">https://en.wikipedia.org/wiki/Bus_trap</a></p> <p>This is widely used in Europe to manage traffic flows.</p> <p>Any reduction in pass through traffic is a win for residents and pedestrians.</p> <p>Action Plans for item T31 and T32 are senseless. There are already council installed calming schemes to slow traffic. The issue is through traffic going west on Belgrave St turning into Young for the rat-run up to Miller St for Northbridge and beyond. Many years ago council was going to make a No (Right) Turn from Belgrave into Young St during peak hours, waiting for the RMS to put in a right turn lane and arrow for Ernest St into Miller St. RMS did their bit a few years ago, but council has reneged on its pledge. That will stop the rat-runners and no further calming devices are needed. Go back to your original idea. More road furniture is not the answer.</p>							
T.32	Grafton Street	<p>Double lines on a street that is too narrow</p> <p>Action Plans for item T31 and T32 are senseless. There are already council installed calming schemes to slow traffic. The issue is through traffic going west on Belgrave St turning into Young for the rat-run up to Miller St for Northbridge and beyond. Many years ago council was going to make a No (Right) Turn from Belgrave into Young St during peak hours, waiting for the RMS to put in a right turn lane and arrow for Ernest St into Miller St. RMS did their bit a few years ago, but council has reneged on its pledge. That will stop the rat-runners and no further calming devices are needed. Go back to your original idea. More road furniture is not the answer.</p>	Traffic Facilities & Investigations	Remove centre lines		Medium		20/2/18	
T.33	Grasmere Lane	Very dangerous street, people go wrong way too	Traffic Facilities & Investigations	Convert laneway to one-way	Grasmere Lane is currently a two-way laneway.	Long		20/2/18	
T.34	Grasmere Road between Park Avenue and Young Street	Grasmere Road Cammeray Raod - Failure to advise and enforce one way streets.	Traffic Facilities & Investigations	No Action Required	Traffic counts reveal less than 1% of vehicles travel the wrong way along Grasmere Road. This is typical of most one way	Not to proceed	Not to proceed	20/2/18	

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					streets and further interventions are not justified at this time.				
T.35	Grasmere Road at Benelong Road	Vehicles not giving way at intersection	Traffic Facilities & Investigations	Install kerb buildouts to narrow intersection and slow turning speeds.	COMPLETED 2017	Medium	Completed	28/11/18	
T.36	Grasmere Road at Young Street	Roundabout at Young St and Grasmere Rd - cars always turn left really fast into Grasmere Rd from bottom of Young St and bikes always come down really fast on Grasmere Rd from Mosman - makes it difficult to cross Grasmere Rd and continue on Young St up to Neutral Bay. - Grasmere Rd, Cremorne at the one way turn onto Grasmere Rd - Can be dangerous when turning right onto Grasmere Rd when cars are flying down Grasmere Rd from Young St	Traffic Facilities & Investigations	Undertake 12 month post-implementation on review of cycleway and active transport works completed in 2017.	Reviewed October 2018,  Speed cushions scheduled to be installed August 2019.	Short	Completed	28/11/18	
T.37	Grasmere Road between Park Avenue and Young Street	Grasmere Rd, Cremorne (Western end) - constant Speeding 'rat-run' traffic. Speed humps required please.  Grasmere Road - traffic calming needed (chicanes)	Traffic Facilities & Investigations	Install traffic calming scheme		Medium		20/2/18	
T.38	Grasmere Road between Young Street and Waters Road	Rat running  Rat running. Dangerous for pedestrians  Young St and Grasmere St - excess traffic using Earle, Young and Grasmere as a major thoroughfare. Difficult to access street from garage. Increasing noise and traffic pollution.  Grasmere Road - traffic calming needed (chicanes)	Traffic Facilities & Investigations	Install traffic calming scheme		Medium		20/2/18	
T.39	Grosvenor Lane at Cooper Lane	The STOP sign on Grosvenor Lane (corner Cooper Lane) leading into "Woolworths Car Park" is not very well obeyed by many many drivers, in spite of a large STOP sign painted on the road. You only need to stand for 5-10 minutes on any time of the day to witness motorists not stopping at the sign. Perhaps a better measure of enforcement should be deployed, such as	Traffic Facilities & Investigations	No Action Required	Review of crash history revealed one vehicle-vehicle crash only. This is typical of a local street with this	Not to proceed	Not to proceed	20/2/18	



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		infringement notices, a camera, a speed bump, a larger sign (alerting/pointing to the actual STOP sign?).			typology. Intersection appears to be operating satisfactorily. Stop sign could be changed to Give Way if complaints persist.				
T.40	Grosvenor Lane at Young Street	Stop sign --> no one stops, "less than 10% come to a complete stop".	Traffic Facilities & Investigations	Install continuous footpath treatment across Grosvenor Lane	To be completed as part of Grosvenor Lane Shared Zone 2019/20	Short	Designed	28/11/18	2019/20 - Neutral Bay Mainstreet
T.41	Grosvenor Lane between Ben Boyd Road and Young Street	High pedestrian activity but no footpaths	Traffic Facilities & Investigations	Implement 10km/h Shared Zone treatment	To be completed 2019/20	Long	Designed	20/2/18	2019/20 - Neutral Bay Mainstreet
T.42	Grosvenor Lane between Young Street and Waters Road	Woolworths on Grosvenor should make a shared one area-very cramped Congestion traffic	Traffic Facilities & Investigations	Implement 10km/h Shared Zone treatment		Medium		20/2/18	
T.43	Grosvenor Street	2. Speed on rat run roads --> People don't care about right of way in roundabouts. Grosvenor St - traffic speed should be reduced to 30k!  West to East on Grosvenor Street - cars don't observe the kink in the street. Cars cross over to other side of road due to the kink in the road. An attention issue --> drivers looking elsewhere, like for parking.  Woolworths, Grosvenor St - Congestion  Busy because of restaurants	Traffic Facilities & Investigations	Implement 40km/h High Pedestrian Activity Area		Short	In planning	20/2/18	RMS 40km/h HPAA
T.44	Illiwa Street	Gridlock when they get to Benelong Road they can't get in so "chuck a U'ey" and it's so dangerous.	Traffic Facilities & Investigations	Install traffic calming scheme		Long		20/2/18	

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T.45	Langley Avenue at Prospect Avenue	Vehicles cut the corner	Traffic Facilities & Investigations	No Action Required	No crash history at this intersection. A median or refuge would result in a loss of parking and is not deemed necessary based on current road conditions and low traffic volumes.	Not to proceed	Not to proceed	20/2/18	
T.46	Langley Avenue north of Gerard Street	Lack of footpaths for pedestrians Rat runs	Traffic Facilities & Investigations	Implement 10km/h Shared Zone treatment		Long		20/2/18	
T.47	Langley Avenue south of Gerard Street	Vehicles travelling in wrong direction	Traffic Facilities & Investigations	Install kerb buildouts to prevent vehicles turning left into Langley Avenue from Gerard Street		Long		20/2/18	
T.48	Lodge Road	12. Richmond/Ellalong/Lodge/Wonga/Montague Roads - AM Peak rat run. Vehicles travel on wrong side of road	Traffic Facilities & Investigations	Install traffic calming scheme		Medium		20/2/18	
T.49	Lodge Road & Wonga Road	Lodge Rd/Wonga Rd - people fly around Lodge Rd and I have nearly had so many accidents , we have called Council before and they were going to paint lines so cars knew it was two way - but this never happened. It is very dangerous.	Traffic Facilities & Investigations	Install landscaped median islands on approaches to bend		Long		20/2/18	
T.50	Lodge Road at Ellalong Road	Ellalong Rd - My street is blocked off in the middle, at Lodge Rd. This makes local traffic be very inconvenienced. Could it be opened to one-way traffic from South to North	Traffic Facilities & Investigations	Reopen road to traffic	The road closure was implemented many years ago and now forms part of the open space area and includes a new cycle path. This space is valued by the local community. The	Not to proceed	Not to proceed	20/2/18	

ID	Location	Description of Request or Issue	Action Category	Action	Notes	Priority	Status	Last Update	Program
					removal of this space for the convenience of motorists would be contrary to Council's Open Space, street tree and traffic management polices and principles.				
T.51	MacPherson Street and Gerard Street	<p>The back rat run through Gerard, Macpherson and Ourimbah has turned these back streets into an absolute traffic nightmare, with many drivers exceeding the speedlimit, making exiting from any street fronting these streets almost impossible and very dangerous. The speedlimit on these back streets should be reduced to 40km with traffic calming devices at regular intervals, similar to Belmont Rd. The state government is quite content to keep ripping up areas such as Warriwood valley, Mona Vale, Alambie and create massive amounts of medium density housing, without addressing the problem of all these new residents trying to drive to their homes, through our back streets, turning them into a chaotic mess, every day.</p> <p>Macpherson St, Cremorne - Traffic should be discouraged or limited (ie. North-South through traffic). Cars are speeding through during morning peak time 'rat run'. Be careful taking away right hand turn though because only option for people living in that street</p> <p>Gerard St - traffic speed.</p> <p>2. Macpherson, Gerard, Belgrave &amp; Ernest St, Cremorne, Neutray Bay Overloaded with through traffic which clashes with local traffic &amp; pedestrians.</p> <p>3. MacPherson St, Cremorne Traffic Congestion on Saturdays</p> <p>Cremorne - traffic jams on Ourimbah/Macpherson.</p>	Traffic Facilities & Investigations	Install landscaping along verges to improve walking amenity and induce a lower speed environment.		Medium		20/2/18	
T.52	MacPherson Street at Bariston Avenue	Macpherson Rd is a bit too busy every day and it's a challenge to turning right from Bariston Avenue into it.	Traffic Facilities & Investigations	No Action Required	Bariston Avenue has very low traffic volumes which are limited to	Not to proceed	Not to proceed	20/2/18	

ID	Location	Description of Request or Issue	Action Category	Action	Notes	Priority	Status	Last Update	Program
					residential properties in the immediate area. The traffic volumes and negligible crash history do not warrant further interventions.				
T.53	MacPherson Street at Military Road	<p>"Macpherson St, Cremorne - Pedestrian crossing at junction to Military Rd (dangerous)."</p> <p>Safety issue - the pedestrian crossing at the intersection of McPherson St and Military Rd is too close to Military Rd. It needs to be set back from its present position. If a car is exiting McPherson St onto Military Rd the driver has to keep full attention to their right, seeking a brief window of opportunity to enter Military Rd. You have to wait until the lights are red at Cremorne Junction to know when the traffic is clear. The car has to be on the pedestrian crossing to obtain a clear view along Military Rd. Of course, one must also keep looking towards the left to make sure somebody is not crossing. However this is really an accident waiting to happen. The situation could be resolved by moving the crossing further into McPherson St.</p> <p>Dangerous crossing-position of crossing-driver cannot see oncoming traffic unless on pedestrian crossing</p>	Traffic Facilities & Investigations	Raise pedestrian crossing and reconstruct kerb extensions to narrow the approaches	To be considered in conjunction with Military Road streetscape upgrades 2019/20	Medium	In planning	20/2/18	
T.55	MacPherson Street at Prospect Avenue	<p>Macpherson St cross Prospect Avenue (5pm on my way home) - Traffic - Because people cannot turn right from Gerard St to Bennelong Rd (Mon-Fri 3-7pm), so we turn right to Prospect Avenue from Macpherson St. Although there are 2 lanes on Macpherson St, but normally the car parked on street took one lane. Everyday when I go home, it's such a pain. Because I try to turn into Prospect Avenue but there are so many upcoming traffic, people behind me cannot get pass me due to the car parked on the street. Pretty much hold up the traffic. I noticed a lot of people live on my side has to do this. I don't understand why we cannot just turn from Gerard St. Because they have 'No Stopping' signs so no car parked on left lanes, and people get pass me. The traffic won't be held up!</p> <p>Turning right from McPherson St into Prospect St to access my garage for Gerard Lane between 6am to 10am, no right turn - alternative for me is to enter Prospect St/Gerard Lane from MacPherson heading North.</p>	Traffic Facilities & Investigations	No Action Required	<p>Turning restrictions were implemented at Prospect Avenue and Bennelong Road (6am-10am &amp; 3pm-7pm) as local area traffic management to prevent local roads being used as alternative routes for traffic travelling between Mosman and Cammeray.</p> <p>Removal of these restrictions would result in more</p>	Not to proceed	Not to proceed	20/2/18	

ID	Location	Description of Request or Issue	Action Category	Action	Notes	Priority	Status	Last Update	Program
					<p>traffic using the local roads to the detriment of local residents. Whilst local residents may need to travel marginally further to access their properties, the restrictions were originally installed in response to community concerns.</p> <p>It is reasonable for vehicles to have wait for other vehicles turning ahead of them, particularly during the off-peak periods.</p>				
T.57	MacPherson Street between Ellalong Road and Fernhurst Avenue	Macpherson St between Ourimbah Rd and Ettalong Rd - cars travelling too fast. We need speed humps to ensure Safety for children crossing the roads.	Traffic Facilities & Investigations	Install traffic calming scheme		Long		20/2/18	
T.58	Martens Lane	Lack of footpaths	Traffic Facilities & Investigations	Implement 10km/h Shared Zone treatment		Long		20/2/18	
T.59	Merlin Street	Merlin St - pedestrian - unsafe - cars are too fast and reckless. 40km limit needed!	Traffic Facilities & Investigations	Create 40km/h Local Area Traffic zone with traffic calming scheme		Medium		20/2/18	

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T.60	Merlin Street between Military Road and Ernest Street	Merlin St - Parking - horrific traffic/Speeding and abuse of road/traffic rules and conditions.	Traffic Facilities & Investigations	Install traffic calming scheme		Medium		20/2/18	
T.61	Merlin Street north of Military Road	zebra crossing on Merlin St near the Military Rd exit is very unsafe - cars speed off Military Road and the zebra crossing is right there. Cyclists also speed off the ramp straight onto Merlin St so I believe it is an accident waiting to happen.	Traffic Facilities & Investigations	Raise pedestrian crossing and reconstruct kerb extensions to narrow the approaches	Completed 2018	Medium	Completed	11/6/19	
T.63	Military Road bus stop near Winnie Street	Walking along footpath with kids from Redlands are waiting for buses --> dangerous for pedestrians as the children take up so much room	Traffic Facilities & Investigations	Reduce footpath clutter around bus stop		Short		20/2/18	
T.64	Montague Road	12. Richmond/Ellalong/Lodge/Wonga/Montague Roads - AM Peak rat run.	Traffic Facilities & Investigations	Install traffic calming scheme		Long		20/2/18	
T.65	Montague Road at MacPherson Street	Montague Rd, Cremorne - Difficult to turn right into Macpherson St towards the city direction.  Intersection of Macpherson St and Montague Rd, Cremorne - It is impossible to exit from Montague onto Macpherson (right turn) during Sat and Sundays. Traffic always queued across and so dangerous!  Montague Rd and Macpherson St, Cremorne - need traffic lights to allow a way out.	Traffic Facilities & Investigations	No Action Required	Montague Road has low traffic volumes which are limited to residential properties in the immediate area. The traffic volumes and negligible crash history do not warrant further interventions.	Not to proceed	Not to proceed	20/2/18	
T.68	Park Avenue - Sutherland Street to Oaks Street	Speeding vehicles	Traffic Facilities & Investigations	Install traffic calming scheme		Medium		20/2/18	
T.69	Park Avenue near Sutherland Street	Easier Crossing for pedestrian and cyclist: I believe a plan was submitted for this area, is this still in the pipeline? This area is actually fairly dangerous for pedestrian and cyclist. Cars are sometimes arriving fairly quickly...	Traffic Facilities & Investigations	Implement separated cycleway and active	Completed 2017	Medium	Completed	28/11/18	



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ID	Location	Description of Request or Issue	Action Category	Action	Notes	Priority	Status	Last Update	Program
				transport upgrades					
T.70	Park Street at Sutherland Street	2. Sutherland and Park St Intersection Still difficult to see oncoming traffic when driving	Traffic Facilities & Investigations	Install kerb buildouts on Park Avenue at Sutherland Street to narrow carriageway and increase visibility	Completed 2017	Long	Completed	28/11/18	
T.71	Parraween Street	Parraween St - traffic speed. Rat running Parraween St, Cremorne - should be one way 19. Parraween St - Shared pedestrian traffic zones.	Traffic Facilities & Investigations	Implement 40km/h High Pedestrian Activity Area	Traffic volumes on Parraween Street are in order of 2000 vehicles per day. Volumes must be less than 1000vpd to qualify for Shared Zones	Short	In planning	28/11/18	RMS 40km/h HPAA
T.74	Parraween Street at Paling Street	Poor sight distance	Traffic Facilities & Investigations	Replace street tree on kerb build out with low level vegetation	SL	Long		20/2/18	
T.75	Parraween Street at Winnie Street	Parraween Street at Winnie Street T-Junction - Impossible to cross by foot!! - needs 'don't block' intersection and safe place for pedestrians in centre.	Traffic Facilities & Investigations	Install pedestrian crossing or kerb buildouts		Medium		20/2/18	
T.76	Reynolds Street	Reynolds Street - From 5.30 to 6.30 lots of cars divert down our street.  Gridlock when they get to Benelong Road they can't get in so "chuck a U'ey" and it's so dangerous.	Traffic Facilities & Investigations	Install traffic calming scheme		Long		20/2/18	

ID	Location	Description of Request or Issue	Action Category	Action	Notes	Priority	Status	Last Update	Program
T.77	Reynolds Street at Benelong Street/ Waters Road/ Grasmere Road	Poor sight distance and intersection control	Traffic Facilities & Investigations	Install kerb buildouts on all approaches		Long		20/2/18	
T.78	Richmond Avenue	11. Richmond Avenue - Speeding	Traffic Facilities & Investigations	Install traffic calming scheme		Long		20/2/18	
T.79	Short Lane at Military Road	2. Intersection Short Lane and Military Road Pedestrians/Cyclists walking riding in front of car as car tries to enter Military Road. Traffic comes from the right although one keeps checking both waits - cyclists etc can approach very quickly. It presents significant danger.	Traffic Facilities & Investigations	Install continous footpath treatment across Short Lane at Military Road - vehicles must give way to pedestrians.		Short		20/2/18	
T.81	Sutherland Street at Ben Boyd Road	Stop sign. Turning dangerous, need more direction  Dangerous intersection: We live very close to this intersection, and we are constantly alerted by horns beeping, tyres screeching with cars coming to a halt, with cars not looking and driving out in front of other vehicles/cyclists. This is a 'stop sign' intersection, but that is rarely obeyed. Often, cars are parked so close to the intersection itself that those who do actually obey the Stop sign are unable to safely see oncoming	Traffic Facilities & Investigations	Install kerb buildouts on intersection approaches to increase visibility	Completed 2017	Medium	Completed	28/11/18	

ID	Location	Description of Request or Issue	Action Category	Action	Notes	Priority	Status	Last Update	Program
		vehicles. We have witnessed/heard many accidents over the past 2 years of living here. It really is surprising that nobody has been killed.		and narrow travel lanes, lower approach speeds.					
T.82	Sutherland Street at Como Lane	Com oz Lane and Sutherland St, Cremorne - due to parking on Sutherland St it is difficult to see on coming traffic when attempting to turn right from Como Lane into Sutherland. A minor(mirror) opposite would assist in seeing traffic coming from the right.	Traffic Facilities & Investigations	Install kerb buildouts on intersection approaches to increase visibility and narrow travel lanes, lower approach speeds.	Completed 2017	Medium	Completed	28/11/18	
T.83	Sutherland Street at Park Avenue	Turning right out of Sutherland St into Park Avenue is extremely difficult. You need to move out of Sutherland St to see what is coming up Park Ave, from the right. This is extremely difficult as traffic is coming down Park Avenue and turning right into Sutherland St, which is becoming a main traffic way. A Stop sign at Sutherland St in Park Avenue would rectify this problem.	Traffic Facilities & Investigations	Install kerb buildouts on intersection approaches to increase visibility and narrow	Completed 2017	Medium	Completed	28/11/18	

ID	Location	Description of Request or Issue	Action Category	Action	Notes	Priority	Status	Last Update	Program
				travel lanes, lower approach speeds.					
T.84	Sutherland Street at Waters Road	Pedestrian facilities	Traffic Facilities & Investigations	Install pedestrian refuge or kerb buildouts		Medium		20/2/18	
T.85	Sutherland Street between Ben Boyd Road and Park Avenue	Sutherland St, Neutral Bay - Speed bumps inadequately maintained and destroy the front scuttles of cars	Traffic Facilities & Investigations	Install traffic calming scheme	COMPLETED 2017 Streetscape upgrades in 2017 involved removal of speed cushions and narrowing of traffic lanes. Comparison of traffic counts post implementation show reduction in traffic speeds.	Medium	Completed	28/11/18	
T.86	Sutherland Street between Ben Boyd Road and Waters Road	Sutherland Rd, Cremorne - Speed bumps  Sutherland St - Speeding of vehicles as they avoid Gerard/Belgrave St and use the local streets as rat runs causing excessive Speeding/noise - loss of neighbourhood amenities, dangerous driving.  Rat running. Dangerous for pedestrians	Traffic Facilities & Investigations	Install traffic calming scheme	Streetscape upgrades in 2017 involved narrowing of traffic lanes between Ben Boyd Road & Young Street. Comparison of	Medium		28/11/18	

ID	Location	Description of Request or Issue	Action Category	Action	Notes	Priority	Status	Last Update	Program
					traffic counts post implementation show reduction in traffic speeds.				
T.87	Tobruk Avenue	18. Tobruk Ave - Remarking of centre lines.	Traffic Facilities & Investigations	Install slow points near pinch points to force vehicles to give way to approaching vehicles		Long		20/2/18	
T.88	View Street at Earle Street	Vehicles speed around corner	Traffic Facilities & Investigations	Install kerb buildouts to narrow intersection and slow turning speeds.		Medium		20/2/18	
T.89	View Street at Grasmere Road	View St at the corner with Grasmere Rd - needs a STOP sign.	Traffic Facilities & Investigations	No Action Required	No crash history at this location suggests that intersection is operating satisfactorily. Kerb extensions exist to improve visibility to approaching traffic.	Not to proceed	Not to proceed	20/2/18	

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T.90	Waters Lane	Waters Lane (most lanes in area) - vehicles not sharing laneway with pedestrians, issues for residents with driveway access, speed, abusive and aggressive driving.	Traffic Facilities & Investigations	Implement 10km/h Shared Zone treatment		Long		20/2/18	
T.91	Waters Road at Winnie Street	Intersection safety	Traffic Facilities & Investigations	Install kerb buildouts on intersection approaches to increase visibility and narrow travel lanes, lower approach speeds.		Medium		20/2/18	
T.92	Waters Road near Grosvenor Street	Waters Rd, Neutral Bay - the crossing at Redlands School where some motorists ignore giving way to pedestrians; twice I was almost hit by a car when I was halfway across the crossing.	Traffic Facilities & Investigations	Raise height of pedestrian crossing threshold to reduce approach speeds		Medium		20/2/18	
T.93	Winnie Street between Military Road and Gerard Street	Rat running - Winnie St next to McDonalds	Traffic Facilities & Investigations	Implement 40km/h High Pedestrian Activity Area with traffic calming scheme		Medium	In planning	28/11/18	RMS 40km/h HPAA
T.94	Winnie Street at Gerard Lane	I use Gerard Lane daily. Upon exiting this street to turn into Winnie it is very difficult to see oncoming cars from the right as they come around a bend. In addition cars can also come from Grasmere Ln or Waters Road hence this obscure junction is quite a challenge to navigate, particularly on rainy days. One aspect that could alleviate the issue immediately is if you update the parking restriction in Winnie Street. At present, the allocated parking in Winnie street, (to your right if you were to exit Gerard Ln) are about half of the legal distance from the intersection. When you are at the end of Gerard Ln and look right for oncoming traffic, you only stare into the windscreen of a car parked right there. If you can increase that distance to the legal 10m it	Traffic Facilities & Investigations	Install kerb buildouts on intersection approaches to increase visibility and narrow travel lanes, lower approach speeds.		Long		20/2/18	



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		would greatly assist us. It would be worth evaluating that entire 'intersection' as cars come from all angles there.							
T.95	Winnie Street at Paraween Street	At the corner of Winnie and Paraween, as you try and turn right onto Winnie from Paraween, because of parked cars to your right, it is very difficult to see oncoming vehicles, making it quite dangerous.	Traffic Facilities & Investigations	Install kerb buildouts on intersection approaches to increase visibility and narrow travel lanes, lower approach speeds.		Medium		20/2/18	
T.96	Wonga Road	12. Richmond/Ellalong/Lodge/Wonga/Montague Roads - AM Peak rat run.	Traffic Facilities & Investigations	Install traffic calming scheme	Passive traffic calming such as kerb buildouts and landscaping is appropriate for Wonga Road. Speed cushions and humps are not appropriate due to the steep gradients of the road.	Medium		20/2/18	
T.97	Wonga Road pedestrian crossing at Primrose Park	10. Wonga Rd - Safety of Pedestrian Crossing at Brightmore Reserve. 6. Wonga Road & All Precinct Streets - No wombat crossings.	Traffic Facilities & Investigations	Raise height of pedestrian crossing threshold to reduce approach speeds		Medium		20/2/18	
T.98	Wonga Road north of pedestrian crossing at Primrose Park	Brightmore Cycle Track - The Council initiative to increase parking in Wonga Road has unfortunately encouraged drivers to reverse up the "one way" Wonga Road against oncoming traffic. Precinct has brought this to the attention of the Traffic Committee. Some residents have supplied photographic proof of this illegal activity although. Council's Rangers have reportedly not seen any traffic violations.  Private vehicle traffic congestion/increased demand for parking (particularly on weekends)	Traffic Facilities & Investigations	Liaise with Police and RMS about possible enforcement options	See also T.97 which will make reversing over pedestrian crossing more inconvenient	Short		20/2/18	

ID	Location	Description of Request or Issue	Action Category	Action	Notes	Priority	Status	Last Update	Program
T.99	Young Street between Earle Street and Sutherland Street	<p>Young St through Cammeray</p> <p>Dangerous crossing: I am a resident/owner of 75 Young Street Cremorne. My house is situated near the Grasmere Park. I along with many other residents in the area are frequently visiting this park with our children. The roads around the park are increasingly used by commuters, bypassing the main roads, traffic lights and other roads in the area which have measures in place to slow down traffic.</p> <p>I believe many cars are driving way too fast in the area I marked red on the attached map. This part of Young Street has nothing to slow down traffic, nor does it have any zebra crossing. As a result cars often fly around the roundabout. Cars don't even stop when you are stuck with 2 little children on the pedestrian island near the park. It is only a matter of time before a child gets hurt as it's really difficult (even for an adult) to see the cars coming when you cross Grasmere road to go to the shops/park.</p> <p>I would like the council to take measures to improve the current situation, for example a speed humps, chicanes or curb extensions. I believe most traffic on this road doesn't have a destination within the area, but just uses the road to quickly get past Cammeray.</p> <p>Young St and Grasmere St - excess traffic using Earle, Young and Grasmere as a major thoroughfare. Difficult to access street from garage. Increasing noise and traffic pollution.</p>	Traffic Facilities & Investigations	Install traffic calming scheme		Medium		20/2/18	
T.100	Young Street at Belgrave Street	<p>Pedestrian signals missing on two roads</p> <p>Prevalence of cross-traffic and right-through crashes</p> <p>The Precinct asks if Council can consider whether right turn arrows from Belgrave St into Young St (in both directions) can be provided.</p>	Traffic Facilities & Investigations	Install pedestrian signals on two legs currently not provided. Consider provision of right turn arrows in conjunction with pedestrian signal upgrades.	<p>High cross traffic and through crashes in 2012-2015.</p> <p>Holding lines were repainted by RMS in 2016. Crashes have reduced. Ongoing monitoring recommended.</p>	Short	In planning	20/2/18	

ID	Location	Description of Request or Issue	Action Category	Action	Notes	Priority	Status	Last Update	Program
				Design 2019/20					
T.101	Young Street at Earle Street	Young and Earle St (triangular section) - Congestion and confusion. This triangle should be a roundabout = clear priority.	Traffic Facilities & Investigations	Close one section of Young Street at Earle Street to form two intersections instead of three, with driveway links where required.		Long		20/2/18	
T.102	Young Street at Grosvenor Lane	2) Young Street, NEUTRAL BAY: With increase in dining venues there are more and more pedestrians in this area with no proper Crossings. cars coming out of Grovenor Lane west, crossing Young into Grovenor Lane east, do not look and frequently speed. Grovenor Lane east, do not look and frequently speed. Grovenor Lane would be good to block off from normal traffic	Traffic Facilities & Investigations	Options: 1. Install pedestrian crossing or kerb buildouts 2. Create Shared Zone treatment from Military Road to Grosvenor Lane 3. Close Young Street between Military Road and Grosvenor Lane to create pedestrian plaza.	Young Street closure TMP and consultation undertaken 2018/19.  Requires RMS concurrence	Medium	In planning	20/2/18	
T.103	Young Street between Sutherland Street and	Pedestrian access to Grasmere Park is difficult due to speed and volume of vehicles	Traffic Facilities & Investigations	Install traffic calming scheme including	Kerb buildouts installed 2017. Additional traffic	Long	In planning	20/2/18	2018/19 Traffic Facilities

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	Grasmere Road			kerb buildouts to narrow carriageway and provide access for pedestrians.	calming to be considered				
T.104	Young Street near Military Road	1. Young Park Near Military Road Intersection is dangerous. Development will overflow capacity.	Traffic Facilities & Investigations	Install pedestrian crossing or a continuous footpath treatment across Young Street.	See also T.102	Short		20/2/18	
T.105	Ben Boyd Road at Belgrave Street	Vehicles speed around corner	Traffic Facilities & Investigations	Modify refuge and kerb buildouts to narrow the intersection approaches and improve pedestrian access.		Medium		20/2/18	
T.106	Cremorne & Neutral Bay shopping area bounded by Military Road, Ben Boyd Road, Belgrave Street, Gerard Street and MacPherson Street	Cremorne and Neutral Bay shopping area - high number of pedestrians and circulating vehicles	Traffic Facilities & Investigations	Implement 40km/h High Pedestrian Activity Area with traffic calming scheme		Medium	In planning	20/2/18	RMS 40km/h HPA
T.107	Ryries Parade	Speeding vehicles	Traffic Facilities & Investigations	Install Traffic calming scheme		Long		20/2/18	

ID	Location	Description of Request or Issue	Action Category	Action	Notes	Priority	Status	Last Update	Program
T.108	Brightmore Street between Benelong Road (east & west intersections)	Speeding vehicles	Traffic Facilities & Investigations	Install Traffic calming scheme		Long		20/2/18	
T.109	MacPherson Street, Gerard Street, Belgrave Street, Ernest Street	<p>WARRINGAH TUNNEL: Long Term I could see no mention of it or its impact in the Action Plans.</p> <p>RECOMMEDATION: Recommendation: that the Action Plan include changing the classification of the Secondary Route to Collector (&lt;5000 AADT) upon completion of the Tunnel.</p> <p>This recommendation is appropriate because: It would tend to accommodate mainly local traffic while through traffic would be mainly confined to Military Rd The route is predominantly High Density (R4) and reduced traffic would improve amenity and safety Clearway restrictions could be lifted and additional on street parking made available in an area of high demand.</p> <p>Additional Traffic Calming measures could be introduced along the Route There would be a beneficial flow on effect throughout Zone 5 with reduction in rat running and excessive speeding.</p>	Traffic Facilities & Investigations	Review functional roles of these roads as a result of the Northern Beaches Tunnel with the aim to maintain or reduce existing traffic volumes.	Information on Northern Beaches Tunnel proposal is limited. This can be further considered when more detailed information is forthcoming.	Short		20/2/18	
T.110	Montague Street at MacPherson Street	A Precinct resident said that creating such a crossing is essential to the safety of the many small children who cross Montague Road on their way to and from Middle Harbour School.	Traffic Facilities & Investigations	No further action proposed	Willoughby Bay Precinct does not support any changes to status quo. Location unlikely to meet RMS warrant for pedestrian crossing	Not to proceed	Not to proceed	19/9/18	
T.111	Shellbank Parade	Request for roll-top kerbs to enable parking on both sides of street	Traffic Facilities & Investigations	Install roll-top kerbs to allow parking on nature strip	Refer to RMS TTD 2014/004 for requirements.	Long		20/2/18	
T.112	Lodge Road & Wonga Road	width of the outer lane of Wonga Road is reduced when cars are parked on the shoulder and a car is approaching from the other direction. The car in the photo wasn't speeding but you can see the car still rounded the corner wide and across the mid line. This is much worse when cars speed around the corner, as is the norm because drivers are	Traffic Facilities & Investigations	Install sealed shoulders and parking lane and centreline markings.	Refer to ECM. 7541045	Short		17/6/19	

LATM Action Plan Zone 5

<a href="#">COMPLETED LATM ACTIONS</a>	<a href="#">LATM ACTIONS IN PLANNING</a>	<a href="#">ALL LATM ACTIONS</a>
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ID	Location	Description of Request or Issue	Action Category	Action	Notes	Priority	Status	Last Update	Program
		<p>anticipating the one way section of Wonga 100m south of the corner which they speed down.</p> <p>Again, last Thursday I had another near miss where by a car came south around the corner, at speed, and had to stop suddenly when they saw me (cautiously ) approaching the corner in the opposite direction (travelling north). This caused the car behind them to screeched to a stop to avoid rear ending the first car. We all stopped for a moment before the first car pulled over to its left against the kerb to stop and let me past. This is a daily occurrence.</p> <p>Again, can you please relocate the parking zone on the outer shoulder of the corner of Lodge and Wonga Roads.</p>							