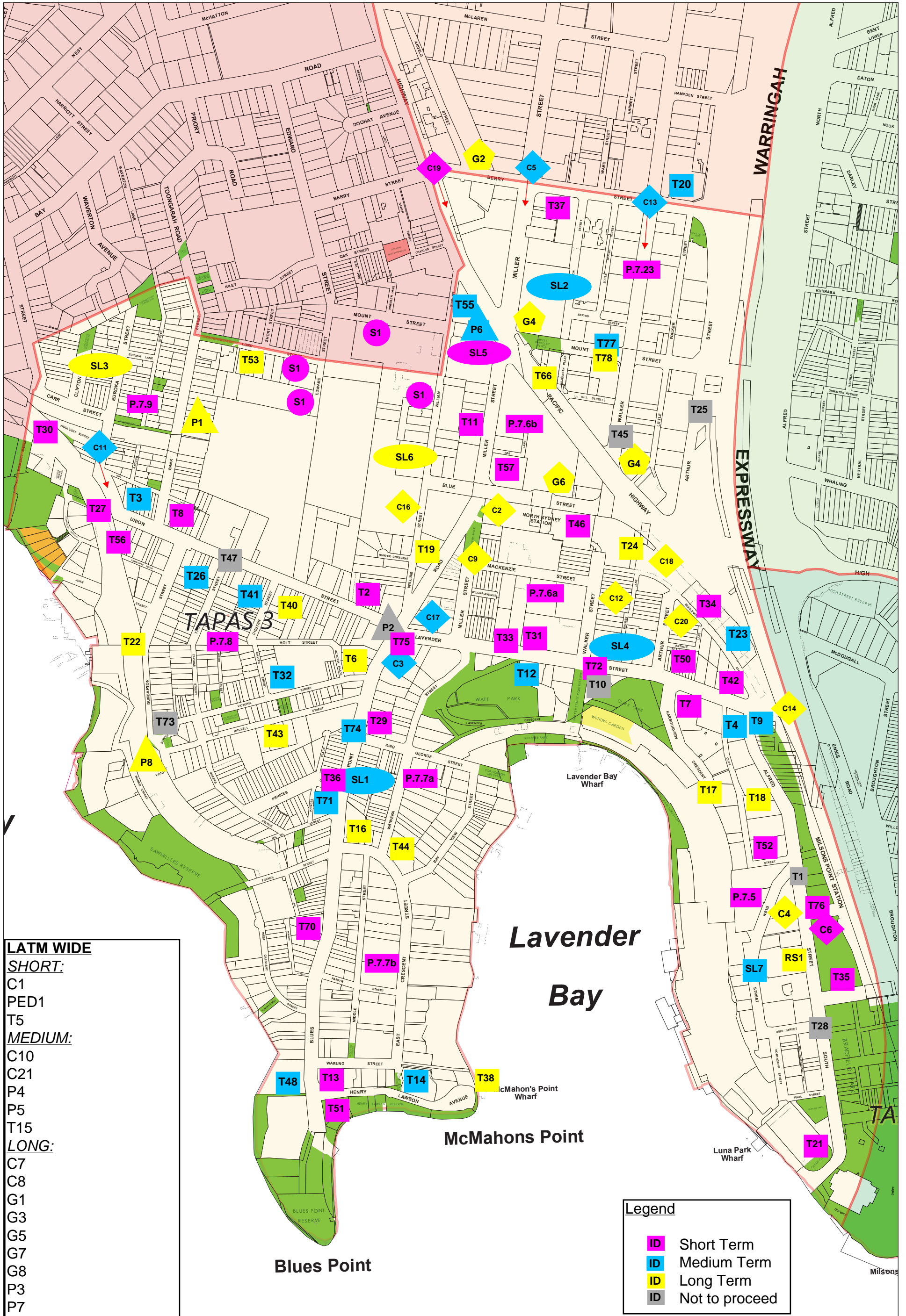


North Sydney Council  
Local Area Traffic Management  
**Action Plan**  
LATM Zone 3  
*Lavender Bay, McMahons Point and North Sydney*



*September 2019*

# LATM ZONE 3



**COMPLETED LATM ACTIONS**

ID	Location	Description of Request or Issue	Action Category	Action	Notes	Priority	Status	Last Update	Program
P.2	Blues Point Rd at Union St	<p>Issue 1</p> <p>Problem with parking near intersection of Blues Point Rd &amp; Union/Miller St On Union St, just outside the Commodore Hotel, there are two Northbound lanes. The kerbside lane is a part-time, bus stop (Mon-Fri 6:30am &amp; Saturday 7:00am-6:30pm) the remainder of the time parking is permitted. When car park here (or Taxis wait for fares outside the Commodore, then all traffic must proceed up blues Point Rd in the right-hand lane. However, frequently cars stop and block that lane while they wait to turn right into Lavender Street. When this happens, all traffic is blocked. Even if the cars turning right proceed into the intersection and wait, because of not quite-straight nature of the intersection, there is rarely enough room for other traffic to slip past. This is not normally a problem when this area operates as a bus-stop as buses only occasionally drive by, and even then don't stop for long, or often, at all. Can I suggest that that zone outside the Commodore become No Stopping or No Standing when it is not a Bus Zone – or maybe more simply, make it a full-time bus zone?</p>	Parking	No action required	Bus Zone has been removed fully and replaced with No Stopping	Not to proceed	Completed	29/10/18	
T.7	Harbourview Cres at Lavender St	Lavender St, Lavender Bay - Visibility when coming out of Harbourview Cres;	Traffic Facilities & Investigations	a. Redesign intersection to improve operation b. Reconstruct Kerb Buildouts	COMPLETED 2018. Kerb extensions installed which have moved sight lines forward into intersection.	Short	Completed	29/10/18	
T.28	Dind St	<p>3 Submissions</p> <p>7a. Dind St and Alfred St - Adjust kerb returns so that traffic in Dind St can see south past Luna Park sign.</p> <p>line of sight issue</p> <p>3.Dind Street, at Alfred Street- Adjust kerb returns to see past Luna Park sign</p> <p>line of sight issue at the Intersection of Dind and Alfred St and dangerous bend in Dind Street</p>	Traffic Facilities & Investigations	No action required	Matter has already been resolved by reconstruction of kerb returns	Not to proceed	Completed	29/10/18	
T.31	Lavender St	<p>5 Submissions</p> <p>Lavender St - Traffic should be calmed - too many large, fast vehicles eg. trucks, taxis, motorcycles.</p>	Traffic Facilities & Investigations	Install Traffic Calming Scheme	Completed 2018	Short	Completed	24/8/18	

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		speeding motorists  7b. Lavender St - Entire length calming.  6.Lavender Street, entire length - traffic calming  Rat running							
T.33	Lavender St	5 Submissions Lavender St, Lavender Bay - 1.Not enough zebra walk & cross ways.;  Lavender Street, Clark Park to Alfred Street, particularly at Arthur Street- Pedestrian facility, narrowing/kerb nib, gutter gardens  refuge island in the middle of Lavender Street	Traffic Facilities & Investigations	install Pedestrian Crossing / Refuge Island	COMPLETED 2018. Kerb extensions installed at Arthur Street	Short	Completed	24/8/18	
T.50	Lavender St Between Alfred St and Arthur St	2 Submissions Lavender St at Arthur St, Lavender Bay - crossing - street too wide and traffic too fast;  4. Lavender St: intersections with Arthur, Harbourview and Cliff - Narrowing, , rain gardens etc. to facilitate pedestrian movement, calm traffic and allow easier exits from side streets to Lavender St.	Traffic Facilities & Investigations	Install Traffic Calming Scheme	COMPLETED 2018	Short	Completed	24/8/18	

LATM ACTIONS IN PLANNING

ID	Location	Description of Request or Issue	Action Category	Action	Notes	Priority	Status	Last Update	Program
P.4	CBD	3 Submissions North Sydney - Completely different to Sydney who get it . North Sydney is backwards & fails to show planning. NO real incentive for motor bikes or links with public transport.  Why don't you ever list motorcycle??? Problems I encounter: - Extremely crowded buses: many times the bus doesn't even stop at the bus stop as it's already full - Gumtrees: they are nice but make the cars look really messy when we park under them - Lack of parking spots: many people own 2 or more cars for one household, squeezing everyone out. Introduce a new type of tax: if you own more than two cars, you have to pay; equally, if you ride a motorcycle you pay less.	Parking	Provide Motorbike Spaces		Medium	In Planning - Motorbike Parking Strategy	29/10/18	

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		<p>- Lack of motorcycle parking: this is an issue everywhere, but it is especially obvious in North Sydney, where there is absolutely nothing is being done to encourage motorcycle use for commute instead of cars. We are living in a country where 365 days per year is usable for motorcycle commute, still we are falling behind in scooter/motorcycle adoption because of the rigid rules. A friendly reminder that in Melbourne scooters/motorcycles can park on the sidewalk as long as they aren't blocking the pedestrians, which is similar to most European countries.</p> <p>ELIZABETH PLAZA, NORTH SYDNEY MOUNT ST - INSUFFICIENT MOTORBIKE PARKING,</p>							
P.7	TAPAS Zone 3	<p>228 submissions regarding insufficient parking restrictions in various street throughout TAPAS Zone 3</p> <p>I am in favour of establishing timed parking restrictions, 4P preferably, on the south side of East Crescent St.</p> <p>4. South end and east side of Munro Street: Parking currently on this east side of Munro Street (outside Scouts Hall) is unlimited. We typically notice at times that vehicles here are sometimes parked for days and weeks (cobwebbed cars!). It might help if parking would be limited to a generous 8 hours ("8P" parking), 9am to 6pm just on weekdays. This would result in at least some movement and sharing.</p> <p>2) We implore you to please maintain all on street parking positions as they are in our area as parking for most of the residents is on the street as we have no garages.</p>	Parking	Area-wide review of parking restrictions in LATM Zone 3		Short	In Planning - area-wide parking reviews planned starting with Areas 6 & 7	29/10/18	2018-2022
T.2	Union St	<p>3) Union St: at the bottom as it sweeps round to the right just past Bank St. Needs a slow down sign, and white centre lines or bumps as many cars misjudge the turn and cross the centre line at speed as they round the corner ...into oncoming traffic.</p>	Traffic Facilities & Investigations	Install Traffic Calming Scheme	<p>Traffic Committee 14/6/19:</p> <p>2. THAT Council notes the outcome of the community consultation with regards to proposed speed cushions in Union Street. (4.2)</p> <p>3. THAT subject to an urgent road surface/speed cushion friction analysis being</p>	Short	Implementation	29/10/18	2018/19 - Traffic Facilities

ID	Location	Description of Request or Issue	Action Category	Action	Notes	Priority	Status	Last Update	Program
					<i>undertaken and if found to be satisfactory, Council installs three (3) rows of speed cushions in Union Street, McMahons Point as per the attached plan. (4.2)</i>				
T.21	Alfred St at North Sydney Olympic Pool	A pedestrian footpath across Alfred St at North Sydney Olympic Pool entrance is needed. This would make it safer for patrons entering and leaving the pool from this busy street. Many swimmers using the pool have drawn attention to this dangerous crossing. Please consider a pedestrian crossing to provide safer access to the pool. <a href="https://www.youtube.com/watch?v=P6N6zZW6PXk">https://www.youtube.com/watch?v=P6N6zZW6PXk</a>	Traffic Facilities & Investigations	install Pedestrian Crossing / Refuge Island	Design & Construct 2019/20	Short	In planning	20/2/18	
T.27	Union St between Dumbarton St and Woolcott St	7 submissions Union St. corner near Euroka Bus Stop up to Dumbarton intersection - traffic coming from Waverton towards N. Syd accelerates coming up hill from around the corner. It is dangerous trying to enter or leave street parking as cars come around the corner so fast. It is also dangerous crossing the road due to Speeding traffic in both directions. Recent planting on this road has made the situation worse by making manoeuvring in and out of parking more difficult and has also forced pedestrians to cross road from between cars, as the planting is now where the clear spaces were safer to cross. This "traffic calming" has had no effect on speed of traffic on Union St but has made parking and crossing the road more difficult and dangerous for residents.  Union St - Problem with cars Speeding around the corner between Bank & Bank Lane - dangerous;  safety at these intersections. They have stated, "A significant amount of traffic is crossing to the wrong side of road as vehicles veer around this corner and is dangerous to other vehicles on the road. Precinct is requesting that some sort of traffic device is placed in the middle of the road to stop this occurring  Union, Woollcott - Traffic (morning) travelling to Naval Base makes LH turn into Woollcott at dangerous speeds and often without signalling. Very dangerous for pedestrians crossing Woollcott near this intersection.  Union St, Waverton - the crossing with Woolcott St causes problems because	Traffic Facilities & Investigations	Install Traffic Calming Scheme	Traffic Committee 14/6/19: 2. THAT Council notes the outcome of the community consultation with regards to proposed speed cushions in Union Street. (4.2) 3. THAT subject to an urgent road surface/speed cushion friction analysis being undertaken and if found to be satisfactory, Council installs three (3) rows of speed cushions in Union Street, McMahons Point as per the attached plan. (4.2)	Short	Implementation	29/10/18	2018/19 Traffic Facilities

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		<p>it is too wide and incoming cars are too fast please install speed humps or an island for pedestrians. Many children in the area.</p> <p>Too narrow, dangerous for drivers and cyclists. Road-side parking should be restricted.</p> <p>There needs to be a better divider on union street as you approach Woolcott street. I have seen near misses as people traveling down the hill on union wander into the oncoming traffic</p>							
T.35	Alfred St at Fitzroy St	<p>4 Submissions</p> <p>Roundabout at Fitzroy and Alfred St South - Really needs a pedestrian crossing here as more and more people are using this area to cross the road; need crossing to get across Alfred Street.</p> <p>Find St; Cnr Alfred/Fitzroy Sts - lack of pedestrian Crossings</p> <p>Roundabout dangerous for cyclists and no way to get to bridge but through that roundabout</p> <p>Alfred St, Milsons Pt - another pedestrian crossing needed between Chinese church and Lavender St;</p>	Traffic Facilities & Investigations	install Pedestrian Crossing / Refuge Island	Design & Construct 2019/20	Short	In planning	20/2/18	2019/20
T.46	Blue St at North Sydney Station	<p>2 Submissions</p> <p>North Sydney (outside station) - pedestrian Safety. Have witnessed people almost hit by cars.</p> <p>Blue St, North Sydney station outside Greenwood Plaza - Need a pedestrian crossing badly!!!!</p>	Traffic Facilities & Investigations	install Pedestrian Crossing / Refuge Island	Investigate/Design 2019/20	Short	In planning	20/2/18	2019/20

ALL LATM ACTIONS

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C.1	North Sydney	<p>3 Submissions</p> <p>North Sydney generally - getting through North Sydney &amp; onto the Harbour Bridge Lower North Shore - lack of continuous dedicated Bike paths</p> <p>Cyclists coming from North Sydney cant see the lights</p> <p>North Sydney generally - getting through North Sydney &amp; onto the Harbour Bridge Lower North Shore - lack of continuous dedicated Bike paths</p>	Cycling Strategy	Install separated cycleway		Short		20/2/18	

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C.2	Blue St	<p>Shared Path at Miller St &amp; Blue St - Cyclists are a dangerous problem</p> <p>Blue St - cycling - alternative route heeded as unsafe to share with buses</p> <p>Blue St outside train station - No bike lanes;</p>	Cycling Strategy	Implement Cycle Route 1 from 2014 Cycling Strategy		Long		20/2/18	
C.3	Blues Point Rd	<p>8 Submissions</p> <p>Blues Point Rd, McMahons Point - No Bike paths make it extremely dangerous to cycle.</p> <p>Cyclists , bikes everywhere (but not fast) cars + bikes need to improve especially cycleway that were not on the cycle plan, disastrous position between Blue and Union St on Blues Point Rd. Cars parked on cycleway : forced into road.</p> <p>Blues Point Rd - Shared bike &amp; pedestrian paths generally - Can be a problem for pedestrians Walking up Blues Pt Rd to Nth Sydney Stn in Summer - By the time you get there in you're a lather of sweat.;</p> <p>Walking - dodging bikes at the top of Miller St when approach Nth Syd Stn - Bike paths should be directed down Blues Pt Rd to Lavender St.</p> <p>Bike - Poor road conditions, narrow streets, no bike lane</p> <p>All bikes paths need to be checked and improved e.g.. Blues point road</p> <p>Blues Point Rd, McMahons Point - When cycling, the preponderance of parked cars poses a risk when people open their car doors without looking. Also, the bicycle symbol seems to count for nothing.</p> <p>St. Peters Park, Blue Pt Rd - shared use - bicycles should be dismounted.;</p>	Cycling Strategy	Implement On-Road Cycle Route Upgrade		Medium		20/2/18	
C.4	Alfred St	<p>24 Submissions</p> <p>Alfred St, Milsons Point - Cyclists take up a fair amount of the road;</p> <p>Alfred St South - Needs a bike path</p> <p>ALFRED ST AND SURROUNDING FOOTPATHS - HIGH DENSITY OF CYCLISTS BREAKING THE LAW AT LIGHTS AND FOOTPATHS MAKES IT VERY DANGEROUS FOR ELDERLY PEDESTRIANS</p> <p>Area of concern for cyclists-cars come off bridge</p> <p>Lavender St, Alfred St - Car/ bicycle mix;</p>	Cycling Strategy	<p>a. Implement Cycle Route 1 and 3 from 2014 Cycling Strategy</p> <p>b. Advocate to State Government for Step free access to</p>		Long		20/2/18	



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		<p>Alfred St - Push bikes continually ignore red lights and traffic rules.;</p> <p>Alfred St, Milsons Point - Cyclists ignoring red lights at crossing outside train station. Very unsafe when they race straight through red lights with no care for pedestrians.;</p> <p>Alfred St, Milson Point - Bikes not following road rules and being very reckless/dangerous.</p> <p>Cyclists go in hurry up path to bridge- more an issue for pedestrians</p> <p>Lavender St, roundabout, Milsons Pt NSW 2061 - Bicycles turn up from nowhere and from behind cars, trucks and buses</p> <p>2. In relation to cyclists I am very pleased to see more people cycling but the off ramp from the Bridge across Burton Street; the plaza used by the markets and onto Alfred Street needs better management. Once again because they are coming down hill they are travelling very fast and then hit Alfred Street full of cars, pedestrians and buses. Once I saw cyclists hit an older couple near the bottom of the Bridge off ramp on Burton Street.</p> <p>Roundabout here, difficult for cyclists- participants said they had to stop riding bike due to traffic Safety (with buses, cars etc.)</p> <p>ALFRED ST MILSONS POINT - BIKE PATHS</p> <p>Alfred St, Milsons Point - Bikes everywhere, too many and not cycling safely</p> <p>There is no designated area for cyclists.</p> <p>Alfred St, Milsons Point - there is no cycle way on Alfred St. I acknowledge there is limited space however, can you close down parking on one side of the road and convert to cycleway??</p> <p>Alfred Street South, Milsons Point - not enough Bike paths on Alfred St S., cyclists accessing bridge use pedestrian footpath. This is very dangerous for cyclists &amp; pedestrians.;</p> <p>Alfred Street South, Milsons Point outside train station - cyclists cross the road like pedestrians which should be minimised.Milsons Point,</p>		Harbour Bridge					

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		<p>Alfred St South - Cyclists need a dedicated cycle way and not riding on the Footpaths on each side of the road as well on the roadway.;</p> <p>ALFRED ST SOUTH - BICYCLES USING PEDESTRIAN FOOTPATH GOING AT EXCESS SPEED</p> <p>When will a ramp be built for cyclists to access the cycleway on the western side of the Harbour Bridge?</p> <p>There needs to be a bike path on Alfred st south coming from the Warringah Freeway to the bridge</p> <p>Alfred St, Milsons Point - Cyclists coming off the bridge to North Sydney. We need a bike lane it is so dangerous.</p> <p>Milsons Pt - bikes coming off &amp; on from/to Harbour Bridge to Alfred St Pedestrians crossing Burton St at risk - needs: - better separation of cyclists from pedestrians necessary (?pedestrian crossing) the proposed cycleway;</p> <p>The state government announcement of building ramps to the harbour bridge is welcome. Council should use this as an opportunity to properly integrate a safe cycle route from the bridge through the North Sydney CBD and beyond.</p>							
C.5	Miller St	<p>6 Submissions</p> <p>A lot of cyclists leave Miller to go down to go through the park --&gt; not enough room as there is a bus stop, a path --&gt; very messy.</p> <p>3) Cyclists heading up Miller Street in evening peak is dangerous due to their slower speed and fast passing buses and cars.</p> <p>North Sydney, Miller St in particular - I like cycling but roads have become too busy.; Peak hours - the bunching of buses along Miller St combined with cyclists on the road make driving very very stressful. Need a separate cycleway - don't know where but maybe cyclists have to take other roads not main roads.</p> <p>Miller Street - As above (No Bike paths make it extremely dangerous to cycle) - suggest lane for specific times - early morning.;</p> <p>Union St, Miller St - Unsafe for bicycles - more dedicated bicycle lanes please;*</p>	Cycling Strategy	Install separated cycleway		Medium		20/2/18	

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		Cycling - northbound cycling on Pacific Highway in North Sydney and multiple lane change into right hand turn lane at Miller Street intersection is highly exposed to motor traffic; and lack of space available on Miller Street at corner of Mount Street to accommodate cyclists doing the alternative hook turn manoeuvre from Pacific Highway onto Miller Street northbound							
C.6	Burton St to Harbour Bridge	<p>7 Submissions</p> <p>Connected cycleway from Harbour Bridge to West Street would be useful.</p> <p>Improve cycling safety Milsons Point and North Sydney's CBD -The picture on North Sydney's website for this consultation shows the grassed verge along the Warringah Freeway that could be converted into a cycleway to the Gore Hill cycleway branching off at major roads along the length of the freeway.</p> <p>Cyclists coming off the bridge speeding</p> <p>Access of Harbour Bridge to North Sydney</p> <p>No safe access for cyclists into Harbour Bridge</p> <p>Cycling around North Sydney -I am a car driver, but I like to commute by bike wherever possible. I ride to work, to the hairdresser, the dentist, the shops, my kid's schools. I think council should lead by example and provide for cycling as it is done in all leading cities around the world. My positive cycling infrastructure tips are: 1) Complete the cycle link from the Harbour Bridge north side to connect to the Warringah Freeway Path, and all the bits between. Apart from the fact that it will increase the number of cycling commuters, hence less cars, if this critical link is never implemented, the cycle path section beside the Warringah Freeway between Pacific Highway Lane Cove to Willoughby Road, Naremburn is useless. It only encourages cycling-critics to say that investing in cycling infrastructure is a waste. Lobby the state and federal government – it's your patch! 3) More bike parking – where is the street-level bike parking associated with the new Woolcottcortworths shopping centre on Falcon and Alexander Street? Perhaps you could undertake an analysis of NCC's provision of on street car parking versus bike parking in shopping and commercial areas. 8) Don't create local cycling routes on steep, difficult terrain on back streets to keep them off major roads. People will only cycle if it's efficient and an achievable option. Look at the dismal Lane Cove bike strategy. Try riding the suggested local bicycle route from Greenwich to Lane Cove through Kingslangley Rd, Balfour Street, Ronald Avenue. You need to be a very strong, confident cyclist to attempt this. It wouldn't encourage a new cyclist to commute readily. Work with state bodies to make cycling a priority on the major, easier roads.</p>	Cycling Strategy	Advocate to State Government for Step free access to Harbour Bridge		Short		20/2/18	

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		<p>9) Send your staff out riding around the municipality. You don't understand fully the needs and issues facing cyclists until you have a go yourself.</p> <p>4) Don't install bike lines adjacent parked cars. Especially not in shopping strips. Ever been car doored? 5) Don't allow bike lanes to suddenly finish, pushing cyclists abruptly into the next lane of traffic. Merge cyclists gradually into the traffic, as it would be done on a freeway. 6) Never put road traffic furniture (poles, bollards, rails, bins, traffic pacifiers such as silent policemen, steel drains with slots) in cycling lanes/paths. 7) Cyclists are entitled to use the whole lane, so the painted road symbol of the bike should reflect this on major streets such as Falcon Street, Shirley Road and River Road. Particularly with the new 1m overtaking rule, it's best to educate drivers that they should not overtake cyclists within a road lane by painting on the big bike symbol in the centre of the traffic lane.</p>							
C.7	Lavender Bay	Lavender Bay - Bike paths;	Cycling Strategy	Implement On-Road Cycle Route Upgrade		Long		20/2/18	
C.8	LGA	<p>3 Submissions Cycling isn't properly or safely integrated - otherwise I'd cycle.</p> <p>All roads - need for cycle friendly drain covers/grates.</p> <p>Electric bikes also travel on Footpaths. Laws regarding use of Footpaths should be clearly stated and enforced. I am a cyclist and a walker.</p>	Cycling Strategy	Install separated cycleway		Long		20/2/18	
C.9	Mackenzie St	<p>2 Submissions Mackenzie, Walker, Miller - Not much room for cyclists who come off bridge.</p> <p>Miller, Mackenzie, Walker Streets - Cyclists Speeding down pathway - careless about pedestrians;</p>	Cycling Strategy	Install separated cycleway		Long		20/2/18	
C.10	Milsons Point	Station approaches, Milson Point - aggressive bike rides who don't obey road rules and are not land to pedestrians. I have been knocked several times when walking	Cycling Strategy	Install separated cycleway		Medium		20/2/18	
C.11	Union St	<p>3 Submissions Too dangerous to ride a bike along Union St (starting from Euroka St), Lavender St and Alfred St to Milson Point Station.</p> <p>Union St/ Lavender St, McMahons Point to Kirribilli - Cycling path/ lane to Kirribilli in early morning/ arvo would be helpful</p> <p>Lack of bike path Union Street</p>	Cycling Strategy	Install separated cycleway		Medium		20/2/18	

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C.12	Walker Lane	Walker Lane - very hard to get to Middlemiss St because of 1.invisibility, 2.highspeed of bikies.	Cycling Strategy	Install separated cycleway		Long		20/2/18	
C.13	Walker St	Walker St - While walking cyclists not stopping	Cycling Strategy	Install separated cycleway		Medium		20/2/18	
C.14	Alfred St at the entrance to Harbour Bridge	5 Submissions Alfred St - Bicycles traffic flying off the bridge path.  Cyclists go in hurry up path to bridge- more an issue for pedestrians  The state government announcement of building ramps to the harbour bridge is welcome. Council should use this as an opportunity to properly integrate a safe cycle route from the bridge through the North Sydney CBD and beyond.	Cycling Strategy	a. Implement Cycle Route 1 and 3 from 2014 Cycling Strategy  b. Advocate to State Government for Step free access to Harbour Bridge		Long		20/2/18	
C.16	William St	Cycling - Lack of contraflow bicycle lane/share path on William Street southbound to connect the Edward/Mount Streets and Blue/Miller/Mackenzie Streets Routes	Cycling Strategy	Install separated cycleway		Long		20/2/18	
C.17	Lavender St	9 Submissions Lavender St, Alfred St - Car/ bicycle mix;  Lavender St, roundabout, Milsons Pt NSW 2061 - Bicycles turn up from nowhere and from behind cars, trucks and buses  Lavender St - safe parking of motor bikes; dangerous cyclists  Lavender St, Milsons Point - Bikers not following basic traffic rules and pulling out in front of cars and round-about.  Roundabouts dangerous for cyclists  13. North Sydney Cycle Link – Middlemiss and Lavender: This is a major blockage and deterrent. Install short raised cycle path from Milsons Park, past and through viaduct opening to north side of rail line. Much cheaper than City cycle links strategy.	Cycling Strategy	Implement On-Road Cycle Route Upgrade		Medium		20/2/18	

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		<p>Improve cycling safety Milsons Point and North Sydney's CBD -Work with NSW Government to fund and install a short cycle bridge over Milson Point station's entrance from the Sydney Harbour Bridge cycleway. Install a cycleway at ground level along the western side of the railway line from Milson Point station to Lavender St. Install a cycle/pedestrian bridge over Lavender St roundabout and through the glass windows of one of the leased buildings under the railway then over the Pacific Hwy and then under High St bridge. A large concrete tube could be slid through the leased building near the roof that would be soundproof. Continue cycleway along the edge of the Warringah Freeway to Mount St. In future cycleway could continue along the edge of the Warringah Freeway to completely remove conflict between vehicles and driveways in North Sydney. This will create a high speed cycle highway from Sydney's CBD through Milsons Point and around the edge of North Sydney's CBD to improve safety and reduce conflicts.</p> <p>Improve cycling safety Milsons Point and North Sydney's CBD - I am concerned about the safety of cyclist between the Sydney Harbour Bridge to North Sydney via Pacific Hwy. This route has had a dramatic increase in cyclist that are in constant conflict with vehicles. I am also concerned about pedestrians crossing the road at the exit of the freeway near the roundabout at Lavender St.</p> <p>All of North Sydney especially around Lavender Bay and McMahons Point - too dangerous to ride bicycle even though Bike paths.</p>							
C.18	Blue St at Arthur St	<p>* Cycling - Shared path between Blue Street &amp; Arthur Street (thence to Middlemiss Street) is too narrow and has too many street fixtures/fittings</p> <p>Blue St, Arthur St - Sharing footpaths with bikes - dangerous</p> <p>Walking up Blue St, Arthur St. exit (near Pacific Highway) is shared path with bike and pedestrians --&gt; very dangerous.</p>	Cycling Strategy	Implement Cycle Route 1 from 2014 Cycling Strategy		Long		20/2/18	
C.19	Pacific Highway (Berry St to Lavender St)	<p>6 Submissions</p> <p>Pacific highway - cycles using pathway dangerously</p> <p>Pacific Highway, North Sydney - Shared footpath with bikes from Blue St to Arthur St along the Pacific Highway. It is so dangerous for people walking down.</p> <p>Pacific Highway, Miller St - No bike lanes Pacific Hwy to Blue/Miller St - is a disaster and I have experienced push bikes running in to myself</p> <p>PACIFIC HWY, NORTH SYDNEY - BIKE PATHS</p>	Cycling Strategy	Install separated cycleway		Short		20/2/18	

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		<p>It would be really good to see a bike lane built along Pacific Highway from the Bridge to Lane Cove</p> <p>Pacific Hwy North Sydney - Bike path between Walker and Miller streets. Lots of bikes crossing numerous lanes to turn right into Miller.</p>							
C.20	Middlemiss St	<p>11 Submissions</p> <p>Middlemiss St not wide enough --&gt; end up a bike path and is dangerous for pedestrians. Where cycle path goes under Arthur St, Bikes going up hill of Arthur with busses behind them.</p> <p>Shared cycle way - cyclists are speeding "I've seen two ambulances outside my door" from hitting</p> <p>Cyclists too fast, speed humps</p> <p>Too narrow for Middlemiss pedestrians and cyclists</p> <p>Safe cycle ways - Middlemiss to Milsons Pt Station; Up highway, North Sydney to Cremorne; Brook St to Naremburn on edge of the F/way. Very scary!!!;</p> <p>Middlemiss St - Dangerous, cyclists/Speeding limit, I have twice seen exceeding an ambulance in the mornings;</p> <p>Middlemiss St, North Sydney - Cyclists travel at speed endangering pedestrians.</p> <p>Middlemiss St - Bikes goes at a shocking speed.;</p> <p>MIDDLEMESS ST - BIKE PATHS ENDS AT ARTHUR ST BUT BIKES CONSISTENTLY CONTINUES UP MIDDLEMESS ST GOING THE WRONG WAY IN A ONE WAY STREET. MANY NEAR MISSES</p> <p>Cycle path over bridge, when you end up on Middlemiss St. if you start slow it is very dangerous, one way St. which is dangerous. Should alt. route from Milsons Point</p> <p>Underpass Middlemiss St to Pacific Hwy, North Sydney - bikes come off footpath at speed across the paths of vehicles. There will be nasty accidents.;</p>	Cycling Strategy	Install separated cycleway		Long		20/2/18	

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C.21	CBD	<p>8 Submissions With the amount of traffic and Congestion, Bike paths make it hazardous for drivers especially the elderly.</p> <p>North Sydney CBD - Lack of safe, attractive cycle path through North Sydney CBD to connect to Harbour Bridge.;</p> <p>I'd like to see a safer option for cyclists commuting from the north to the Sydney CBD and further for transiting through Nth Sydney. A proper dedicated cycling path to link up with the Harbour Bridge and the motorway cycling path would be great and would encourage more cyclists to commute by bike.</p> <p>NORTH SYDNEY PACIFIC HWY - POOR CYCLE PATHS FROM BRIDGE GOING NORTH, DANGEROUS CYCLING THROUGH NORTH SYDNEY</p> <p>Cycling access to the area bounded by Berry St, Walker St, Pacific Highway and Arthur St is a challenge. I work at 141 Walker St, and to get out and going to the bike lane on West St is difficult. Is there a way to provide clear cycle access to this area?</p> <p>Perhaps related, there is a bike sign on Berry St near the entrance to the Warringah Expressway (northbound), but I've ridden my bike there and it seems bike access peters out, which I found very scary as cars are going past at 80km/h. Could this please be improved perhaps? Going up the Pacific Highway from Walker St is an option, but it is also very challenging with vehicle traffic and an uphill section to Miller St!</p> <p>Thank you for giving us the mechanism to provide constructive feedback, thank you for making active transport possible in the area (I commute ride to work around 3-5 days per week), and thank you for your attention!</p> <p>In addition, North Sydney CBD has broad footpaths that are largely unused outside of the 9-5pm working day. It would be easy and straightforward to permit cyclists to ride at a low speed on footpaths in North Sydney during the off-peak hours or at very least, on Sunday mornings. Many cyclists do not have the confidence to risk mixing with cars and importantly, beginning cyclists want to learnt safely without threat of \$100s in fines. This would be a really worthwhile initiative and provide multiple community health and transport benefits.</p> <p>North Sydney CBD - unsafe for bikes - need more designated bike lanes in North Sydney CBD;</p>	Cycling Strategy	Implement Cycle Route 1 from 2014 Cycling Strategy		Medium		20/2/18	



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		<p>CBD - lack of good cyclist facilities and safe Routes.</p> <p>Shopping areas, CBD, Library - Bike Racks - more needed. The type that support the frame, not the ones that hold (and bend) the wheel.</p>							
G.1	LGA	<p>3 Submissions</p> <p>Shuttle bus between train station --&gt; Could just service the wharves. (Free shuttle, e.g. 20 seater bus)</p> <p>Shuttle bus (Potential solution to a number of issues relating to mode choice/car reliance.)</p> <p>In North Sydney I would like to be more flexible on public transport. I would like to have a short loop service that takes passengers in the peak hours from the Military Rd to Milson Pt. / North Sydney to Cremorne Pt. Station / .... so they can go either on the Rail or Ferry and during the evening hours back again.</p>	Consider Shuttle Service	consider Shuttle Bus Services between Train Stations and Wharves throughout the LGA		Long		20/2/18	
G.2	Berry St	<p>5 Submissions</p> <p>Berry St, North Sydney - traffic Congestion - traffic merging from Pacific Hwy to Berry St;</p> <p>Berry St - Traffic Congestion Berry St, North Sydney - Traffic Congestion</p> <p>Berry St, North Sydney - Traffic Congestion</p> <p>North Sydney - Berry St traffic is a problem all day.</p> <p>Berry St - Getting onto freeways is time consuming during peak hours</p> <p>Traffic on Miller St Congestion -</p>	RMS	Lobby the RMS to direct Citybound traffic down Pacific Highway instead of via Berry St		Long		20/2/18	
G.3	TAPAS 3 Area	<p>Extended TAPAS area to include 3 currently. Parking by farther afield residents – drive to station. Solution – shuttle to collect around the further extremities of the LGA and TAPAS areas to get to Transport Hub, e.g. Milsons Point Station, ferry, etc.</p>	Consider Shuttle Service	consider Shuttle Bus Services within LATM 3 area		Long		20/2/18	
G.4	Pacific Highway at Miller and Walker	<p>2 Submissions</p> <p>Pacific Highway, Walker and Miller St are too congested and dangerous, coming over Neutral Bay Overpass</p> <p>Walker St, Pacific Hwy Junction - Congestion</p>	Lobby for improvements to Public Transport	There is no opportunity to increase road capacity. Public Transport can generally		Long		20/2/18	

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				transport a larger volume of people than private vehicles and requires less road space to do so. Lobby State Governments for improvements to public transport in Pacific Highway close to the CBD					
G.5	McMahons Point	Small shuttle bus service for McMahons Point to North Sydney Station. Regular state buses are too large, not well used.	Consider Shuttle Service	consider Shuttle Bus Services between North Sydney and McMahons Point		Long		20/2/18	
G.6	Greenwood Plaza	Greenwood Plaza parking - Make unlimited parking with free shuttle bus weekends and evenings	Consider Shuttle Service	consider Shuttle Bus Services from Greenwood Plaza at nights and on weekends		Long		20/2/18	
G.7	Milsons Point	Recommend shuttle bus to Milsons Point Station from Neutral Bay Military Rd that runs late PM early AM.	Consider Shuttle Service	consider Shuttle Bus Services between Milsons Point and Neutral Bay		Long		20/2/18	

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G.8	North Sydney	North Sydney, Crows Nest, Neutral Bay - Introduce a free shuttle Bus.	Consider Shuttle Service	consider Shuttle Bus Services between North Sydney, Crows Nest and Neutral Bay		Long		20/2/18	
P.1	Bank St	More parking spaces could be created by allowing 2 or 3 spaces over the railway line west side of street.	Parking	Provide New Parking Spaces in Bank St		Long		20/2/18	
P.2	Blues Point Rd at Union St	<p>Issue 1</p> <p>Problem with parking near intersection of Blues Point Rd &amp; Union/Miller St On Union St, just outside the Commodore Hotel, there are two Northbound lanes. The kerbside lane is a part-time, bus stop (Mon-Fri 6:30am &amp; Saturday 7:00am-6:30pm) the remainder of the time parking is permitted. When car park here (or Taxis wait for fares outside the Commodore, then all traffic must proceed up blues Point Rd in the right-hand lane. However, frequently cars stop and block that lane while they wait to turn right into Lavender Street. When this happens, all traffic is blocked. Even if the cars turning right proceed into the intersection and wait, because of not quite-straight nature of the intersection, there is rarely enough room for other traffic to slip past. This is not normally a problem when this area operates as a bus-stop as buses only occasionally drive by, and even then don't stop for long, or often, at all. Can I suggest that that zone outside the Commodore become No Stopping or No Standing when it is not a Bus Zone – or maybe more simply, make it a full-time bus zone?</p>	Parking	No action required	Bus Zone has been removed fully and replaced with No Stopping	Not to proceed	Completed	29/10/18	
P.3	CBD	<p>4 Submissions</p> <p>2. Blue Street: Needs a 'Kiss &amp; Ride' double space drop off point on the northern side at the Station e.g. before the bus stop, to encourage train travel for the aged, disabled and others.</p> <p>No drop off area for people to catch train</p> <p>Blue St at NS Station - there is no opportunity for a legal kiss &amp; ride drop at the NS Station east bound in Blue. Bus stop and loading zone plus timed parking take up all of street. One 2min drop spot would suffice.</p>	Parking	Provide Drop off / Pick up spaces		Long		20/2/18	

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		Walker St, North Sydney - Dropping off a passenger, relative to shops or doctor. No drop off spots.							
P.4	CBD	<p>3 Submissions</p> <p>North Sydney - Completely different to Sydney who get it . North Sydney is backwards &amp; fails to show planning. NO real incentive for motor bikes or links with public transport.</p> <p>Why don't you ever list motorcycle???</p> <p>Problems I encounter:</p> <ul style="list-style-type: none"> <li>- Extremely crowded buses: many times the bus doesn't even stop at the bus stop as it's already full</li> <li>- Gumtrees: they are nice but make the cars look really messy when we park under them</li> <li>- Lack of parking spots: many people own 2 or more cars for one household, squeezing everyone out. Introduce a new type of tax: if you own more than two cars, you have to pay; equally, if you ride a motorcycle you pay less.</li> <li>- Lack of motorcycle parking: this is an issue everywhere, but it is especially obvious in North Sydney, where there is absolutely nothing is being done to encourage motorcycle use for commute instead of cars. We are living in a country where 365 days per year is usable for motorcycle commute, still we are falling behind in scooter/motorcycle adoption because of the rigid rules. A friendly reminder that in Melbourne scooters/motorcycles can park on the sidewalk as long as they aren't blocking the pedestrians, which is similar to most European countries.</li> </ul> <p>ELIZABETH PLAZA, NORTH SYDNEY MOUNT ST - INSUFFICIENT MOTORBIKE PARKING,</p>	Parking	Provide Motorbike Spaces		Medium	In Planning - Motorbike Parking Strategy	29/10/18	
P.5	CBD	<p>7 Submissions</p> <p>ALFRED ST - INSUFFICIENT DISABLED PARKING</p> <p>LAVENDER ST - INSUFFICIENT DISABLED PARKING</p> <p>Miller St, North Sydney - not enough disabled parking;</p> <p>Miller St, North Sydney (Commercial area) No disabled parking, general parking taken up by illegal taxi parking.</p> <p>North Sydney, Mount St in front of Aldi, Miller St near Bupa and Medicare, near banks - Not enough disabled parking anywhere.</p>	Parking	Provide Accessible Parking Spaces		Medium		20/2/18	

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		Walker St, North Sydney - Parking in Walker St & Mount St difficult. No thought has been given to elderly. No "Disable Parking" spaces.;  One of my main complaints is the lack of disabled parking in North Sydney. Especially near the shopping zone around Aldi and Coles, there is also a Dr's surgery and 2 chemists in that zone. There are none in that area. It would be good if there would be a couple near there. They also should be timed (say for an hour) and not open ended, so that they are not taken up with office workers but are used by people popping in and out doing chores and shopping.							
P.6	Mount St, Post Office	North Sydney Post Office - I often need to pick up a parcel but it makes me mad that i have to pay for parking even though i am only there for less than 1 min	Parking	Provide Drop off / Pick up spaces		Medium		20/2/18	
P.7	TAPAS Zone 3	228 submissions regarding insufficient parking restrictions in various street throughout TAPAS Zone 3  I am in favour of establishing timed parking restrictions, 4P preferably, on the south side of East Crescent St.  4. South end and east side of Munro Street: Parking currently on this east side of Munro Street (outside Scouts Hall) is unlimited. We typically notice at times that vehicles here are sometimes parked for days and weeks (cobwebbed cars!). It might help if parking would be limited to a generous 8 hours ("8P" parking), 9am to 6pm just on weekdays. This would result in at least some movement and sharing.  2) We implore you to please maintain all on street parking positions as they are in our area as parking for most of the residents is on the street as we have no garages.	Parking	Area-wide review of parking restrictions in LATM Zone 3		Short	In Planning - area-wide parking reviews planned starting with Areas 6 & 7	29/10/18	2018-2022
P.7.6 a	Parking Area 6 (north of Blue Street)	General submission regarding inadequate parking restrictions (see also Item P.7)	Parking	Undertake area-wide review of parking restrictions.		Short		43485	
P.7.7 a	Parking Area 7 (north of French Street)	General submission regarding inadequate parking restrictions (see also Item P.7)	Parking	Undertake area-wide review of parking restrictions.		Short		43485	

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P.7.7 b	Parking Area 7 (south of French Street)	General submission regarding inadequate parking restrictions (see also Item P.7)	Parking	Undertake area-wide review of parking restrictions.		Short		43485	
P.7.6 b	Parking Area 6 (south of Blue Street)	General submission regarding inadequate parking restrictions (see also Item P.7)	Parking	Undertake area-wide review of parking restrictions.		Short		43485	
P.7.9	Parking Area 9 (west)	General submission regarding inadequate parking restrictions (see also Item P.7)	Parking	Undertake area-wide review of parking restrictions.	Edward Street and Lord Street completed 2017/18 - See LATM Zone 1 Item P.5.9 for Area 9 north	Short		43485	
P.7.8	Parking Area 8	General submission regarding inadequate parking restrictions (see also Item P.7)	Parking	Undertake area-wide review of parking restrictions.		Short		43485	
P.7.5	Parking Area 5	General submission regarding inadequate parking restrictions (see also Item P.7)	Parking	Undertake area-wide review of parking restrictions.		Short		43485	
P.7.2 3	Parking Area 23 (CBD)	General submission regarding inadequate parking restrictions (see also Item P.7)	Parking	Undertake area-wide review of parking restrictions.		Short		43485	
Ped.1	Lavender Bay to Berry Bay	Lavender Bay to Berry Bay - Walking restricted, cannot walk around the points without having to go onto roads (private land interruptions unacceptable).	PAMP Study	Prepare Pedestrian Access and Mobility Plan		Short		20/2/18	
P.8	Munro Street at Victoria Street	5. South end of Munro Street, east side, corner of Munro and Victoria Streets: As this side of Munro Street provides unlimited parking (see item 4 above), some drivers squeeze their cars up to the curved portion of the corner already (even though legally you're not supposed to park 10m from an intersection without lights) making turning south into Munro Street difficult,	Parking	Install No Stopping signs at intersection		Long		20/2/18	

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		as with a car parked right at the corner, it becomes a blind corner. It might help if a signpost is placed indicating up to which point cars can park.							
S.1	Shore School	<p>23 Submissions: Drop off + buses in and out of school hours</p> <p>5 min parking to pick up school children is insufficient, needs to be 15 min at least.</p> <p>3) Northbound on William St at the corner of Blue Street, North Sydney. Continuous queue of Shore Students walking across the street. This can go on for minutes with boys rushing to the intersection and then slowing down or spacing, so the cars have to wait.</p> <p>Shore traffic continues to be a major problem; buses lay in Mount St. with engines running causing both noise and air pollution Re: The intersection of Mount Street and Edward Street North Sydney - Traffic coming from Mount Street and turning left into Edward Street is causing extreme disruption to the flow of traffic down Edward Street during school drop off and pick up times. There should be a no left hand turn from Mount Street into Edward Street, at least during school drop off and pick up times.</p> <p>Many buses in Mount exit via Edward but Edward is narrow and unsuitable for buses; traffic jams are a constant at entry and exit of Shore Prep School</p> <p>Morning and afternoon drop off congestion</p> <p>Parking should end further up street-shore school congestion</p> <p>Traffic Congestion (Shore coll pick-up blocks traffic flow).;</p> <p>3. Mount St - bus parking outside Mackillop Museum: Move Shore buses around to William St where possible. Bigger temporary zone on William or Blue? School to develop management programme for, e.g. excursion buses. Not all at one time!</p> <p>1. Parents dropping off/picking up children at Shore Prep (Years 3-6) creates traffic gridlock in the Edward St/Lord St/Mount St area. This is exacerbated by the fact that parking on Edward St between Lord St and Mount St (around 4 car spaces) reduces Edward to a single lane - cars frequently have to reverse to allow others to pass. The queue to get into the pick up area can extend well down Edward (past Mount and Riley Streets). The school had put</p>	School TMP	<p>Work with Shore School to develop School Green Travel Plan including a Traffic Management Plan to reduce private vehicle trips and minimise impacts of vehicular traffic</p> <p>TMP should take into account all immediate surrounding streets and also impacts on <b>Mount St, William St, Lord St and Edward St</b></p>		Short		20/2/18	

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		<p>forward the idea of creating a through traffic loop as part of the Graythwaite development but that clearly has not happened. Primary school kids are unlikely to catch the train by themselves so it is difficult to see how the school could discourage use of cars, and 20+ years of living in the area tells us that transport choices are not going to change any time soon. Council needs to do something to reduce the impact on local residents</p> <p>Edward St - Parking, Traffic (8-9am, 2.45-3.45 )</p> <p>1. Parents dropping off/picking up children at Shore Prep (Years 3-6) creates traffic gridlock in the Edward St/Lord St/Mount St area. This is exacerbated by the fact that parking on Edward St between Lord St and Mount St (around 4 car spaces) reduces Edward to a single lane - cars frequently have to reverse to allow others to pass. The queue to get into the pick up area can extend well down Edward (past Mount and Riley Streets). The school had put forward the idea of creating a through traffic loop as part of the Graythwaite development but that clearly has not happened. Primary school kids are unlikely to catch the train by themselves so it is difficult to see how the school could discourage use of cars, and 20+ years of living in the area tells us that transport choices are not going to change any time soon. Council needs to do something to reduce the impact on local residents.</p> <p>Cueing for Shaw goes all along here during drop off</p> <p>8. End Edward St southbound - Suggest Shore do a road/land exchange with NSC - end of road for park on current basketball courts. Design better drop off as part of swap/settlement and e.g. around outside of basketball courts.</p> <p>traffic jams are a constant at entry and exit of Shore Prep School</p> <p>3. Mount St - bus parking outside Mackillop Museum: Move Shore buses around to William St where possible. Bigger temporary zone on William or Blue? School to develop management programme for, e.g. excursion buses. Not all at one time!</p> <p>Mount St - School buses, standing with engines running for long periods disturbs the peace and quiet.</p> <p>Bus drop off + parent drop off causing congestion</p> <p>Shore traffic continues to be a major problem; buses lay in Mount St. with</p>							



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		<p>engines running causing both noise and air pollution</p> <p>North Sydney Area 9 ( We dont have off street parking) - Difficulty finding on-street parking - deters friends visiting and going out in own car.</p> <p>North Sydney Area 9 - Too congested with cars due to office workers, ACU, Shore school, construction workers</p> <p>Please install a NO LEFT TURN sign at the Top of Mount Street North Sydney at the Edward Street T- Junction between the hours of 7.30-9am and the 2-4pm during the peak school drop off times.</p> <p>1. Shore School, Union Street: cars waiting to pick up typically end up lining up along the eastbound lane of Union Street. At this time, if you're going eastbound as well, you either have to wait (until they get to enter Shore) or take a big risk overtaking this whole train of practically parked vehicles, often blindly as you are going uphill (blind crest). It may even be illegal at certain areas as there are double line markings in the middle of the road but the choice is waiting for 15 mins!</p> <p>4) Could you please insist that the pedestrian crossing at Shore school be manned for 10 minutes at home time as often when the school comes running out the gates at 3 the traffic is backed up down into Blues Point Road.</p>							
SL.1	Blues Point Rd	<p>2 Submissions</p> <p>Safety is good in Blues Point Road although some women feel confronted with the Commodore Hotel late at night. Lighting in same areas are bad, especially Woolcott St.</p> <p>Walking - Pedestrians X on Blues Pt Rd is very dangerous - It needs lights on sign and maybe zigzag raised paint before;</p>	Street Lighting	Upgrade Street Lighting		Medium		20/2/18	
SL.2	Denison St	<p>4) Lamp posts in Denison and Spring Streets are in the middle of narrow Footpaths - they should be repositioned or attached to buildings rather than be where they are, which prevents access by wheelchairs or prams.</p>	Street Lighting	Upgrade Street Lighting		Medium		20/2/18	
SL.3	Euroka St	<p>Euroka St - lighting poor when walking home in winter</p>	Street Lighting	Upgrade Street Lighting		Long		20/2/18	
SL.4	Lavender St	<p>Lavender Bay - poor lighting on stairs and paths along Boardwalk and up to Blue St.</p>	Street Lighting	Upgrade Street Lighting		Medium		20/2/18	

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SL.5	Miller St	Mount St, Miller - improve pedestrian crossing. Link to lights	Street Lighting	Upgrade Street Lighting		Short		20/2/18	
SL.6	William St	William St, North Sydney - not street lights, it's very dark and unsafe.	Street Lighting	Upgrade Street Lighting		Long		20/2/18	
SL.7	Glen Street	Upgrade street lights in street due to 2 assaults over the last year	Street Lighting	Upgrade Street Lighting	As per resident's request - Document set id 7539469.	Medium		8/11/18	
T.1	Alfred St	2 Submissions Alfred Street is very tight to fit all sorts of traffic  From roundabout in Alfred St at the North Sydney end to roundabout in Alfred St at the Luna Park end under the Bridge and the road through Kirribilli shops - traffic around this area is extremely busy - especially around 8am weekdays. Many cars and cyclists driving faster than they should (most cyclists have become more careful on the roads since the recent changes in the bike laws).; The roundabout at the North Sydney end is much more dangerous than the roundabout at the Luna Park end.	Traffic Facilities & Investigations	Liaise with RMS to introduce Clearway in the Am and Pm peak to reduce the congestion in Alfred Street from Lavender St to Fitzroy St	Alfred Street is a local, collector road. Clearways would increase traffic speed and create an intimidating environment for pedestrians.	Not to proceed		20/2/18	
RS.1	Alfred Street at Milsons Point Station	Pedestrian crossing Alfred St, Milson Point (opposite Station) - cyclists disregard the pedestrian crossing green light. More enforcement needed.	Road Safety	Continue Road Safety Campaigns targetting various road users to reduce road trauma		Long		20/2/18	
T.2	Union St	3) Union St: at the bottom as it sweeps round to the right just past Bank St. Needs a slow down sign, and white centre lines or bumps as many cars misjudge the turn and cross the centre line at speed as they round the corner ...into oncoming traffic.	Traffic Facilities & Investigations	Install Traffic Calming Scheme	Traffic Committee 14/6/19: 2. THAT Council notes the outcome of the community consultation with regards to proposed speed cushions in Union Street. (4.2) 3. THAT subject to an urgent road surface/speed	Short	Implementation	29/10/18	2018/19 - Traffic Facilities

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					<i>cushion friction analysis being undertaken and if found to be satisfactory, Council installs three (3) rows of speed cushions in Union Street, McMahons Point as per the attached plan. (4.2)</i>				
T.3	Union St between Bank St and Bank Lane	<p>4 submissions</p> <p>Union St - Problem with cars Speeding around the corner between Bank &amp; Bank Lane - dangerous;</p> <p>safety at these intersections. They have stated, "A significant amount of traffic is crossing to the wrong side of road as vehicles veer around this corner and is dangerous to other vehicles on the road. Precinct is requesting that some sort of traffic device is placed in the middle of the road to stop this occurring</p> <p>Too narrow, dangerous for drivers and cyclists. Road-side parking should be restricted.</p> <p>There needs to be a better divider on union street as you approach Woolcott street. I have seen near misses as people traveling down the hill on union wander into the oncoming traffic</p>	Traffic Facilities & Investigations	Construct Concrete median in middle of Union Street at the bend to separate travel lanes		Medium		20/2/18	
T.4	Lavender St at Cliff St	<p>2 Submissions</p> <p>Lavender Street, at Cliff Street- Concrete island/ garden bed to prevent vehicles parking illegally in No Stopping</p> <p>CLIFF AND LAVENDER BAY ROAD - EXIT TO LAVENDER BAY RD IS PROBLEMATIC PARKING OBSTRUCTS VIEW</p>	Traffic Facilities & Investigations	Install kerb Buildouts		Medium		20/2/18	
T.5	CBD	<p>12 Submissions</p> <p>NS CBD - Suffers from poor management of traffic directional control. Bus movement center at station and in Miller St.</p> <p>Traffic that uses Walker St from Pacific Hway and then wanting to travel to Chatswood or beyond using Berry St and Gorehill Expressway is Horrific. Walker St between Hway and Berry is horrific. Need transport solution for car</p>	Traffic Facilities & Investigations	Local Area Traffic Management (LATM) including all immediate surrounding		Short		20/2/18	

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		<p>who want to go to say Chatswood without having been pushed into Walker St</p> <p>Walker St between Pacific Highway and Mount St - morning peak hour - oncoming pedestrian traffic take up all pavement - won't move easily to allow oncoming pedestrians. Also queue outside new coffee shop - less room with tables on street.</p> <p>Walker St - is blocked by traffic forced to pass through most days.</p> <p>Denison St - between 5 &amp; 6 PM it can take 30 minutes to reach entry to carpark of 77 Berry St.</p> <p>Denison St, North Sydney - serious Congestion w/ traffic driving up to Berry Street;</p> <p>Exiting Blues Point Rd to access Harbour Bridge and freeway North - Traffic, car and pedestrians Cnr Blues Pt Rd &amp; Lavender St &amp; Victoria Cross &amp; Berry St</p> <p>LITTLE SPRING ST/DENISTONE LEADING TO BERRY ST AT/AROUND PEAK HOUR - SO MANY cars EXITING CARPARKS AT ONCE. TAKES AROUND HALF AN HOUR TO GET INTO OUR DRIVEWAY.</p> <p>Miller St, Pacific Hwy Junction - Congestion;</p> <p>Miller St, North Sydney - Congestion</p> <p>Miller St is too narrow for traffic - security and Safety issue</p> <p>Ridge St/Miller St to Victoria Cross - intensive strafing Congestion converging arterial Pacific Hwy/Miller St/Berry St.</p>		streets to determine extent of the suggested problem <b>within the NS CBD</b>					
T.6	Blues Point Rd at Victoria St	The junction of Victoria St and Blues Point Rd is a shock as you need to correct when entering Blues Point Rd because of the curve in it and the traffic calming device on the corner. It sticks out too much. You run the risk of driving into oncoming traffic.	Traffic Facilities & Investigations	Redesign intersection to improve operation		Long		20/2/18	
T.7	Harbourview Cres at Lavender St	Lavender St, Lavender Bay - Visibility when coming out of Harbourview Cres;	Traffic Facilities & Investigations	a. Redesign intersection to improve operation b. Reconstruct	COMPLETED 2018. Kerb extensions installed which have moved sight lines forward into intersection.	Short	Completed	29/10/18	

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T.8	Union St at Bank Lane/Commodore Cres	<p>7 submissions</p> <p>Union St. corner near Euroka Bus Stop up to Dumbarton intersection - traffic coming from Waverton towards N. Syd accelerates coming up hill from around the corner. It is dangerous trying to enter or leave street parking as cars come around the corner so fast. It is also dangerous crossing the road due to Speeding traffic in both directions. Recent planting on this road has made the situation worse by making manoeuvring in and out of parking more difficult and has also forced pedestrians to cross road from between cars, as the planting is now where the clear spaces were safer to cross. This "traffic calming" has had no effect on speed of traffic on Union St but has made parking and crossing the road more difficult and dangerous for residents.</p> <p>Union St - Problem with cars Speeding around the corner between Bank &amp; Bank Lane - dangerous;</p> <p>safety at these intersections. They have stated, "A significant amount of traffic is crossing to the wrong side of road as vehicles veer around this corner and is dangerous to other vehicles on the road. Precinct is requesting that some sort of traffic device is placed in the middle of the road to stop this occurring</p> <p>Union, Woollcott - Traffic (morning) travelling to Naval Base makes LH turn into Woollcott at dangerous speeds and often without signalling. Very dangerous for pedestrians crossing Woollcott near this intersection.</p> <p>Union St, Waverton - the crossing with Woolcott St causes problems because it is too wide and incoming cars are too fast please install speed humps or an island for pedestrians. Many children in the area.</p> <p>Too narrow, dangerous for drivers and cyclists. Road-side parking should be restricted.</p> <p>There needs to be a better divider on union street as you approach Woolcott street. I have seen near misses as people traveling down the hill on union wander into the oncoming traffic</p>	Traffic Facilities & Investigations	<p>Kerb Buildouts</p> <p>Redesign intersection to improve pedestrian safety and intersection operation</p>		Short		20/2/18	
T.9	Lavender St at Alfred St	<p>2 Submissions</p> <p>Dangerous roundabout. Influenced by school rush hour, much worse at beginning and end of the day.</p>	Traffic Facilities & Investigations	Redesign intersection to improve operation		Medium		24/8/18	

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		<p>Dangerous roundabout, "suicide corner"</p> <p>I am also concerned about pedestrians crossing the road at the exit of the freeway near the roundabout at Lavender St.</p> <p>Lavender St, Albert St - crossing difficult with cyclists</p>							
T.10	Lavender St at Walker St	<p>Issue 2</p> <p>At the top of the Walker St steps, where they meets Lavender St is a pedestrian crossing. When people get to the top of the steps, they tend to stop, and catch their breath, wait for their slower companions etc. Right next to the crossing. When you see people standing there, it is very unclear what their intentions are – are they about to cross the road? Are they waiting for? Do I stop, or... not? It's very ambiguous.</p> <p>My suggestion is that the crossing be moved 10 yards up or down the road, to a place where people less commonly stand and wait, which would, mostly remove this ambiguity.</p>	Traffic Facilities & Investigations	Relocate Pedestrian Crossing 6m further east from Stairs	Pedestrian crossing is located on pedestrian desire line. Vehicles should give way to pedestrians on the pedestrian crossing.	Not to proceed		20/2/18	
T.11	Miller St	Miller block into a one-way circle (between Pacific Highway and Berry St)	Traffic Facilities & Investigations	Review two-way and one-way operations to improve safety and reduce conflicts		Short		20/2/18	
T.12	Lavender St	<p>5 Submissions</p> <p>Blues Pts Rd - Congestion during peak hour.</p> <p>Blues Point Rd, McMahons Point - too much traffic;</p> <p>LAVENDER ST - MORNING CONGESTION BETWEEN ALFRED/ WALKER AND BLUES POINT RD</p> <p>LAVENDER ST - MORNING CONGESTION BETWEEN ALFRED/ WALKER AND BLUES POINT RD</p> <p>Lavender St - traffic Congestion;</p> <p>Lavender St, Lavender Bay - 2. too much traffic. i.e. buses. ;</p>	Traffic Facilities & Investigations	Local Area Traffic Management (LATM) to improve traffic in Mc Mahons Point ( <b>Lavender St and Blues Point Rd</b> )		Medium		20/2/18	

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T.13	Henry Lawson Ave	8b. Henry Lawson and Blues Point Rd - Unnecessary heavy traffic in Blues Point Rd. 'No thru Road' signs needed? – (not realising it is a dead end).	Traffic Facilities & Investigations	Install "No Through Road" signs		Short		20/2/18	
T.14	Henry Lawson Ave	Very congested, particularly on weekends	Traffic Facilities & Investigations	Local Area Traffic Management (LATM) including all immediate surrounding streets to determine extent of the suggested problem in <b>Henry Lawson Ave</b>		Medium		20/2/18	
T.15	Milsons Point	4 Submissions Combination of poor lighting, taxis, cyclists, bus stop all in one place, very dangerous area. Influenced by school rush hour, much worse at beginning and end of the day.  Milsons Pt. Roundabout at Exit from Harbour Bridge at Middlemiss St - Dangerous - bikes exit from Need: Warning signs, Motorist - Care cyclists, Cyclists - slow down.  Runoff from bridge-heavy traffic  Leaving Warringah Fwy at Milsons Point - traffic Congestion, slow.	Traffic Facilities & Investigations	Local Area Traffic Management (LATM) to improve traffic in <b>Milsons Point</b>		Medium		20/2/18	
T.16	Blues Point Rd at East Cres	Blues Point Rd - Consideration to roundabout at Blues Point Hotel (top of East Crescent) to facilitate better flows along Blues Point Rd.	Traffic Facilities & Investigations	Redesign intersection operation to improve safety		Long		20/2/18	
T.17	Harbourview Cres at the Cul-De-Sac	Harbourview Crescent, Lavender Bay - Turning problems for visitors at Kirribilli Club - A roundabout at the end of Harbourview Crs would improve Safety and ease traffic Congestion in that area.	Traffic Facilities & Investigations	Redesign intersection operation to improve safety		Long		20/2/18	

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T.18	Cliff St	Share path here	Traffic Facilities & Investigations	Introduce 10km/h Shared Zones		Long		20/2/18	
T.19	William St from Blue St to Blues Point Rd	William St shared.	Traffic Facilities & Investigations	Introduce 10km/h Shared Zones		Long		20/2/18	
T.20	Berry St	Interested to see what's going on. Would like to see Berry St as a shared pedestrian area.	Traffic Facilities & Investigations	Introduce 10km/h Shared Zones		Medium		20/2/18	
T.21	Alfred St at North Sydney Olympic Pool	A pedestrian footpath across Alfred St at North Sydney Olympic Pool entrance is needed. This would make it safer for patrons entering and leaving the pool from this busy street. Many swimmers using the pool have drawn attention to this dangerous crossing. Please consider a pedestrian crossing to provide safer access to the pool. <a href="https://www.youtube.com/watch?v=P6N6zZW6PXk">https://www.youtube.com/watch?v=P6N6zZW6PXk</a>	Traffic Facilities & Investigations	install Pedestrian Crossing / Refuge Island	Design & Construct 2019/20	Short	In planning	20/2/18	
T.22	Dumbarton St	Mitchell St and Victoria St are both one way and in opposing directions. I understand and support the reason (both narrow). However, there are posts in the roadway at the western end of Victoria, preventing access and these are a real nuisance. For the 200 or so residents of Munro St, in order to get to the shops and restaurants in McMahon's Point we have to drive the entire length of Dunbarton St, make a dangerous right turn (blind summit) into Union St, drive down to the traffic lights and wait to turn right into Blue's Point Rd. This is about 5 times as far as using Victoria eastbound, making 2 hazardous right turns and causing the emissions of extra carbon dioxide. Please consider removing the posts that cause this crazy situation. I appreciate 2 or 3 parking spots at that end of Victoria will need to be cancelled, but for the convenience of 200 residents of Munro, and for environmental impact reasons, it should be done	Traffic Facilities & Investigations	Local Area Traffic Management (LATM) including all immediate surrounding streets to determine possibility of re-opening access from <b>Dumbarton St into Victoria St</b>		Long		20/2/18	
T.23	Middlemiss St	Middlemiss Lane -pedestrians on road	Traffic Facilities & Investigations	Introduce 10km/h Shared Zones		Medium		20/2/18	
T.24	Middlemiss St at Walker St	Middlemiss St (Walker St end), North Sydney - Busy intersection especially in peak periods, yet one east bound lane in Berry St is blocked off by footpath extension!	Traffic Facilities & Investigations	Redesign intersection to improve operation		Long		20/2/18	
T.25	Arthur St	Arthur St Approach to Cahill Express & Kirribilli: Such a bottle neck in the evenings & long delays. Perhaps no parking could free up lane to Kirribilli direction.	Traffic Facilities & Investigations	No action required	(Existing Clearway between 6-10 am and 3-7 pm in place)	Not to proceed		20/2/18	



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T.26	Thomas St	<p>3 Submissions</p> <p>Thomas St, McMahons Point - traffic travels too fast, children and elderly put at serious risk. Cyclists travelling in the wrong direction, especially electric bicycles.</p> <p>Speed of cars going down hill to Thomas of major concern. Speed bumps should be installed.</p> <p>Thomas Street - too many motorists are Speeding down the street to short cut access to Blues Point Road (towards traffic lights at Union &amp; B Point Rd.;</p>	Traffic Facilities & Investigations	Install Traffic Calming Scheme		Medium		20/2/18	
T.27	Union St between Dumbarton St and Woolcott St	<p>7 submissions</p> <p>Union St. corner near Euroka Bus Stop up to Dumbarton intersection - traffic coming from Waverton towards N. Syd accelerates coming up hill from around the corner. It is dangerous trying to enter or leave street parking as cars come around the corner so fast. It is also dangerous crossing the road due to Speeding traffic in both directions. Recent planting on this road has made the situation worse by making manoeuvring in and out of parking more difficult and has also forced pedestrians to cross road from between cars, as the planting is now where the clear spaces were safer to cross. This "traffic calming" has had no effect on speed of traffic on Union St but has made parking and crossing the road more difficult and dangerous for residents.</p> <p>Union St - Problem with cars Speeding around the corner between Bank &amp; Bank Lane - dangerous;</p> <p>safety at these intersections. They have stated, "A significant amount of traffic is crossing to the wrong side of road as vehicles veer around this corner and is dangerous to other vehicles on the road. Precinct is requesting that some sort of traffic device is placed in the middle of the road to stop this occurring</p> <p>Union, Woollcott - Traffic (morning) travelling to Naval Base makes LH turn into Woollcott at dangerous speeds and often without signalling. Very dangerous for pedestrians crossing Woollcott near this intersection.</p> <p>Union St, Waverton - the crossing with Woolcott St causes problems because it is too wide and incoming cars are too fast please install speed humps or an island for pedestrians. Many children in the area.</p> <p>Too narrow, dangerous for drivers and cyclists. Road-side parking should be restricted.</p>	Traffic Facilities & Investigations	Install Traffic Calming Scheme	<p>Traffic Committee 14/6/19:</p> <p>2. THAT Council notes the outcome of the community consultation with regards to proposed speed cushions in Union Street. (4.2)</p> <p>3. THAT subject to an urgent road surface/speed cushion friction analysis being undertaken and if found to be satisfactory, Council installs three (3) rows of speed cushions in Union Street, McMahons Point as per the attached plan. (4.2)</p>	Short	Implementation	29/10/18	2018/19 Traffic Facilities

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		There needs to be a better divider on union street as you approach Woolcott street. I have seen near misses as people traveling down the hill on union wander into the oncoming traffic							
T.28	Dind St	3 Submissions 7a. Dind St and Alfred St - Adjust kerb returns so that traffic in Dind St can see south past Luna Park sign.  line of sight issue  3.Dind Street, at Alfred Street- Adjust kerb returns to see past Luna Park sign  line of sight issue at the Intersection of Dind and Alfred St and dangerous bend in Dind Street	Traffic Facilities & Investigations	No action required	Matter has already been resolved by reconstruction of kerb returns	Not to proceed	Completed	29/10/18	
T.29	Blues Point Rd	4 SUBMISSIONS fast travelling vehicles;  Blues Point Rd - Traffic - 1. Speeding up the hill in late evenings - place ripple strips to stop this.;  Blues Pt Rd East Cr St - Traffic exceeding speed limits. Ignoring one way street signs  Blues Point Rd after hours becomes a racetrack. Cars drive slowly to the parking area at the bottom to see if any police are about. If no police, they turn around and go up and Blues Point Road at full speed - burn outs, excessive speed and noise. Very dangerous. Solution: 1) a speed hump at entry to parking area at bottom of Blues Point Rd - people also drive to fast into the area where there are always pedestrians around here. 2) Ripple strips every 50 metres or so up to Blues Point Hotel. Ripple strips slow fast traffic.  Blues Point Road – traffic calming – request for traffic calming to be installed either north of south of rock cliff face near 60 Blues Point Road (not adjacent to) which creates an echo chamber to minimise excessive noise impacts.	Traffic Facilities & Investigations	Install Traffic Calming Scheme	Devices to be placed away from cliff face near 60/62 Blue Point Road to minimise excessive noise impacts.	Short		20/2/18	
T.30	Carr St	Carr St to McMahons Pt & Milson's Pt), with fast cars & heavy lorries.	Traffic Facilities & Investigations	Install Traffic Calming Scheme		Short		20/2/18	
T.31	Lavender St	5 Submissions Lavender St - Traffic should be calmed - too many large, fast vehicles eg. trucks, taxis, motorcycles.	Traffic Facilities & Investigations	Install Traffic Calming Scheme	Completed 2018	Short	Completed	24/8/18	

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		speeding motorists  7b. Lavender St - Entire length calming.  6.Lavender Street, entire length - traffic calming  Rat running							
T.32	Victoria St	Speed is of concern especially adjacent to playground in Victoria. Speed bumps?	Traffic Facilities & Investigations	Install Traffic Calming Scheme		Medium		20/2/18	
T.33	Lavender St	5 Submissions Lavender St, Lavender Bay - 1.Not enough zebra walk & cross ways.;  Lavender Street, Clark Park to Alfred Street, particularly at Arthur Street- Pedestrian facility, narrowing/kerb nib, gutter gardens  refuge island in the middle of Lavender Street	Traffic Facilities & Investigations	install Pedestrian Crossing / Refuge Island	COMPLETED 2018. Kerb extensions installed at Arthur Street	Short	Completed	24/8/18	
T.34	Middlemiss St	Crossing as pedestrians-lots of cyclists-cars from each direction	Traffic Facilities & Investigations	install Pedestrian Crossing / Refuge Island		Short		20/2/18	
T.35	Alfred St at Fitzroy St	4 Submissions Roundabout at Fitzroy and Alfred St South - Really needs a pedestrian crossing here as more and more people are using this area to cross the road; need crossing to get across Alfred Street.  Find St; Cnr Alfred/Fitzroy Sts - lack of pedestrian Crossings  Roundabout dangerous for cyclists and no way to get to bridge but through that roundabout  Alfred St, Milsons Pt - another pedestrian crossing needed between Chinese church and Lavender St;	Traffic Facilities & Investigations	install Pedestrian Crossing / Refuge Island	Design & Construct 2019/20	Short	In planning	20/2/18	2019/20
T.36	Blues Point Rd at Princes St	Pedestrian facility to cross the road safely	Traffic Facilities & Investigations	install Pedestrian Crossing / Refuge Island		Short		20/2/18	
T.37	Berry St	2 Submissions EXITING DENISTONE RD LEADING TO BERRY ST - MANY PEDESTRIANS RUNNING ACROSS THE ROAD (BERRY ST), DANGEROUS. COUNCIL OFTEN	Traffic Facilities & Investigations	install Pedestrian		Short		20/2/18	

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		PARKS LARGE SIGNS BLOCKING THE VISIBILITY UP BERRY ST. Miller Street, Berry St - Pedestrians crossing against traffic		Crossing / Refuge Island					
T.38	Henry Lawson Avenue, roundabout	modify the existing roundabout to terminate buses turning issues	Traffic Facilities & Investigations	Redesign intersection operation to improve safety		Long		20/2/18	
T.39	Henry Lawson Ave, "tear drop" near ferry wharf	modifications to existing landscape island	Traffic Facilities & Investigations	Remove last 18m of landscape island or trim the island by 0.5m along last 18m	See T.48	Not to proceed		20/2/18	
T.40	Chuter St, entire length	speeding motorists , speed humps or possible shared zone	Traffic Facilities & Investigations	Introduce 10km/h Shared Zones		Long		20/2/18	
T.41	Chuter St, entire length	speeding motorists , speed humps or possible shared zone	Traffic Facilities & Investigations	Install Traffic Calming Scheme		Medium		20/2/18	
T.42	Alfred St at Lavender St	7 Submissions No Pedestrian crossing to get around roundabout to get to pedestrian area  replace existing refuge with pedestrian crossing  5.Alfred Street, at Lavender Street, southern side - Pedestrian crossing to replace existing refuge  5. Alfred St – south of Lavender St roundabout - Pedestrian crossing needed to replace refuge at roundabout.  2.Alfred Street, near the Chinese Church - Pedestrian facility  Issue with pedestrian Safety  2. Dangerous roundabout suicidal corner	Traffic Facilities & Investigations	Upgrade existing Refuge Island with Pedestrian Crossing		Short		20/2/18	
T.43	Mitchell St, entire length	2 Submissions speeding motorists  speeding motorists just prior to intersection with Queens Avenue	Traffic Facilities & Investigations	Install Traffic Calming Scheme		Long		20/2/18	

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T.44	Waiwera Street at East Crescent Street	physical barriers to prevent illegal turns into East Crest	Traffic Facilities & Investigations	Construct Concrete median to prevent u-turns		Long		20/2/18	
T.45	Miller St	Participants identified general safety concerns associated with the interaction of buses and pedestrians in the high pedestrian activity area on Miller Street, North Sydney CBD.	Traffic Facilities & Investigations	No action required	Matter may have been resolved now by reconstruction of new wider footpath and new bus shelters in Miller St at Pacific Highway	Not to proceed	Not to proceed	20/2/18	
T.46	Blue St at North Sydney Station	2 Submissions North Sydney (outside station) - pedestrian Safety. Have witnessed people almost hit by cars.  Blue St, North Sydney station outside Greenwood Plaza - Need a pedestrian crossing badly!!!!	Traffic Facilities & Investigations	install Pedestrian Crossing / Refuge Island	Investigate/Design 2019/20	Short	In planning	20/2/18	2019/20
T.47	Union Street, at Thomas Street	Kerb blisters/ Rain Gardens	Traffic Facilities & Investigations	No action required	Existing Rain Gardens in Place	Not to proceed	Not to proceed	20/2/18	
T.48	Henry Lawson Avenue, at Blues Point Road	intersection of Hewnry Lawson Ave and Blues Point Rd are to wide and needs to be narrowed	Traffic Facilities & Investigations	Redesign intersection to improve operation		Medium		20/2/18	
T.50	Lavender St Between Alfred St and Arthur St	2 Submissions Lavender St at Arthur St, Lavender Bay - crossing - street too wide and traffic too fast;  4. Lavender St: intersections with Arthur, Harbourview and Cliff - Narrowing, , rain gardens etc. to facilitate pedestrian movement, calm traffic and allow easier exits from side streets to Lavender St.	Traffic Facilities & Investigations	Install Traffic Calming Scheme	COMPLETED 2018	Short	Completed	24/8/18	
T.51	Blues Point Rd at Henry Lawson Ave	7 Submissions 8a. Henry Lawson and Blues Point Rd - Modify pedestrian crossing to enable a crossing on south side of intersection.  Existing refuge Island at the intersection to be upgraded or relocated  7. Henry Lawson Avenue and Blues Pt Rd intersection - Modify existing or enable new pedestrian crossing on south side of Henry Lawson	Traffic Facilities & Investigations	install Pedestrian Crossing / Upgrade existing Refuge Island		Short		20/2/18	

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		<p>Pedestrians cross illegally (get stuck at intersections)-peninsula residents have to come this way out</p> <p>Blues Point Rd - is becoming increasingly busy and noisy. Difficult to cross anywhere.; Crossing in McMahons Point shopping area is not well marked - many drivers don't see it. When I drive I have noticed it is not easy to see.;</p> <p>"Safety" crossing at the bottom of BP Rd - in unsafe spot - should be across the mouth of the parking area.</p> <p>1. Bottom of Blues Point Rd, McMahons Point - We need to cross from Blues Point Tower at the bottom of Blues Point Rd (#14) to Henry Lawson Avenue several times a day to use the bus and the ferry, and there is no safe dedicated crosswalk to slow the traffic that races up and down that stretch. There should be painted lines and guard rails to protect all pedestrian traffic &amp; yellow signs to warn &amp; slow down oncoming traffic to a stop when we all need to cross there: precisely it should be installed from the sidewalk and mouth of the driveway to the Blues Point Lawson Avenue which runs Past the bus stop and feeds down to the ferry terminal. (It is much more sensible than block that way with a disruptive bed of plants currently there.);</p> <p>There were comments that the entry into Henry Lawson St is 'too wide'. This whole area is about to be totally destroyed for a couple of years by the Metro works, They should be paying for any remodelling of this corner once the work is completed, not the council.</p>							
T.52	Alfred St at Cliff St	<p>2 Submissions</p> <p>Also, today too many bikes and difficult to cross the road now along Alfred St, which includes nearby streets.;</p> <p>there is no safe crossing facilities in Alfred St near Chinese church</p>	Traffic Facilities & Investigations	install Pedestrian Crossing / Refuge Island		Short		20/2/18	
T.53	Lord Street entire length	shared zone in Lord Street's entire length	Traffic Facilities & Investigations	Introduce 10km/h Shared Zones		Long		20/2/18	
T.55	William St at Pacific Highway	Intersection of William St & Pacific Hwy - There is a stop but cars don't stop. Needs a pedestrian crossing.	Traffic Facilities & Investigations	install Pedestrian Crossing / Refuge Island		Medium		20/2/18	
T.56	Union St between Dumbarton St	<p>7 submissions</p> <p>Union St. corner near Euroka Bus Stop up to Dumbarton intersection - traffic coming from Waverton towards N. Syd accelerates coming up hill from around the corner. It is dangerous trying to enter or leave street parking as</p>	Traffic Facilities & Investigations	install Pedestrian Crossing / Refuge Island		Short		20/2/18	

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	and Woolcott St	<p>cars come around the corner so fast. It is also dangerous crossing the road due to Speeding traffic in both directions. Recent planting on this road has made the situation worse by making manoeuvring in and out of parking more difficult and has also forced pedestrians to cross road from between cars, as the planting is now where the clear spaces were safer to cross. This "traffic calming" has had no effect on speed of traffic on Union St but has made parking and crossing the road more difficult and dangerous for residents.</p> <p>Union St - Problem with cars Speeding around the corner between Bank &amp; Bank Lane - dangerous;</p> <p>safety at these intersections. They have stated, "A significant amount of traffic is crossing to the wrong side of road as vehicles veer around this corner and is dangerous to other vehicles on the road. Precinct is requesting that some sort of traffic device is placed in the middle of the road to stop this occurring</p> <p>Union, Woollcott - Traffic (morning) travelling to Naval Base makes LH turn into Woollcott at dangerous speeds and often without signalling. Very dangerous for pedestrians crossing Woollcott near this intersection.</p> <p>Union St, Waverton - the crossing with Woolcott St causes problems because it is too wide and incoming cars are too fast please install speed humps or an island for pedestrians. Many children in the area.</p> <p>Too narrow, dangerous for drivers and cyclists. Road-side parking should be restricted.</p> <p>There needs to be a better divider on union street as you approach Woolcott street. I have seen near misses as people traveling down the hill on union wander into the oncoming traffic</p>							
T.57	Miller St at Blue St	Shared pathway Miller St next to Zurich Building - there was a sign saying 'cyclists must not exceed walking pace.' The sign is no longer there. There are blind spots (because of vegetation) on this pathway and cyclists frequently ride too fast.;	Traffic Facilities & Investigations	Re-install "cyclists must not exceed walking pace" sign		Short		20/2/18	
T.66	Mount Street, at Miller Street	traffic congestion at the intersection of Mount St and Miller St	Traffic Facilities & Investigations	Local Area Traffic Management (LATM) including all		Long		20/2/18	

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				immediate surrounding streets to determine extent of the suggested problem within the NS CBD					
T.70	Blues Point Rd, Unin St to Henry Lawson Ave	<p>BLUES POINT ROAD - SPEED CAMERAS, NEED CONTROL OF FAST DRIVING (TO POINT) CHILDREN, ANIMALS ETC AND IS RESIDENTAL AREA. SHOULD BE SPEED LIMIT OF 40KPH</p> <p>1) The issue we are the most concerned about is the possibility of the installation of Ripple Sticks anywhere on Blues Point Road or the implementation of traffic calming devices as these will just make so much more noise and vibration in our homes. The Bus and Truck volume has and will keep significantly increasing and to have trucks that are doing the work at Blues Point Reserve constantly rumbling over the ripple strips would be unbearable. We are about to have the Sydney Metro Tunnel directly below our 130+ year old terrace house and any increase in vibration and noise has a huge effect on our quality of living. We urge you to please reduce the speed limit for busses and trucks to 40 cars can stay at 50. Some extra signs like 'children about' or 'elderly people cross here, take care' could raise awareness for truck and bus drivers. We think a permanent speed camera is a terrible and ugly idea.</p>	Traffic Facilities & Investigations	40km/h Speed Zone	Devices to be placed away from cliff face near 60/62 Blue Point Road to minimise excessive noise impacts.	Short		20/2/18	
T.71	Princes St at Blues Point Rd	Princes St - Taxi's Private - using Princes St entrance to do U-Turns back into Blues point Rd, a pedestrian and car hazard.;	Traffic Facilities & Investigations	Pedestrian crossing or continuous footpath treatment		Medium		20/2/18	
T.72	Lavender Street at Walker Street	Concrete speed cushions on approach to pedestrian crossing can be hazardous for cyclists	Traffic Facilities & Investigations	Remove concrete speed cushions and upgrade pedestrian crossing to raised crossing; Install	Raised crossing must be designed for buses	Short		20/2/18	



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				pedestrian activated warning signs (automatic)					
T.73	Victoria Street at Dumbarton Street	3. Dumbarton Street and Victoria Street intersection: Victoria Street should NOT be blocked off from Dumbarton Street. Residents of Munro Street and end of Mitchell Street wanting to go to Blues Point Road shops (restaurants and post office) need to go all the way around Union Street then go back to Blues Point Road. Opening Victoria Road also provides alternative routes in case of traffic congestion times in Union Street (caused by Shore School pickup), constructions along narrow part of Dumbarton Street. Alternative would be to make the end of Mitchell Street (between Queens Ave and Dumbarton Street) two way (need to have that part as a no parking area).	Traffic Facilities & Investigations	Reopen road to traffic.	The road was closed to vehicles many years ago. Reopening the road would likely encourage more traffic into the area which conflicts with the objectives of Council's Community Strategic Plan, and is unlikely to be supported by the local community who would be most affected.	Not to proceed	Not to proceed	20/2/18	
T.74	Blues Point Road at King Georges Road	3) The pedestrian crossing at Blues Point Road and King Georges street is so poorly marked. Please add an extra pedestrian crossing sign to each direction as at the moment there is only one on the left side each way. Maybe add some flashing lights to make it more obvious. Also even painting a zig zag before and after would draw people's attention to the crossing. This crossing is extremely dangerous for pedestrians, but we implore that whatever you do to highlight it, that you please don't take away any parking from either side of the road!	Traffic Facilities & Investigations	Raise existing pedestrian crossing		Medium		20/2/18	
T.75	Blues Point Road at Union Street	If a No Through Road sign was placed at Blues Pt Rd and Union Street we would have a lot less traffic on weekends especially. I can't even begin to count how many people stop for directions on how to get to the Bridge or Luna park!	Traffic Facilities & Investigations	Install directional sign to Luna Park and Milsons Point		Short		20/2/18	
T.76	Burton Street at Alfred Street South	Milson Precinct: Milson Precinct requests that NSC look at the Burton Street and Alfred Street intersection, AND request that the raised cobble stoned threshold to Burton St. from Alfred St., be made into a formal Pedestrian Crossing, to enable pedestrians to stay safe, by having right of way, over the cyclists coming off the bridge steps at speed, to avert any more hits and near misses.	Traffic Facilities & Investigations	Install pedestrian crossing or continuous footpath treatment		Short		21/3/18	

LATM Action Plan Zone 3

<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.77	Mount Street between Denison Street and Walker Street	Stage 1 of Laneways Masterplan	Traffic Facilities & Investigations	Remove parking and widen footpath		Medium		17/5/18	
T.78	Mount Street between Denison Street and Walker Street	Stage 2 of Laneways Masterplan	Traffic Facilities & Investigations	Install Shared Zone		Long		17/5/18	
T.79	Alfred St At The Wharf	Conflict between buses and pedestrians as the footpath is simply too narrow there & consideration should be given to widening it.	Traffic Facilities & Investigations	Redesign intersection to improve pedestrian safety	including: <ul style="list-style-type: none"> <li>• demolition of the sandstone steps</li> <li>• demolition of the footpath paving</li> <li>• extension of the sandstone wall</li> <li>• extension of the stainless steel handrail</li> <li>• extension of the garden bed + planting</li> </ul>	Short		6/5/19	