

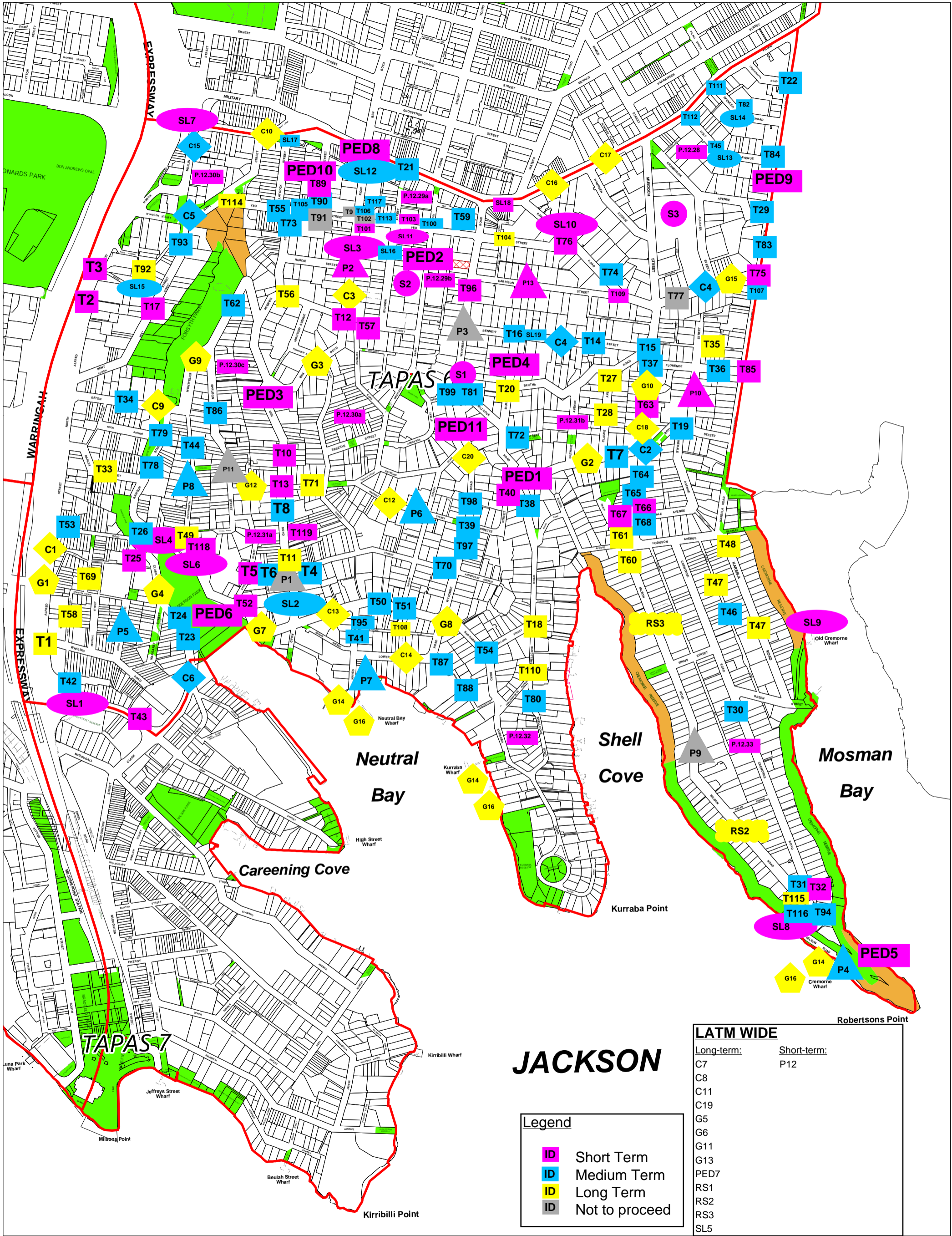
North Sydney Council  
Local Area Traffic Management  
**Action Plan**  
LATM Zone 6

*Cremorne, Cremorne Point, Kurraba Point, Neutral Bay, North Sydney*



*September 2019*

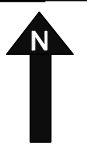
# LATM Zone 6



| LATM WIDE  |             |
|------------|-------------|
| Long-term: | Short-term: |
| C7         | P12         |
| C8         |             |
| C11        |             |
| C19        |             |
| G5         |             |
| G6         |             |
| G11        |             |
| G13        |             |
| PED7       |             |
| RS1        |             |
| RS2        |             |
| RS3        |             |
| SL5        |             |

## JACKSON

| Legend  |                |
|---|----------------|
| <span style="background-color: #FF69B4; border: 1px solid black; padding: 2px;">ID</span> | Short Term     |
| <span style="background-color: #6495ED; 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 |
|----------|--|--|------------------|--|---|----------|-----------|-------------|---------|
| C.2      | Bannerman Street and Murdoch Street            | <p>2 submissions</p> <p>Bannerman Road &amp; Murdoch St Neutral Bay - Bikes thinking they own the road. All our roads in our area are too narrow for bikes &amp; cars. Why did Council paint bikes in the middle of the road? Who pays for roads? Bikes or cars?</p> <p>MORE BICYCLE PATHS SEPARATED FROM MOTOR TRAFFIC- CLARKE/KURRABA/WYCOMBE/HARRIETTE/BANNERMAN/MURDOCH IS A PARTICULAR NEED</p>   | Cycling Strategy | Continue to install separated cycleway along Bannerman Street as part of Priority Route 3 Cycleway Project   | Completed 2017/18. Bike lane installed on northern side. Mixed traffic formalised on southern side. | Medium   | Completed | 5/9/19      |         |
| C.5      | Bent Street at Merlin Street and Winter Avenue | <p>4 submissions</p> <p>Bent St, Neutral Bay - Contra-flow bike lane is signposted, but doesn't exist! Move west-side parking 2m to road to make room.</p> <p>"Bent St, Neutral Bay - Pedestrian crossing needed across Bent Street into Winter Ave. Very fast bikes make it hazardous to across"</p> <p>18. Winter Ave, corner Bent St - Cycleway ends abruptly in one way street. Needs serious replanning/strategy to improve cyclist safety</p> <p>Cyclists using footpath (Bent Street &amp; Merlin Street)</p> | Cycling Strategy | Install separated cycleway along Bent Street linking Winter Avenue and Merlin Street including appropriate crossing facilities at key intersections. | Completed 2017/18   | Medium   | Completed | 5/9/19      |         |
| P.14     | Green Street - near Hno. 5                     | Angle parking configuration causes access issues to driveway particularly in emergencies. 3 vehicles regularly attempt to park here but really can only fit 2  | Parking          | Install linemarking for 2 angle parking spaces and designate remnant kerb space for motorbike parking only.  | Completed 2018/19   | Short    | Completed | 5/9/19      |         |
| P.12.30c | Parking Area 30 (between Bent St & Premier St) | General submissions regarding inadequate parking restrictions (see also Item P.12)   | Parking          | Undertake area-wide review of  | Completed 2017/18   | Short    | Completed | 5/9/19      |         |

| ID   | Location  | Description of Request or Issue  | Action Category                     | Action   | Notes  | Priority | Status    | Last Update | Program |
|------|---|--|-------------------------------------|--|--|----------|-----------|-------------|---------|
| T.10 | Ben Boyd Road from Hardie Street to Phillips Street | <p>11 submissions</p> <p>Needs to be a mirror, can't see what is coming up the hill</p> <p>PHILLIPS ST AND BEN BOYD RD - cars PARK ILLEGALLY TOO CLOSE TO INTERSECTION WITH BEN BOYD. PLUS ITS HARD TO SEE cars IN BEN BOYD WHILE DRIVING OUT OF PHILLIPS ST</p> <p>Ben Boyd Rd - Often difficult to turn right onto Ben Boyd from Phillips St due to speed of cars on Ben Boyd Rd"</p> <p>16. Entire Ben Boyd Rd - Traffic calming required to reduce speeding, especially Hardie to Phillip. More important than recently proposed beautification works."</p> <p>PHILLIPS ST (TURNING RIGHT) - cars PARKED IN BEN BOYD MAKE VISIBILITY FOR TURNING VERY DANGEROUS</p> <p>"accessing Ben Boyd Rd, turning right from Undercliff St, neutral Bay - if all parking spaces filled on the left, impossible to see if traffic coming up Ben Boyd Rd. A mirror would be useful."</p> <p>The right turn from Undercliff St into Ben Boyd Rd needs a mirror.</p> <p>Needs to be a mirror, can't see what is coming up the hill</p> <p>Phillips St and Ben Boyd Road - Kerb blister on the eastern side at the existing traffic island with a gap in the middle</p> <p>Premier St and Ben Boyd Road - Kerb blister on the eastern side at the existing traffic island with a gap in the middle</p> <p>Ben Boyd Road, Lindsay Street to Undercliff Street - Traffic calming</p> <p>Ben Boyd Road, Yeo Street to Kurraba Road - Traffic calming/ pedestrian facilities - Petition 235 signatures. IN DESIGN PHASE, Not in front of 21-23 or 77 Ben Boyd Road</p> | Traffic Facilities & Investigations | parking restrictions.<br>Intersection upgrade with landscaped kerb buildouts is underway | COMPLETED 2017                               | Short    | Completed | 24/8/18     |         |
| T.29 | Cranbrook Avenue at                                 | <p>Traffic congestion at roundabout</p> <p>I would be very pleased if some consideration could be given to the safety of</p>   | Traffic Facilities & Investigations | Redesign intersection to improve   | COMPLETED Upgrade existing zebra crossing to | Medium   | Completed | 22/6/18     |         |

| ID    | Location   | Description of Request or Issue  | Action Category                     | Action   | Notes  | Priority | Status    | Last Update | Program |
|-------|--|--|-------------------------------------|--|--|----------|-----------|-------------|---------|
|       | Rangers Avenue   | the pedestrian crossing on Spofforth St near Cranbrook Avenue. Nearly daily I see near misses as traffic approaching the pedestrian crossing appear to not be seeing pedestrians approaching/entering the pedestrian crossing. Approaching pedestrians seem to be un-sighted by other vehicles and trees. Vehicle drivers appear more focused on negotiating the nearby roundabout and are not focused on pedestrians approaching/entering the pedestrian crossing. In addition to a lack of focus on the pedestrian crossing, Speed is often a factor, as is Driver Frustration caused by the regular traffic congestion in this area. Could I suggest a raised pedestrian crossing (that as a form of speed hump also slows traffic and focuses drivers on the pedestrian crossing) is worthy of consideration. I would welcome any other action that could be taken to improve the safety of this pedestrian crossing. This pedestrian crossing gets a lot of use by school children and members of the public who are walking to local schools, bus stops and shops. |                                     | pedestrian safety and intersection operation   | raised crossing OR consider installation of traffic signals.   |          |           |             |         |
| T.40  | Harriette Street, Shellcove Road and Bannerman Street intersection | Request to install Pedestrian refuges and kerb ramps to enable safe crossing points for pedestrians.   | Traffic Facilities & Investigations | Install pedestrian refuge on Shellcove Road at the intersection of Bannerman Street. | Completed 2018   | Short    | Completed | 19/7/19     |         |
| T.101 | Yeo Street near Ben Boyd Road                                      | 2 submissions<br><br>Concerns a section of Yeo St - Drivers travelling east along Yeo St across Ben Boyd Rd or turning east into Yeo St from Ben Boyd Road have to be extremely careful because of oncoming traffic. This is principally because the four or five parking spaces between Ben Boyd Rd and Bydown St make it dangerous merging with traffic travelling west. They are forced right out of the left lane into the centre. IMMEDIATE REMEDY - No parking between Ben Boyd Road and Bydown St on the Synagogue side, or restrictions as to when you can.<br><br>9. Corner Ben Boyd and Yeo outside Synagogue - Remove parking to widen access as is very busy and narrow  | Traffic Facilities & Investigations | Adjust centreline marking  | COMPLETED 2017<br>Centre line marking has been adjusted to allow safe merging of westbound traffic on Yeo Street | Short    | Completed | 24/8/18     |         |
| T.103 | Yeo Street at Bydown Street  | 5 submissions<br><br>5. More zig-zag markings in Yeo Street - Approaching the crossing need more visual signage  | Traffic Facilities & Investigations | Extend zig-zag markings and upgrade lighting   | Completed 2014/15  | Short    | Completed | 5/9/19      |         |

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|     |  | <p>YEO ST - AGAIN cars NOT OBSERVING ZEBRA CROSSING NEAR SCHOOL</p> <p>Yeo St, Neutral Bay - Many Vehicles do not stop for pedestrians waiting to cross at the zebra crossing.</p> <p>Pedestrian crossing hard to see near Neutral Bay Public</p> <p>8. Corner Bydown and Yeo pedestrian crossing - Cars don't stop/see pedestrians - improve lighting , add speed humps</p>   |                  |  |   |          |           |             |         |
| C.2 | Bannerman Street and Murdoch Street            | <p>2 submissions</p> <p>Bannerman Road &amp; Murdoch St Neutral Bay - Bikes thinking they own the road. All our roads in our area are too narrow for bikes &amp; cars. Why did Council paint bikes in the middle of the road? Who pays for roads? Bikes or cars?</p> <p>MORE BICYCLE PATHS SEPARATED FROM MOTOR TRAFFIC- CLARKE/KURRABA/WYCOMBE/HARRIETTE/BANNERMAN/MURDOCH IS A PARTICULAR NEED</p>   | Cycling Strategy | Continue to install separated cycleway along Bannerman Street as part of Priority Route 3 Cycleway Project   | Completed 2017/18. Bike lane installed on northern side. Mixed traffic formalised on southern side. | Medium   | Completed | 5/9/19      |         |
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LATM ACTIONS IN PLANNING

| ID   | Location   | Description of Request or Issue  | Action Category                     | Action  | Notes   | Priority | Status  | Last Update | Program                  |
|------|--|--|-------------------------------------|---|---|----------|---|-------------|--------------------------|
| P.12 | LATM Zone 6  | <p>239 submissions - various locations</p> <p>Request for changes to parking restrictions in Harrison Street as resolved by Traffic Committee</p> <p>Rangers Road between Spofforth Street &amp; Murdoch Street - request for 2 hour parking to prevent commuter and long-term parking and increase parking turnover.</p> <p>6. Margaret St parking near Whaling Rd - Parking restrictions on 3 currently unrestricted zones. 30 minutes.</p>  | Parking                             | Area-wide review of parking restrictions in LATM Zone 6   | See also P.12 sub-actions for individual parking areas.   | Short    | Parking restriction reviews in progress starting with Area 33 | 20/2/18     | 2019-2022                |
| T.3  | Alfred Street, Winter Avenue to Ridge Street overpass (433 Alfred) | Request to install traffic calming/speed cushions  | Traffic Facilities & Investigations | Install traffic calming   | Proposed raised pedestrian crossing planned for 2019/20   | Short    | In planning   | 5/9/19      | Active Transport 2019/20 |
| T.7  | Bannerman Street from Shellcove Road to Murdoch Street             | <p>25 submissions</p> <p>Bannerman/Murdock roundabout - pedestrian hazards.</p> <p>Crossing Bannerman st/Murdoch st - no crossing there, so kids cant walk to school, put a crossing there</p> <p>No problems - ferry, bus and train are within reasonable walking distance from residence but when walking crossing Bannerman St at Shellcove would be greatly enhanced with pedestrian crossing.</p> <p>Bannerman St - no safe place to cross - cars regularly speed along this street. Consider pedestrian crossing</p> <p>Bannerman St, Cremorne - No safe place to cross street. Consider pedestrian crossing near roundabout so student can cross to walk to school.</p> <p>"Bannerman St, Cremorne - Crossing the road through Speeding traffic. Lack of vision due to parked boats or storage units"</p> <p>"Bannerman and Murdoch st, Cremorne - roundabout Congestion, hard to access Murdoch from Cremorne Point Side."</p> | Traffic Facilities & Investigations | Install traffic calming and pedestrian refuge/crossing as part of Active Transport Upgrades Project | <p>Active Transport upgrades completed in 2017/18.</p> <p>Additional traffic calming by way of speed cushions and raised pedestrian crossing have been considered and planned for construction 2019/20.</p> | Medium   | Implementation  | 5/9/19      | 2019/20                  |

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|----|----------|--|-----------------|--------|-------|----------|--------|-------------|---------|
|    |          | <p>MURDOCH ST CREMORNE - DANGEROUS AND EXCESSIVE SPEED THOUGH BANNERMAN ROUNDABOUT DOWN MURDOCH ST.</p> <p>Murdoch and Bannerman - when walking traffic does not give way at roundabout</p> <p>2. Bannerman Street/Murdoch Street roundabout - pedestrian hazards</p> <p>"Reference to roundabout at Murdoch and Bannerman Streets - I enclose my letter to Jillian Skinner MP dated September 2014 and her response dated October 2014. The response from Ms Skinner did not address the dangerousness or the solution mentioned in my letter to her - this is particularly disappointing. I understand the State Government has various initiatives to ensure school children can walk to and from school in safety. These appear to have been ignored by Ms Skinner... You will note that Ms Skinner referred the issue to the North Sydney Traffic Committee who advised that ""at roundabouts pedestrians must give way to vehicles on the road and must cross when it is safe to do so"". Why is it that the Traffic Committee, like Ms Skinner, did not address the dangerousness or my solution mentioned in my letter? Can Council please explain why if the State Government ignores the safety of pedestrians at roundabouts that it is deemed a Council issue? Given the pedestrian issues in inner city suburbs, why would Council have roundabouts at all? Conversations were held with WA and AL (both of whom have resigned from Council). I recall that WA mentioned that a Pedestrian Traffic Flow was being undertaken - no information from Council has been provided . Did the Traffic Flow occur? If yes., what are the results? It is true that a pedestrian crossing cannot be installed if there is insufficient usage by pedestrians? If this is true, how is the issue to be fixed? The State Government says pedestrians have not rights at roundabouts and Council is indicating that a crossing cannot be installed unless pedestrian flow is sufficient. WA advised that I should attend a meeting of the local Precinct. This I did. The issues with the Murdoch and Bannerman Street roundabout were to my knowledge minuted by the Precinct on several occasions. It was left to me and a fellow resident to arrange a meeting of Council representatives at the roundabout. My recollection is that was requested but has not occurred. Is it possible to have a meeting with Council representatives at the roundabout? "</p> <p>Bannerman St - no safe place to cross - cars regularly speed along this street. Consider speed humps.</p> |                 |        |       |          |        |             |         |



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|------|-----------------------|--|-------------------------------------|---------------------------|------------------------------|----------|-------------|-------------|---------|
|      |                       | <p>Bannerman- peak periods, rat run.</p> <p>"Bannerman St, Cremorne - Speeding along Bannerman outside peak hrs. Consider adding speed hump."</p> <p>"Bannerman St - cars travel way too fast"</p> <p>BANNERMAN ST - TRAFFIC ACCELERATES DOWN STREET MAKING GARAGE ACCESS DIFFICULT</p> <p>Bannerman St, Neutral Bay - The level of Speeding is significant. The council's review of Speeding was conducted during roadworks so grossly underestimated.</p> <p>Rat Run</p> <p>"Wycombe rd, shellcove rd, burroway st and bannerman st - pedestrian Safety is a huge issue. there is no traffic calming on these streets and traffic drives over the speed limit regularly."</p> <p>1. Bannerman/Shellcove/Burroway Street. Wycombe - hazardous rat run</p> <p>"THESE STREETS HAVE BECOME RAT RUNS OFF BANNERMAN ST MAIN ROUTE, TOO MUCH TRAFFIC IS BURROWAY AND SHELLCOVE AS A RESULT. A SIGNIFICANT NUMBER OF cars SPEED AT 80KPH OR MORE UP THESE STREETS."</p> <p>2. Increased amount of traffic in Burroway Street and Shellcove street North. It appears that this route has become a rat run, between 7 am and 9.30am and 5.30pm and 7.30pm on weekdays. This is particularly evident when the main adjoining road, Bannerman Street, is congested. Many cars are racing up the hill in both streets at speeds well beyond 50 km/h. this represents a safety issue, especially for young children and parents using the day car centre at St Augustine's Church.</p> <p>Request for traffic calming</p> <p>Modifications to the islands in association with the roundabout, to improve pedestrian access</p> |                                     |                           |                              |          |             |             |         |
| T.43 | High Street, midblock | Request for pedestrian refuge on High Street near Pile Place to assist seniors crossing the road.  | Traffic Facilities & Investigations | Install pedestrian refuge | Investigation/Design 2019/20 | Short    | In planning | 20/2/18     |         |

| ID   | Location                          | Description of Request or Issue  | Action Category                     | Action  | Notes  | Priority | Status         | Last Update | Program                             |
|------|-----------------------------------|--|-------------------------------------|---|--|----------|----------------|-------------|-------------------------------------|
|      | Clark Rd & Freeway                |  |                                     |   |  |          |                |             |                                     |
| T.51 | Kurraba Road at Thrupp Street     | Kurraba pedestrian - no cars stop for pedestrians  | Traffic Facilities & Investigations | Raise pedestrian crossing   | Design & Construct 2019/20   | Short    | In planning    | 20/2/18     |                                     |
| T.52 | Kurraba Road, adjacent to Spruson | Review pedestiran refuge   | Traffic Facilities & Investigations | Redesign pedestrian refuge  | Design & Construct 2019/20   | Short    | In planning    | 20/2/18     |                                     |
| T.65 | Murdoch Street                    | <p>4 submissions</p> <p>Murdoch Street - This road has become the major thoroughfare for cars avoiding Military Road. The traffic has doubled in the last year. Perhaps try to divert same cars up Wycombe Road or Ben Boyd Road?</p> <p>"LOWER MURDOCH ST - SPEED MUST BE LIMITED CROSSINGS PROVIDED FOR BUS STOPS "</p> <p>"SOUTHERN SECTION OF MURDOCH ST BETWEEN BANNERMAN AND RANGERS RD - HEAVY TRAFFIC, EXTREMELY LOUD FOR RESIDENTS FOR MOST OF THE DAY. SHOULD BE SPEED HUMP AND MORE POLICE AS ALOT OF SPEEDING HERE."</p> <p>Rat Run</p> <p>Resident of 14/45 Murdoch St requested speed hump between the crossing on Redlands and Education Lane. ECM. 7332079</p> | Traffic Facilities & Investigations | Install traffic calming scheme  | Speed cushions between Bannerman Street and Florence Street considered and planned for construction 2019/20. | Medium   | Implementation | 20/2/18     |                                     |
| T.75 | Rangers Road at Spofforth Street  | <p>18 submissions</p> <p>T intersection at Rangers Rd and Spofforth St - difficulty entering intersection and proceeding up Spofforth St.</p> <p>"Stop sign Spofforth St and Rangers Rd - can be very slow and hazardous at some times as no one gives way to those at the at the stop sign.</p> <p>Re-educate drivers to be aware and give way when they have seen cars at stop sign for some time."</p> <p>"Roundabout Rangers Ave and Spofforth St - traffic queues after school and after 5pm work.</p> <p>Spofforth St, Rangers Rd intersection - Dangerous vehicle movement across double unbroken lines into and out of service station in Spofforth St.</p>            | Traffic Facilities & Investigations | Redesign intersection to improve pedestrian safety and intersection operation | Design 2019/20   | Short    | In design      | 28/11/18    | Traffic Facilities 2018/19 (Design) |

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|----|----------|--|-----------------|--------|-------|----------|--------|-------------|---------|
|    |          | <p>Spofforth St/Rangers Rd, Cremorne/Mosman - the corner badly needs a roundabout, not a Give Way sign.</p> <p>Spottforth St/Rangers Rd - traffic Congestion at morning and afternoon peak.</p> <p>"Intersection of Rangers Rd &amp; Spofforth St - Although this intersection clearly marks the right of way it can be a tricky turn if travelling on Spofforth towards Military Rd - a roundabout here may help?</p> <p>Thank you for this opportunity."</p> <p>Corner Rangers and Spofforth St, Cremorne/Mosman - The intersection is terrible and dangerous and needs traffic lights ASAP! Before there's an accident.</p> <p>"SPOFFORTH ST AND RANGERS RD, CREMORNE - DANGEROUS NEEDS ROUNDABOUT</p> <p>Rangers Road &amp; Spofforth Street intersection - dangerous corner - needs signals or roundabout as well as pedestrian crossing. Vehicle lost control on 7 Oct and hit parked car.</p> <p>"RANGERS/SPOFFORTH INTERSECTION - EXCEPTIONALLY DANGEROUS INTERSECTION FOR cars AND PEDESTRIANS SOMETIMES IMPOSSIBLE TO TRAVEL NORTH UP SPOFFORTH DUE TO TRAFFIC.</p> <p>"</p> <p>CREMORNE - SPOFFORTH ST, AS YOU NEED TO CROSS RANGERS ROAD, HEADING WEST, MOST OF THE TIME YOU JUST NEED TO PUSH YOUR WAY FORWARD AND GET PEOPLE TO STOP AND GIVE US A TURN</p> <p>Cnr Rangers Rd and Spofforth St - intersection needs a roundabout</p> <p>b) Mosman area - traffic backed up Spofforth St cannot pass around traffic backed up turning right into Rangers Rd. This is due to parked vehicles in front of the shops along Spofforth St (pharmacy and coffee shop area). If a clearway was set up for the first 4 car spots, traffic could pass on the left and continue down Spofforth St.</p> <p>Install a roundabout at the southern junction of Rangers Road and Spofforth Street. This would allow easier and more efficient entry from Spofforth street from the south. Naturally, this would benefit the bus route using that</p> |                 |        |       |          |        |             |         |

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|    |          | <p>road, as well as private cars. Admittedly there would be a loss of about 4 car parking spaces on the east side of Spofforth Street, but perhaps these could be replaced with angle parking further south in Spofforth Street, on the west side, considering the width of the road.</p> <p>SPOFFORTH ST/ RANGERS RD - CROSSING RANGERS RD ON THE WAY UPHILL ON SPOFFORTH ST, CONTINUES TO BE A NIGHTMARE/HAZARD</p> <p>Rangers rd and Spofforth St T junction - very dangerous, cars often don't indicate intentions- also pedestrian Safety island is terrifying - I wont use it - I use a criss cross method - across Spofforth St (from Rangers) and walk up to pedestrian crossing at roundabout to get back onto western side of Spofforth St - a bit safer to do and necessary</p> <p>Rangers Rd, Cremorne - Crossing traffic: almost impossible to cross the road, some one will be run over.</p> <p>Spofforth &amp; Rangers Road intersection needs redesign and/or improvement with particular attention to safety of pedestrians. Suggest a traffic light or pedestrian crossing. Currently parking signs allow cars to legally park much too close to this intersection which impacts on line-of-sight (currently less than the 10 metre no parking zone).</p> <p>Speeding and Safety - Rangers Road<br/>What has become evident over the past years since we have lived here is the increasing amount of drivers taking the back route to the harbour crossing in lieu of the Military Road arterial road. Obviously this is contributing to the ongoing problem of clogged streets and slow commutes, with the addition of the school traffic it is reaching breaking point. In addition to the lack of safe crossing zones to the school, is the issue serious speeding that is taking place down this street day and night (when its not a carpark). My husband and I have personally seen three accidents involving cyclists.</p> <p>The hoons also enjoy the unhindered flat straight with zero concern for the hidden 50 km signs that are adjacent to the Redlands fencing. Whilst the VMS was a thoughtful effort, it certainty does not slow the drivers at any time of day. The only thing to slow them is the few hundred cars that are stopped each morning and night. With the addition of parents and families trying to dart between the parking lot.</p> |                 |        |       |          |        |             |         |

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|-------|---|--|-------------------------------------|---|--|----------|----------------|-------------|-------------------------------------|
|       |   | <p>There is a fair argument to point out that less than 800m away at Rangers Ave, Mosman Council has addressed these speeding drivers with the addition of chicanes and speed humps in their streets. There is also the addition of the pedestrian crossing 300m approx from the intersection by the Spofforth shops.</p> <p>As a mother of 2 navigating a pram each day towards the parks beyond Spofforth street I am concerned that one day we will meet serious harm at the traffic island at Spofforth shops.</p> <p>Therefore I would like to raise the following queries;</p> <p>Can we request that the Traffic Committee review the situation of the traffic island and dangerous intersection at Spofforth and Rangers Rd? Either assess the need for a pedestrian crossing nearby the school and/or roundabout at this intersection? This would slow drivers at Rangers Rd, allow for safe crossing of young children and prams and also reduce the need to cross at Spofforth Street traffic island yet allowing access to this area without walking to the cross closer to rangers ave.</p> |                                     |   |  |          |                |             |                                     |
| T.84  | Spofforth Street at Holt Street                     | <p>3 submissions</p> <p>Request to install roundabout</p> <p>Request to install pedestrian refuge</p> <p>Request to install pedestrian facilities</p>  | Traffic Facilities & Investigations | Redesign intersection to improve pedestrian safety and intersection operation | <p>Would have to be in conjunction with Mosman Council</p> <p>Design 2019/20</p> | Medium   | In design      | 20/2/18     |                                     |
| T.85  | Spofforth Street near Florence Street               | <p>2 submissions</p> <p>Install Traffic calming device - MIST</p> <p>Install kerb blister</p>  | Traffic Facilities & Investigations | Install traffic calming scheme  | Design 2019/20   | Short    | In planning    | 20/2/18     |                                     |
| T.105 | Yeo Street between Watson street and Premier Street | <p>2 submissions</p> <p>1. Yeo St between Watson and Premier - Safety of children crossing - request pedestrian crossing</p> <p>Yeo Street, at Watson Street - Pedestrian crossing</p>   | Traffic Facilities & Investigations | Install pedestrian crossing, refuge or kerb build-out                         | Scheduled for construction August 2019   | Medium   | Implementation | 19/7/19     | Traffic Facilities 2018/19          |
| T.107 | Rangers Road at Spofforth Street                    | Existing refuge island is too small and does not comply with current standards   | Traffic Facilities & Investigations | Reconstruct existing refuge to bring to                                       | See also T.75  | Medium   | In design      | 20/2/18     | Traffic Facilities 2018/19 (Design) |

LATM Action Plan Zone 6

|  |  |                                  |
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| <a href="#">COMPLETED LATM ACTIONS</a> | <a href="#">LATM ACTIONS IN PLANNING</a> | <a href="#">ALL LATM ACTIONS</a> |
|--|--|----------------------------------|

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|-------|--|---|-------------------------------------|--|--|----------|-------------|-------------|----------------------------|
|       |  |   |                                     | current standards  |  |          |             |             |                            |
| T.110 | Shellcove Road between Hollowforth Avenue and Billong Street | Allow footpath parking scheme<br><br>Traffic Committee Resolution 24/11/17:<br><i>1. THAT a Shared Zone scheme to formalise footpath parking in Shellcove Road between Hollowforth Avenue and Billong Street be implemented as part of Council's Traffic and Parking Area Scheme (TAPAS) subject to RMS approval. (7.1)</i>                     | Traffic Facilities & Investigations | Install Shared Zone with footpath parking scheme             | Investigation/Design 2019/20   | Long     | In planning | 20/3/18     |                            |
| T.111 | Spencer Road at Military Road                                | Harrison Precinct:<br>Improve Pedestrian safety at the Intersection of Spencer Road and Holt Ave with Military Road.<br>The intersection with Military Road is wide and impatient motorists frequently try to join the traffic by overtaking cars waiting patiently to turn left. Motorists do not stop and check for pedestrians sufficiently. | Traffic Facilities & Investigations | Install pedestrian crossing or continuous footpath treatment | To be considered in conjunction with Cremorne Streetscape upgrades 2019/20 | Medium   | In planning | 5/9/19      | Traffic Facilities 2019/20 |
| T.112 | Holt Avenue at Military Road                                 | Harrison Precinct:<br>Improve Pedestrian safety at the Intersection of Spencer Road and Holt Ave with Military Road.<br>The intersection with Military Road is wide and impatient motorists frequently try to join the traffic by overtaking cars waiting patiently to turn left. Motorists do not stop and check for pedestrians sufficiently. | Traffic Facilities & Investigations | Install pedestrian crossing or continuous footpath treatment | To be considered in conjunction with Cremorne Streetscape upgrades 2019/20 | Medium   | In planning | 5/9/19      | Traffic Facilities 2019/20 |
| T.118 | Kurraba Road at Holdsworth Street                            | No pedestrian facilities to cross from Holdsworth Street to Anderson Park   | Traffic Facilities & Investigations | Install pedestrian refuge                                    | Design & Construct 2019/20   | Short    | In planning | 19/7/19     |                            |
| T.119 | Ben Boyd Road between Kurraba Road and Premier Street        | Speeding and pedestrian safety concerns   | Traffic Facilities & Investigations | Install traffic calming scheme                               | Traffic Committee 3/5/19<br><br>Design 2019/20                             | Short    | In planning | 19/7/19     |                            |

ALL LATM ACTIONS

| ID  | Location            | Description of Request or Issue  | Action Category  | Action   | Notes | Priority | Status | Last Update | Program |
|-----|---------------------|--|------------------|--|-------|----------|--------|-------------|---------|
| C.1 | Alfred Street North | 3 submissions<br><br>Lack of bike path Alfred St North<br><br>433 Alfred St North - cycleway ramp removed about 12 parking spaces. No notification to residents. | Cycling Strategy | Install separated cycleway along Alfred Street North |       | Long     |        | 20/2/18     |         |

| ID  | Location   | Description of Request or Issue  | Action Category  | Action   | Notes   | Priority | Status    | Last Update | Program |
|-----|--|--|------------------|--|---|----------|-----------|-------------|---------|
|     |  | Poor road surface: Cyclist travel on this road very fast, due to the long downhill coming off the freeway. There are many uneven surfaces in this area and so it is very dangerous for cyclists.   |                  |  |   |          |           |             |         |
| C.2 | Bannerman Street and Murdoch Street              | 2 submissions<br><br>Bannerman Road & Murdoch St Neutral Bay - Bikes thinking they own the road. All our roads in our area are too narrow for bikes & cars. Why did Council paint bikes in the middle of the road? Who pays for roads? Bikes or cars?<br><br>MORE BICYCLE PATHS SEPARATED FROM MOTOR TRAFFIC- CLARKE/KURRABA/WYCOMBE/HARRIETTE/BANNERMAN/MURDOCH IS A PARTICULAR NEED  | Cycling Strategy | Continue to install separated cycleway along Bannerman Street as part of Priority Route 3 Cycleway Project | Completed 2017/18. Bike lane installed on northern side. Mixed traffic formalised on southern side. | Medium   | Completed | 5/9/19      |         |
| C.3 | Ben Boyd Road from Kurraba Road to Military Road | 2 submissions<br><br>People need to use cycling path, not pathways (Footpaths?) and cyclists need to not run red<br><br>Speed hazard for cyclists, feels dangerous. Pedestrian is bad.   | Cycling Strategy | Install separated cycleway along Ben Boyd Road from Kurraba Road to Military Road                          |   | Long     |           | 20/2/18     |         |
| C.4 | Bennett Street and Rangers Road                  | "Lack of cycling lanes"  | Cycling Strategy | Install separated cycleway along Bennett Street adjoining Route 3 cycleway                                 |   | Medium   |           | 20/2/18     |         |
| C.5 | Bent Street at Merlin Street and Winter Avenue   | 4 submissions<br><br>Bent St, Neutral Bay - Contra-flow bike lane is signposted, but doesn't exist! Move west-side parking 2m to road to make room.<br><br>"Bent St, Neutral Bay - Pedestrian crossing needed across Bent Street into Winter Ave. Very fast bikes make it hazardous to across"<br><br>18. Winter Ave, corner Bent St - Cycleway ends abruptly in one way street. Needs serious replanning/strategy to improve cyclist safety | Cycling Strategy | Install separated cycleway along Bent Street linking Winter Avenue and Merlin Street including appropriate | Completed 2017/18   | Medium   | Completed | 5/9/19      |         |

| ID  | Location   | Description of Request or Issue  | Action Category  | Action   | Notes | Priority | Status | Last Update | Program |
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|     |            | Cyclists using footpath (Bent Street & Merlin Street)  |                  | crossing facilities at key intersections.  |       |          |        |             |         |
| C.6 | Clark Road | <p>17 submissions</p> <p>"Clark Rd - cyclists</p> <p>"Kurraba Rd &amp; Clark Rd leading to/from Harbour Br - cyclists completely hold up the traffic - the roads are too narrow for cyclists and cars. Suggest turning one of the pavements into a cycle path and keep the footpath on the other side of the road for pedestrians.</p> <p>Generally - Lack of cycle paths/ lanes partic. on major arteries.</p> <p>Kurraba Rd, Clark St, High St - cycle paths, there are none and it's unsafe to cycle.</p> <p>MORE BICYCLE PATHS SEPARATED FROM MOTOR TRAFFIC- CLARKE/KURRABA/WYCOMBE/HARRIETTE/BANNERMAN/MURDOCH IS A PARTICULAR NEED</p> <p>Clark Rd, Neutral Bay - Cyclists disregarding road rules and riding two abreast and three red traffic lights</p> <p>"KURRABA RD TO CLARK RD, NORTH SYDNEY - MANY CYCLISTS TAKE THIS ROUTE TO ACCESS THE BRIDGE. CLARK ROAD DANGEROUS FOR CYCLISTS FOOTPATH ON EASTERN SIDE OF CLARK RD BETWEEN ADDERSTONE Avenue AND HIGH ST - THIS FOOTPATH IS VERY NARROW, IT IS USED BY MANY PEDESTRIANS AND RUNNERS IN THE MORNING WHO FREQUENTLY HAVE TO STEP ONTO CLARK RD TO PASS EACH OTHER, THIS IS VERY DANGEROUS DUE TO HEAVY TRAFFIC AND CYCLISTS ON THE ROAD "</p> <p>"Bike Riders near High St and Clark Rd - they do not follow the rules and are weaving in and out of traffic, leaning up against cars when stopped. Its really dangerous in this area not for the riders but for a driver."</p> <p>"Kurraba Rd and Clark Rd - These roads carry heavy traffic and have no capacity for safe cycling"</p> <p>Kurrabard, Clark Rd, Broughton St and other roads within zone 6 - no designated cycle lane on these roads.</p> | Cycling Strategy | Install separated cycleway along Clark Road as part of Priority Route 3 cycleway |       | Medium   |        | 20/2/18     |         |



| ID  | Location | Description of Request or Issue  | Action Category  | Action   | Notes | Priority | Status | Last Update | Program |
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|     |          | <p>CLARKE RD - CYCLISTS IN LEFT LANE SLOWS TRAFFIC</p> <p>Clark Road - Cyclists hold up cars causing traffic jams</p> <p>"Clark Rd, Neutral Bay - Congestion, no room for bikes due to cars parked on road.</p> <p>To Work/City -&gt;Clark Road near Adderstone Avenue and High St. Hill is really steep so forced to go slow (10kph) you can tell that cars are lining up behind you and getting impatient so I fear one will get angry and pass really close. Road is so narrow that it happens regularly and it makes me feel unsafe. It would be great to get bike lanes for these small sections up hills.</p> <p>From Margaret St to Milsons Point station - there are always dozens of bike riders before and during peak hours, it's like a plague because of the Bridge crossing. They never adhere to the Road Rules and are very dangerous to themselves and traffic, many are belligerent.</p> <p>BROUGHTON ST, MILSONS POINT - DESPERATELY NEED KERB SEPARATED 2 WAY BICYCLE LANE BETWEEN THE TRAFFIC LIGHTS AT CLARKE AND HIGH ST THROUGH TO THE LIGHTS AT BROUGHTON/ENNIS/BURTON. THIS IS CURRENTLY VERY SCAREY FOR CYCLISTS AND DRIVERS ALIKE AND IS A MAIN FEEDER FOR CYCLISTS TO THE BRIDGE, WHICH WE SHOULD BE ENCOURAGING.</p> <p>There is no bicycle lane from Clark road to Broughton Street, where traffic is very heavy.</p> <p>Kurrabard, Clark Rd, Broughton St and other roads within zone 6 - no designated cycle lane on these roads.</p> |                  |  |       |          |        |             |         |
| C.7 | Cremorne | <p>2 submissions</p> <p>Between Mosman and Kirribilli in Cremorne/ Neutral Bay back rounds - no bike paths and so bikes slow traffic on the single lane road and put themselves at risk from drivers overtaking them.</p> <p>Safe cycle ways - North Sydney to Cremorne;</p>   | Cycling Strategy | Continue to implement Priority Route 3 and 5 to provide connection between Kirribilli and Mosman |       | Long     |        | 20/2/18     |         |

| ID   | Location   | Description of Request or Issue   | Action Category  | Action   | Notes | Priority | Status | Last Update | Program |
|------|--|---|------------------|--|-------|----------|--------|-------------|---------|
| C.8  | Cremorne Point   | THE ENTIRE AREA - NOT ENOUGH BICYCLE PATHS/LANES DRIVERS COMING TOO CLOSE TO CYCLISTS NOT ENOUGH SIGNAGE TO WARN MOTORISTS ABOUT CYCLISTS.  | Cycling Strategy | Extend cycleway from Route 3 to Cremorne Point via Cremorne Road   |       | Long     |        | 20/2/18     |         |
| C.9  | Eaton Street   | North Sydney/ Neutral Bay - Lack of cycle ways, especially coming off the harbour bridge and getting to Eaton St safely.  | Cycling Strategy | Install separated cycleway along Eaton Street from freeway and link with Route 3 cycleway  |       | Long     |        | 20/2/18     |         |
| C.10 | Falcon Street/Military Road connecting to Yeo Street, Winter Avenue and Merlin Street. | 2 submissions<br>"There is poor connectivity between a number pieces of cycling infrastructure in the area I live. Specifically, the shared path underneath the falcon st bridge terminates at the top of a street with no ability to access the cycling Routes to Yeo St.<br>Options include the short one way section of Alfred st could be converted to allow cycling traffic to travel downhill to the Winter Avenue bike Routes, alternatively, a shared path could be constructed here and/or along falcon st to bent st. Upgrading the Merlin St lights to include a bicycle lantern would be a necessary component of this."<br>"Falcon St/Military Rd - lack of safe cycling - no bike lanes/bikes lanes suddenly stop. Bike crossing (bridge) over Warringah Fwy was poorly designed and is never used."<br>" | Cycling Strategy | Lobby RMS for a regional separated cycleway along Pacific Highway connecting Sydney Harbour Bridge and West Street and including appropriate crossing facilities at key intersections. |       | Long     |        | 20/2/18     |         |
| C.11 | General  | 13 submissions<br>City everywhere - cycles mounting footpath and nearly knocking me over. Running red lights.<br>"Cycling - tried it but absolutely impossible! Our roads are too congested and drivers too impatient and inconsiderate. It is dangerous to check in our area,ml do wish we have dedicated bike lanes."   | Cycling Strategy | Install separated cycleways along major cycling routes and upgrade intersections along minor   |       | Long     |        | 20/2/18     |         |

| ID   | Location         | Description of Request or Issue  | Action Category  | Action  | Notes | Priority | Status | Last Update | Program |
|------|------------------|--|------------------|---|-------|----------|--------|-------------|---------|
|      |                  | <p>""Cycleways generally: Use one way roads &amp; cycleways to improve cycle Safety ie provide more room."<br/>ALL SUBURBS - MORE BIKE PATHS, MORE BIKE FRIENDLY INFRASTRUCTURE EG BIKE RACKS</p> <p>"All of the area - no Bike paths! Again favour is given to cars. "</p> <p>"Entire North Sydney LGA - Complete lack of safe, separated cycling paths."</p> <p>"I cycle but have to go out of the area to do so. Whole city should be more bike friendly. "</p> <p>BICYCLISTS - KEEP AN EYE OUT FOR BICYCLISTS AND SEE IF THEY FOLLOW ROAD RULES!</p> <p>"Lack of continuous cycle paths anywhere - Totally puts me off cycling to work as it's so dangerous."</p> <p>Poor Bike conditions;</p> <p>Cycling can be very dangerous on some roads. Would be ideal to have additional cycle tracks to get safely into Nth Sydney for the bridge.</p> <p>Keep cyclists off Urban Footpaths"</p> <p>"I cycle but have to go out of the area to do so. Whole city/LGA should be bike friendly.</p> <p>Appalling that Sydney, including North Sydney, does not promote/Support a cycling/Vespa/motorbike 'culture'. We have the weather for it all year, we need it to reduc"</p> |                  | routes to improve safety and access for cyclists.                             |       |          |        |             |         |
| C.12 | Harriette Street | MORE BICYCLE PATHS SEPARATED FROM MOTOR TRAFFIC- CLARKE/KURRABA/WYCOMBE/HARRIETTE/BANNERMAN/MURDOCH IS A PARTICULAR NEED   | Cycling Strategy | Install separated cycleway along Harriette Street as part of Route 3 cycleway |       | Long     |        | 20/2/18     |         |
| C.13 | Kurraba Road     | 13 submissions   | Cycling Strategy | Install separated   |       | Medium   |        | 20/2/18     |         |

| ID   | Location           | Description of Request or Issue  | Action Category  | Action  | Notes | Priority | Status | Last Update | Program |
|------|--------------------|--|------------------|---|-------|----------|--------|-------------|---------|
|      |                    | <p>Kurraba Road, hill before Ben Boyd and Hill up Wycombe Road and Harriete St - Going to and from work on bike. Hill is really steep so forced to go slow (10kph) you can tell that cars are lining up behind you and getting impatient so I fear one will get angry and pass really close. Road is so narrow that it happens regularly and it makes me feel unsafe. It would be great to get bike lanes for these small sections up hills.</p> <p>Kurraba Road, Cremorne, Neutral Bay - Bikes</p> <p>"Cycling - I would love to cycle but I don't feel safe riding around my local area. Of particular concern is the stretch along Kurraba Rd from Ben Boyd Rd to Clark Rd in Kirribilli"</p> <p>Steep hill, cyclists cant go fast so back up traffic</p> <p>"Cycling to city via Kurraba Rd - Several danger spots for cyclists, cars overtake, more education"</p> <p>Cyclists dangerous</p> <p>KURRABA RD - CYCLING DIFFICULT/DANGEROUS NARROW ROAD/SHOULDER</p> <p>"Kurraba Rd - unsafe conditions on Kurraba Rd for cyclists, especially around Anderson Park. "</p> <p>"Kurraba Road Neutral Bay - bike riders using pedestrian paths otherwise I think we are very well served by public transport."</p> <p>"Kurraba Rd - Unsafe conditions on Kurraba road for cyclists especially around Anderson Park"</p> <p>"Kurraba Rd - No provision for bikes - dangerous for</p> <p>MORE BICYCLE PATHS SEPARATED FROM MOTOR TRAFFIC- CLARKE/KURRABA/WYCOMBE/HARRIETTE/BANNERMAN/MURDOCH IS A PARTICULAR NEED</p> <p>"Kurraba Rd, Kurraba Point - Cyclists often 3.....holding up am/pm traffic"</p> |                  | cycleway along Kurraba Road as part of Route 3 cycleway |       |          |        |             |         |
| C.14 | Lower Wycombe Road | Lower Wycombe Rd - Bicycles sharing road with cars, extremely dangerous.   | Cycling Strategy | Install separated cycleway along Lower                  |       | Long     |        | 20/2/18     |         |

| ID   | Location   | Description of Request or Issue   | Action Category  | Action   | Notes | Priority | Status | Last Update | Program |
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|      |  |   |                  | Wycombe Road connecting to Route 3 cycleway  |       |          |        |             |         |
| C.15 | Merlin Street to Ridge Street Bridge/Winter Avenue | Poor southbound bike connectivity: There is no southbound legal access from Merlin St to the Ridge St Bridge/Winter Ave cycle route   | Cycling Strategy | Install separated cycleway along Merlin Street connecting Ridge Street and Winter Avenue cycleway  |       | Medium   |        | 20/2/18     |         |
| C.16 | Military Road - connectivity                       | <p>14 submissions</p> <p>Cyclists riding on Footpaths (sometimes with kids)</p> <p>No path or room for bikes, is a busy street. Discourages people from cycling</p> <p>MILITARY RD - BIKE PATHS AS A KEEN CYCLIST I WOULD LOVE TO RIDE TO WORK FROM CAMMERAY TO CREMORNE, HOWEVER THERE IS NO PLACE FOR BIKES ON MILITARY RD BETWEEN BUS LANES AND 60KM/H HEAVY TRAFFIC, I THINK CYCLING ON MILITARY RD SHOULD BE ILLEGAL. WE DEPERATELY NEED A DESIGNATED AND SEPARATE BIKE PATH ALONG MILITARY ROAD. WE COULD SACRIFICE THE VERY WIDE FOOTPATHS</p> <p>"absence of cycling infrastructure - military road, bikes too many cars"</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>Cremorne, Neutral Bay, North Sydney - More Bike paths needed for safe travel for cyclists, pedestrians and car drivers</p> | Cycling Strategy | Lobby RMS for a regional separated cycleway along Military Road between Warringah Freeway and Spofforth Street including appropriate crossing facilities at key intersections. |       | Long     |        | 20/2/18     |         |

| ID   | Location               | Description of Request or Issue   | Action Category  | Action   | Notes | Priority | Status | Last Update | Program |
|------|------------------------|---|------------------|--|-------|----------|--------|-------------|---------|
|      |                        | <p>"Bike access is fragmented. Links that would make a big difference are:<br/>                     - Neutral Bay area south of Military Rd is not well connected to freeway overpass on Falcon St and access to Bike paths in St Leonards Park<br/>                     - in the longer term, elevated connection fr"</p> <p>Military Road - Bike paths</p> <p>"Military Road, Neutral Bay - Bike riders using Footpaths"</p> <p>Military Rd, Neutral Bay - There are no bike path, see city of Sydney</p> <p>"Military Rd - Few existing paths for bikes =&gt; vicious circle: no path, no or few bike use<br/>                     Outside city center - The further from Sydney CBD, the more difficult to travel =&gt; too centralized"</p> <p>"No Cycle Way on Military Rd;"</p> <p>No bike paths to get to bridge on Expressway</p> <p>Manly to North Sydney cycle road needed!! We had fatalities in Military Road and no action was done to take the cyclists out from there.</p>  |                  |  |       |          |        |             |         |
| C.17 | Military Road - Safety | <p>7 submssions</p> <p>"When on a bike, dangerous drivers."</p> <p>Generally speaking, in my area, traffic is as good as the roads are wide. I ride but only at 5.30am when there are no dangers. I drive from Neutral Bay to school at Mosman and then drive on Militarty Road or go the back road through to the tunnel, to head over to UNSW. I don't mind sitting in traffic, but I am finding aggressive motor bikes riders are not just lane splitting but they are zig zagging and they expect every car to hit their brakes when required. One of them is going to be hit by a car and they will blame the car driver. I've riden motorbikes, so I have some experience. I have found a few of them lately pointing the finger at car drivers who are simply trying to drive in traffic. Cyclist who ride on Military Road during peak hour are taking high risks. John Brogden said over 10years ago that an underground tunnel was the way forward for our area, it should run from Burnt brush through to the Bradfield highway or thereabouts. I still think this is the long term answer for people coming from the Northern Beaches whether by public transport or driving a car, motorbike. An expressway is the answer for this area for peak area. I drove from Curl Curl to UNSW for a year, I wouldn't do it now. Thanks</p> | Cycling Strategy | Lobby RMS for a regional separated cycleway along Military Road between Warringah Freeway and Spofforth Street including appropriate crossing facilities at key intersections. |       | Long     |        | 20/2/18     |         |

| ID   | Location       | Description of Request or Issue  | Action Category  | Action   | Notes | Priority | Status | Last Update | Program |
|------|----------------|--|------------------|--|-------|----------|--------|-------------|---------|
|      |                | <p>for the opportunity.</p> <p>Military Rd, Cremorne and Neutral Bay - cyclists on the Footpaths</p> <p>NEUTRAL BAY - MILITARY RD BOTH LEFT AND RIGHT. CYCLIST SHOULD NOT BE ABLE TO USE THE FOOTPATHS</p> <p>"Military Rd, Neutral Bay - Bikes running red lights. Military Rd and Ben Boyd Rd, Neutral Bay - Bikes using Footpaths."</p> <p>"Military Rd - Bikes in traffic, so dangerous. Terrified. Ill hit someone, they are so hard to see."</p> <p>Cycling safety, increase of cyclists, lack of rules, understanding</p>   |                  |  |       |          |        |             |         |
| C.18 | Murdoch Street | <p>MORE BICYCLE PATHS SEPARATED FROM MOTOR TRAFFIC- CLARKE/KURRABA/WYCOMBE/HARRIETTE/BANNERMAN/MURDOCH IS A PARTICULAR NEED</p> <p>MURDOCH ST, CREMORNE - POORLY ILLUMINATED BIKES, DIFFICULTLY OF cars AND PUSH BIKES SHARING THIS AREA</p>   | Cycling Strategy | Install separated cycleway along Murdoch Street as part of Route 3 cycleway  |       | Long     |        | 20/2/18     |         |
| C.19 | Neutral Bay    | <p>10 submissions</p> <p>Neutral Bay/North Sydney - Bike paths; crowded buses; and public transport too expensive.</p> <p>NEUTRAL BAY, NORTH SYDNEY - BIKE PATHS</p> <p>NEUTRAL BAY, NORTH SYDNEY - PARKING</p> <p>"NEUTRAL BAY -&gt; CITY - INSUFFICIENT SAFE BIKE PATHS"</p> <p>"</p> <p>neutral bay - parking Bike paths</p> <p>"North Sydney, Neutral Bay, Cremorne, Kirribilli, Mosman - cycling is too dangerous. I cycle only at 6am Sunday morning because traffic and lack of connecting cycle paths, particularly between Neutral Bay and Harbour Bridge.</p> <p>Separate cycle paths are desperately needed!!!"</p> | Cycling Strategy | Install separated cycleways along major cycling routes and upgrade intersections along minor routes to improve safety and access for cyclists. |       | Long     |        | 20/2/18     |         |

| ID   | Location            | Description of Request or Issue  | Action Category                            | Action   | Notes  | Priority | Status | Last Update | Program |
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|      |                     | <p>"Neutral Bay to Artarmon - Inadequate cycle lanes; not directly Routed to main workplaces"</p> <p>"Neutral Bay to city - distinct lack of cycling paths."</p> <p>Neutral Bay - cyclists take up single lanes often no lights, veer across traffic, please registration</p> <p>Milsons Point to North Sydney to Neutral Bay to Cremorne - no bike path to allow safe travel.</p> <p>No bike parking, especially lacking at bus stops</p> <p>Driving car - too many bikes on road going to harbour bridge, very dangerous b/w Neutral Bay and Kirribilli.</p> |  |  |  |          |        |             |         |
| C.20 | Wycombe Road        | <p>Wycombe Rd, Neutral Bay - Cyclist fly down and we are always concerned coming out of our Avenue because they come so fast we may not see them especially if there are parked cars blocking our vision. Then going Uphill they get slower and slower until there is a stream of cars behind them and passing is risky</p> <p>MORE BICYCLE PATHS SEPARATED FROM MOTOR TRAFFIC- CLARKE/KURRABA/WYCOMBE/HARRIETTE/BANNERMAN/MURDOCH IS A PARTICULAR NEED</p>  | Cycling Strategy                           | Install separated cycleway along Wycombe Road as part of Route 3 cycleway      |  | Long     |        | 20/2/18     |         |
| G.1  | Alfred Street North | <p>2 submissions</p> <p>"Alfred St North Sydney - Traffic Congestion in PM peak cars coming down the Alfred st off ramp from the Warringah freeway are blocked by cars coming on their right at the High St roundabout in peak times traffic lights would work better than the roundabout.</p> <p>The above issue is exacerbated by traffic backing up at the intersection of High St and Clark Rd"</p> <p>Bottle neck from Alfred St North. Expressway and local traffic.</p>   | Lobby for improvements to Public Transport | Lobby State Government for improved public transport along Alfred Street North | There is no opportunity to increase road capacity. Public Transport can generally transport a larger volume of people than private vehicles and requires less road space to do so. | Long     |        | 20/2/18     |         |
| G.2  | Bannerman Street    | <p>2 submissions</p> <p>"Bannerman St, Cremorne - Long queues of cars along the street heading east towards Mosman due to delays caused at Murdoch/ Rangers intersection"</p>  | Lobby for improvements to Public Transport | Lobby State Government for improved public transport along                     | Bannerman Street is a regional road. There is no opportunity to increase road capacity. Public   | Long     |        | 20/2/18     |         |



| ID  | Location      | Description of Request or Issue   | Action Category                            | Action   | Notes  | Priority | Status | Last Update | Program |
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|     |               | "Bannerman St - Traffic Weekends"   |  | regional routes  | Transport can generally transport a larger volume of people than private vehicles and requires less road space to do so.   |          |        |             |         |
| G.3 | Ben Boyd Road | 3 submissions<br><br>BEN BOYD RD, MILITARY RD - TRAFFIC CONGESTION<br><br>"Ben Boyd Rd - Traffic Weekends"<br><br>BEN BOYD ROAD - TRAFFIC | Lobby for improvements to Public Transport | Lobby State Government for improved public transport along regional routes | There is no opportunity to increase road capacity. Public Transport can generally transport a larger volume of people than private vehicles and requires less road space to do so. Lobby State Government for improved public transport along Clark Road | Long     |        | 20/2/18     |         |
| G.4 | Clark Road    | 2 submissions<br><br>Not enough room for all traffic (pedestrians-cycling-cars-buses)<br><br>Clarke St - Volume of traffic peak times.    | Lobby for improvements to Public Transport | Lobby State Government for improved public transport along regional routes | Clark Road is a regional road. There is no opportunity to increase road capacity. Public Transport can generally transport a larger volume of people than private vehicles and requires less road space to do so.  | Long     |        | 20/2/18     |         |
| G.5 | General       | Traffic Congestion on weekends particularly North to the beaches.   | Lobby for improvements to Public Transport | Lobby State Government for improved public transport from North            | There is no opportunity to increase road capacity. Public Transport can generally transport  | Long     |        | 20/2/18     |         |

| ID  | Location   | Description of Request or Issue   | Action Category                            | Action  | Notes   | Priority | Status | Last Update | Program |
|-----|--|---|--|---|---|----------|--------|-------------|---------|
|     |  |   |  | Sydney to northern beaches  | a larger volume of people than private vehicles and requires less road space to do so.  |          |        |             |         |
| G.6 | General  | ALL STREETS AND SYDNEY SUBURBS - CONGESTION TOO MUCH TRAFFIC  | Lobby for improvements to Public Transport | Lobby State Government for improved public transport in LATM Zone 6   | There is no opportunity to increase road capacity. Public Transport can generally transport a larger volume of people than private vehicles and requires less road space to do so.                                  | Long     |        | 20/2/18     |         |
| G.7 | Kurraba Road                                     | 5 submissions<br><br>Traffic back log along Kurraba Rd up to Military Rd<br><br>"KURRABA RD 8AM-8PM - CONGESTION MUCH WORSE NOW THAN 2 YEARS AGO"<br><br>"Kurraba Rd - traffic Congestion during rush hour "<br><br>"Kurraba Rd - peak traffic"<br><br>Kurraba Rd Congestion - highly congested during peak times due to access to north sydney and warring freeway | Lobby for improvements to Public Transport | Lobby State Government for improved public transport along regional routes                                    | Kurraba Road is a regional road. There is no opportunity to increase road capacity. Public Transport can generally transport a larger volume of people than private vehicles and requires less road space to do so. | Long     |        | 20/2/18     |         |
| G.8 | Milsons Point Station to Mosman via Kurraba Road | Kurraba Rd - it would be excellent to have a shuttle bus from Milsons Point station to Mosman via Kurraba Rd  | Consider Shuttle Service                   | Consider feasibility of providing a shuttle bus service from Milsons Point station to Mosman via Kurraba Road |   | Long     |        | 20/2/18     |         |
| G.9 | Montpelier Street                                | Getting denser = more traffic   | Lobby for improvement                      | Lobby State Government for improved   | There is no opportunity to increase road  | Long     |        | 20/2/18     |         |

| ID   | Location   | Description of Request or Issue  | Action Category                            | Action  | Notes  | Priority | Status | Last Update | Program |
|------|--|--|--|---|--|----------|--------|-------------|---------|
|      |  |  | s to Public Transport                      | public transport along regional routes  | capacity. Public Transport can generally transport a larger volume of people than private vehicles and requires less road space to do so.  |          |        |             |         |
| G.10 | Murdoch Street   | 2 submissions<br>"Murdoch St/Ranger Rd/Spofforth St - peak hour pile up. This Routes clogs up in peak and makes it difficult to drivable around the area. "<br><br>Murdoch St, Spofforth St, Cremorne - Traffic Congestion | Lobby for improvements to Public Transport | Lobby State Government for improved public transport along regional routes  | There is no opportunity to increase road capacity. Public Transport can generally transport a larger volume of people than private vehicles and requires less road space to do so. | Long     |        | 20/2/18     |         |
| G.11 | Neutral Bay  | Neutral Bay - Traffic Congestion   | Lobby for improvements to Public Transport | Lobby State Government for improved public transport in Neutral Bay   | There is no opportunity to increase road capacity. Public Transport can generally transport a larger volume of people than private vehicles and requires less road space to do so. | Long     |        | 20/2/18     |         |
| G.12 | Neutral bay to Milsons Point Station vis Philip Street | Recommend shuttle bus to Milsons Point Station from Neutral Bay Military Rd that runs late PM early AM.  | Consider Shuttle Service                   | Consider feasibility of providing a shuttle bus service from Neutral bay to Milsons Point Station vis Philip Street |  | Long     |        | 20/2/18     |         |

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| G.13 | Neutral Bay to North Sydney and Crows Nest                              | North Sydney, Crows Nest, Neutral Bay - Introduce a free shuttle Bus.   | Consider Shuttle Service                   | Consider feasibility of providing a shuttle bus service between North Sydney, Crows Nest and Neutral Bay                |   | Long     |        | 20/2/18     |         |
| G.14 | Neutral Bay, Ferry terminals to local centres and residential precincts | Access to public transport is affected by the topographical difficulties associated with walking from ferry terminals to local centres and residential precincts. (Potential for introduction of a shuttle bus service to help address this issue.) | Consider Shuttle Service                   | Consider feasibility of providing a shuttle bus service from ferry terminals to local centres and residential precincts |   | Long     |        | 20/2/18     |         |
| G.15 | Rangers Road  | weekends are terrible and weekdays am and pm are worse. more apartments in the area are going up see no hope for less traffic Congestions   | Lobby for improvements to Public Transport | Lobby State Government for improved public transport along regional routes during peak hours                            | Rangers Road is a regional road. There is no opportunity to increase road capacity. Public Transport can generally transport a larger volume of people than private vehicles and requires less road space to do so. | Long     |        | 20/2/18     |         |
| G.16 | Train Station and Wharves   | Shuttle bus between train station --> Could just service the wharves. (Free shuttle, e.g. 20 seater bus)  | Consider Shuttle Service                   | Consider feasibility of providing a shuttle bus service between   |   | Long     |        | 20/2/18     |         |

| ID  | Location                           | Description of Request or Issue  | Action Category                     | Action                                    | Notes  | Priority       | Status         | Last Update | Program |
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|     |                                    |  |                                     | train stations and wharves                |  |                |                |             |         |
| P.1 | Aubin Street west of Ben Boyd Road | Request to install indented parking or passing bays.   | Traffic Facilities & Investigations | Install indented parking or passing bays. | Indented bays will have unacceptable impact on footpath and pedestrian access. Traffic volumes are very low. Driveways and intersections provide passing opportunities.    | Not to proceed | Not to proceed | 20/2/18     |         |
| P.2 | Ben Boyd Road at Hardie Street     | <p>4 submissions</p> <p>BEN BOYD, NEUTRAL BAY - PEDESTRAIN CROSSING ON BEN BOYD RD ADJACENT TO HARDIE ST. DUE TO ALLOWABLE CAR PARKING ON THE SOUTH-WEST SIDE OF CROSSING IT IS DIFFICULT TO SEE PEDESTRIANS APPROACHING THE CROSSING. I THINK ONE CAR SPACE SHOULD BE DELETED AND FORMED INTO A GARDEN FOR BETTER DRIVER VISIBLTY</p> <p>BEN BOYD AND MILITARY RD CROSSING - TRAFFIC AND CONGESTION. SPEED AND NOT OBSERVING ZEBRA CROSSING. ANOTHER SPEED HUMP IS REQUIRED BEFORE THE ZEBRA CROSSING (SOUTH SIDE)</p> <p>"BEN BOYD - SPEED AND NOT OBSERVING ZEBRA CROSSING. ANOTHER SPEED HUMP IS REQUIRED BEFORE THE ZEBRA CROSSING (SOUTH SIDE)</p> <p>"Ben Boyd Rd - i cross the ""pedestrian crossing"" everyday with my small children cars going too fast yo Ben Boyd Rd. Frequently do not stop for pedestrians. Ben Boyd needs something to stop cars from accelerating up the hill. Dangerous for school children crossing."</p> | Traffic Facilities & Investigations | Remove parking to improve visibility      | Existing No Stopping distance does not comply with current standards   | Short          |                | 20/2/18     |         |
| P.3 | Bennett Street at Wycombe Road     | <p>3 submissions</p> <p>Corner of Bennett St and Wycombe Rd, Cremorne/Neutral Bay - When driving up from Bennett St to turn right into Wycombe Rd, it is often very difficult to see cars due to the slope of Bennett St/morning sun. As a result my car often have to push out further than I liked. May I suggest reducing parking at that corner to allow greater visibility.</p> <p>Corner Bennett St and Wycombe Rd - Council has erected permanent parking bay but this is too close to the corner. When heading up Bennett St to</p>  | Traffic Facilities & Investigations | Remove parking to improve visibility      | Kerb blisters have been installed on all corners of Bennett Street and Wycombe Road intersection to prevent cars parked too close to the corner and allow vehicles to stop | 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 |
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|     |                            | Wycombe Rd. It is difficult to see cars heading south.<br><br>Corner Bennett and Wycombe - parked cars impair vision to allow traffic to turn safely on to Wycombe from Bennett. |                 |                                   | further out on the road. However, as Bennett Street approach is on a steep slope, it may consider appropriate to remove one car space on the eastern side of Wycombe Road north of Bennett Street to improve visibility. |                |                |             |         |
| P.4 | Cremorne Point Ferry Wharf | Access to public transport is negatively affected by lack of passenger parking at Cremorne Point Ferry Wharf, particularly for passengers with particular mobility needs.        | Parking         | Provide Accessible Parking Spaces |  | Medium         |                | 20/2/18     |         |
| P.5 | Doris Street               | 7. Parking in centre of Doris St - People park there anyway, so why not legalise it? Street is quite wide enough for it.   | Parking         | Provide Median Parking            |  | Medium         |                | 20/2/18     |         |
| P.6 | Harriette Street           | Harriett St, North Sydney - need a disability parking permit.  | Parking         | Provide Accessible Parking Spaces | Residential street - disabled parking installation would be considered based on individual circumstances in accordance with the Disabled Parking Policy (2011)   | Not to proceed | Not to proceed | 20/2/18     |         |
| P.7 | Hayes Street               | Hayes St ferry, Neutral Bayu - disabled parking - only 1 space available!  | Parking         | Provide Accessible Parking Spaces |  | Medium         |                | 20/2/18     |         |
| P.8 | Holdsworth Street          | HOLOSWORTH ST - NO DISABLED PARKING  | Parking         | Provide Accessible Parking Spaces | Residential street - disabled parking installation would be considered based on individual circumstances in  | Not to proceed | Not to proceed | 20/2/18     |         |

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|        |  |  |                                     |   | accordance with the Disabled Parking Policy (2011)   |                |   |             |           |
| P.9    | Milson Road  | Milson Rd, Cremorne Point - Parking should not be allowed on both sides of the narrow part of the road as it is used by buses.   | Traffic Facilities & Investigations | Remove parking on narrow section of road to improve bus access                                      | Travel lanes are sufficient for bus access   | Not to proceed | Not to proceed  | 20/2/18     |           |
| P.10   | Reed Street  | Reed St, Cremorne - cars parking ranging from 45o to 90o angles in designated 45o angle parking zone. Cars parking outside designated parking zone in "No parking" or "No standing" areas.   | Traffic Facilities & Investigations | Install line marking to guide angle parking and deter illegal parking                               |  | Short          |   | 20/2/18     |           |
| P.11   | Spruson Street between Phillips Lane and Phillips Street | Spruson St Neutral Bay - Traffic allowed to park on both sides of narrow st which 263 bus uses in both directions. A dish gutter would allow cars to park on part of pathways to avoid wing mirror damage.   | Traffic Facilities & Investigations | Reconstruct existing kerb and gutter to a dish gutter to allow more room for parking and bus access | Proposal would negatively impact on pedestrians. Parking has been reviewed to reduce conflicts at pinch points for improved bus access | Not to proceed | Not to proceed  | 19/7/19     |           |
| P.12   | LATM Zone 6  | 239 submissions - various locations<br><br>Request for changes to parking restrictions in Harrison Street as resolved by Traffic Committee<br><br>Rangers Road between Spofforth Street & Murdoch Street - request for 2 hour parking to prevent commuter and long-term parking and increase parking turnover.<br><br>6. Margaret St parking near Whaling Rd - Parking restrictions on 3 currently unrestricted zones. 30 minutes. | Parking                             | Area-wide review of parking restrictions in LATM Zone 6   | See also P.12 aub-actions for individual parking areas.  | Short          | Parking restriction reviews in progress starting with Area 33 | 20/2/18     | 2019-2022 |
| P.12.1 | Parking Area 1   | General submissions regarding inadequate parking restrictions (see also Item P.12)   | 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 |
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| P.12.28  | Parking Area 28  | General submissions regarding inadequate parking restrictions (see also Item P.12)  | Parking         | Undertake area-wide review of parking restrictions.   |                   | Short    |           | 23/1/19     |         |
| P.12.32  | Parking Area 32  | General submissions regarding inadequate parking restrictions (see also Item P.12)  | Parking         | Undertake area-wide review of parking restrictions.   |                   | Short    |           | 23/1/19     |         |
| P.12.33  | Parking Area 33  | General submissions regarding inadequate parking restrictions (see also Item P.12)  | Parking         | Undertake area-wide review of parking restrictions.   |                   | Short    |           | 23/1/19     |         |
| P.14     | Green Street - near Hno. 5                             | Angle parking configuration causes access issues to driveway particularly in emergencies. 3 vehicles regularly attempt to park here but really can only fit 2 | Parking         | Install linemarking for 2 angle parking spaces and designate remnant kerb space for motorbike parking only. | Completed 2018/19 | Short    | Completed | 5/9/19      |         |
| P.12.29a | Parking Area 29 - business area north of Yeo Street    | General submissions regarding inadequate parking restrictions (see also Item P.12)  | Parking         | Undertake area-wide review of parking restrictions.   |                   | Short    |           | 23/1/19     |         |
| P.12.29b | Parking Area 29 - residential area south of Yeo Street | General submissions regarding inadequate parking restrictions (see also Item P.12)  | Parking         | Undertake area-wide review of parking restrictions.   |                   | Short    |           | 23/1/19     |         |
| P.12.30a | Parking Area 30 (east of Ben Boyd Rd inclusive)        | General submissions regarding inadequate parking restrictions (see also Item P.12)  | Parking         | Undertake area-wide review of parking restrictions.   |                   | Short    |           | 23/1/19     |         |



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|----------|---|---|-----------------|--|-------------------|----------|-----------|-------------|---------|
| P.12.30b | Parking Area 30 (north of Bent St inclusive)              | General submissions regarding inadequate parking restrictions (see also Item P.12)  | Parking         | Undertake area-wide review of parking restrictions.          |                   | Short    |           | 23/1/19     |         |
| P.12.30c | Parking Area 30 (between Bent St & Premier St)            | General submissions regarding inadequate parking restrictions (see also Item P.12)  | Parking         | Undertake area-wide review of parking restrictions.          | Completed 2017/18 | Short    | Completed | 5/9/19      |         |
| P.12.31a | Parking Area 31 (west of Shellcove Road and Wycombe Road) | General submissions regarding inadequate parking restrictions (see also Item P.12)  | Parking         | Undertake area-wide review of parking restrictions.          |                   | Short    |           | 23/1/19     |         |
| P.12.31b | Parking Area 31 (east of Shellcove Road and Wycombe Road) | General submissions regarding inadequate parking restrictions (see also Item P.12)  | Parking         | Undertake area-wide review of parking restrictions.          |                   | Short    |           | 23/1/19     |         |
| Ped.1    | Bannerman Street at Shellcove Road                        | Bannerman St and Shellcove Rd, Neutral Bay heading north - the footpath is inaccessible to prams due to the stairs. You also cant use the gutter because of the concrete barrier on the road. This means I have to push a pram with my baby in it, a metre onto the road, right alongside Speeding cars, 2x day   | PAMP Study      | Prepare Pedestrian Access and Mobility Study for LATM Zone 6 |                   | Short    |           | 20/2/18     |         |
| Ped.2    | Barry Street - sidewalks and crossing Yeo Street          | 2 submissions<br>People don't want to walk up to pedestrians lights, cross here instead-lots of pedestrians traffic here<br><br>4) Barry Street, NEUTRAL BAY: The side walks are ridiculously narrow and extremely uneven. Every day I am required to walk on the road as it is simply not wide enough to allow me to pass the many parents with prams and elderly pedestrians that frequent this street. To make it worse - cars roar up and down this street. 2 speed bumps would help improve this along with resurfacing the paths and reclaiming some path from the trees (the unpaved area around each tree is excessive and not required - the pavement could be continued closer to each tree trunk). | PAMP Study      | Prepare Pedestrian Access and Mobility Study for LATM Zone 6 |                   | Short    |           | 20/2/18     |         |

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| Ped.3 | Ben Boyd Road  | SOME OF THE PAVEMENT HEIGHTS (DROP ON TO ROAD) ARE VERY HIGH. DANGEROUS FOR PRAMS WHEN WALKING.<br><br>IN GENERAL AROUND NORTH SYDNEY AREA - NOT MUCH SHADE, HAVE WALKED AROUND ALOT IN THIS SUBURB AND UP MILITARY ROAD THERE IS NOT MUCH NATURAL/MAN-MADE SHADE   | PAMP Study      | Prepare Pedestrian Access and Mobility Study for LATM Zone 6 |       | Short    |        | 20/2/18     |         |
| Ped.4 | Burroway Street between Bennet Street and Rangers Road                   | 2 submissions<br><br>Unsafe pedestrian walkways between Bennett st and Rangers Road. Too narrow and cars are too close.<br><br>Burroway St over parked - use of walkway to church to collect and drop off children at pre-school causes hazard.   | PAMP Study      | Prepare Pedestrian Access and Mobility Study for LATM Zone 6 |       | Short    |        | 20/2/18     |         |
| Ped.5 | Cremorne Point reserve   | 2 submissions<br><br>Cremorne Point reserve - Complete lack of step free access makes it impossible to access with a pram / mobility issues<br><br>Cremorne Pt Reserve widen walking track  | PAMP Study      | Prepare Pedestrian Access and Mobility Study for LATM Zone 6 |       | Short    |        | 20/2/18     |         |
| Ped.6 | East of Warringah Freeway via High Street, Whaling Road to Anderson Park | 15 submissions<br><br>KURRABBA RD - CROSSING THE ROAD TO CUT THROUGH ANDERSON PARK<br><br>Stair railings in state of disrepair: The railings along the footpath and stairs leading from Anderson Park to Kurraba Rd are in a very poor state. They are wooden and have started to fall apart. They are located along a steep hill and are meant to protect pedestrians from a high fall which would result in serious injury. They do not comply with current BCA standards.<br><br>Walking to Milsons Point train station - parents with prams cannot cut across Anderson Park due to the number of stairs. Ramp access would be great!<br><br>Poor pedestrian links between North Sydney CBD and Neutral Bay. The area between the Mount St overpass and Anderson Park does not have any good pedestrian connections. There is a preponderance of back lanes and steep staircases. The Footpaths and stairs are frequently covered with leaves and soil presenting a hazard to any pedestrians brave enough to venture down these narrow paths. There is no opportunity for the elderly or disabled to cross this area without the help of motorised transport.<br><br>Too far to walk with bags, not safe through Anderson Park. | PAMP Study      | Prepare Pedestrian Access and Mobility Study for LATM Zone 6 |       | Short    |        | 20/2/18     |         |

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|    |          | <p>More pedestrian crossings. Currently there is a temporary zebra crossing marking</p> <p>Clark Rd, North Sydney - Clark Rd and High St. The pedestrian footpath is dangerously narrow at this junction.</p> <p>FOOTPATH ON EASTERN SIDE OF CLARK RD BETWEEN ADDERSTONE Avenue AND HIGH ST - THIS FOOTPATH IS VERY NARROW, IT IS USED BY MANY PEDESTRIANS AND RUNNERS IN THE MORNING WHO FREQUENTLY HAVE TO STEP ONTO CLARK RD TO PASS EACH OTHER, THIS IS VERY DANGEROUS DUE TO HEAVY TRAFFIC AND CYCLISTS ON THE ROAD</p> <p>Also there is an incomplete Footpaths which is dangerous</p> <p>Clark Road, Neutral Bay - Very busy but narrow footpath that can not accommodate two people at some points forcing runners/pedestrians to step on to the road to overtake pedestrians.<br/>Remove the parking lane on the western side of Clark Road would allow for a wider path and creation of a desperately needed cycle lane towards the northern harbour bridge cycle path</p> <p>9. Little Alfred St. Extreme southern end (next to tennis courts) - Walking track from Little Alfred to High St is only 10m long, but unpaved and after rain is mud. This is the main way to Milsons Point Station for a few hundred people. A short footpath is requested.</p> <p>Poor pedestrian access between North Sydney station and Whaling Rd: The residents of the area of North Sydney located on the east side of the Warringah Freeway centered around Whaling Rd have very poor access to the main public transport hub of North Sydney. There is no pedestrian footpath along the north side of the High St overpass or a convenient location to cross High St. Residents frequently dart between the traffic of the High St overpass in order to walk along the median strip. This creates a danger to pedestrians and cars along the High St overpass, as well as traffic along the Warringah Freeway below. It creates additional traffic by discouraging the use of public transport.</p> <p>Whaling Rd, crossing High St - Crossing to Milsons Point Station across High St. Cars approach too fast and the path alongside the Warringah Freeway needs</p> |                 |        |       |          |        |             |         |

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|       |  | <p>work, clean up and cyclists do not always dismount.</p> <p>Holdsworth St, Neutral Bay (intersection with Kurraba Rd) - There is no safe way to get across Kurraba Rd from our street so as to walk to Hayes St Wharf (for ferry) or to get to Anderson Park (to walk to Milson Point Station). We urgently need either: (i) pedestrian "island" / Safety rails in middle of Kurraba Rd and/or (ii) extension of/constriction of pedestrian footpath from Holdsworth St into Kurraba Rd (left hand side) so we can access the pedestrian "island" existing near car park area. There is no pedestrian footpath now on Kurraba Rd on left hand side that connects with Holdsworth Street. The increase in traffic volumes over the past 10 years plus has been very high and has made crossing Kurraba Rd a nightmare. A pedestrian accident is very likely with these unsafe conditions. Please help to alleviate the problem urgently.</p>  |                 |  |       |          |        |             |         |
| Ped.7 | General  | 3. Some Footpaths do not have a stroller ramp at street Crossings. My sister-in-law nearly broke her ankle one night at a poorly lit kerb (Council said they would fix it but haven't). If a stroller ramp is not feasible (usually due to gutter drainage) how about painting the kerb to warn pedestrians there is a step?   | PAMP Study      | Prepare Pedestrian Access and Mobility Study for LATM Zone 6 |       | Long     |        | 20/2/18     |         |
| Ped.8 | Military Road near Watson Street, Wycombe Road | <p>5 submissions</p> <p>12B. Military Rd - near Watson pedestrian crossing from Coles - Access to crossing is too narrow at peak hours to cope with number of people; After rain gutter fills further restricting access, creating difficulties for those with strollers or walking frames. Please improve crossing access by widening/removing fencing and fix gutter engineering so water drains.</p> <p>Footpath widths and capacity - why doesn't council require additional Footpaths width (Military Road &amp; Wycombe Road)</p> <p>MILITARY ROAD, CREMORNE, NEUTRAL BAY - SCALE OF FOOTPATHS CAN BE BETTER</p> <p>Tramway Park, Military Rd, Neutral Bay - the most stupid walking path along Tramway Park Military Rd.</p> <p>I would like to know when any bike is coming up behind me. I can hear skateboards and at least know they are there. To have what feels like an aggressive rider skim past is a threat.</p> <p>Tramway Park, Military Rd, Neutral Bay - the most stupid walking path along</p> | PAMP Study      | Prepare Pedestrian Access and Mobility Study for LATM Zone 6 |       | Short    |        | 20/2/18     |         |

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|        |  | Tramway Park Military Rd. So busy. Boulders to bark the legs. Tambre impossible fro trolleys etc. Though is lovely atmosphere in park most enjoyed.<br>Neutral Bay generally - a walker - generally older must compete for space and ramp access with prams especially at limited time to cross at lights.<br>Narrow ramp access at Crossings.   |                 |  |       |          |        |             |         |
| Ped.9  | Rangers Avenue at Spofforth Street           | Rangers Ave/Spofforth St - Very hard to cross the road at this intersection (dog leg)<br><br>Spofforth Street - excessive speed & Pedestrian crossing Due to the natural slope of this street vehicles exceed 50kmh all the time. A pedestrian refuge or crossing is needed between Spencer & Cabramatta Road. This section is heavily used by pedestrians crossing the road to get to Cremorne Post Office and Cremorne Vet Hospital as well as the Cremorne Town Centre. In peak hours the volume of traffic on Spofforth makes it extremely difficult for pedestrians to cross - on a dark, rainy night the situation is even more perilous. A pedestrian crossing will also require good lighting. | PAMP Study      | Prepare Pedestrian Access and Mobility Study for LATM Zone 6 |       | Short    |        | 20/2/18     |         |
| Ped.10 | Watson Street                                | Watson St, Neutral Bay - Paths in Watsons Rd, very unsafe, ups and downs in very busy area for pedestrians   | PAMP Study      | Prepare Pedestrian Access and Mobility Study for LATM Zone 6 |       | Short    |        | 20/2/18     |         |
| Ped.11 | Wycombe Road from Kurraba Road to Yeo Street | 2 submissions<br><br>Neutral Bay crn Wycombe Rd & Anderson St - The footpath is not pram or wheelchair accessible (no ramps). It makes it very hard to get a pram back on the footpath after crossing the road.<br><br>Wycombe Road, Neutral Bay - No safe crossing points between Kurraba Rad and Yeo St due to short sight lines and cars travelling north up Kurraba Rad rarely indicate when turning right on to Harriet St.   | PAMP Study      | Prepare Pedestrian Access and Mobility Study for LATM Zone 6 |       | Short    |        | 20/2/18     |         |
| P.13   | Harrison Street near Northside               | Harrison Street is a relatively narrow roadway. Delivery and other drivers to Northside Clinic, I particularly note what seems to be a large truck delivering laundered linen, simply pull up and double-park. This practice blocks one side of the road and depending on type and size of adjacent parked cars makes it   | Parking         | Install on-street loading zone near Northside                |       | Short    |        | 20/2/18     |         |

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|      | Cremorne Clinic | difficult for drivers to edge past that truck.<br>Perhaps the Northside Clinic needs to allocate more parking space onsite for visitors and perhaps there needs to be a loading zone for truck deliveries in front of the clinic. |                 | Cremorne Clinic, subject to occupancy/ demand investigations .  |  |          |         |             |         |
| RS.1 | All areas       | All - Lack of Vulnerable Road user law A/O Awardness in 95% of car drivers.   | Road Safety     | Develop road safety campagins to improve drivers awareness of vulerable road users  |  | Long     | Ongoing | 20/2/18     |         |
| RS.2 | Milson Road     | 2 submissions (duplicate)<br><br>Milson Rd - People regularly use the road instead of the footpath. They think the area between parked cars and the solid white line is a walkway. It is dangerous and hazardous for drivers      | Road Safety     | Continue pedestrian road safety campaigns- eg. "Distracted" campaign targeting mobile phone users; rollout of "Look" stencils on kerb ramps at intersections. |  | Long     | Ongoing | 20/2/18     |         |
| RS.3 | Milson Road     | Milson Rd - too many cyclists ignoring traffic rules.   | Road Safety     | Conduct behaviour change campaigns to inform cyclists of road rules and etiquette, particularly with respect to riding on                                     | It is noted that many cyclists choose to ride on the footpath due to a lack of safer alternatives. Whilst Council does not condone this behaviour, it is important that appropriate and safe cycling | Long     | Ongoing | 20/2/18     |         |

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|     |                           |   |                 | <p>footpaths and crossing at intersections.</p> <p>Council also runs annual Ride to Work Day and monthly events in Burton Street to promote cycling initiatives.</p>                                       | <p>infrastructure is implemented to address the root of the problem and accommodate the current cycling demand as well as encourage more members of the community to participate.</p> |          |        |             |         |
| S.1 | Neutral Bay Pre-school    | Cnr Shellcove Rd and Wycombe Rd - Dangerous parking situation collecting/depositing children at church's preschool. Install parking signs.  | School TMP      | Work with Neutral Bay Pre-School to 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. |   | Short    |        | 20/2/18     |         |
| S.2 | Neutral Bay Public School | <p>9 submissions</p> <p>Neutral Bay - Traffic issues around Neutral Bay Public School. AM and PM pickup</p> <p>Recommend an overall review of traffic around Neutral Bay Public School- not just for school but residents caught in school time traffic. Whole area would benefit from strategic review</p> | School TMP      | Work with Neutral Bay Public School to develop a Green Travel Plan including Traffic Management Plan to  |   | Short    |        | 20/2/18     |         |

| ID  | Location                      | Description of Request or Issue  | Action Category | Action  | Notes | Priority | Status | Last Update | Program |
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|     |                               | <p>Drop off traffic</p> <p>Around Neutral Bay P/School at school hours, parents double park to pick up kids - this is dangerous and should be addressed</p> <p>Pick-up/drop-off causes congestion along Yeo Street and buses cannot turn right into Yeo, there is no room for buses to travel along Yeo</p> <p>Bydown St, Neutral Bay - parents picking up/dropping off children</p> <p>Bydown St Neutral Bay - Double parking during school drop off &amp; pick up times</p> <p>Public school area is chaotic, cars dropping off kids get in way of buses.</p> <p>Neutral Bay (Kurraba Rd to Kirribilli) and city - traffic Congestion - parents driving kids to school.</p>  |                 | reduce trips by private vehicle and minimise traffic and parking impacts associated with vehicle use.   |       |          |        |             |         |
| S.3 | SCEGGS Redlands Junior Campus | <p>15 submissions</p> <p>Rangers Road heading east toward Spofforth St - Morning traffic Congestion caused by School drop off. It is sometimes slow, and at times it is dangerous, because people are impatient to turn in or out of Allister St.</p> <p>School traffic - Redlands</p> <p>As you would be aware the Redlands pick and drop zone takes place on Alistair Street off Rangers Road daily with set down with cars moving to Spofforth street in a loop. Whilst this causes exhaustive delays and congestion, the traffic situation has reached epic proportions along both directions of Rangers Road both North and South bound.</p> <p>Whist as a resident I am concerned about the future traffic management and increased congestion in the years to come, my concerns are even more grave for the children that are required to cross this dangerously busy street each day. The two crossings are the traffic lights at the top of Rangers and Murdoch and the precarious traffic island at Spofforth Street and Rangers road which has been t-boned on multiple occasions from speeding drivers. There is not a safe crossing for school community or residents within the close perimeter.</p> <p>Some major questions we as residents would like answered are;<br/>Is there a traffic management plan in place for the area that the school is responsible for implementing and assisting in adhering to?</p> | School TMP      | Work with Redlands School to 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. |       | Short    |        | 20/2/18     |         |



| ID | Location | Description of Request or Issue   | Action Category | Action | Notes | Priority | Status | Last Update | Program |
|----|----------|---|-----------------|--------|-------|----------|--------|-------------|---------|
|    |          | <p>Is there any information that you can share with me that outlines what the schools conditions are in terms traffic safety and safe parking?<br/>                     Are there any future strategic plans at play to discuss student growth numbers and how this will impact the area?<br/>                     Are there any future plans to create a safe crossing for safe passage across Rangers road to the school?</p> <p>Car parking - School/parents/teachers<br/>                     Parking availability for teachers and parents is obviously limited which means that parents collect children whilst parking in our driveways most days, rendering me and my neighbours unable to exit our driveway. We have resorted to using abandoned witches hats to restrict parking in the area.</p> <p>There is 2 hour parking on Alistair street and also restricted parking via the school on Rangers Rd but not along the whole street which we can't understand. Staff and workers park here for the day congesting the streets and often across our drives.</p> <p>We have raised this with the school in the past however the school cannot prevent all parents brazenly parking in vacant driveways. Therefore we would like to see the traffic management plan/conditions that the school is required to adhere to and communicate with parents/teachers.</p> <p>Rangers Rd between Murdoch &amp; Spofforth Streets - Traffic especially PM when this section of road is at a standstill because of parent pick-ups from SCEGGS. Traffic is forced onto wrong side of road in order to go around double parked parental cars.</p> <p>Spofforth St, Rangers Rd (North Sydney &amp; Mosman Council area) - Traffic Congestion - morning peak &amp; school time.</p> <p>Rangers Rd/Spofforth St Cremorne - Morning peak hour traffic disrupted by Sceggs Redlands drop off traffic.</p> <p>Rangers Road heading east toward Spofforth St - Morning traffic Congestion caused by School drop off. It is sometimes slow, and at times it is dangerous, because people are impatient to turn in or out of Allister St.</p> <p>Busy street, fire station, school, church. School traffic - Sceggs, Redlands. Can take 35 minutes to get from home to school. Parents line up along street to collect students and block off streets (Redlands and Murdoch)</p> |                 |        |       |          |        |             |         |

| ID   | Location                               | Description of Request or Issue  | Action Category | Action                  | Notes | Priority | Status | Last Update | Program |
|------|--|--|-----------------|-------------------------|-------|----------|--------|-------------|---------|
|      |  | <p>Cremorne - SCEGGS Junior School Rangers Rd - Just a big bottleneck during school drop offs.</p> <p>School bus for Redlands children to stop parents driving cars to pick them up.</p> <p>Allister St - school traffic 7.30am to 8.30am it can take 15-30 mins to get out of my street (Cranbrook Ave)</p> <p>Congestion around school in Murdoch, Rangers Rd.</p> <p>Murdoch Road - Traffic Congestion, Morning/ Afternoon school Dropoffs</p> <p>Outside Redlands - Drop-off zone/pick-up causes congestion and processes road safety issues</p> <p>SPOFFORTH ST - SCHOOL ACCESS</p> <p>Road safety issues, congestion around school. Congestion due to pick up drop off<br/>Getting denser = more traffic</p> |                 |                         |       |          |        |             |         |
| SL.1 | Alfred St at High Street               | Alfred st-> high st roundabout towards Clark Rd - Pedestrian crossing is not safe, especially in low light crossing should be lit up. Reflectors on glow strips  | Street Lighting | Upgrade street lighting |       | Short    |        | 20/2/18     |         |
| SL.2 | Ben Boyd Road, south of BWS (Aubin St) | Ben Boyd Rd, South of WBS - lighting in this area bad.   | Street Lighting | Upgrade street lighting |       | Medium   |        | 20/2/18     |         |
| SL.3 | Ben Boyd Road, near Hardie Street      | <p>3 submissions</p> <p>17. Ben Boyd Rd, near Hardie, pedestrian crossing lighting - Residents describe many near misses on this crossing, which is shaded by trees. Please improve lighting/visibility or install traffic calming either side of crossing.</p> <p>Neutral Bay - No street lighting at pedestrian Crossings on Ben Boyd Rd.</p> <p>No street lighting at pedestrian crossing on Ben Boyd Rd (near Neutral Bay Primary School)</p>  | Street Lighting | Upgrade street lighting |       | Short    |        | 20/2/18     |         |
| SL.4 | Clark Road, at Kurraba Road            | pedestrian lighting very poor  | Street Lighting | Upgrade street lighting |       | Short    |        | 20/2/18     |         |
| SL.5 | Cremorne Point                         | Cremorne Point - poor lighting,  | Street Lighting | Upgrade street lighting |       | Long     |        | 20/2/18     |         |

| ID    | Location                            | Description of Request or Issue  | Action Category | Action                                  | Notes   | Priority | Status         | Last Update | Program |
|-------|-------------------------------------|--|-----------------|---|---|----------|----------------|-------------|---------|
| SL.6  | Kurraba Rd at Anderson Park         | <p>4 Submissions</p> <p>Poor footpath lighting: Main footpath connecting the area to public transport in Milsons Point and North Sydney has very poor lighting. The footpath leads from Kurraba Rd down to Anderson Park and includes numerous stairs. The inadequate lighting makes it</p> <p>Anderson park - pathway and stairs connecting clark rd to Kurraba Rd - insufficient lighting when walking stairway and path in dark</p> <p>Anderson Park, Neutral Bay/North Sydney - walking home at night, park is unlit/poorly lit and dangerous. Morning runs also an issue there.</p> <p>Footway around Park at Kurraba Road can be very spooky in the evening. If walking home from the city in the evening this Routes does not feel particularly safe - although it has been improved with more lighting. More well lit walking Routes would be great.</p> | Street Lighting | Upgrade street lighting                 |   | Short    |                | 20/2/18     |         |
| SL.7  | Military Road, at Warringah Freeway | Congestion, badly designed, lighting poor, needs overhaul, can't cross over as pedestrian (too many lights very dangerous)   | Street Lighting | Upgrade street lighting                 |   | Short    |                | 20/2/18     |         |
| SL.8  | Milson Road, at the lower end       | 1. Confirming a point previously made: the urgent need for a well-lit pedestrian crossing at the lower end of Milson Road, near the ferry. Many locals and visitors use the path around Cremorne Pt Reserve, and the crossing point is dangerous. My wife saw a near incident recently and there have been other occasions when vehicles must have braked suddenly to avoid an accident. I have attached a photo of tyre marks from one of those occasions (April 2014).   | Street Lighting | Upgrade street lighting                 |   | Short    |                | 20/2/18     |         |
| SL.9  | Old Cremorne Wharf                  | <p>2 submissions</p> <p>PATHWAY FROM OLD CREMORNE WHARF - NEED MORE LIGHTING</p> <p>Pathway from Old Cremorne Wharf - Needs more lighting</p>  | Street Lighting | Upgrade street lighting                 |   | Short    |                | 20/2/18     |         |
| SL.10 | Rangers Road at Yeo Street          | Corner of Yeo St and Rangers Rd at Neutral Bay Junction - Inadequate lighting of pedestrian crossing at night.   | Street Lighting | Upgrade street lighting                 |   | Short    |                | 20/2/18     |         |
| SL.11 | Yeo Street at Bydown Street         | <p>2 submissions</p> <p>Crossing of Yeo St where school street often light goes out-cars don't tend to stop</p>  | Street Lighting | No Action Required - intermittent issue | Report lighting faults to Ausgrid <a href="https://www.ausgrid.com.au/In-your-community/Report-a-">https://www.ausgrid.com.au/In-your-community/Report-a-</a> | Short    | Not to proceed | 20/2/18     |         |

LATM Action Plan Zone 6

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| <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 |
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|       |  | Neutral Bay - Yeo St - pedestrian crossing needs solar lamp so it never goes out as it is a high traffic area for children.   |                                     |  | problem/Streetlights                                 |          |        |             |         |
| SL.12 | Ben Boyd Road Cheal Lane to Yeo Street                           | Request to improve street lighting  | Street Lighting                     | Upgrade street lighting                                  |  | Medium   |        | 20/2/18     |         |
| SL.13 | Holt Avenue, entire length                                       | Harrison Precinct:<br>Poor lighting in Spencer Road, Holt Ave and surrounding streets   | Street Lighting                     | Upgrade street lighting                                  |  | Medium   |        | 21/3/18     |         |
| SL.14 | Spencer Road, entire length                                      | Harrison Precinct:<br>Poor lightin in Spencer Road, Holt Ave and surrounding streets  | Street Lighting                     | Upgrade street lighting                                  |  | Medium   |        | 21/3/18     |         |
| SL.15 | Winter Avenue, entire length                                     | Request from resident of Winter Avenue to upgrade street lighting   | Street Lighting                     | Upgrade street lighting                                  |  | Medium   |        | 7/8/18      |         |
| SL.16 | Bydown Street at Neutral Bay Public School                       | Request to upgrade pedestrian crossing lighting   | Street Lighting                     | Upgrade street lighting                                  | additional lights need at school crossing            | Medium   |        | 7/8/18      |         |
| SL.17 | Laycock Street at Military Road                                  | Request to upgrade lighting in Cheal Park   | Street Lighting                     | Upgrade street lighting                                  | As per resident's request - Document set Id 7389484. | Medium   |        | 8/11/18     |         |
| SL.18 | Military Road between Rangers Road and Wycombe Road - city bound | Request to upgrade lighting near city bound bus stop  | Street Lighting                     | Upgrade street lighting                                  | As per resident's request - Document set Id 7526950. | Short    |        | 8/11/18     |         |
| T.1   | Alfred Street at Whaling Road                                    | 4 submissions<br><br>WHALING RD AND ALFRED ST INTERSECTION - DANGEROUS, BOTH EXITING WHALING RD AND ENTERING FROM ALFRED ST, DUE TO cars ILLEGALLY USING LEFT HAND TURN LANE DUE TO HEAVY TRAFFIC, SEVERAL NEAR MISSES! ALSO BIKES USE THIS LEFT TURN LANE AND VERY HARD TO SEE WHEN CARDS BLOCKING VISION<br><br>10. Intersection of Alfred St and Whaling Rd - Poorly signed intersection. Regularly gridlocked as a result.<br><br>6. Stop sign near bottom of Alfred Street North (at intersection with freeway off ramp) - Very few motorists stop at the Stop Sign - change to Give Way sign? | Traffic Facilities & Investigations | Redesign intersection to improve traffic flow and safety |  | Long     |        | 20/2/18     |         |

| ID  | Location   | Description of Request or Issue  | Action Category                     | Action                                 | Notes   | Priority | Status         | Last Update | Program                  |
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|     |  | "Whaling Rd/Alfred St North - Peak hour is difficult to exit area from Whaling Rd into Alfred St North - only entry/exit by car to residence."   |                                     |  |   |          |                |             |                          |
| T.2 | Alfred Street North, near the new "cut out" in the safety barrier at 433 Alfred Street | Request to install kerb blister for pedestrians  | Traffic Facilities & Investigations | Install kerb blister                   |   | Short    |                | 20/2/18     |                          |
| T.3 | Alfred Street, Winter Avenue to Ridge Street overpass (433 Alfred)                     | Request to install traffic calming/speed cushions  | Traffic Facilities & Investigations | Install traffic calming                | Proposed raised pedestrian crossing planned for 2019/20 | Short    | In planning    | 5/9/19      | Active Transport 2019/20 |
| T.4 | Aubin Street at Ben Boyd Road  | 4 submissions<br><br>"Main difficulty is the intersection of Aubin Street and Ben Boyd. When moving East along Aubin Street the view at the intersection is often very restricted by vehicles parked illegally, generally short term as customers of Vintage Cellars.<br><br>It would greatly assist vision if concrete inserts were installed preventing parking on NW and SW corners of the intersection."<br><br>Ben Boyd Rd - Often difficult to turn right onto Ben Boyd from Aubin St due to speed of cars on Ben Boyd Rd<br><br>Install Kerb blister at the existing traffic island with a gap in the middle<br><br>Concrete islands to accommodate motorbike parking | Traffic Facilities & Investigations | Install kerb build outs                |   | Medium   |                | 20/2/18     |                          |
| T.5 | Aubin Street at Spurson Street   | Stops signs required on corner Spurson St and Aubin St   | Traffic Facilities & Investigations | Install STOP signs                     |   | Short    |                | 20/2/18     |                          |
| T.6 | Aubin Street between Ben Boyd Road and Spurson Street                                  | Calming traffic lower Ben Boyd Rd - traffic congestion Aubin Street between Ben Boyd Rd and Spurson Street   | Traffic Facilities & Investigations | Install traffic calming scheme         |   | Medium   |                | 20/2/18     |                          |
| T.7 | Bannerman Street from Shellcove  | 25 submissions<br><br>Bannerman/Murdock roundabout - pedestrian hazards.   | Traffic Facilities & Investigations | Install traffic calming and pedestrian | Active Transport upgrades completed in                  | Medium   | Implementation | 5/9/19      | 2019/20                  |

| ID | Location               | Description of Request or Issue   | Action Category | Action   | Notes  | Priority | Status | Last Update | Program |
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|    | Road to Murdoch Street | <p>Crossing Bannerman st/Murdoch st - no crossing there, so kids cant walk to school, put a crossing there</p> <p>No problems - ferry, bus and train are within reasonable walking distance from residence but when walking crossing Bannerman St at Shellcove would be greatly enhanced with pedestrian crossing.</p> <p>Bannerman St - no safe place to cross - cars regularly speed along this street. Consider pedestrian crossing</p> <p>Bannerman St, Cremorne - No safe place to cross street. Consider pedestrian crossing near roundabout so student can cross to walk to school.</p> <p>"Bannerman St, Cremorne - Crossing the road through Speeding traffic. Lack of vision due to parked boats or storage units"</p> <p>"Bannerman and Murdoch st, Cremorne - roundabout Congestion, hard to access Murdoch from Cremorne Point Side."</p> <p>MURDOCH ST CREMORNE - DANGEROUS AND EXCESSIVE SPEED THOUGH BANNERMAN ROUNDABOUT DOWN MURDOCH ST.</p> <p>Murdoch and Bannerman - when walking traffic does not give way at roundabout</p> <p>2. Bannerman Street/Murdoch Street roundabout - pedestrian hazards</p> <p>"Reference to roundabout at Murdoch and Bannerman Streets - I enclose my letter to Jillian Skinner MP dated September 2014 and her response dated October 2014. The response from Ms Skinner did not address the dangerousness or the solution mentioned in my letter to her - this is particularly disappointing. I understand the State Government has various initiatives to ensure school children can walk to and from school in safety. These appear to have been ignored by Ms Skinner... You will note that Ms Skinner referred the issue to the North Sydney Traffic Committee who advised that ""at roundabouts pedestrians must give way to vehicles on the road and must cross when it is safe to do so"". Why is it that the Traffic Committee, like Ms Skinner, did not address the dangerousness or my solution mentioned in my letter? Can Council please explain why if the State Government ignores the safety of pedestrians at roundabouts that it is</p> |                 | refuge/crossing as part of Active Transport Upgrades Project | <p>2017/18.</p> <p>Additional traffic calming by way of speed cushions and raised pedestrian crossing have been considered and planned for construction 2019/20.</p> |          |        |             |         |

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|    |          | <p>deemed a Council issue? Given the pedestrian issues in inner city suburbs, why would Council have roundabouts at all?</p> <p>Conversations were held with WA and AL (both of whom have resigned from Council). I recall that WA mentioned that a Pedestrian Traffic Flow was being undertaken - no information from Council has been provided . Did the Traffic Flow occur? If yes., what are the results? It is true that a pedestrian crossing cannot be installed if there is insufficient usage by pedestrians? If this is true, how is the issue to be fixed? The State Government says pedestrians have not rights at roundabouts and Council is indicating that a crossing cannot be installed unless pedestrian flow is sufficient. WA advised that I should attend a meeting of the local Precinct. This I did. The issues with the Murdoch and Bannerman Street roundabout were to my knowledge minuted by the Precinct on several occasions. It was left to me and a fellow resident to arrange a meeting of Council representatives at the roundabout. My recollection is that was requested but has not occurred. Is it possible to have a meeting with Council representatives at the roundabout? "</p> <p>Bannerman St - no safe place to cross - cars regularly speed along this street. Consider speed humps.</p> <p>Bannerman- peak periods, rat run.</p> <p>"Bannerman St, Cremorne - Speeding along Bannerman outside peak hrs. Consider adding speed hump."</p> <p>"Bannerman St - cars travel way too fast"</p> <p>BANNERMAN ST - TRAFFIC ACCELERATES DOWN STREET MAKING GARAGE ACCESS DIFFICULT</p> <p>Bannerman St, Neutral Bay - The level of Speeding is significant. The council's review of Speeding was conducted during roadworks so grossly underestimated.</p> <p>Rat Run</p> <p>"Wycombe rd, shellcove rd, burroway st and bannerman st - pedestrian Safety is a huge issue. there is no traffic calming on these streets and traffic drives over the speed limit regularly."</p> <p>1. Bannerman/Shellcove/Burroway Street. Wycombe - hazardous rat run</p> |                 |        |       |          |        |             |         |

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|      |   | <p>"THESE STREETS HAVE BECOME RAT RUNS OFF BANNARMAN ST MAIN ROUTE, TOO MUCH TRAFFIC IS BURROWAY AND SHELLCOVE AS A RESULT. A SIGNIFICANT NUMBER OF cars SPEED AT 80KPH OR MORE UP THESE STREETS."</p> <p>2. Increased amount of traffic in Burroway Street and Shellcove street North. It appears that this route has become a rat run, between 7 am and 9.30am and 5.30pm and 7.30pm on weekdays. This is particularly evident when the main adjoining road, Bannerman Street, is congested. Many cars are racing up the hill in both streets at speeds well beyond 50 km/h. this represents a safety issue, especially for young children and parents using the day car centre at St Augustine's Church.</p> <p>Request for traffic calming</p> <p>Modifications to the islands in association with the roundabout, to improve pedestrian access</p> |                                     |   |   |                |                |             |         |
| T.8  | Ben Boyd Road entire length                         | <p>4 submissions</p> <p>"Ben Boyd Rd - Speeding in my street"</p> <p>Neutral Bay - police traffic control needed, as too many Speeding, possibly drink drivers, along Ben Boyd Rd, between Military Rd and Kurraba Rd, dangerous to pedestrians.</p> <p>HEAVY GOODS VEHICLES DRIVING THROUGH LATE AT NIGHT.</p> <p>Speeding</p>   | Traffic Facilities & Investigations | Install traffic calming scheme                                  | See also T.119  | Medium         |                | 20/2/18     |         |
| T.9  | Ben Boyd Road at Yeo Street                         | Ben Boyd and Yeo - no room for buses to turn right into Yeo.  | Traffic Facilities & Investigations | Redesign intersection to improve traffic flow                   | Relocate existing STOP lines with new traffic signal plan | Not to proceed | Not to proceed | 20/2/18     |         |
| T.10 | Ben Boyd Road from Hardie Street to Phillips Street | <p>11 submissions</p> <p>Needs to be a mirror, can't see what is coming up the hill</p> <p>PHILLIPS ST AND BEN BOYD RD - cars PARK ILLEGALLY TOO CLOSE TO INTERSECTION WITH BEN BOYD. PLUS ITS HARD TO SEE cars IN BEN BOYD WHILE DRIVING OUT OF PHILLIPS ST</p> <p>Ben Boyd Rd - Often difficult to turn right onto Ben Boyd from Phillips St due</p>  | Traffic Facilities & Investigations | Intersection upgrade with landscaped kerb buildouts is underway | COMPLETED 2017  | Short          | Completed      | 24/8/18     |         |



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|      |                                   | <p>to speed of cars on Ben Boyd Rd"</p> <p>16. Entire Ben Boyd Rd - Traffic calming required to reduce speeding, especially Hardie to Phillip. More important than recently proposed beautification works."</p> <p>PHILLIPS ST (TURNING RIGHT) - cars PARKED IN BEN BOYD MAKE VISIBILITY FOR TURNING VERY DANGEROUS</p> <p>"accessing Ben Boyd Rd, turning right from Undercliff St, neutral Bay - if all parking spaces filled on the left, impossible to see if traffic coming up Ben Boyd Rd. A mirror would be useful."</p> <p>The right turn from Undercliff St into Ben Boyd Rd needs a mirror.</p> <p>Needs to be a mirror, can't see what is coming up the hill</p> <p>Phillips St and Ben Boyd Road - Kerb blister on the eastern side at the existing traffic island with a gap in the middle</p> <p>Premier St and Ben Boyd Road - Kerb blister on the eastern side at the existing traffic island with a gap in the middle</p> <p>Ben Boyd Road, Lindsay Street to Undercliff Street - Traffic calming</p> <p>Ben Boyd Road, Yeo Street to Kurraba Road - Traffic calming/ pedestrian facilities - Petition 235 signatures. IN DESIGN PHASE, Not in front of 21-23 or 77 Ben Boyd Road</p> |                                     |   |                                     |          |        |             |         |
| T.11 | Ben Boyd Road, at Aubin Street    | Request to install roundabout  | Traffic Facilities & Investigations | Install roundabout                                    | Cost-benefit ratio does not justify | Long     |        | 20/2/18     |         |
| T.12 | Ben Boyd Road, at Lindsay Street  | Request for raised pedestrian crossing or pedestrian refuge  | Traffic Facilities & Investigations | Install pedestrian crossing, refuge or kerb build-out | May meet the RMS reduced warrant    | Short    |        | 20/2/18     |         |
| T.13 | Ben Boyd Road, at Phillips Street | Raised pedestrian crossing   | Traffic Facilities & Investigations | Install pedestrian crossing, refuge or                | Unlikely to meet the RMS warrant    | Short    |        | 20/2/18     |         |

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| T.14 | Bennett Street                | <p>5 submissions</p> <p>"Bennett St - East End street, not wide enough for two cars to pass"</p> <p>"BENNET ST (EAST END) - STREET NOT WIDE ENOUGH FOR 2 cars TO PASS"</p> <p>Concerns the eastern end of Bennett St which ends at Murdoch Street - Travelling east along Bennett St the road gradually rise up narrowing quite dramatically around residence No.30. There is a small ROAD NARROWS sign on the left, not easily visible. If two cars meet between here and Murdoch St, one driver usually has to give way. Most days there is heavy parking on both sides of this section of road. There is a single car space outside residence No.37, often used, that makes this section of road even more dangerous. IMMEDIATE SHORT TERM REMEDY - No parking outside No. 37 and a much more prominent ROAD NARROWS sign. LONG TERM REMEDY - From residence No.30 to Murdoch St. take the curb on that side, back one metre. It would make a huge difference, and could easily be done.</p> <p>A point (that was not made in the consultation meeting) concerns a dangerous narrow part of Bennett St, between Murdoch and Wycombe. Most of Bennett is wide enough to accommodate parked cars, plus cars travelling in both directions. However the road is much narrower at the Murdoch street end, it is a blind hill, and it would be safer to restrict parking to just one side of the road, in this section of Bennett. I would appreciate if Council can consider this recommendation.</p> <p>At the top of a rise is dangerous blind narrow road in Bennett Street, Cremorne - At the top of a rise on Bennett Street the road narrows, cars park on each side of the road which means that when a car is proceeding east its driver cannot see (a real blind area) if a car is coming up the hill from the west to the east. Locals usually proceed carefully and pull over to give way. On Sunday afternoon (24/4/2016) we were driving from the west to east along Bennett Street when a ute screamed up the hill travelling from east to west. We were lucky to miss being hit. I would support a slow 15 sign on both sides of the rise and no parking on both sides for a short area.</p> | Traffic Facilities & Investigations | <p>kerb build-out</p> <p>Widen carriageway at the bend</p> |       | Medium   |        | 20/2/18     |         |
| T.15 | Bennett Street at Bertha Road | <p>2 submissions</p> <p>"Intersection of Bennett St &amp; Bertha Rd, Cremorne - I have almost been hit in my car by other cars turning into Bennett St from Murdoch St &amp; a car coming</p>  | Traffic Facilities & Investigations | Install kerb buildouts                                     |       | Medium   |        | 20/2/18     |         |

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|      |                                   | <p>out of Bertha Rd turning onto Bennett has almost hit (+ actually did hit my neighbour). There's no stop / give way sign at this intersection, &amp; something desperately is need to clarify who gives way at this busy intersection. I've looked into this with the Council before but the process to get a stop sign looked too difficult - I am time poor!"</p> <p>T section - cannot see oncoming traffic because of buses - should be roundabout</p>   |                                     |   |   |          |        |             |         |
| T.16 | Bennett Street at Burroway Street | Corner Burroway and Bennett - trees up Bennett - from Murdoch block the vision of traffic.   | Traffic Facilities & Investigations | Trim/ prune vegetation at intersection          | <p>No crash history at this intersection to suggest there is a significant issue. Loss of street tree would impact on the amenity of the street, however could be considered if situation worsens.</p> <p>If tree removal is recommended by an arborist in the future then it should be replaced with lower level vegetation.</p> | Medium   |        | 20/2/18     |         |
| T.17 | Bent Street, entire length        | Request for traffic calming  | Traffic Facilities & Investigations | Install traffic calming scheme                  |   | Short    |        | 20/2/18     |         |
| T.18 | Billong Street at Shellcove Road  | <p>3 submissions</p> <p>Cnr Bilong St &amp; Shellcove Rd - Dangerous corner. People heading south on Shellcove cut the corner. Danger of head on collision. I have raised this with the Council's traffic section several times, but no feedback or action. Several near misses.</p> <p>The corner of Bilong Street and Shellcove Road is dangerous section of road. I have contacted the Transport section of North Sydney Council several times but nothing has been done. there will be a head on collision.</p> <p>Concrete island to stop people "cutting" corner</p> | Traffic Facilities & Investigations | Redesign intersection to improve traffic safety |   | Long     |        | 20/2/18     |         |

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| T.19  | Boyle Street at Iredale Avenue      | Iredale Ave/Boyle St - cars enter and drive the wrong way disregarding the give way signs.<br><br>Re-educate drivers to be aware and give way when they have seen cars at stop sign for some time.   | Traffic Facilities & Investigations | Install Give Way signs and linemarking                 |  | Medium   |        | 20/2/18     |         |
| SL.19 | Bennett Street outside No 21        | Request additional street light on pole MO32835  | Street Lighting                     | Upgrade street lighting                                | Resident requests see docs 7767786 & 7767797 | Medium   |        | 17/6/19     |         |
| T.20  | Burroway Street,                    | 5 submissions<br><br>"Wycombe rd, shellcove rd, burroway st and bannerman st - pedestrian Safety is a huge issue. there is no traffic calming on these streets and traffic drives over the speed limit regularly."<br><br>1. Bannerman/Shellcove/Burroway Street. Wycombe - hazardous rat run<br><br>"THESE STREETS HAVE BECOME RAT RUNS OFF BANNARMAN ST MAIN ROUTE, TOO MUCH TRAFFIC IS BURROWAY AND SHELLCOVE AS A RESULT. A SIGNIFICANT NUMBER OF cars SPEED AT 80KPH OR MORE UP THESE STREETS."<br><br>2. Increased amount of traffic in Burroway Street and Shellcove street North. It appears that this route has become a rat run, between 7 am and 9.30am and 5.30pm and 7.30pm on weekdays. This is particularly evident when the main adjoining road, Bannerman Street, is congested. Many cars are racing up the hill in both streets at speeds well beyond 50 km/h. this represents a safety issue, especially for young children and parents using the day car centre at St Augustine's Church.<br><br>Burroway - peak periods, rat run. | Traffic Facilities & Investigations | Install traffic calming                                |  | Long     |        | 20/2/18     |         |
| T.21  | Bydown Street at Military Road      | Turning right out of Bydown Street (Military Road end) is almost impossible and very dangerous at busy times. The rhs view is obscured by parked vehicles,   | Traffic Facilities & Investigations | Install No Stopping sign to improve visibility         |  | Medium   |        | 20/2/18     |         |
| T.22  | Cabramatta Road at Spofforth Street | 4 submissions<br><br>Spofforth St and Cabramatta Rd intersection - is a dangerous intersection, particularly for cars coming out the Cremorne shopping centre car park and trying to turn right into Spofforth St.   | Traffic Facilities & Investigations | Redesign intersection to improve pedestrian safety and |  | Medium   |        | 20/2/18     |         |

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|      |            | <p>Spofforth St/Cabramatta Rd Junction in Cremorne (near town centre) - needs a roundabout!!</p> <p>Corner Spofforth St and Exit from Cremorne Centre - Many dangerous integration manoeuvres one collision</p> <p>Install roundabout</p> <p>Spofforth/Cabramatta Road intersection This is a very high volume and tricky intersection for vehicles and pedestrians. Pedestrians in particular are currently at high risk of injury at this intersection. This intersection is also transversed by many large vehicles (trucks) making deliveries to Cremorne Town Centre shops. The situation at this intersection when the B-line bus service starts will be 100x worse as vehicles will not be able to exit direct to Military Road. All vehicles entering Cabramatta Road from Spofforth Street will have to make a 3 point turn around to exit back onto Spofforth. This situation is critically dangerous and needs urgent attention.</p> <p>Spofforth Street - excessive speed &amp; Pedestrian crossing Due to the natural slope of this street vehicles exceed 50kmh all the time. A pedestrian refuge or crossing is needed between Spencer &amp; Cabramatta Road. This section is heavily used by pedestrians crossing the road to get to Cremorne Post Office and Cremorne Vet Hospital as well as the Cremorne Town Centre. In peak hours the volume of traffic on Spofforth makes it extremely difficult for pedestrians to cross - on a dark, rainy night the situation is even more perilous. A pedestrian crossing will also require good lighting.</p> |                                     | intersection operation         |       |          |        |             |         |
| T.23 | Clark Road | <p>4 submissions</p> <p>"Lastly it is the rat-run motorists who are causing this problem for residents, and it would be nice to see the residents' concerns put first."</p> <p>"Clark Road - Pedestrian crossing - cars race down the hill &amp; very often don't</p>  | Traffic Facilities & Investigations | Install traffic calming scheme |       | Medium   |        | 19/7/19     |         |

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|      |  | stop for pedestrians (even if you are in the middle of the road)."<br><br>Rat Run<br><br>Speeding   |                                     |   |   |          |        |             |         |
| T.24 | Clark Road at Anderson Park              | 2 submissions<br><br>Kurraba Rd - the crossing into Anderson Park, it use a zig zag crossing and is hard to see the pedestrians on the other side ie not the drivers side.<br><br>NEUTRAL BAY, NORTH SYDNEY - DANGEROUS PEDESTRIAN CROSSING FROM ANDERSON PARK TO CLARKE RD, NOT CLEARLY MARKED   | Traffic Facilities & Investigations | Raise pedestrian crossing   |   | Medium   |        | 20/2/18     |         |
| T.25 | Clark Road shops                         | Request to consider one-way /directional arrows   | Traffic Facilities & Investigations | Review two-way and one-way operations to improve safety and reduce conflicts  |   | Short    |        | 20/2/18     |         |
| T.26 | Clarke Road at Kurraba Road/Rawson Stret | 18 submissions<br><br>Intersection of Kurraba Rd and Clarke Rd, traffic lights needed to make pedestrian crossing safe<br><br>"Clarke Rd, Kurraba Rd/ Rawson St Interchange - we need a roundabout, quite dangerous."<br>"<br><br>Kurraba Rd/Clark Rd Junction, Neutral Bay - very difficult to get onto either road from the shops or coming from Rawson St. Roundabout?<br><br>Safety. eg Intersection of Clark Road, Kurraba Road, Rawson Street is a busy dangerous intersection where right of way is ambiguous to many drivers. A round-about would make this a safer more efficient interscetion<br><br>At the workshop for Zone 6 there was also consensus on the need for a roundabout at the intersection of Clark Road/Rawson Street/Kurraba Road West/Kurraba Road East. It is a nightmare for residents turning from or into Rawson Street and Kurraba Road West, while the rat run traffic all has a clear run. Nobody understands the road rules, and even if they do understand | Traffic Facilities & Investigations | Redesign intersection to improve pedestrian safety and intersection operation | May not be suitable for a roundabout given uneven traffic flows | Medium   |        | 20/2/18     |         |

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|    |          | <p>them they have to break them or there would be an impasse. We have suffered this for 30 years and hope one day common sense will prevail, as there is plenty of space for a roundabout.</p> <p>"Kurraba Rd/Clarke Rd - traffic, parking "</p> <p>1. Kurraba Rd, intersection with Clarke and Rawson St - Dangerous intersection. Roundabout needed? Or other approach?</p> <p>"Many suggestions were made at the (zone 6) workshop, and most people were in agreement about the primary problems in the area. Everyone I spoke with had major issues with the intersection of Clark Road/Kurraba Road/Rawson Street and thought a roundabout was the solution. Those of us who travel through that intersection several times a day see how dangerous it is, and also how few people understand who has right of way. If someone from the council would sit at the bus stop, or the restaurant, and watch for half an hour they would see what a fiasco it is. I realize that there are many issues with roundabouts, but I think that this intersection may be an exception. The traffic which currently has right of way - coming down Clark Road and making the sharp right hand turn into Kurraba Road - has to slow down considerably to make that turn. That traffic is very heavy, with few breaks. This makes it hard turning or crossing from any of the other three streets. There is a lot less traffic coming from those three (Rawson Street from the north, Kurraba Road from the east and Kurraba Road from the west) so the Clark road traffic would not be affected too much by a roundabout, as they already slow down for the turn. There is a huge area for a roundabout. If the bus stop is an issue I'm sure it could be accommodated by cutting into the grass island in front of the shops."</p> <p>Too many roads coming from different directions can be dangerous.</p> <p>No signage indicating, who has right of way,</p> <p>1. The intersection between Kurraba, Clark Roads and Rawson Street is dangerous for both pedestrians and motorists. It is confusing for motorists to determine who has the right of way, and we have witnessed several near collisions and terrified pedestrians running for their lives!<br/>We suggest a roundabout at this intersection as there is plenty of available space for this without compromising traffic flow or needing to significantly alter the position of pavements, bus stops and other street furniture.</p> |                 |        |       |          |        |             |         |

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|      |                                    | <p>Roundabout needed. 5 roads come into it. Always backed up traffic.</p> <p>Direction of traffic and bus stop at intersection = bottleneck and can't turn easily. Roundabout = solution??</p> <p>Crner Holdsworth St and Kurraba Rd - Dangerous when turning right from Holdsworth St to Kurraba Rd in car.</p> <p>Intersection of Eaton St, Clark Rd and Kurraba Rd - it needs a roundabout. It is dangerous and difficult to negotiate in a car.</p> <p>"KURRABA RD, RAWSON ST, MURDOCH ST, RAT RUN - ROUNDABOUT DONT FLOW BECAUSE UNPATIENT PEOPLE BLOCK THEM."</p> <p>Ruondabout/traffic signals</p> <p>Reduce motorist confusion as to who has right of way</p>   |                                     |   |  |          |           |             |         |
| T.27 | Clarude Avenue at Bertha Road      | Various streets around Claude Avenue and Bertha Rd - cars are parked right up to edge of intersections. This makes visibility impossible and turning dangerous.   | Traffic Facilities & Investigations | Install kerb build outs   |  | Long     |           | 20/2/18     |         |
| T.28 | Claude Avenue                      | Rat Run   | Traffic Facilities & Investigations | Install traffic calming scheme  |  | Long     |           | 20/2/18     |         |
| T.29 | Cranbrook Avenue at Rangers Avenue | <p>Traffic congestion at roundabout</p> <p>I would be very pleased if some consideration could be given to the safety of the pedestrian crossing on Spofforth St near Cranbrook Avenue. Nearly daily I see near misses as traffic approaching the pedestrian crossing appear to not be seeing pedestrians approaching/entering the pedestrian crossing. Approaching pedestrians seem to be un-sighted by other vehicles and trees. Vehicle drivers appear more focused on negotiating the nearby roundabout and are not focused on pedestrians approaching/entering the pedestrian crossing. In addition to a lack of focus on the pedestrian crossing, Speed is often a factor, as is Driver Frustration caused by the regular traffic congestion in this area. Could I suggest a raised pedestrian crossing (that as a form of speed hump also slows traffic and focuses drivers on the pedestrian crossing) is worthy of consideration. I would welcome any other action that could be taken to improve the safety of this pedestrian crossing. This pedestrian crossing gets a lot of use by school children and members of the public who are walking to local schools, bus stops and shops.</p> | Traffic Facilities & Investigations | Redesign intersection to improve pedestrian safety and intersection operation | COMPLETED<br>Upgrade existing zebra crossing to raised crossing OR consider installation of traffic signals. | Medium   | Completed | 22/6/18     |         |



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| T.30 | Cremorne Road                     | 3 submissions<br>Getting denser = more traffic<br>Request for traffic calming/speed humps<br>Request to install speed humps  | Traffic Facilities & Investigations | Install traffic calming scheme                        |  | Medium   |        | 20/2/18     |         |
| T.31 | Cremorne Road at Milson Road      | 2 submissions<br>Should be a zebra crossing. Safety issue. (Naomi's notes: Path around the reserve, blind corners, need a bit of car busy road and corner. Previous skid marks)<br>Near end of Milson Rd, near ferry - needs a zebra crossing uniting the two ends of reserve walk | Traffic Facilities & Investigations | Install pedestrian crossing, refuge or kerb build-out |  | Medium   |        | 20/2/18     |         |
| T.32 | Cremorne Road at Wulworra Avenue  | No Through Road sign removed so cars have to back up everyday especially trucks.   | Traffic Facilities & Investigations | Install No Through Road sign                          |  | Short    |        | 20/2/18     |         |
| T.33 | Darley Street                     | 2 submissions<br>3. Darley St - Rat running to city.<br>Morning peak   | Traffic Facilities & Investigations | Install traffic calming scheme                        |  | Long     |        | 20/2/18     |         |
| T.34 | Eaton Street                      | 2 submissions<br>Avoid areas because too dangerous (issue on Eaton St)<br>Request to install chicanes to slow down traffic   | Traffic Facilities & Investigations | Install traffic calming                               | Priority end is Rawson Street/ Montpelier                          | Medium   |        | 20/2/18     |         |
| T.35 | Florence Lane                     | FLORENCE LANE, CREMORNE - DANGEROUS cars USE AS SHORTCUT AND SPEED THROUGH. NO SIDEWALK, SHARED ROAD SHOULD HAVE SIGN 10KPH  | Traffic Facilities & Investigations | Install 10km/h shared zone with traffic calming       |  | Long     |        | 20/2/18     |         |
| T.36 | Florence Street                   | 2 submissions<br>Florence St, Cremorne - cars and motorbikes always Speeding<br>Install traffic calming  | Traffic Facilities & Investigations | Install traffic calming                               |  | Medium   |        | 20/2/18     |         |
| T.37 | Florence Street at Murdoch Street | 2 submissions<br>MURDOCH ST AND FLORENCE ST - CROSSING PROVIDED  | Traffic Facilities & Investigations | Install pedestrian crossing, refuge or                | Install kerb build out or refuge. Pedestrian and vehicle count was | Medium   |        | 20/2/18     |         |

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|      |  | "CROSSING FLORENCE ST NEAR MURDOCH ST ON FOOT - TRAFFIC SHOULD BE A ZEBRA CROSSING. ALOT OF THIS AREA IS MORE FRIENDLY TO TRAFFIC RATHER THAN PEDESTRIAN."  |                                     | kerb build-out   | undertaken and revealed that the site does not warrant for a pedestrian crossing. |          |           |             |         |
| T.38 | Harriette St, at rear of 56 Shellcove Rd                           | Request to install 40m guardrail along the bend at rear of 56 Harriette Street to improve safety  | Traffic Facilities & Investigations | Install guardrail  |   | Medium   |           | 20/2/18     |         |
| T.39 | Harriette Street at Wycombe Road                                   | 6 submissions<br><br>Corner of Harriette St and Wycombe Rd becomes dangerous speed zone - speed bump please.<br><br>traffic-calming measures<br><br>CORNER WYCOMBE RD AND HARRIETTE ST NEUTRAL BAY - DRIVERS TURNING FROM WYCOMBE TO HARRIETTE NOT USING INDICATORS<br>PREDESTRIAN CROSSING AT THIS LOCATION WOULD BE WELCOMED.<br><br>Wycombe St/Hariette St, Neutral Bay - Walking/Crossing Wycombe st across hariette st is quite dangerous as vehicles do not always indicate. Perhaps a speed bump or flashing lights to slow traffic.<br><br>Rat Run<br><br>Raised threshold similar to near Shellcove Road. North of Harriette Street. To calm traffic travelling along this section of Wycombe Rd | Traffic Facilities & Investigations | Install traffic calming scheme   |   | Medium   |           | 20/2/18     |         |
| T.40 | Harriette Street, Shellcove Road and Bannerman Street intersection | Request to install Pedestrian refuges and kerb ramps to enable safe crossing points for pedestrians.  | Traffic Facilities & Investigations | Install pedestrian refuge on Shellcove Road at the intersection of Bannerman Street. | Completed 2018  | Short    | Completed | 19/7/19     |         |
| T.41 | Hayes Street   | Rat run cars going too fast   | Traffic Facilities & Investigations | Install traffic calming scheme   |   | Medium   |           | 20/2/18     |         |

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| T.42 | High Street at the roundabout            | 3 submissions<br>High St, North Sydney - pedestrian crossing is very unsafe - need flashing lights or under pass.<br>High Street - Crossing, pedestrian Crossings, too many cab are dangerous<br>2. Walking to kirribilli the crossing at the top of high st is dangerous. An overpass is needed. | Traffic Facilities & Investigations | Raise existing marked crossing to improve visibility | RMS manages this part of High Street | Medium   |             | 20/2/18     |         |
| T.43 | High Street, midblock Clark Rd & Freeway | Request for pedestrian refuge on High Street near Pile Place to assist seniors crossing the road.   | Traffic Facilities & Investigations | Install pedestrian refuge                            | Investigation/Design 2019/20         | Short    | In planning | 20/2/18     |         |
| T.44 | Holdsworth Street, entire length         | Request to install 10km/h Shared Zone due to the lack of footpath.  | Traffic Facilities & Investigations | Install shared zone                                  |                                      | Medium   |             | 20/2/18     |         |
| T.45 | Holt Avenue, entire length               | Request to install traffic calming to reduce AM rat running.  | Traffic Facilities & Investigations | Install traffic calming scheme                       |                                      | Medium   |             | 20/2/18     |         |
| T.46 | Kareela Lane                             | Request to install shared zone.   | Traffic Facilities & Investigations | Install shared zone                                  |                                      | Medium   |             | 20/2/18     |         |
| T.47 | Kareela Road and Kareela Lane            | Kareela Rd and Lane - excessive speed   | Traffic Facilities & Investigations | Install traffic calming                              |                                      | Long     |             | 20/2/18     |         |
| T.48 | Kareela Road, at Hodgson Avenue          | Request to install Traffic Island to prevent cars cutting corner.   | Traffic Facilities & Investigations | Install concrete median                              |                                      | Long     |             | 20/2/18     |         |
| T.49 | Kurraba Rd at Holdsworth St              | Crner Holdsworth St and Kurraba Rd - Dangerous when turning right from Holdsworth St to Kurraba Rd in car.  | Traffic Facilities & Investigations | Redesign intersection to improve traffic safety      |                                      | Long     |             | 20/2/18     |         |
| T.50 | Kurraba Road                             | 7 submissions<br>Kurraba Rd - Speeding car<br>"Kurraba Rd - significant increase in traffic seeking to bypass military Rd access to harbour bridge"<br>KURRABA THE BACK WAY - TOO MUCH TRAFFIC DIVERTING  | Traffic Facilities & Investigations | Install traffic calming                              |                                      | Medium   |             | 20/2/18     |         |

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|      |  | Rat Run<br><br>Kurraba Road entire length - Traffic calming<br><br>Speeding<br><br>Kurraba Road, between Alfred Street North & Clark Road - traffic calming  |                                     |   |   |          |             |             |         |
| T.51 | Kurraba Road at Thrupp Street                  | Kurraba pedestrian - no cars stop for pedestrians  | Traffic Facilities & Investigations | Raise pedestrian crossing                               | Design & Construct 2019/20                                      | Short    | In planning | 20/2/18     |         |
| T.52 | Kurraba Road, adjacent to Spruson              | Review pedestiran refuge   | Traffic Facilities & Investigations | Redesign pedestrian refuge                              | Design & Construct 2019/20                                      | Short    | In planning | 20/2/18     |         |
| T.53 | Kurraba Road, at Alfred                        | Request to install Kerb blister to slow vehicles entering Kurraba Road   | Traffic Facilities & Investigations | Install kerb buildouts                                  |   | Medium   |             | 20/2/18     |         |
| T.54 | Kurraba Road, at Billong Street (eastern side) | Request from Kurraba Precinct to install concrete blister, on the eastern side of Kurraba Road at Billong Street to make exiting garage of 142 Kurraba Rd easier and safer.  | Traffic Facilities & Investigations | Install kerb buildouts                                  |   | Medium   |             | 20/2/18     |         |
| T.55 | Laycock Street at Yeo Street                   | LAYCOCK ST AND YEO ST - VERY DANGEROUS, THERE IS NO SAFE PLACE TO CROSS. THERE ARE CHILDREN, COMMUTERS RUNNING   | Traffic Facilities & Investigations | Install pedestrian crossing, refuge or kerb build-out   |   | Medium   |             | 20/2/18     |         |
| T.56 | Lindsay Street and Premier Street              | 2 submissions<br><br>"LINDSAY ST AND PREMIER ST - MANY PEDESTRIANS CROSS PREMIER HERE, cars ARE SQUEEZED BY PARKED VEHICLES ON BOTH SIDES AND THE BEND IN THE ROAD. CHILDREN WALKING TO AND FROM SCHOOL ALWAYS MAKES ME NERVOUS."<br><br>LINDSAY ST - CROSSING, VEHICLES SPEEDING IN BOTH DIRECTIONS | Traffic Facilities & Investigations | Install pedestrian crossing, refuge or kerb build-out   |   | Long     |             | 20/2/18     |         |
| T.57 | Lindsay Street, west of Bydown Street          | Install kerb extensions at the existing pedestrian crossing to improve visibility  | Traffic Facilities & Investigations | Install kerb extensions at existing pedestrian crossing | Existing No Stopping zones do not comply with current standards | Short    |             | 20/2/18     |         |

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| T.58 | Little Alfred Street                                     | 5. Little Alfred St - Heavy vehicles in bottom end of Neutral St. Trucks getting stuck. Sign for light vehicles only.   | Traffic Facilities & Investigations | Install No Truck/Load Limit sign                |   | Long     |        | 20/2/18     |         |
| T.59 | May Lane at Yeo Street                                   | 2 submissions<br><br>MAY LANE ENTERING YEO ST - VERY DIFFICULT VISIBILITY DUE TO PARKED cars. I WISH TO TURN RIGHT BUT NEVER DO SO, ONLY GO LEFT AND U TURN LATER IN YEO ST PAST WYCOMBE<br><br>Kerb blisters to allow vehicles further into intersection with Yeo Street   | Traffic Facilities & Investigations | Install kerb buildouts                          |   | Medium   |        | 20/2/18     |         |
| T.60 | Milson Road past Hodgson Street                          | Milson Road - when traffic passes Hodgson traffic speeds down Milson Road   | Traffic Facilities & Investigations | Install traffic calming                         |   | Long     |        | 20/2/18     |         |
| T.61 | Milson Road/Murdoch Street at Iredale and Hodgson Street | 2 submissions<br><br>2.The difficult and confusing confluence of Murdoch St and Milson with Iredale and Hodgeson might be improved with a small roundabout which might slow traffic and create a safer passage- an area used by cars, bikes and pedestrians<br><br>Murdoch st - turning right into Milson Rd - Dangerous intersection as oncoming cars go too fast around blind corner on Milson Rd | Traffic Facilities & Investigations | Redesign intersection to improve traffic safety |   | Long     |        | 20/2/18     |         |
| T.62 | Montpelier Street  | 2 submissions<br><br>"Montpelier St - fast driver using as a rat run to avoid Ben Boyd Rd."<br><br>Montpelier St - cars & motor bikes Speeding north & south bound down the street. It's dangerous speed bumps are required.  | Traffic Facilities & Investigations | Install traffic calming                         |   | Medium   |        | 20/2/18     |         |
| T.63 | Murdoch Street   | MURDOCH ST, CREMORNE ST - CONCEALED DRIVE WAYS I NEED BETTER VISIBILITY IE MIRRORS ON OTHER SIDE OF ROAD. THIS IS QUITE DANGEROUS AS IT IS.   | Traffic Facilities & Investigations | Install concealed driveway signs and            | Convex mirrors are not recommended for public roads due to image of approaching vehicles being distorted and appearing further away. Adopted practice is not to install convex mirrors on public roads. | Short    |        | 20/2/18     |         |

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| T.64 | Murdoch Street                   | <p>4 submissions</p> <p>"There is no safe way to cross Murdoch Street, between Bannerman Street and the Rangers Road/Harrison Street junction, without using three pedestrian crossings; so of course, most people just cross through traffic.</p> <p>The traffic along this street is heavy, particularly during peak hours and there are always pedestrians using the route.</p> <p>At least one crossing somewhere along this street would improve safety for people walking home with their shopping from Neutral Bay, and probably not disrupt vehicle traffic too much."</p> <p>"MURDOCH AND RANGERS ROAD, CREMORNE - MISSING CROSSING"</p> <p>"Cnr Murdoch St and Rangers Rd - pedestrian crossing/lights required"</p> <p>"Murdoch St - Not enough Crossings"</p> | Traffic Facilities & Investigations | Install pedestrian crossing, refuge or kerb build-out |  | Medium   |                | 20/2/18     |         |
| T.65 | Murdoch Street                   | <p>4 submissions</p> <p>Murdoch Street - This road has become the major thoroughfare for cars avoiding Military Road. The traffic has doubled in the last year. Perhaps try to divert same cars up Wycombe Road or Ben Boyd Road?</p> <p>"LOWER MURDOCH ST - SPEED MUST BE LIMITED CROSSINGS PROVIDED FOR BUS STOPS "</p> <p>"SOUTHERN SECTION OF MURDOCH ST BETWEEN BANNERMAN AND RANGERS RD - HEAVY TRAFFIC, EXTREMELY LOUD FOR RESIDENTS FOR MOST OF THE DAY. SHOULD BE SPEED HUMP AND MORE POLICE AS ALOT OF SPEEDING HERE."</p> <p>Rat Run</p> <p>Resident of 14/45 Murdoch St requested speed hump between the crossing on Redlands and Education Lane. ECM. 7332079</p>  | Traffic Facilities & Investigations | Install traffic calming scheme                        | Speed cushions between Bannerman Street and Florence Street considered and planned for construction 2019/20. | Medium   | Implementation | 20/2/18     |         |
| T.66 | Murdoch Street at Iredale Avenue | access to Milson Rd from northern end of Cremorne Rd, beyond Hodgson and Iredale St - "Stop" or "Giveaway" sign should be placed at this diagonal entry. Possibly there was one that it has been removed.   | Traffic Facilities & Investigations | Install Stop or Giveaway sign                         |  | Short    |                | 20/2/18     |         |

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| T.67 | Murdoch Street at Prior Avenue    | 1.At the corner of Pryor avenue and Murdoch St/Bogata Avenue the GIVE WAY sign is obscured and traffic coming up from Bogata often fails to slow which creates a dangerous situation with cars entering Murdoch St from Pryor Avenue and cars coming up Milson Road into Murdoch Street.  | Traffic Facilities & Investigations | Install additional Give Way sign and repaint the linemarking |       | Short    |        | 20/2/18     |         |
| T.68 | Murdoch Street, at Iredale Avenue | Traffic islands to improve sight distance   | Traffic Facilities & Investigations | Install kerb buildouts                                       |       | Medium   |        | 20/2/18     |         |
| T.69 | Neutral Street                    | 4. Neutral St - Heavy vehicles in bottom end of Neutral St. Trucks getting stuck. Sign for light vehicles only.   | Traffic Facilities & Investigations | Install No Trucks or Load Limit sign                         |       | Long     |        | 20/2/18     |         |
| T.70 | Penshurst Avenue at Wycombe Road  | 2 submissions<br><br>Crner Wycombe Rd and Penshurst Avenue - Very dangerous getting out of Penshurst into Wycombe. Visibility poor - especially if a truck or 4 wheel drive is parked at corner.<br><br>PENSHURST AVE, WYCOMBE RD - ACCESS FROM PENSHURST TO WYCOMBE, DANGEROUS NEED TO PUT IN ISLANDS TO MANAGE TRAFFIC AND RESTRICT PARKING IN WYCOMBE.   | Traffic Facilities & Investigations | Install kerb buildouts                                       |       | Medium   |        | 20/2/18     |         |
| T.71 | Phillips Street                   | Phillip has a speeding problem  | Traffic Facilities & Investigations | Install traffic calming                                      |       | Long     |        | 20/2/18     |         |
| T.72 | Powell Street, at Burroway Street | Threshold entrance treatment  | Traffic Facilities & Investigations | Install threshold treatment                                  |       | Medium   |        | 20/2/18     |         |
| T.73 | Premier Street at Yeo Street      | 3 submissions<br><br>Need a pedestrian crossing here, lots of school kids at Premier St. Also when driving it's hard to see when night turning right out of Premier St<br><br>PREMIER ST ONTO YEO - THERE IS A BLIND CREST ON YEO ST AND MANY CHILDREN WALK THIS ROUTE TO SCHOOL. TRAFFIC CALMING TO MAKE IT SAFE FOR PEDESTRIANS WOULD BE GREAT.<br><br>19. Corner Yeo and Premier - Needs Give Way sign | Traffic Facilities & Investigations | Install pedestrian crossing, refuge or kerb build-out        |       | Medium   |        | 20/2/18     |         |

| ID   | Location                         | Description of Request or Issue  | Action Category                     | Action  | Notes          | Priority | Status    | Last Update | Program                             |
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| T.74 | Rangers Road, entire length      | <p>4 submissions</p> <p>"rangers rd to parks, local shops, beach, schools, etc - traffic is terrible daily mon-sun outside our home. takes time to cross road safely with children. between spofforth and Murdoch st - people speed from Murdoch road to spofforth in excess of 70kph day and night. parents dropping children to school are in danger. residents are in darger due to Speeding and no Crossings in the vicinity. "</p> <p>"Rangers Rd, Cremorne<br/>-Traffic: street has got busier and busier as a rat run"</p> <p>Rat Run</p> <p>Request for Traffic calming</p>  | Traffic Facilities & Investigations | Install traffic calming scheme  |                | Medium   |           | 20/2/18     |                                     |
| T.75 | Rangers Road at Spofforth Street | <p>18 submissions</p> <p>T intersection at Rangers Rd and Spofforth St - difficulty entering intersection and proceeding up Spofforth St.</p> <p>"Stop sign Spofforth St and Rangers Rd - can be very slow and hazardous at some times as no one gives way to those at the at the stop sign.</p> <p>Re-educate drivers to be aware and give way when they have seen cars at stop sign for some time."</p> <p>"Roundabout Rangers Ave and Spofforth St - traffic queues after school and after 5pm work.</p> <p>Spofforth St, Rangers Rd intersection - Dangerous vehicle movement across double unbroken lines into and out of service station in Spofforth St.</p> <p>Spofforth St/Rangers Rd, Cremorne/Mosman - the corner badly needs a roundabout, not a Give Way sign.</p> <p>Spottforth St/Rangers Rd - traffic Congestion at morning and afternoon peak.</p> <p>"Intersection of Rangers Rd &amp; Spofforth St - Although this intersection clearly marks the right of way it can be a tricky turn if travelling on Spofforth towards Military Rd - a roundabout here may help?</p> <p>Thank you for this opportunity."</p> | Traffic Facilities & Investigations | Redesign intersection to improve pedestrian safety and intersection operation | Design 2019/20 | Short    | In design | 28/11/18    | Traffic Facilities 2018/19 (Design) |



| ID | Location | Description of Request or Issue   | Action Category | Action | Notes | Priority | Status | Last Update | Program |
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|    |          | <p>Corner Rangers and Spofforth St, Cremorne/Mosman - The intersection is terrible and dangerous and needs traffic lights ASAP! Before there's an accident.</p> <p>"SPOFFORTH ST AND RANGERS RD, CREMORNE - DANGEROUS NEEDS ROUNDABOUT</p> <p>Rangers Road &amp; Spofforth Street intersection - dangerous corner - needs signals or roundabout as well as pedestrian crossing. Vehicle lost control on 7 Oct and hit parked car.</p> <p>"RANGERS/SPOFFORTH INTERSECTION - EXCEPTIONALLY DANGEROUS INTERSECTION FOR cars AND PEDESTRIANS SOMETIMES IMPOSSIBLE TO TRAVEL NORTH UP SPOFFORTH DUE TO TRAFFIC.</p> <p>"</p> <p>CREMORNE - SPOFFORTH ST, AS YOU NEED TO CROSS RANGERS ROAD, HEADING WEST, MOST OF THE TIME YOU JUST NEED TO PUSH YOUR WAY FORWARD AND GET PEOPLE TO STOP AND GIVE US A TURN</p> <p>Cnr Rangers Rd and Spofforth St - intersection needs a roundabout</p> <p>b) Mosman area - traffic backed up Spofforth St cannot pass around traffic backed up turning right into Rangers Rd. This is due to parked vehicles in front of the shops along Spofforth St (pharmacy and coffee shop area). If a clearway was set up for the first 4 car spots, traffic could pass on the left and continue down Spofforth St.</p> <p>Install a roundabout at the southern junction of Rangers Road and Spofforth Street. This would allow easier and more efficient entry from Spofforth street from the south. Naturally, this would benefit the bus route using that road, as well as private cars. Admittedly there would be a loss of about 4 car parking spaces on the east side of Spofforth Street, but perhaps these could be replaced with angle parking further south in Spofforth Street, on the west side, considering the width of the road.</p> <p>SPOFFORTH ST/ RANGERS RD - CROSSING RANGERS RD ON THE WAY UPHILL ON SPOFFORTH ST, CONTINUES TO BE A NIGHTMARE/HAZARD</p> <p>Rangers rd and Spofforth St T junction - very dangerous, cars often don't indicate intentions- also pedestrian Safety island is terrifying - I wont use it - I use a criss cross method - across Spofforth St (from Rangers) and walk up to</p> |                 |        |       |          |        |             |         |

| ID | Location | Description of Request or Issue  | Action Category | Action | Notes | Priority | Status | Last Update | Program |
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|    |          | <p>pedestrian crossing at roundabout to get back onto western side of Spofforth St - a bit safer to do and necessary</p> <p>Rangers Rd, Cremorne - Crossing traffic: almost impossible to cross the road, some one will be run over.</p> <p>Spofforth &amp; Rangers Road intersection needs redesign and/or improvement with particular attention to safety of pedestrians. Suggest a traffic light or pedestrian crossing. Currently parking signs allow cars to legally park much too close to this intersection which impacts on line-of-sight (currently less than the 10 metre no parking zone).</p> <p>Speeding and Safety - Rangers Road<br/>                     What has become evident over the past years since we have lived here is the increasing amount of drivers taking the back route to the harbour crossing in lieu of the Military Road arterial road. Obviously this is contributing to the ongoing problem of clogged streets and slow commutes, with the addition of the school traffic it is reaching breaking point. In addition to the lack of safe crossing zones to the school, is the issue serious speeding that is taking place down this street day and night (when its not a carpark). My husband and I have personally seen three accidents involving cyclists.</p> <p>The hoons also enjoy the unhindered flat straight with zero concern for the hidden 50 km signs that are adjacent to the Redlands fencing. Whilst the VMS was a thoughtful effort, it certainty does not slow the drivers at any time of day. The only thing to slow them is the few hundred cars that are stopped each morning and night. With the addition of parents and families trying to dart between the parking lot.</p> <p>There is a fair argument to point out that less than 800m away at Rangers Ave, Mosman Council has addressed these speeding drivers with the addition of chicanes and speed humps in their streets. There is also the addition of the pedestrian crossing 300m approx from the intersection by the Spofforth shops.</p> <p>As a mother of 2 navigating a pram each day towards the parks beyond Spofforth street I am concerned that one day we will meet serious harm at the traffic island at Spofforth shops.</p> |                 |        |       |          |        |             |         |

| ID   | Location   | Description of Request or Issue  | Action Category                     | Action  | Notes   | Priority       | Status         | Last Update | Program |
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|      |  | Therefore I would like to raise the following queries;<br><br>Can we request that the Traffic Committee review the situation of the traffic island and dangerous intersection at Spofforth and Rangers Rd? Either assess the need for a pedestrian crossing nearby the school and/or roundabout at this intersection? This would slow drivers at Rangers Rd, allow for safe crossing of young children and prams and also reduce the need to cross at Spofforth Street traffic island yet allowing access to this area without walking to the cross closer to rangers ave.   |                                     |   |   |                |                |             |         |
| T.76 | Rangers Road at Yeo Street                               | Request to improve the existing pedestrian crossing  | Traffic Facilities & Investigations | Install zig zag markings on approach to crossing      |   | Short          |                | 20/2/18     |         |
| T.77 | Rangers Road between Murdoch Street and Spofforth Street | Comments pertaining to traffic flow in the Spofforth Street area during morning peak hour: a) North Sydney area - I) SCEGGS school traffic into Allistair St from Rangers Rd, and ii) Rangers Rd traffic turning right into Murdoch St. Both I) and ii) have traffic blocked up in Rangers Rod and back up to the Rangers Ave roundabout on Spofforth St (and also at times backed up to along Rangers Ave). This could be simply fixed by having two lanes of traffic along Rangers Rd. As it is, parked cars do not allow passing of cars turning into Allistair St or into Murdoch. A clearway in peak times along the full length of Rangers Rd would fix the problem. | Traffic Facilities & Investigations | Install clearway during school peak times             | Install clearway or part-time No Stopping along the southern side of Rangers Road between Murdoch Street and Spofforth Street | Not to proceed | Not to proceed | 20/2/18     |         |
| T.78 | Rawson Street  | 4. Speed along Rawson Street needs to be regulated with traffic calming measures. Motorists and motorcyclists use this street as a rat run. We would estimate the speed of some vehicles to be in excess of 70-80km/h. Furthermore, the noise pollution from vehicles accelerating away from the junction at Anderson Park up the hill of Rawson Street is excessive for a residential area.   | Traffic Facilities & Investigations | Install traffic calming                               |   | Medium         |                | 20/2/18     |         |
| T.79 | Rawson Street near walkway to Nook Avenue                | Safety for pedestrians on Rawson Street using the walkway between Nook Avenue and Rawson Street.   | Traffic Facilities & Investigations | Install pedestrian crossing, refuge or kerb build-out |   | Medium         |                | 20/2/18     |         |
| T.80 | Shellcove Road   | 7 submissions<br><br>"Wycombe rd, shellcove rd, burroway st and bannerman st - pedestrian Safety is a huge issue. there is no traffic calming on these streets and traffic   | Traffic Facilities & Investigations | Install traffic calming                               |   | Medium         |                | 20/2/18     |         |

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|------|--|---|-------------------------------------|---|-------|----------|--------|-------------|---------|
|      |  | <p>drives over the speed limit regularly."</p> <p>1. Bannerman/Shellcove/Burroway Street. Wycombe - hazardous rat run</p> <p>"THESE STREETS HAVE BECOME RAT RUNS OFF BANNARMAN ST MAIN ROUTE, TOO MUCH TRAFFIC IS BURROWAY AND SHELLCOVE AS A RESULT. A SIGNIFICANT NUMBER OF cars SPEED AT 80KPH OR MORE UP THESE STREETS."</p> <p>2. Increased amount of traffic in Burroway Street and Shellcove street North. It appears that this route has become a rat run, between 7 am and 9.30am and 5.30pm and 7.30pm on weekdays. This is particularly evident when the main adjoining road, Bannerman Street, is congested. Many cars are racing up the hill in both streets at speeds well beyond 50 km/h. this represents a safety issue, especially for young children and parents using the day care centre at St Augustine's Church.</p> <p>Shellcove Rd, Neutral Bay - Speed, this is a very short, but wide section of road which is often too tempting for some drivers who wish to test the speed limits of their vehicles.</p> <p>Shellcove - peak periods, rat run.</p> <p>Shellcove Rd - Speeding down Shellcove to Billong. Too much through traffic from Bannerman St. No Parking Available.</p> |                                     |   |       |          |        |             |         |
| T.81 | Shellcove Road near Neutral Bay Pre-School | Shellcove Rd, Neutral Bay - No pedestrian crossing, limited parking, several small children in the pre-school crossing road.  | Traffic Facilities & Investigations | Install pedestrian crossing, refuge or kerb build-out |       | Medium   |        | 20/2/18     |         |
| T.82 | Spencer Road                               | <p>3 submissions</p> <p>Spencer Rd Cremorne - Traffic through to Military Rd we need a speed bump.</p> <p>Spencer Rd between Spofforth St and Military Rd - used as a 'rat-run' to avoid signals at Spofforth and Military</p> <p>Traffic calming to reduce AM rat running</p>  | Traffic Facilities & Investigations | Install traffic calming                               |       | Medium   |        | 20/2/18     |         |

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| T.83 | Spofforth Street   | 8 submissions (1 duplicate)<br><br>Spofforth St, Cremorne - cars and motorbikes always Speeding<br><br>Laneways - need to be more user friendly - speed limits should be imposed.<br><br>Total rat run. No one stops. No safe crossing<br><br>Rat Run<br><br>Spofforth St - Very difficult to cross spofforth st as a pedestrian due to high speed of cars and volume.<br><br>Traffic calming along the entire length | Traffic Facilities & Investigations | Install traffic calming   |   | Medium   |             | 20/2/18     |         |
| T.84 | Spofforth Street at Holt Street                            | 3 submissions<br><br>Request to install roundabout<br>Request to install pedestrian refuge<br>Request to install pedestrian facilities  | Traffic Facilities & Investigations | Redesign intersection to improve pedestrian safety and intersection operation | Would have to be in conjunction with Mosman Council<br><br>Design 2019/20 | Medium   | In design   | 20/2/18     |         |
| T.85 | Spofforth Street near Florence Street                      | 2 submissions<br><br>Install Traffic calming device - MIST<br>Install kerb blister  | Traffic Facilities & Investigations | Install traffic calming scheme  | Design 2019/20  | Short    | In planning | 20/2/18     |         |
| T.86 | Spruson Street between Montpelier Street and Phillips Lane | Bus speeding  | Traffic Facilities & Investigations | Install traffic calming   |   | Medium   |             | 20/2/18     |         |
| T.87 | Warringa Avenue at Wycombe Road                            | Road narrowing  | Traffic Facilities & Investigations | Install kerb buildouts  |   | Medium   |             | 20/2/18     |         |
| T.88 | Warringa Avenue, entire length                             | Request to install 10km/h Shared Zone   | Traffic Facilities & Investigations | Install shared zone   |   | Medium   |             | 20/2/18     |         |
| T.89 | Watson Street  | Watson Lane people drive very fast - many near misses   | Traffic Facilities & Investigations | Install traffic calming   |   | Short    |             | 20/2/18     |         |

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| T.90 | Watson Street at Yeo Street             | THERE SHOULD ALSO BE A PEDESTRIAN CROSSING AT END OF WATSON JUST ONTO YEO ST FOR SAFETY   | Traffic Facilities & Investigations | Install pedestrian crossing, refuge or kerb build-out   |       | Medium         |                | 20/2/18     |         |
| T.91 | Watson Street at Yeo Street             | Should be a roundabout  | Traffic Facilities & Investigations | Redesign intersection operation to improve traffic flow |       | Not to proceed | Not to proceed | 20/2/18     |         |
| T.92 | Winter Avenue                           | Ridge St pedestrian overpass. 50 k zone but people speed down   | Traffic Facilities & Investigations | Install traffic calming                                 |       | Long           |                | 20/2/18     |         |
| T.93 | Winter Avenue, near Bent Street         | Request to install shared zone pavement treatment at entry  | Traffic Facilities & Investigations | Reconstruct shared zone pavement treatment at entry     |       | Medium         |                | 20/2/18     |         |
| T.94 | Wulworra Avenue, adjacent to 7 Wulworra | Request to install new kerb & gutter or guardrail to protect damage to fence.   | Traffic Facilities & Investigations | Install new kerb and gutter or guardrail                |       | Medium         |                | 20/2/18     |         |
| T.95 | Wycombe Lane, at Hayes St               | Concrete islands to prevent vehicles parking on the corner  | Traffic Facilities & Investigations | Install kerb buildouts                                  |       | Medium         |                | 20/2/18     |         |
| T.96 | Wycombe Rd, south of Harrison St        | Traffic island to allow vehicles to nose out into intersection  | Traffic Facilities & Investigations | Install kerb buildouts                                  |       | Short          |                | 20/2/18     |         |
| T.97 | Wycombe Road                            | 6 submissions<br>"Wycombe Rd, Neutral Bay - Speeding cars up Wycombe Rd. We have been complaining for 10 years."<br><br>Speeding<br><br>Rat Run<br><br>Wycombe - peak periods, rat run.<br><br>"Wycombe rd, shellcove rd, burroway st and bannerman st - pedestrian | Traffic Facilities & Investigations | Install traffic calming                                 |       | Medium         |                | 20/2/18     |         |

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|       |                                | Safety is a huge issue. there is no traffic calming on these streets and traffic drives over the speed limit regularly.<br><br>1. Bannerman/Shellcove/Burroway Street. Wycombe - hazardous rat run  |                                     |  |   |          |        |             |         |
| T.98  | Wycombe Road                   | 6 submissions (1 duplicate)<br><br>A pedestrian crossing (raised to force cars to slow down) on Wycombe Road would provide a safe crossing point.<br><br>Would it be possible to put in a crossing midway between Murdoch St and Shellcove Rd (like on Wycombe at Bennett St), which would force traffic to slow to the speed limit. B-double trucks thundering through the suburbs, on roads not constructed to take them.<br><br>Wycombe, Harriette St - crossing - npn-existent, very unsafe for pedestrians.<br><br>Wycombe Rd, Neutral Bay - More Zebra Crossings especially across bus stops just after Harriette street for older people crossing busy road<br><br>Need pedestrian crossing  | Traffic Facilities & Investigations | Install pedestrian crossing, refuge or kerb build-out    | Install pedestrian crossing, refuge or kerb build-out on Wycombe Road between Harriette Street and Shellcove Road | Medium   |        | 20/2/18     |         |
| T.99  | Wycombe Road at Shellcove Road | 5 submissions<br><br>Buses don't have room, there is a concrete strip, buses have to mount and it's dangerous<br><br>Wycombe Rd - parking on western side as corner of Anderson and Shellcove is approached is dangerous.<br><br>Wycombe Rd, Neutral Bay - parking on the way up the hill, just before Shellcove Rd intersection. Cars are allowed to park on left hand side of this bend. Safer if no parking. The bus 225 has to drive up onto the traffic island to get past parked cars. I have been a passenger and in my car behind the bus. It is not safe, an accident waiting to happen.<br><br>Wycombe Rd/Shellcove Rd - one section of curbing should be removed or parking on left removed as bus has to drive on to curb.<br><br>Extend kerb return to prevent vehicles speeding into Shellcove Rd | Traffic Facilities & Investigations | Redesign intersection to improve traffic flow and safety |   | Medium   |        | 5/7/18      |         |
| T.100 | Yeo Street                     | 4 submissions<br><br>"Reduction of ""rat-race"" taffic in yeo st and slower speeds"   | Traffic Facilities & Investigations | Install traffic calming                                  |   | Medium   |        | 20/2/18     |         |

| ID    | Location                      | Description of Request or Issue   | Action Category                     | Action  | Notes   | Priority       | Status         | Last Update | Program |
|-------|-------------------------------|---|-------------------------------------|---|---|----------------|----------------|-------------|---------|
|       |                               | <p>"Yeo St, Neutral Bay - Traffic, this is a major access road for residents, buses, fire station. However it was not built for the volume of traffic."</p> <p>"Yeo st - rat run from congested military causes dangerous traffic flow in residential area."</p> <p>Yeo street is narrow when cars are parked on both sides and still people drive too fast ....</p>  |                                     |   |   |                |                |             |         |
| T.101 | Yeo Street near Ben Boyd Road | <p>2 submissions</p> <p>Concerns a section of Yeo St - Drivers travelling east along Yeo St across Ben Boyd Rd or turning east into Yeo St from Ben Boyd Road have to be extremely careful because of oncoming traffic. This is principally because the four or five parking spaces between Ben Boyd Rd and Bydown St make it dangerous merging with traffic travelling west. They are forced right out of the left lane into the centre. IMMEDIATE REMEDY - No parking between Ben Boyd Road and Bydown St on the Synagogue side, or restrictions as to when you can.</p> <p>9. Corner Ben Boyd and Yeo outside Synagogue - Remove parking to widen access as is very busy and narrow</p>  | Traffic Facilities & Investigations | Adjust centreline marking                       | COMPLETED 2017 Centre line marking has been adjusted to allow safe merging of westbound traffic on Yeo Street | Short          | Completed      | 24/8/18     |         |
| T.102 | Yeo Street                    | <p>7 submissions</p> <p>Yeo St - extremely narrow road/parked cars make this very dangerous.</p> <p>Yeo St - street not wide enough for two cars to pass (near Fire station)</p> <p>"YEO ST (NEAR FIRE STATION) - STREET NOT WIDE ENOUGH FOR 2 cars TO PASS"</p> <p>1) Yeo Street, NEUTRAL BAY: On road parking causes major issues for drivers, buses and pedestrians. The road is NOT wide enough to support bi directional traffic AND parking on both sides. One side should have parking removed completely.</p> <p>3. Corner Watson and Yeo Streets - 1 car space restricts traffic flow at peak hour. Remove/change to no parking during peak hours</p> <p>10 Corner Ben Boyd and Yeo outside Synagogue - Synagogue places barriers with permission but often restrict road.</p> | Traffic Facilities & Investigations | Install clearway or part-time No Stopping signs |   | 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                             |
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|       |   | "Yeo St, Neutral Bay - cars park both sides between Ben Boyd rd and Wycombe Rd, not enough room for traffic let alone bikes."<br><br>Yeo St, Neutral Bay is too narrow and busy - it should be a street in which parking is available on one side only - between Wycombe Rd and Watson st - where there is a school, Fire Station, child care, church and synagogue.   |                                     |  |  |          |                |             |                                     |
| T.103 | Yeo Street at Bydown Street                         | 5 submissions<br><br>5. More zig-zag markings in Yeo Street - Approaching the crossing need more visual signage<br><br>YEO ST - AGAIN cars NOT OBSERVING ZEBRA CROSSING NEAR SCHOOL<br><br>Yeo St, Neutral Bay - Many Vehicles do not stop for pedestrians waiting to cross at the zebra crossing.<br><br>Pedestrian crossing hard to see near Neutral Bay Public<br><br>8. Corner Bydown and Yeo pedestrian crossing - Cars don't stop/see pedestrians - improve lighting , add speed humps | Traffic Facilities & Investigations | Extend zig-zag markings and upgrade lighting               | Completed 2014/15                      | Short    | Completed      | 5/9/19      |                                     |
| T.104 | Yeo Street at Woolworth car park                    | Yeo St, Woolworths car park - Queue of traffic going in and out block the intersection at Wycombe Rd.  | Traffic Facilities & Investigations | Work with Wollworth to develop TMP to improve traffic flow |  | Long     |                | 20/2/18     |                                     |
| T.105 | Yeo Street between Watson street and Premier Street | 2 submissions<br><br>1. Yeo St between Watson and Premier - Safety of children crossing - request pedestrian crossing<br><br>Yeo Street, at Watson Street - Pedestrian crossing  | Traffic Facilities & Investigations | Install pedestrian crossing, refuge or kerb build-out      | Scheduled for construction August 2019 | Medium   | Implementation | 19/7/19     | Traffic Facilities 2018/19          |
| T.106 | Yeo Street, Ben Boyd Road to Bydown Street          | Kerb blister around leaning street tree  | Traffic Facilities & Investigations | Install kerb blister around street trees                   |  | Medium   |                | 20/2/18     |                                     |
| T.107 | Rangers Road at Spofforth Street                    | Existing refuge islandis is too small and does not comply with current standards   | Traffic Facilities & Investigations | Reconstruct existing refuge to bring to current standards  | See also T.75                          | Medium   | In design      | 20/2/18     | Traffic Facilities 2018/19 (Design) |

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| T.108 | Wycombe Lane   | Pedestrians, including children, regularly use the laneway which does not have any formal footpaths.  | Traffic Facilities & Investigations | Implement 10km/h Shared Zone treatment  |  | Long     |             | 20/2/18     |                            |
| T.109 | Rangers Road at Harrison Street                              | <ul style="list-style-type: none"> <li>• Illegal left and right turns contrary to no turn signs from Rangers Road into Harrison Street are increasingly commonplace.</li> <li>• No Turn signs are often vandalised</li> <li>• 'Road rage' events from motorists wishing to make an illegal turn are increasing.</li> <li>• I have been abused by a motorist who expected me to reverse back to allow his entry into the street</li> <li>• Pedestrians do not expect vehicles to make the turn and step into the street without checking for illegal turn makers</li> <li>• A stream of High School and Primary School children cross Harrison at this intersection to and from their schools or busses</li> <li>• Harrison Street is also a published cycle route a conflict between cyclists and an illegal turner would be potentially disastrous</li> <li>• Perhaps the addition of 'No Entry' signs in addition to the existing No Turn signs may be useful.</li> <li>• In the past police used to conduct semiregular compliance monitoring by positioning themselves in Harrison Lane and booking illegal turners. That has not been seen for quite some time</li> <li>• Perhaps the Council might request the resumption of police activity</li> <li>• With the inevitable traffic confusion related to the introduction of the B Line service it seems equally inevitable illegal turns will increase</li> <li>• It would not be satisfactory to remove the turn restriction making Harrison Street a 'rat-run' to avoid Rangers Road/Yeo Street</li> </ul> | Traffic Facilities & Investigations | Undertake survey to determine level of non-compliance and liaise with Police and RMS about possible enforcement options if appropriate. |  | Short    |             | 20/2/18     |                            |
| T.110 | Shellcove Road between Hollowforth Avenue and Billong Street | <p>Allow footpath parking scheme</p> <p>Traffic Committee Resolution 24/11/17:<br/> <i>1. THAT a Shared Zone scheme to formalise footpath parking in Shellcove Road between Hollowforth Avenue and Billong Street be implemented as part of Council's Traffic and Parking Area Scheme (TAPAS) subject to RMS approval. (7.1)</i></p>  | Traffic Facilities & Investigations | Install Shared Zone with footpath parking scheme  | Investigation/Design 2019/20   | Long     | In planning | 20/3/18     |                            |
| T.111 | Spencer Road at Military Road                                | <p>Harrison Precinct:<br/>                     Improve Pedestrian safety at the Intersection of Spencer Road and Holt Ave with Military Road.</p> <p>The intersection with Military Road is wide and impatient motorists frequently try to join the traffic by overtaking cars waiting patiently to turn left. Motorists do not stop and check for pedestrians sufficiently.</p>  | Traffic Facilities & Investigations | Install pedestrian crossing or continuous footpath treatment  | To be considered in conjunction with Cremorne Streetscape upgrades 2019/20 | Medium   | In planning | 5/9/19      | Traffic Facilities 2019/20 |

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| ID    | Location  | Description of Request or Issue   | Action Category                     | Action   | Notes  | Priority | Status      | Last Update | Program                    |
|-------|---|---|-------------------------------------|--|--|----------|-------------|-------------|----------------------------|
| T.112 | Holt Avenue at Military Road  | Harrison Precinct:<br>Improve Pedestrian safety at the Intersection of Spencer Road and Holt Ave with Military Road.<br>The intersection with Military Road is wide and impatient motorists frequently try to join the traffic by overtaking cars waiting patiently to turn left. Motorists do not stop and check for pedestrians sufficiently. | Traffic Facilities & Investigations | Install pedestrian crossing or continuous footpath treatment                               | To be considered in conjunction with Cremorne Streetscape upgrades 2019/20   | Medium   | In planning | 5/9/19      | Traffic Facilities 2019/20 |
| T.113 | Yeo Lane between Yeo Street and Cheal Street                                | Request for shared zone and/or traffic calming due to pedestrian safety issues in laneway adjacent to synagogue   | Traffic Facilities & Investigations | Install Shared Zone OR close Yeo Lane to traffic at Yeo Street                             | Additional road treatments and lighting upgrades are required to meet RMS requirements for Shared Zone. Traffic volumes are very low and road closure may be a more cost-effective solution. | Medium   |             | 8/6/18      |                            |
| T.114 | Bent Street at Yeo Street   | Visibility when turning left out of Yeo Street into Bent Street is difficult to see oncoming traffic due to geometry of the road and vehicles parked along Bent Street to the north.  | Traffic Facilities & Investigations | Realign the intersection with kerb extensions in Bent Street at Yeo Street                 |  | Long     |             | 20/6/18     |                            |
| T.115 | Milson Road south of Cremorne Road near pedestrian ramp to Cremorne Reserve | Pedestrians cross road here to continue through Cremorne Reserve. Visibility on the east side is poor due to curvature of road and retaining wall adjacent.   | Traffic Facilities & Investigations | Create a Shared Zone across this section of road (approx 10m x 7m) with a raised threshold |  | Long     |             | 16/4/19     |                            |
| T.116 | Milson Road south of Cremorne Road near pedestrian ramp to Cremorne Reserve | Pedestrians cross road here to continue through Cremorne Reserve. Visibility on the east side is poor due to curvature of road and retaining wall adjacent.   | Traffic Facilities & Investigations | Kerb-build out on western side of Milson Road  |  | Medium   |             | 16/4/19     |                            |

LATM Action Plan Zone 6

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|---|---|---|
| <a href="#"><u>COMPLETED LATM ACTIONS</u></a> | <a href="#"><u>LATM ACTIONS IN PLANNING</u></a> | <a href="#"><u>ALL LATM ACTIONS</u></a> |
|---|---|---|

| ID    | Location  | Description of Request or Issue   | Action Category                     | Action                         | Notes                                      | Priority | Status      | Last Update | Program |
|-------|---|---|-------------------------------------|--------------------------------|--|----------|-------------|-------------|---------|
| T.117 | Yeo Lane between Yeo Street and Cheal Street          | Request for shared zone and/or traffic calming due to pedestrian safety issues in laneway adjacent to synagogue | Traffic Facilities & Investigations | Install traffic calming scheme |  | Medium   |             | 24/6/19     |         |
| T.118 | Kurraba Road at Holdsworth Street                     | No pedestrian facilities to cross from Holdsworth Street to Anderson Park                                       | Traffic Facilities & Investigations | Install pedestrian refuge      | Design & Construct 2019/20                 | Short    | In planning | 19/7/19     |         |
| T.119 | Ben Boyd Road between Kurraba Road and Premier Street | Speeding and pedestrian safety concerns   | Traffic Facilities & Investigations | Install traffic calming scheme | Traffic Committee 3/5/19<br>Design 2019/20 | Short    | In planning | 19/7/19     |         |