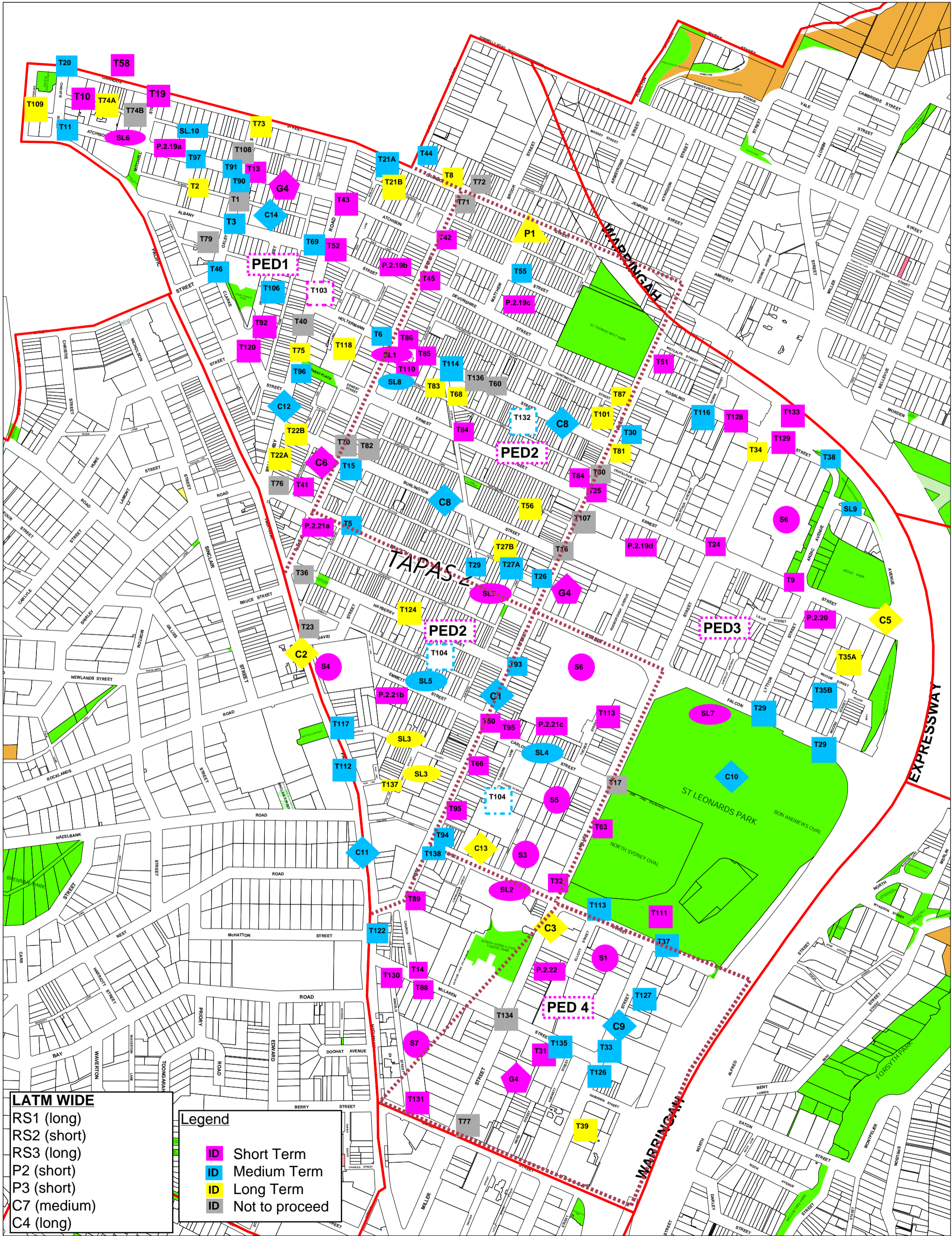


North Sydney Council
Local Area Traffic Management
Action Plan
LATM Zone 2
Crows Nest, North Sydney and St Leonards



September 2019

LATM ZONE 2



LATM WIDE
 RS1 (long)
 RS2 (short)
 RS3 (long)
 P2 (short)
 P3 (short)
 C7 (medium)
 C4 (long)

Legend

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



North Sydney Council

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COMPLETED LATM ACTIONS

ID	Location	Description of Request or Issue	Action Category	Action	Notes	Priority	Status	Last Update	Program
C.5	Ernest Street near Warringah Freeway	Ernest Street & Warringah Espressway Needs crossing point with room for bike to wait Cycling - Inability to connect Merlin Street and Ernest Street shared path	Cycling Strategy	Install separated cycleway along Merlin Street and Ernest Street with signalised crossing on Ernest Street at Merlin Street.		Long	Completed	5/9/19	
C.6	Woolworths/ Alexander Street carpark	More bike parking – where is the street-level bike parking associated with the new Woolworths shopping centre on Falcon and Alexander Street? Perhaps you could undertake an analysis of NCC’s provision of on street car parking versus bike parking in shopping and commercial areas.	Cycling Strategy	Install bike parking rails near Woolworths	Bike rails installed 2016/17	Short	Completed	18/5/18	
C.8	Holtermann Street	Cycle route 4 - query on what the status is of this route. Does it still include Holtermann Street?	Cycling Strategy	Extend cycle route between Willoughby Road and West Street via Burlington Street to connect with future West Street cycleway	Cycle routes will connect to Crows Nest village from West Street via Atchison Street/ Huntington Street (completed) and Burlington Street. These routes have been selected as they connect with the two major supermarkets and provide a south and north link to the village.	Medium	Completed	18/5/18	
C.13	Ridge Street	Cyclists in door zone Ridge St - Fear of opening car door and causing accident with cyclists. 2. The planned upgrading of Ridge Street between Miller & West Streets is likely to have an adverse effect on traffic flow and resultant congestion especially in peak periods throughout the length of Ridge Street, as well as access to and from Ridge Street from Miller, Walker and West Streets. Ridge		Install separated cycleway along Ridge Street	Miller Street/ Ridge Street signals are proposed to be upgraded as part of the cycleway project. Pedestrian red arrow	Long	Completed	18/7/19	

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<u>COMPLETED LATM ACTIONS</u>	<u>LATM ACTIONS IN PLANNING</u>	<u>ALL LATM ACTIONS</u>
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		Street is already heavily congested in peak periods with North Sydney, and City origin and destination traffic as well as School traffic, and we are concerned it does not appear to be being addressed by Council. We have on several occasions asked that a 'right hand turning arrow' be installed to allow traffic to turn safely into Miller Street but this never seems to be considered. We know it is an RMS responsibility but we ask Council to request RMS to consider this as a priority for the safety of all users.			protection will be provided. Signal designer advises that the number of vehicles turning right from Ridge Street into Miller Street does not warrant a non-filtered right turn phase. Completed 2018/19				
P.2.2 0	Parking Area 20	General submissions regarding inadequate parking restrictions (see also Item P.2)	Parking	Undertake area-wide review of parking restrictions.	Completed 2018/19	Short	Completed	5/9/19	
P.2.2 2	Parking Area 22	General submissions regarding inadequate parking restrictions (see also Item P.2)	Parking	Undertake area-wide review of parking restrictions.	Completed 2018/19	Short	Completed	5/9/19	
P.2.2 1c	Parking Area 21 (east of West St)	General submissions regarding inadequate parking restrictions (see also Item P.2)	Parking	Undertake area-wide review of parking restrictions.	Survey completed 2018/19. Adopted parking changes to be implemented Sep 2019	Short	Completed	5/9/19	
T.8	Alexander Street at Chandos Street	Turning right (east) from Alexander St, Crows Nest onto Chandos St. cars travelling the length of Chandos St end up streamlined into one lane, could a lane be created adjacent to the footpath and a turning lane from Alexander St be added? Alexander St, Crows Nest - Chandos St - traffic - lights needed Junction of Alexander St and turn into Brook St - very unsafe for pedestrians crossing. Frequent accidents and close calls; roundabout with refuge island needed at bottom of Alexander St, where intersects with Chandos. Alexander/Chandos intersection - Badly needs pedestrian traffic lights. Chandos St, Crows Nest	Traffic facilities & investigations	Install traffic signals with pedestrian signals at intersection	DA condition for Coles 101 Willoughby Road requires traffic signals to be installed prior to occupation. COMPLETED 2019 BY DEVELOPER.	Long	Completed	18/5/18	2018/19

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		<p>Crossing Alexander St & Chandos St (on foot) very scary at times.</p> <p>Dangerous junction: Cars speed out of Alexander st to beat the traffic coming down Chandos St onto the freeway. We need a mini roundabout here to slow cars down and prevent accidents. There is also a lot of pedestrian activity at the bottom of Alexander St and Chandos St and it's dangerous for them too - very hard to see what's coming, many speeding cars and no thought/consideration for pedestrians.</p> <p>Our main issue is crossing Chandos St as pedestrians. We live between Alexander St and Brook St and need to cross the road to get everywhere - daycare, work, shopping etc. Despite Chandos St being a 50km zone and a fully residential area, I feel I take my life into my hands trying to cross the road. Cars screech out of Alexander St to beat the traffic coming up Chandos St, while cars speed around the corner coming out of Brook St into Chandos St. The pedestrian Crossings are a significant walk away at Willoughby Rd or by the freeway entrance on Brook St. We need a pedestrian crossing or at least a refuge on this section of Chandos St. We also need a roundabout at Alexander/Chandos St - it's a dangerous junction and there are often prangs and near misses.</p>							
T.9	Anzac Avenue at Ernest Street	<p>Anzac Ave - Turning right into Ernest will be even more dangerous once school is open.</p> <p>When walking, Ernest street can be difficult and long to cross when traveling between Cammeray and North Sydney.</p>	Traffic facilities & investigations	Redesign intersection to improve intersection operation and pedestrian safety	<p>Location does not meet RMS warrants/ guidelines for marked or signalised crossing.</p> <p>New wide refuge installed 2018.</p>	Short	Completed	18/5/18	
T.13	Atchison Street at Oxley Street	<p>Atchison St/Oxley St, Crows Nest - roundabouts, too much traffic, people drive too fast during peak hour.</p> <p>OXLEY ST AND ATCHISON - SHOCKING GIVE WAY ENVIRONMENT SHOULD BE A ROUNDABOUT. MANY MANY NEAR ACCIDENTS</p> <p>Oxley and Atchison St, Crows Nest - No pedestrian crossing, High pedestrian activity and car speeds way too high. It is dangerous to cross. This is a major pedestrian Routes.</p>	Traffic facilities & investigations	Redesign intersection to improve intersection operation and pedestrian safety	COMPLETED 2019	Short	Completed	18/7/19	2018/19 Traffic Facilities

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ID	Location	Description of Request or Issue	Action Category	Action	Notes	Priority	Status	Last Update	Program
T.32	Miller Street at Ridge Street	2) Right turn lights should be installed at the junctions of McLaren Street and Ridge Street northbound into Miller Street. At peak times the volume of traffic means waiting times can be up to half an hour, and there is a danger of impatience leading to accidents. New residential developments (such as that proposed for the SAP building) will only exacerbate the situation if this is not provided.	Traffic facilities & investigations	Redesign intersection to improve operation	COMPLETED 2018	Short	Completed	18/7/19	
T.43	Willoughby Road at Atchison Street	Intersection needs pedestrian crossing (across Willoughby Rd). It's "pot luck" at the moment. Vehicles accessing shopping centre. Willoughby Rd/Atchison St, Crows Nest - there needs to be a pedestrian crossing across Willoughby Rd Atchison St to Willoughby St- You can get hurt crossing the road no Crossings	Traffic facilities & investigations	Redesign intersection to improve pedestrian safety.	COMPLETED 2017	Short	Completed	24/8/18	
T.50b	West Street at Emmett Street	Hard to cross/zebra crossing +lots of people waiting on corners West St - cars don't stop at crossing on Emmett St - so many near misses Carlow/West St crossing - many cars do not stop.	Traffic facilities & investigations	Install zig zag markings on approach to pedestrian crossing	Completed 2017	Short	Completed	5/9/19	
T.58	Chandos Street	Chandos Street, St Leonards - Heavy construction traffic Speeding vehicles	Traffic facilities & investigations	Request RMS install a speed camera	Chandos Street is a regional road that carries a high volume of traffic and is therefore unsuitable for traffic calming devices which can impede traffic flow and cause noise issues for adjacent residents. Online submission was made to "Safer road NSW" for a speed camera in Chandos Street 14/2/19	Short	Completed	14/2/19	
T.69	Albany Street between Willoughby Road and Hume Lane	Parking: Parking on Albany street too close to side roads creating unsafe conditions for cars joining main roads from side roads. (This is one example but is a problem for many cars trying to join main roads from side roads due to restricted visibility)	Traffic facilities & investigations	Install kerb build-outs to improve visibility	Completed 2014/15	Medium	Completed	5/9/19	

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COMPLETED LATM ACTIONS

LATM ACTIONS IN PLANNING

ALL LATM ACTIONS

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T.88	McLaren Street at Church Street	MACLAREN ST @ CHURCH ST, NORTH SYDNEY - DESPERATELY NEED A CROSS WALK HERE FROM THE COLLEGE AS STUDENTS WALK ACROSS ALL THE TIME AS ITS TOO FAR TO EITHER SET OF LIGHTS	Traffic facilities & investigations	Install pedestrian crossing	Completed 2017/18	Short	Completed	27/7/18	
T.97	Atchison Street	Atchison St, St Leonards - Crossings, Bike paths, bus stop locations, parking and traffic all apply due to high rise buildings. Please , have Council Rangers inspect the footpath in and around Atchison St and Atchison Lane. Our area can not cope with the influx of people, cars and bikes.	Traffic facilities & investigations	Install pedestrian crossing, refuge or kerb build-out	Streetscape upgrades completed 2017/18	Medium	Completed	5/9/19	
T.127	Walker Street pedestrian crossing at Wenona	School safety review - convert flush crossing to a raised crossing	Traffic facilities & investigations	Covert flush crossing to a raised pedestrian crossing	Completed 2017/18	Medium	Completed	27/7/18	

LATM ACTIONS IN PLANNING

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C.1	West Street	<p>27 submissions.</p> <p>17: West St, Pacific Highway - I would really like to be able to commute to the city by bicycle but at the moment it is too unsafe. current cycle lanes on West Street are insufficient, cyclists don't use them because they are too narrow and too close to parked cars. Conflicts between cyclists and cars due to the high number of cyclists that use this route.</p> <p>10: cyclists are a danger to pedestrians and/or vehicles. Cyclists disregard the road rules, ride more than 2 abreast and talk loudly. I also have to park my car on/the street so residents' parking is also important to me.</p>	Cycling Strategy	Install separated cycleway along West Street (regional cycling route)	<p>West Street forms a regional cycle route and already carries a large volume of cyclists. A separated cycleway would provide a safe facility which separate cyclists from other road users and encourage more members of the community to participate.</p> <p>Separated cycleway should be designed to minimise impact on parking supply.</p>	Medium	Under Design	20/2/18	

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ID	Location	Description of Request or Issue	Action Category	Action	Notes	Priority	Status	Last Update	Program
P.2	LATM Zone 2	415 submissions concerning inadequate parking restrictions within LATM Zone 2 - request to review parking restrictions	Parking	Review of Parking Restrictions	Refer to P.2 sub-actions for individual resident parking areas	Short	In planning	18/5/18	2018-2022
P.2.1 9c	Parking Area 19 (bounded by Alexander Lane, Falcon St, West St, Warringah Fwy, Weightleigh St, Chandos St)	General submissions regarding inadequate parking restrictions (see also Item P.2)	Parking	Undertake area-wide review of parking restrictions.	Review to be undertaken 2019/20	Short	In planning	43713	
P.3	Crows Nest Parking Area 19	<p>Holtermann st has become the biggest rat run in the area. The traffic from West street is atrocious. Morning and evening peaks are ridicolous. Cars blatantly use the street too bypass Ernest st lights. Sophia st compounds the issue. The stop sign at Holtermann and Sophia is ignored. People are going to get killed. The new Woolworths and associated traffic changes have made it worse. The new Coles development will create chaos. The street needs to be blocked off to they traffic.</p> <p>The parking issues are woefully out of date....everyone's parks in the street abusing the outdated parking limits. Parking should be limited to 30mins at the Alexander st end with a cut off at 10:30 at night for non residents. Local businesses know its a rort, and park in Holtermann street all day checking their tires every hour!!!!!! The noise levels have grown beyond acceptable. Close the st off to thru traffic...., NO EXIT TO ALEXANDER ST...NO EXIT TO WEST ST.....SOLVES THE ISSUE</p> <p>The traffic in the street now is unbelievable....starts at 5:00 and non stop till midnight. Peak hour has 30-40 cars waiting to use Alexander street exit ...it's disgraceful. No one obeys the stop sign at the corner of Sophia and Holtermann st. The street surface is atrocious. Parking hasn't been updated for years. Every man and his dog abuses the out of date parking provisions. The new Woolworth's has aggravated the situation and the new Coles and all the new apartment blocks going up in the area will create mayhem. I'm surprised no 9ne has been killed by the traffic yet. And TAFE is putting 60 car spaces back on the street...60. !!!!!!! If this isn't sorted out there will b3 traffic chaos here everyday...shut down the street.....NOW....</p> <p>I am concerned that Holtermann St has become a major rat run for traffic passing through Crows Nest and it will get much worse with general traffic increases as well as development with the new Coles, Metro, etc.</p> <p>Traffic to/from Cammeray via West St is using Holtermann St as a short cut to Albany St and westbound traffic on Ernest St is taking a short cut down</p>	Parking	Install parking meters to manage parking demand and induced traffic generation	<p>There is a correlation between traffic generation and parking supply. Much of the parking in residential areas of Crows Nest is unrestricted or time restricted. By limiting opportunities for long term parking in an area, motorists are more likely to consider alternatives to travel by private vehicle.</p> <p>See also Item P.2.19d</p>	Short	In planning	18/5/18	2018-2022

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		<p>Sophia St to get to Albany St via Holtermann St. The same traffic then gets priority at the Holtermann St / Alexander St round-a bout, so it actually inhibits the westbound traffic flow in Ernest St</p> <p>It is time North Sydney Council takes similar action to that undertaken by Willoughby Council many years ago when it blocked rat runs through Chatswood and forced traffic onto Archer St, etc. This can be done by closing off Huntington St, Holtermann St and Ernest Lane at West St and Sophia St and Alexander Lane at Ernest St. Or instead just close Holtermann St at Alexander Lane (west side).</p> <p>If blocking streets cannot be done in the short term, then some gain can be made by implementing no-right turn from West St to Holtermann St and no right turn from Ernest to Sophia St.</p> <p>Holtermann Street Rat Run</p> <p>The amount of traffic and the speed of the traffic is becoming a major issue in Holtermann Street.</p> <p>It is only a matter of time before someone will be hit by a car. Some mornings the traffic is backed up for almost three quarters of the length of the street from the roundabout .</p> <p>The No Right Turn from West Street needs to be put back .</p> <p>With the new Coles and TAFE development the parking issue is only going to get worse. This submission concerns the roundabout installed at the intersection of Holtermann Street and Alexander Street and the resulting traffic chaos it has caused.</p> <p>By way of background, this roundabout was vigorously objected to prior to its installation by local residents.</p> <p>In fact at a community meeting, the then mayor, Genia McAffrey stood up in front of a packed room and stated that the roundabout would not be installed.</p> <p>Manipulation by the Crows Nest Main Street committee and council surprisingly reversed this position.</p> <p>The council arranged traffic counts to be done over subsequent years and traffic volumes in Holtermann Street have increased well over 100% with the AADT of 2000 vehicles being exceeded most days.</p> <p>Holtermann Street is designated a local traffic zone.</p> <p>The installation has also caused chaos for through traffic in Crows Nest as the substantial increase in west bound traffic volumes on Holtermann Street effectively block this intersection causing significant log jams of traffic heading northbound on Alexander Street causing grid lock right back to the highway.</p> <p>Added to this a small laneway, Sophia Street, has become a major rat run for motorists avoiding the Ernest Street and Alexander Street intersection.</p> <p>A No Right Turn from West Street into Holtermann Street during AM peak</p>							

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		<p>was trailed for a short period and this proved very effective in reducing traffic volumes.</p> <p>Unfortunately this trail did not result in a permanent solution.</p> <p>In closing I would like to add that I was very surprised when the redevelopment of the section of Ernest Street west of Alexander Street kept the roadway. This roadway is not necessary and a very attractive plaza with outdoor dining would have resulted. It would also reduce traffic delays at this intersection (a major problem) and encourage more motorists to continue to this intersection rather than use the rat runs of Holtermann Street and Sophia Lane.</p> <p>Since the roundabout was installed at Holtermann and Alexander Streets, Holtermann has become a highway in morning and afternoon peak hour. The trial of a no right turn from West Street simply diverted traffic to Ernest Lane. Trying to cross Holtermann St at West St as a pedestrian at these times is near impossible and is very dangerous for school children as cars cut the corner wanting to avoid queuing for two sets of traffic lights. A solution needs to be found to bring Holtermann St back to a quiet residential street and Ernest Lane for garage access only - not through traffic!</p> <p>Holtermann St has become extremely overcrowded with traffic in the mornings - the cars are blocked right up the street and are often at a standstill. It has become significantly worse since Woolworths has opened and the new Coles will further exacerbate this problem. In addition the TAFE on West street is being converted to a school and the area is losing 60 car spaces. Cars sneak up Sophia street and traffic from Cammeray cuts through from West street - it is getting dangerous. The council needs to change the flow of traffic on Holtermann St, Crows Nests in the mornings specifically between 6.30am and 9.30am by not allowing traffic to turn into the street from West St or Sophia Street during these hours. This will increase public safety and will stop overuse of a suburban street. Thank you for your assistance in this matter.</p>							
SL.2	Ridge Street - pedestrian crossing outside St Mary's School	RIDGE ST, NORTH SYDNEY - CROSSING AT ST MARYS ISNT LIT UP AT NOGHT, THE cars DO NOT STOP	Street lighting	Upgrade street lighting	<p>This will be completed in conjunction with Ridge Street cycleway works.</p> <p>Delayed due to Ausgrid hold on works involving overhead wires. Expected completion 2019</p>	Short	Under construction	18/7/19	2018/19

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T.3	Albany Street at Oxley Street	<p>Albany St, St Leonards: Traffic is increasing at the round about for Albany St & Oxley St</p> <p>Albany Street and Oxley Street intersection is extremely dangerous for pedestrians. Fast moving cars and low visibility with no protection for pedestrians. Recommend fences around Footpaths (similar to some other intersections in Crows Nest) to protect pedestrians plus speed bumps along Albany Street (from both sides of the roundabout) to slow traffic down when approaching intersection.</p> <p>St Leonards Albany St: It gets very busy and is difficult to cross roads without a traffic light</p> <p>Oxley and Albany St round about - morning and evening rush hours, can not cross or drive as too crowded.</p> <p>Going up Albany, the roundabout slows traffic, buses go straight over the top.</p> <p>Oxley and Albany St, Crows Nest - No pedestrian crossing, High pedestrian activity and car speeds way too high. It is dangerous to cross.</p> <p>ROUNDAABOUT AT OXLEY ST AND ALBANY ST HAS PEDESTRIAN ALLOWANCE - PEAK HOURS ARE DISASTEROUS FOR PEDESTRIANS WISHING TO CROSS. AGAIN AN ACCIDENT WAITING TO HAPPEN</p>	Traffic facilities & investigations	Redesign intersection to improve intersection operation and pedestrian safety	Works scheduled to commence August 2019.	Medium	Under construction	18/7/19	2018/19 Traffic Facilities
T.84	Ernest Street at Sophia Street and at West Street	Crossing Ernest St, Crows Nest - crowing path is difficult with pram as road not cut for access. When going across Ernest St.	Traffic facilities & investigations	Install pram ramps at intersections	Design 2019/20	Short	In planning	20/2/18	2019/20
T.86	Holtermann Street at Alexander Street	3) Speed limit/reckless driving in our street - I have discussed users in our popular street. We have speed humps etc., but people use our street like a high speed rat track to the station, it begins at 4.30am and is relentless until 9.30/10am. They turn from West St onto Holtermann in drives, drive quickly to the traffic jam at the roundabout (corner Alexander/Holtermann) and make our local area highly dangerous. I walk my daughter to day care and cross either through a traffic jam at the roundabout (nobody stops for a pram), or I cross at the end of the street and must avoid right-turn drives from West while weaving into West St. Many parents nearby endure similar risks, and it's simply not good enough. The no right turn needs to be reinstated during 6-10am, a pedestrian crossing added at Holtermann/Alexander (before the laneways), parking cameras utilised and more Rangers.	Traffic facilities & investigations	Install pedestrian crossing, refuge or kerb build-out	Design & Construct 2019/20	Short	In planning	20/2/18	2019/20

ID	Location	Description of Request or Issue	Action Category	Action	Notes	Priority	Status	Last Update	Program
T.89	Church Street at West Street	<p>Pedestrian crossing on West Street near the church is dangerous. And there are schools near here.</p> <p>Angle of road makes it difficult for pedestrians to cross - limited sight distance and cars turn quickly</p>	Traffic facilities & investigations	Install kerb buildouts to realign intersection and improve visibility with possibility of pedestrian crossing	Design & Construct 2019/20	Short	In planning	27/7/18	
T.103	St Leonards and Crows Nest area bounded by Alexander Street, Pacific Highway, Sergeants Lane and Chandos Street	<p>More 40km speed limits/too much traffic, too fast, lots of pedestrians</p> <p>2) reduce the speed limit across the municipality. pacific highway 40km/hr – why not?! i know council has discussed this for north sydney cbd and i, for one, compliment you on the initiative. as in my point above about willoughby road, it may make driving slower and (more) inefficient, or perhaps it’s just a perception, but then perhaps motorists will consider using public transport, cycling or walking. i don’t think we should be encouraging more traffic in north sydney municipality and slower traffic is better for people</p> <p>Albany St from Willoughby Rd to Pacific Hwy - morning and evening rush hours can not drive as too crowded.</p> <p>Albany St - Congestion Miller St, North Sydney - traffic is often very congested in this area (during the week). It can take a long time to go a very short distance from Cammeray through to Lavender Bay/McMahons Point). Oxley - Morning traffic is so congested all the way to the roundabout so much clocking.</p> <p>Congestion 7:30-9:30 AM</p> <p>Congestion travelling north on Alexander St, Crows Nest - between Pacific Hwy and Devonshire St. Morning peak hour Congestion has becoming more of an issue with cut through traffic travelling east to west along Holtermann St. Traffic also travelling east to west on Ernest St and blocking the intersection turning north onto Alexander St.</p> <p>Chandos St, St Leonards - Peak hour traffic backed up from Christie St, All the way along Chandos almost to Willoughby Rd. Very poor traffic signalling.</p> <p>7. As more and more residential buildings are constructed along Chandos St,</p>	Traffic facilities & investigations	Create 40kmh local area speed zone including traffic calming devices	Slower speed environments encourage walking and cycling, reducing vehicle usage and traffic calming schemes may encourage through traffic to use higher order roads.	Short	Under Design	29/10/18	2018/19 Traffic Facilities

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		<p>can you limit the access to heavy vehicles as they are noisy and pollutes the environment for the residents?</p> <p>1. Chandos St, Crows Nest/St Leonards - cars, trucks usually drives very fast on Chandos St after exiting Warringah Expressway. Chandos St should have traffic lights all the way to the train station, for pedestrians crossing the streets safely.</p> <p>traffic volume and speed on Albany Street may have increased. The Precinct requests that Traffic investigates possible options for reducing vehicle speed.</p>							
T.113	Ridge Street east of Miller Street	Ridge Street footpaths inconsistent pathways.	Traffic facilities & investigations	Install footpath on northern side of Ridge Street	Consultation to be undertaken 2019/20	Medium	In planning	20/2/18	

ALL LATM ACTIONS

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C.1	West Street	<p>27 submissions.</p> <p>17: West St, Pacific Highway - I would really like to be able to commute to the city by bicycle but at the moment it is too unsafe. current cycle lanes on West Street are insufficient, cyclists don't use them because they are too narrow and too close to parked cars. Conflicts between cyclists and cars due to the high number of cyclists that use this route.</p> <p>10: cyclists are a danger to pedestrians and/or vehicles. Cyclists disregard the road rules, ride more than 2 abreast and talk loudly. I also have to park my car on/the street so residents' parking is also important to me.</p>	Cycling Strategy	Install separated cycleway along West Street (regional cycling route)	<p>West Street forms a regional cycle route and already carries a large volume of cyclists. A separated cycleway would provide a safe facility which separate cyclists from other road users and encourage more members of the community to participate.</p> <p>Separated cycleway should be designed to minimise impact on parking supply.</p>	Medium	Under Design	20/2/18	

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C.2	Pacific Highway - North Sydney to Crows Nest	<p>Lack of adequate cycling facilities.</p> <p>Cycling along Pacific Highway is dangerous for cyclists.</p> <p>Risk of car-dooring when riding on road.</p> <p>No formal crossing facilities for cyclists across Pacific Highway at West Street</p> <p>Shared paths feel unsafe to ride on and share with pedestrians.</p> <p>Cycling - southbound motorists turning east into McLaren Street are not aware that and/or do not respect cyclists crossing McLaren Street on green (pedestrian) lantern are legitimately using a shared path to cross the road</p> <p>Cycling - northbound cycling on Pacific Highway in North Sydney and multiple lane change into right hand turn lane at Miller Street intersection is highly exposed to motor traffic; and lack of space available on Miller Street at corner of Mount Street to accommodate cyclists doing the alternative hook turn manoeuvre from Pacific Highway onto Miller Street northbound</p>	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.3	Miller Street	<p>12 submissions.</p> <p>Poor cycling connections along Miller Street and lack of bicycle lanes. Cyclists travel slowly uphill with many buses in the kerbside lane - risk for cyclists.</p> <p>Conflicts with vehicles and buses - lanes are too narrow to safely pass.</p> <p>Cyclists speed down Miller Street</p>	Cycling Strategy	Install north-south separated cycleway as an alternative to Miller Street mixed traffic	The 2014 North Sydney Integrated Cycling Strategy acknowledges the need for an alternative north-south cycleway to Miller Street. The feasibility of alternative routes needs to be further investigated.	Long		20/2/18	
C.4	Crows Nest to North Sydney to Sydney Harbour Bridge	<p>Crows Nest & North Sydney - Lack of safe bike Routes to and from harbour bridge</p> <p>Crows Nest & North Syd dedicated cycle tracks would be good to access local shops restaurants etc</p> <p>Waverton Wollstonecraft, St Leonards & Crows Nest, North Sydney Artarmon - I would love to cycle to work and for pleasure however, the streets are not safe for cyclists. There are too many parked cars and too much traffic generally</p>	Cycling Strategy	Continue to lobby for separated cycleway along the Pacific Highway between Crows Nest and North Sydney	Completed 2018/19	Long			

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		<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>3. St Leonards/Crows Nest generally: No safe cycling Routes towards city. While West Street is better than nothing, there is no continuous safe path for bicycles from Chatswood to the Harbour Bridge West St between Ernest and Falcon Streets - traffic in the morning uncontrolled construction traffic.</p> <p>Crows Nest - lack of cycling paths.</p> <p>Crows Nest to City - Inadequate cycle paths very dangerous sections where cars and bikes travel together. How about enhancing the Bike paths especially around North Sydney.</p> <p>There needs to be a safer way for bicycle riders to travel to the city and back. At the moment it is not too bad to go to the city but coming back it is very hazardous. You have to ride up the Pacific Hwy, if heading further North, cross to Miller St. It can be very daunting for riders with little experience, the elderly and families.</p> <p>St Leonards - A bike path to link to harbour bridge would be nice, rather than cycling through busy CDB streets.</p> <p>Milsons Point to Crows Nest - Cycling paths poor limited legal alternatives to Pacific Highway. This is particularly an issue given the steep grade north bound.</p> <p>Where - Between Cammeray and City when cycling What - I cross 4 major roads (Ernst, Falcon, Berry and Pacific Hwy) which slow down my journey. The West street corridor is difficult to get to from the bridge and encounters the same issues. Something like the Harbourlink elevated bike path would be useful.</p> <p>1) complete the cycle link from the harbour bridge north side to connect to the warringah freeway path, and all the bits between. apart from the fact that it will increase the number of cycling commuters, hence less cars, if this critical link is never implemented, the cycle path section beside the</p>							

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		<p>warringah freeway between pacific highway lane cove to willoughby road, naremburn is useless. it only encourages cycling-critics to say that investing in cycling infrastructure is a waste. lobby the state and federal government – it's your patch!</p> <p>Kirribilli to west st on bike - cycling from kirribilli to west st, north sydney can be very hazardeous.</p> <p>wycombe rd, neutral bay - school bus is often extremely late</p>							
C.5	Ernest Street near Warringah Freeway	<p>Ernest Street & Warringah Espressway Needs crossing point with room for bike to wait</p> <p>Cycling - Inability to connect Merlin Street and Ernest Street shared path</p>	Cycling Strategy	Install separated cycleway along Merlin Street and Ernest Street with signalised crossing on Ernest Street at Merlin Street.		Long	Completed	5/9/19	
C.6	Woolworths/ Alexander Street carpark	More bike parking – where is the street-level bike parking associated with the new Woolworths shopping centre on Falcon and Alexander Street? Perhaps you could undertake an analysis of NCC's provision of on street car parking versus bike parking in shopping and commercial areas.	Cycling Strategy	Install bike parking rails near Woolworths	Bike rails installed 2016/17	Short	Completed	18/5/18	
C.7	TAPAS Zone 2	<p>all of north sydney - lack of cycling paths</p> <p>all over north sydney - bike paths and parking between park avenue and rocklands rd - not very safe to cycle to work. no enough bike lanes. not safe to go through the park at 5.30am dark. for cycling, the issue is connectivity of safe routes: to go from one place to another requires to go through some busy and at time dangerous section of roads.</p> <p>with both way of traveling, roundabouts are an issue: roundabouts in sydney are usually too small which means drivers hardly need to slow down to drive through them (see below) and usually only care about possible incoming traffic from their right leading to some near misses when they turn left if there are pedestrians crossing the street or with bike riders. for instance i was recently nearly hit by a car at the roundabout at the intersection of amherst st/cammeray rd/warringa rd: a driver was going down amherst st and failed to slow down sufficiently to register my presence and that of my</p>	Cycling Strategy	Install separated cycleway along Ernest Street and improve connections through to Crows Nest	<p>Separated Cycleway installed between Merlin Street and Park Avenue 2018.</p> <p>Extensions of cycleway to the west to be further considered and investigated.</p>	Medium	Ongoing	18/5/18	

ID	Location	Description of Request or Issue	Action Category	Action	Notes	Priority	Status	Last Update	Program
		<p>daughter on a bike. we were coming from warringa road (south part) and turning into cammeray road and were already on the roundabout when this man went through the give way sign and onto the roundabout missing us by only a few centimetres. you could not blame his lack of awareness of cyclists since he had bike racks on his roof!</p> <p>all over sydney and north sydney lga - bike paths have improved but still dont link up fully. sydney car drivers are so intolerant of bicyclists and so angry that it can be very intimidating.</p> <p>as the population grows without new infrastructure, car drivers are only going to get more intolerant and angrier as our roads clog up more.</p> <p>all suburbs - more bike paths, more bike friendly infrastructure eg bike racks</p> <p>cycling around north sydney -i am a car driver, but i like to commute by bike wherever possible. i ride to work, to the hairdresser, the dentist, the shops, my kid's schools. i think council should lead by example and provide for cycling as it is done in all leading cities around the world. my positive cycling infrastructure tips are: (back to the priority list above). 4) don't install bike lines adjacent parked cars. especially not in shopping strips. ever been car doored? 5) don't allow bike lanes to suddenly finish, pushing cyclists abruptly into the next lane of traffic. merge cyclists gradually into the traffic, as it would be done on a freeway. 6) never put road traffic furniture (poles, bollards, rails, bins, traffic pacifiers such as silent policemen, steel drains with slots) in cycling lanes/paths. 7) cyclists are entitled to use the whole lane, so the painted road symbol of the bike should reflect this on major streets such as falcon street, shirley road and river road. particularly with the new 1m overtaking rule, it's best to educate drivers that they should not overtake cyclists within a road lane by painting on the big bike symbol in the centre of the traffic lane. 8) don't create local cycling routes on steep, difficult terrain on back streets to keep them off major roads. people will only cycle if it's efficient and an achievable option. look at the dismal lane cove bike strategy. try riding the suggested local bicycle route from greenwich to lane cove through kingslangley rd, balfour street, ronald avenue. you need to be a very strong, confident cyclist to attempt this. it wouldn't encourage a new cyclist to commute readily. work with state bodies to make cycling a priority on the major, easier roads. 9) send your staff out riding around the municipality. you don't understand fully the needs and issues facing cyclists until you have a go yourself.</p>							
C.8	Holtermann Street	Cycle route 4 - query on what the status is of this route. Does it still include Holtermann Street?	Cycling Strategy	Extend cycle route between	Cycle routes will connect to Crows Nest village from	Medium	Completed	18/5/18	

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				Willoughby Road and West Street via Burlington Street to connect with future West Street cycleway	West Street via Atchison Street/ Huntington Street (completed) and Burlington Street. These routes have been selected as they connect with the two major supermarkets and provide a south and north link to the village.				
C.9	Walker Street north of McLaren Street	<p>Unsafe, cars zooming past</p> <p>Again on Walker street passed McLaren st going North, I find the bit just after the McLaren St extremely nerve racking while I am riding my bicycle. Council or the RMS deemed a good idea to reduce the road at this point without leaving a path for a safe passage for the bicycle. This means cars either overtake me really close or will be really close to me at the back to overtake me while the separator in the middle of the road has disappear.</p>	Cycling Strategy	Redesign kerb extensions on western side of Walker Street to accommodate an uphill cycling lane.		Medium		20/2/18	
C.10	St Leonards Park	<p>Cycle route through St. Leonards Park?</p> <p>Safety - Bikeways in St Leonards Park cause risks to walkers. Bike riders ignoring traffic lights are a danger to pedestrian crossing.</p> <p>North Sydney Park - cyclists going too fast.</p> <p>St Leonards Park: Sharing paths in park with cyclists and pedestrians - have been involved in many near miss collisions. Path needs to be wider and designated better lighting.</p> <p>St Leonards Park - dangerous cyclists behaviour, passing at high speed only centre,erred away from pedestrians Paths aren't wide enough to share with bikes and pedestrians</p> <p>through st leonards park - cyclists going too fast without considering children and dogs unpredictability</p> <p>St Leonards Park - footpaths used by bikes; too narrow.</p>	Cycling Strategy	Investigate options for safe cycling facilities through St Leonards Park in accordance with Plan of Management .		Medium		20/2/18	

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C.11	Waverton/ Wollstonecraft / St Leonards/ Crows Nest	Waverton/North Sydney - how to cycle across from West heading North Waverton Wollstonecraft, St Leonards & Crows Nest, North Sydney Artarmon - I would love to cycle to work and for pleasure however, the streets are not safe for cyclists. There are too many parked cars and too much traffic generally	Cycling Strategy	Improvement to linemarking and adjustments to critical intersections to improve on-road cycling environment. To be implemented with road resurfacing projects.		Medium	Ongoing	18/5/18	
C.12	Willoughby Road	willoughby road, crows nest - needs a bike lane and should have no parking at all once you hit the restaurant area Willoughby Rd, West St - This is the main bike Routes for cyclists but there is no provision on these streets. Willoughby- cars not leaving distance from bicycles. Throughout Crows Nest - Parked cars heavy traffic and lack of bike lanes "forcing" cyclists onto Footpaths.		Remove on-street parking and install separated cycleway along Willoughby Road.		Medium		20/2/18	
C.13	Ridge Street	Cyclists in door zone Ridge St - Fear of opening car door and causing accident with cyclists. 2. The planned upgrading of Ridge Street between Miller & West Streets is likely to have an adverse effect on traffic flow and resultant congestion especially in peak periods throughout the length of Ridge Street, as well as access to and from Ridge Street from Miller, Walker and West Streets. Ridge Street is already heavily congested in peak periods with North Sydney, and City origin and destination traffic as well as School traffic, and we are concerned it does not appear to be being addressed by Council. We have on several occasions asked that a 'right hand turning arrow' be installed to allow traffic to turn safely into Miller Street but this never seems to be considered. We know it is an RMS responsibility but we ask Council to request RMS to consider this as a priority for the safety of all users.		Install separated cycleway along Ridge Street	Miller Street/ Ridge Street signals are proposed to be upgraded as part of the cycleway project. Pedestrian red arrow protection will be provided. Signal designer advises that the number of vehicles turning right from Ridge Street into Miller Street does not warrant a non-	Long	Completed	18/7/19	

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					filtered right turn phase. Completed 2018/19				
C.14	Crows Nest	<p>Most of Crows Nest and Cammeray - not enough bike lanes or the road, it's hard to ride safely with kids.</p> <p>Throughout Crows Nest - Parked cars heavy traffic and lack of bike lanes "forcing" cyclists onto Footpaths.</p> <p>Cyclists cycling on the pedestrian pavement rather than on the roads. Saw one incident where a cyclist cycling on the walk path of Chandos St heading toward Christie St direction in the evening without helmet or headlight. Pretty dangerous to pedestrians.</p>		Improvement to linemarking and adjustments to critical intersections to improve on-road cycling environment. To be implemented with road resurfacing projects.		Medium	Ongoing	18/5/18	
G.1	Residential areas to Crows Nest Shopping area and train stations	<p>North Sydney, Crows Nest, Neutral Bay - Introduce a free shuttle Bus. Free shuttle services would avoid people driving cars to park at Crows Nest and congesting roads.</p> <p>(Bus) Should the councils supply smaller buses on popular routes to transport residents? Shuttle buses FREE.</p> <p>Wheatleigh St - distance to St Leonards too far to walk, particularly I'd carrying laptops, suitcases etc. shuttle bus from outer streets to station would be fantastic!</p>	Consider Shuttle Service	Consider feasibility of providing a shuttle bus service from residential areas to Crows Nest Shopping area and train stations		Medium		20/2/18	
G.4	Crows Nest	<p>West St between Ernest and Falcon Streets - traffic in the morning uncontrolled construction traffic.</p> <p>Falcon Street - Street closed (Woolworths Development)</p> <p>Burlington Street Traffic with current roadworks. No notification from Council regrading back lane access, totally inaccessible!</p> <p>Pacific Hwy Crows Nest to North Sydney - All construction of highrises in North Sydney and Simultaneous repairs of Footpaths close lanes that affect and create bottle necks in the traffic flow. A 5 minute commute turns into a 15-20 min trips at peak hours during week-days.</p>	Roadworks	In 2016 Council developed a coordinated approach to management of roadworks within the North Sydney CBD,	https://www.northsydney.nsw.gov.au/Building_Development/North_Sydney_CBD/CBD_Out_of_Hours_Works_and_Upgrades	Short	Ongoing	18/5/18	

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				including community engagement methods to inform the community. See Council website. RMS also provides up to date information about temporary works on State Roads www.livetraffic.com					
G.4	North Sydney CBD	The Stanton Precinct area has been experiencing a high level of traffic congestion resulting from the infrastructure works being undertaken on the corner of Berry and Walker Streets for several weeks. This affects not only these streets but Miller, McLaren and Ridge Streets and it is taking some residents up to 20 mins to exit the area especially at peak and mid afternoon periods. Building construction on Pacific Highway is also affecting traffic flow in the Precinct area. Furthermore pedestrian access and safety has been compromised in the area affected by the Berry and Walker Streets project. We are very concerned that this situation could become a norm given the large amount of construction that is likely to take place over the next four or more years in the Precinct area; for example the construction of 471 apartments on the corner of Walker and McLaren Streets (SAP building), development of other residential buildings in McLaren and Miller Streets, construction of the Wenona STEM building (affecting Ridge, Elliot and Miller Streets), construction work and site development for the new Metro project in Miller Street, other building developments in Berry and Mount Streets, the possible redevelopment of Rydges Hotel, and other likely developments in streets leading into Stanton Precinct which could affect traffic flows over the next several years. Many of these developments could overlap which would cause enormous traffic problems in a very small area which is also a major access route into North Sydney and the Harbour Bridge. In addition, existing street parking would be highly compromised if parking places are removed for construction zones as has occurred on Pacific Highway as well as being	Roadworks	In 2016 Council developed a coordinated approach to management of roadworks within the North Sydney CBD, including community engagement methods to inform the community. See Council website. RMS also provides up to date information	https://www.northsydney.nsw.gov.au/Building_Development/North_Sydney_CBD/CBD_Out_of_Hours_Works_and_Upgrades	Short	Ongoing	18/5/18	

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		used by construction workers. New buildings, close road on weekends Pavement pulled up Miller Street, North Sydney/Cammeray: Sidewalks interrupted by men at work Ridge St, North Sydney - Effects of infrastructure and building works.		about temporary works on State Roads www.livetraffic.com					
G.4	St Leonards	Oxley St & Clarke Ln, St Leonards: Two new construction sites sometimes trucks for these Two sites are blocking half of the road or using car park space on the Oxley St, which occupies for a long period of time	Roadworks	In 2016 Council developed a coordinated approach to management of roadworks within the North Sydney CBD, including community engagement methods to inform the community. See Council website. RMS also provides up to date information about temporary works on State Roads www.livetraffic.com	https://www.northsydney.nsw.gov.au/Building_Development/North_Sydney_CBD/CBD_Out_of_Hours_Works_and_Upgrades	Short	Ongoing	18/5/18	
P.1	Matthew Street at Chandos Street	Council also needs to put in signs at the junction of Matthew St and Chandos St to show where cars must stop parking before the junction. There are no signs at present and cars regularly park up to the junction - dangerous and many then unwittingly get a parking ticket.	Parking	Install No Stopping signs at intersection		Long		20/2/18	

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P.2	LATM Zone 2	415 submissions concerning inadequate parking restrictions within LATM Zone 2 - request to review parking restrictions	Parking	Review of Parking Restrictions	Refer to P.2 sub-actions for individual resident parking areas	Short	In planning	18/5/18	2018-2022
P.2.2 0	Parking Area 20	General submissions regarding inadequate parking restrictions (see also Item P.2)	Parking	Undertake area-wide review of parking restrictions.	Completed 2018/19	Short	Completed	5/9/19	
P.2.2 2	Parking Area 22	General submissions regarding inadequate parking restrictions (see also Item P.2)	Parking	Undertake area-wide review of parking restrictions.	Completed 2018/19	Short	Completed	5/9/19	
P.2.1 9a	Parking Area 19 - west of Oxley Street	General submissions regarding inadequate parking restrictions (see also Item P.2)	Parking	Undertake area-wide review of parking restrictions.		Short		43485	
P.2.1 9b	Parking Area 19 - business area (bounded by Oxley St, Falcon St, Alexander Lane, Chandos St)	General submissions regarding inadequate parking restrictions (see also Item P.2)	Parking	Undertake area-wide review of parking restrictions.		Short		20/1/19	
P.2.1 9c	Parking Area 19 (bounded by Alexander Lane, Falcon St, West St, Warringah Fwy, Weightleigh St, Chandos St)	General submissions regarding inadequate parking restrictions (see also Item P.2)	Parking	Undertake area-wide review of parking restrictions.	Review to be undertaken 2019/20	Short	In planning	43713	
P.2.1 9d	Parking Area 19 (bounded by West St, Falcon St, Miller St,	General submissions regarding inadequate parking restrictions (see also Item P.2)	Parking	Undertake area-wide review of parking restrictions.	Review to be undertaken 2019/20	Short		20/1/19	

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	Warringah Fwy)								
P.2.2 1a	Parking Area 21 (west of Alexander Lane)	General submissions regarding inadequate parking restrictions (see also Item P.2)	Parking	Undertake area-wide review of parking restrictions.		Short		20/1/19	
P.2.2 1b	Parking Area 21 (bounded by Alexander Lane, Pacific Hwy, West St, Falcon St)	General submissions regarding inadequate parking restrictions (see also Item P.2)	Parking	Undertake area-wide review of parking restrictions.		Short		20/1/19	
P.2.2 1c	Parking Area 21 (east of West St)	General submissions regarding inadequate parking restrictions (see also Item P.2)	Parking	Undertake area-wide review of parking restrictions.	Survey completed 2018/19. Adopted parking changes to be implemented Sep 2019	Short	Completed	5/9/19	
Ped.1	St Leonards/ Crows Nest - west of Alexander Street. Particularly walking to St Leonards Station, new Crows Nest Metro station; Chandos Street; Christie Street; Oxley Street; and Clarke Road	<p>A new pedestrian crossing is required to get into to entrance to the new Woolworths in crows nest</p> <ul style="list-style-type: none"> - All - Pedestrian crossing at "All" roundabouts in St Leonards - we need them. Cars never stop. New Metro Station at Crows Nest - without a pedestrian tunnel under Pacific Hwy at Hume Street - it will be an unsafe nightmare for people coming off train - waiting for a long period at traffic lights on Pacific Hwy on narrow sidewalk - to cross Pacific Hwy to Wollstonecraft side solution: pedestrian tunnel under Hwy like at Nth Sydney & St Leonards stations from station at Hume St.Crows Nest parking high hourly rate esp. on Saturdays, loading zones weekdays and weekends Crows Nest shopping precinct, cafes/restaurants monopolising footpath space forcing pedestrians onto the street and away from awnings (when raining)- Holtermann St, Crows Nest: Parking Crossings Traffic - Alexander St, Crows Nest: Crossings - Atchison St, Crows Nest: TrafficOXLEY ST BETWEEN ALBANY AND ATCHISON - PARKED cars IMPEDE TRAFFIC FLOW, NARROW FOOTPATHS <p>OXLEY ST UP TO PACIFIC HWY AND OXLEY THOUGH THE HUME - NOT PEDESTRIAN FRIENDLY, MANY PEOPLE TRYING TO CROSS THE ROAD, NEEDS A CROSSING (PEDESTRIAN OR LIGHTS)</p> <p>Crows Nest - Clarke St and Oxley St. Hard to cross roads in peak hours (need</p>	PAMP Study	Prepare Pedestrian Access and Mobility Study for LATM Zone 2		Short		20/2/18	

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		<p>to go to roundabout or traffic light)West St - Crossings, Bike paths, bus stop locations, parking, traffic</p> <p>Willoughby Rd - Crossings, Bike paths, bus stop locations, parking, traffic</p> <p>CHANDOS/ CHRISTIE ST - CROSSING TO THE TAIN STATION AT THE ROUNDABOUT.NORTH SYDNEY - LONG TIME BETWEEN BUS AND TRAM SERVICES OUTSIDE PEAK TIMES. WALKING GENERALLY OK BUT CHANDOS ST VERY BAD FOR WHEELCHAIRS.</p> <p>The West Street proposals should also consider longer term active travel planning around the current TAFE site, to become the Cammeraygal High School senior campus. The Anzac Park Public School build was devalued by the absence of pre-emptive holistic planning approach that considered integrated active transport solutions. This shouldn't be repeated with the new High School. The advantage the high school site has is that it shouldn't involve the RMS as much as Anzac Park PS - their views on this site have been disastrous.</p>							
Ped.2	<p>Crows Nest - east of Alexander Street to west of West Street</p> <p>Particularly Alexander Street; Matthew Street; Sophia Lane; routes to shopping village & playgrounds</p>	<p>CROWS NEST - WALKING, SOME STREETS DONT HAVE FOOTPATHS. TRICKY FOR PRAMS ESPECIALLY MATTHEW ST, DIFFICULT TO SEE ONCOMING TRAFFIC WHEN COMING OUT OF LANEWAYS ONTO ALEXANDER ST DUE TO PARKED cars BLOCKING THE VIEW.</p> <p>FULLY INTO THE SPOT AND THE SAME ON LEAVING. DANGEROUS ON MANY LEVELS.</p> <p>Crows Nest - lack of crossing for prams.</p> <p>Crows Nest - Crossings, owing to poor balance and double vision, crossing roads is difficult because slopes provide for prams etc are often rather steep and I therefore often require help from passers by to cross.</p> <p>Recreational walking: important to preserve St. Leonards walking paths (see map for more details). Sophia Lane - Cahill Park too</p> <p>The West Street proposals should also consider longer term active travel planning around the current TAFE site, to become the Cammeraygal High School senior campus. The Anzac Park Public School build was devalued by the absence of pre-emptive holistic planning approach that considered integrated active transport solutions. This shouldn't be repeated with the new High School. The advantage the high school site has is that it shouldn't involve the RMS as much as Anzac Park PS - their views on this site have been disastrous.</p>	PAMP Study	Prepare Pedestrian Access and Mobility Study for LATM Zone 2		Short		20/2/18	
Ped.3	North Sydney - east of West Street	<p>Footpaths Miller St, NS: Pedestrians coming into NS flood the Footpaths. It is bad luck if you are going to opposite ways there is not enough room</p> <p>Miller St - crossing to catch bus.</p>	PAMP Study	Prepare Pedestrian Access and Mobility		Short		20/2/18	

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	Particularly Miller Street, West Street and Falcon Street	Miller St - traffic; Crossings Falcon St- Would be great to see an overpass to St Leonards Park.		Study for LATM Zone 2					
P.3	Crows Nest Parking Area 19	<p>Holtermann st has become the biggest rat run in the area. The traffic from West street is atrocious. Morning and evening peaks are ridiculous. Cars blatantly use the street too bypass Ernest st lights. Sophia st compounds the issue. The stop sign at Holtermann and Sophia is ignored. People are going to get killed. The new Woolworths and associated traffic changes have made it worse. The new Coles development will create chaos. The street needs to be blocked off to they traffic.</p> <p>The parking issues are woefully out of date....everyone's parks in the street abusing the outdated parking limits. Parking should be limited to 30mins at the Alexander st end with a cut off at 10:30 at night for non residents. Local businesses know its a rort, and park in Holtermann street all day checking their tires every hour!!!!!! The noise levels have grown beyond acceptable. Close the st off to thru traffic...., NO EXIT TO ALEXANDER ST...NO EXIT TO WEST ST.....SOLVES THE ISSUE</p> <p>The traffic in the street now is unbelievable....starts at 5:00 and non stop till midnight. Peak hour has 30-40 cars waiting to use Alexander street exit ...it's disgraceful. No one obeys the stop sign at the corner of Sophia and Holtermann st. The street surface is atrocious. Parking hasn't been updated for years. Every man and his dog abuses the out of date parking provisions. The new Woolworth's has aggravated the situation and the new Coles and all the new apartment blocks going up in the area will create mayhem. I'm surprised no 9ne has been killed by the traffic yet. And TAFE is putting 60 car spaces back on the street...60. !!!!!!! If this isn't sorted out there will b3 traffic chaos here everyday...shut down the street.....NOW....</p> <p>I am concerned that Holtermann St has become a major rat run for traffic passing through Crows Nest and it will get much worse with general traffic increases as well as development with the new Coles, Metro, etc.</p> <p>Traffic to/from Cammeray via West St is using Holtermann St as a short cut to Albany St and westbound traffic on Ernest St is taking a short cut down Sophia St to get to Albany St via Holtermann St. The same traffic then gets priority at the Holtermann St / Alexander St round-a bout, so it actually inhibits the westbound traffic flow in Ernest St</p> <p>It is time North Sydney Council takes similar action to that undertaken by Willoughby Council many years ago when it blocked rat runs through Chatswood and forced traffic onto Archer St, etc. This can be done by closing off Huntington St, Holtermann St and Ernest Lane at West St and Sophia St and Alexander Lane at Ernest St. Or instead just close Holtermann St at</p>	Parking	Install parking meters to manage parking demand and induced traffic generation	<p>There is a correlation between traffic generation and parking supply. Much of the parking in residential areas of Crows Nest is unrestricted or time restricted. By limiting opportunities for long term parking in an area, motorists are more likely to consider alternatives to travel by private vehicle.</p> <p>See also Item P.2.19d</p>	Short	In planning	18/5/18	2018-2022

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		<p>Alexander Lane (west side). If blocking streets cannot be done in the short term, then some gain can be made by implementing no-right turn from West St to Holtermann St and no right turn from Ernest to Sophia St.</p> <p>Holtermann Street Rat Run The amount of traffic and the speed of the traffic is becoming a major issue in Holtermann Street. It is only a matter of time before someone will be hit by a car. Some mornings the traffic is backed up for almost three quarters of the length of the street from the roundabout . The No Right Turn from West Street needs to be put back . With the new Coles and TAFE development the parking issue is only going to get worse. This submission concerns the roundabout installed at the intersection of Holtermann Street and Alexander Street and the resulting traffic chaos it has caused. By way of background, this roundabout was vigorously objected to prior to its installation by local residents. In fact at a community meeting, the then mayor, Genia McAffrey stood up in front of a packed room and stated that the roundabout would not be installed. Manipulation by the Crows Nest Main Street committee and council surprisingly reversed this position. The council arranged traffic counts to be done over subsequent years and traffic volumes in Holtermann Street have increased well over 100% with the AADT of 2000 vehicles being exceeded most days. Holtermann Street is designated a local traffic zone. The installation has also caused chaos for through traffic in Crows Nest as the substantial increase in west bound traffic volumes on Holtermann Street effectively block this intersection causing significant log jams of traffic heading northbound on Alexander Street causing grid lock right back to the highway. Added to this a small laneway, Sophia Street, has become a major rat run for motorists avoiding the Ernest Street and Alexander Street intersection. A No Right Turn from West Street into Holtermann Street during AM peak was trailed for a short period and this proved very effective in reducing traffic volumes. Unfortunately this trail did not result in a permanent solution. In closing I would like to add that I was very surprised when the redevelopment of the section of Ernest Street west of Alexander Street kept the roadway. This roadway is not necessary and a very attractive plaza with outdoor dining would have resulted. It would also reduce traffic delays at this intersection (a major problem) and encourage more motorists to continue to</p>							

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		<p>this intersection rather than use the rat runs of Holtermann Street and Sophia Lane.</p> <p>Since the roundabout was installed at Holtermann and Alexander Streets, Holtermann has become a highway in morning and afternoon peak hour. The trial of a no right turn from West Street simply diverted traffic to Ernest Lane. Trying to cross Holtermann St at West St as a pedestrian at these times is near impossible and is very dangerous for school children as cars cut the corner wanting to avoid queuing for two sets of traffic lights. A solution needs to be found to bring Holtermann St back to a quiet residential street and Ernest Lane for garage access only - not through traffic!</p> <p>Holtermann St has become extremely overcrowded with traffic in the mornings - the cars are blocked right up the street and are often at a standstill. It has become significantly worse since Woolworths has opened and the new Coles will further exacerbate this problem. In addition the TAFE on West street is being converted to a school and the area is losing 60 car spaces. Cars sneak up Sophia street and traffic from Cammeray cuts through from West street - it is getting dangerous. The council needs to change the flow of traffic on Holtermann St, Crows Nests in the mornings specifically between 6.30am and 9.30am by not allowing traffic to turn into the street from West St or Sophia Street during these hours. This will increase public safety and will stop overuse of a suburban street. Thank you for your assistance in this matter.</p>							
Ped.4	Miller Street	MILLER/ WEST, CAMMERAY - CROSSING IS LIMITED	PAMP Study	Prepare Pedestrian Access and Mobility Study for LATM Zone 2		Short		20/2/18	
RS.1	Berry Street and Miller Street Christie Street	<p>Berry, Miller and Lane ways - pedestrians and walkways.; pedestrians walk in front of cars.</p> <p>Pedestrains crossing Christie St at the traffic light but not obeying the crossing lights</p> <p>Miller St Nth Sydney & Cammeray - pedestrians running across roads & cyclists not obeying road rules.</p> <p>North Sydney CBD - Jaywalkers should be fined.</p>	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	18/5/18	

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RS.2	Atchison Street and through St Thomas Rest Park	Old bike path-decommissioned but cyclists still use it St Thomas Rest park - Bikes using pedestrian path/sharing	Road Safety	Educate cyclists through either temporary signage or personell to use new Huntington Street route.		Short		20/2/18	
RS.3	Falcon Street Falcon Street Shared Path Holtermann Street Miller Street West Street Chandos Street Oxley Street	CYCLISTS SHOULD BE ENCOURAGED TO USE A BELL Falcon St, Cammeray - Adults riding push bikes at high speed on footpath. Bicycle riders - Again, a group with little respect. They ride 5am and talk loudly, echoing their noise into our houses. They ride astride up to 5. They dart inside traffic and ensure they arrive at the lights first. They are slow to take off, yet refuse to move aside in even heavy traffic, causing greater traffic back-ups. My children witness these frustrating scenarios and they do not learn good lessons during co-operation. We later discuss the scenario at their request. Miller Street - cyclings not obeying road rules WEST ST CROWS NEST - BIKE RIDERS BREAKING THE LAW AND BEHAVING DANGEROUSLY TO cars AND PEDESTRIANS - West St, NS: Cyclists don't stop at pedestrian Crossings, they race through all the time. They do not use the bike lanes. Chandos Street: Cyclists cycling on the pedestrian pavement rather than on the roads Oxley St, Crows Nest - bikes are not following road traffic rules. Making it very dangerous for themselves e.g. no stop at roundabouts, just ride through and expect all cars to stop for them. North Sydney, Milsons Pt - Bikes on foot paths; North Sydney area - Cyclists riding on pavements/Footpaths	Road Safety	Continue cycling-based events such as Ride to Work Day to inform cyclists of road rules and etiquette, particularly with respect to riding on Shared Paths, footpaths and crossing at intersections, and to promote the benefits of cycling generally.		Long	Ongoing	18/5/18	
S.1	Wenona School	9 submissions.	School TMP	Liaise with Wenona		Short		20/2/18	

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		<p>Ridge, Miller and Falcon Sts, North Sydney - Congestion in school zones, drop off/pick up parents and rest of drivers</p> <p>Ridge And Walker Sts - increased traffic noise</p> <p>Walker St, North Sydney - frequent gridlock between Ridge St and Berry St. Inadequate parking. Lack of facility for Wenona drop off and pick up.</p> <p>Ridge St, North Sydney - between Walker St and Miller St heavy traffic in school pick up hours.</p> <p>Ridge st/ Walker - inconsiderate drivers dropping childrens at schools taking priority over pedestrians</p> <p>North Sydney Wonona School - Parents block entrances to 199 Walker St with cars to pick up or drop off kidsWalker St - Wenona Parents/community consistently parking across neighbouring driveways and not clearing the driveway even when a car emerges.-</p> <p>Ridge St, NS: Congested during school hours. Everyone drives their cards to school there is gridlock. This is dangerous! Parents congesting Walker St dropping off kids.</p>		School to develop a School Travel Plan including Traffic Management Plan to reduce vehicle use and minimise the negative impacts on road network, parking and amenity.					
S.2	Anzac Park Public School	<p>6 submissions.</p> <p>School - great pedestrian danger. No lights. Not enough parking. My main concern is 'traffic flow'. If traffic is backed up, then getting out of the area, takes a very long time. My concern is that with the new Anzac Club School congestion will be high. These are little children, who require picking up and dropping off every day. Many will not be old enough to walk on their own.</p> <p>How are council/traffic planners planning to deal with this? If the traffic/traffic lights do not 'flow', then congestion builds with little relief. This is greatly evidenced with the Falcon St/Warringah Expressway, where traffic coming off the bridge builds up as each car tries to make it onto Falcon St/Military Rd during the green light. This means Falcon Street traffic has no where to move when they get a green light. In turn, traffic builds up along Miller Street (who are unable to turn into Falcon Street, due to Falcon Street being unable to move forward to Military Rd). This is turn creates congestion in Ernest St, as cars are unable to turn into Miller. It is all about 'flow'. I know the North Sydney area stops at the Warringah Freeway but North</p>		Liaise with Anzac Park Public School to develop a School Travel Plan including a Traffic Management Plan to reduce vehicle use and minimise the negative impacts on road network, parking,		Short		20/2/18	

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		<p>Sydney traffic is directly effected by what happens at ours borders.</p> <p>So my questions and concerns are:</p> <ul style="list-style-type: none"> -What is North Sydney planning to do about managing the 'flow of traffic' through the North Sydney area? - What traffic strategies are being put in place to cope with the Anzac School drops off and pick up by parents, to ensure that residents are not unduly affected by the congestion, and the congestion in the surrounding streets? (And if you think 5-6 drop off places is going to cut it, think again. These are little kids who require belting up and strapping into a car, we're talking minutes, not seconds. Just look at the other schools in the area, which cater for much older kids who don't require as much assistance getting into cars. (Please note, I'm not against the school, but I'm concerned about the knock on traffic effect). - What is being done about congestion in Falcon, Miller, Ernest streets during morning, evening peak times, and also at weekends, where again the flow of traffic is sometimes at a standstill. Anzac Ave, Cammeray - Congestions around new school, lack of parking for residents due to caravans, boats etc. Traffic management and parking is set to become a major problem with the opening of Anzac Park Public School, Anzac Avenue (off Ernest Street). Please see attached discussion paper prepared by me on behalf of Registry Precinct. 9. Anzac Club School and surrounding streets - Residents who have lived in the area are concerned about the flow of traffic around the school primarily from a safety perspective but also from a traffic management and parking in the area. Specifically residents are concerned about: - a) the flow of traffic east along Ernest Street, which is already congested in the morning peak. There is a pinch point just east of Miller Street along Ernest Street where it is also anticipated that there will be a build up of cars queuing for the kiss and drop. b) the likely increase in cars that turn right from Ernest Street into Lytton Street will create a build up of traffic; c) management of traffic turning left from Rosalind Street into Miller Street. d) cars turning right into Anzac Avenue from Ernest Street travelling west e) general safety issues with K-6 students crossing Miller and Ernest Streets, especially where there are only crossings (and not lights) on the Ernest and Miller Street corner turning blocks in all directions) which will be under greater pressure from teachers and parents – can the TAFE site which will become the senior high school site be included within the available school community?New schools on Anzac Ave - Where are the lights? And traffic plans for all the mums? 		safety and amenity.					
S.3	St Mary's Primary School	5 submissions. Ridge, Miller and Falcon Sts, North Sydney - Congestion in school zones, drop off/pick up parents and rest of drivers	School TMP	liaise with St Mary's Primary School to		Short		20/2/18	

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		<p>Ridge And Walker Sts - increased traffic noise</p> <p>Ridge St, North Sydney - between Walker St and Miller St heavy traffic in school pick up hours. Rat run to access Harbour Bridge and Expressway. Ridge St, NS: Congested during school hours. Everyone drives their cards to school there is gridlock. This is dangerous!</p> <p>Get more school buses for school on Willoughby as there are so many cars with just one child causing congestion Furthermore there are a large number of schools in and adjoining Stanton Precinct area (Wenona, St Marys, Marist, Monte, NS Boys, NS Girls, Shore) and students crossing main roads at traffic lights impedes traffic flows out of local streets. School cycling programs - social media Car sharing - school travel plans Miller St, North Sydney - Traffic down Miller St in peak times/school daysSchool zone all way to Crows Nest, very difficult to get anywhere at drop off or pickup.</p>		develop a School Travel Plan including a Traffic Management Plan to reduce vehicle use and minimise the negative impacts on road network, parking, safety and amenity.					
S.4	North Sydney Girls High School	<p>2 submissions.</p> <p>Holterman Estate, West St, Emmett Carlow and Ridge Streets - Traffic volumes - especially due to schools in area. Impacts Safety of pedestrians & cyclists.;</p> <p>Hayberry Street - bus locations</p> <p>Get more school buses for school on Willoughby as there are so many cars with just one child causing congestion Furthermore there are a large number of schools in and adjoining Stanton Precinct area (Wenona, St Marys, Marist, Monte, NS Boys, NS Girls, Shore) and students crossing main roads at traffic lights impedes traffic flows out of local streets. School cycling programs - social media Car sharing - school travel plans</p>	School TMP	Liaise with North Sydney Girls High School to develop a School Travel Plan including a Traffic Management Plan to reduce vehicle use and minimise the negative impacts on road network, parking, safety and amenity.		Short		20/2/18	
S.5	Marist College	<p>Holterman Estate, West St, Emmett Carlow and Ridge Streets - Traffic volumes - especially due to schools in area. Impacts Safety of pedestrians & cyclists.;</p>	School TMP	Liaise with Marist College to develop a		Short		20/2/18	

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		<p>Get more school buses for school on Willoughby as there are so many cars with just one child causing congestion</p> <p>Furthermore there are a large number of schools in and adjoining Stanton Precinct area (Wenona, St Marys, Marist, Monte, NS Boys, NS Girls, Shore) and students crossing main roads at traffic lights impedes traffic flows out of local streets.</p> <p>School cycling programs - social media</p> <p>Car sharing - school travel plans</p> <p>Miller St, North Sydney - Traffic down Miller St in peak times/school days</p> <p>School zone all way to Crows Nest, very difficult to get anywhere at drop off or pickup.</p>		School Travel Plan including a Traffic Management Plan to reduce vehicle use and minimise the negative impacts on road network, parking, safety and amenity.					
S.6	North Sydney Boys High School	<p>Get more school buses for school on Willoughby as there are so many cars with just one child causing congestion</p> <p>Furthermore there are a large number of schools in and adjoining Stanton Precinct area (Wenona, St Marys, Marist, Monte, NS Boys, NS Girls, Shore) and students crossing main roads at traffic lights impedes traffic flows out of local streets.</p> <p>School cycling programs - social media</p> <p>Car sharing - school travel plans</p> <p>Miller St, North Sydney - Traffic down Miller St in peak times/school days</p> <p>School zone all way to Crows Nest, very difficult to get anywhere at drop off or pickup.</p>	School TMP	Liaise with North Sydney Boys High School to develop a School Travel Plan including a Traffic Management Plan to reduce vehicle usage and negative impacts on road network, parking, safety and amenity.		Short		20/2/18	
S.7	Monte Sant Angelo School	<p>Get more school buses for school on Willoughby as there are so many cars with just one child causing congestion</p> <p>Furthermore there are a large number of schools in and adjoining Stanton Precinct area (Wenona, St Marys, Marist, Monte, NS Boys, NS Girls, Shore) and students crossing main roads at traffic lights impedes traffic flows out of local streets.</p> <p>School cycling programs - social media</p> <p>Car sharing - school travel plans</p>	School TMP	Liaise with Monte Sant Angelo School to develop a School Travel Plan including a Traffic		Short		20/2/18	

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		Miller St, North Sydney - Traffic down Miller St in peak times/school daysSchool zone all way to Crows Nest, very difficult to get anywhere at drop off or pickup.		Management Plan to reduce vehicle usage and negative impacts on road network, parking, safety and amenity.					
SL.1	Alexander Street at Holtermann Street - at raised pedestrian crossing	ALEXANDER ST/HOLTERMAN ST ROUNDABOUT - NOT LIT WELL AND RAISED CROSSING IS DANGEROUS FOR TRAFFIC ENTERING ROUNDABOUT AS HARD TO SEE IN DARK	Street lighting	Upgrade street lighting		Short		20/2/18	
SL.2	Ridge Street - pedestrian crossing outside St Mary's School	RIDGE ST, NORTH SYDNEY - CROSSING AT ST MARYS ISNT LIT UP AT NOGHT, THE cars DO NOT STOP	Street lighting	Upgrade street lighting	This will be completed in conjunction with Ridge Street cycleway works. Delayed due to Ausgrid hold on works involving overhead wires. Expected completion 2019	Short	Under construction	18/7/19	2018/19
SL.3	Myrtle Street and Eden Street	Street lighting and poor footpaths.	Street lighting	Upgrade street lighting		Long		20/2/18	
SL.4	Carlow Street	North Sydney, Carlow St and in general - 1) poor street lighting	Street lighting	Upgrade street lighting		Medium		20/2/18	
SL.5	Emmett Street	EMMETT ST, CROWS NEST - PEDESTRIAN CROSSING ON WEST ST,NOT WELL LIT ENOUGH OR DEFINED	Street lighting	Upgrade street lighting		Medium		20/2/18	
SL.6	Atchison Street between Mitchell Street	Atchison St (Mitchell to Christie) - No lighting in street, too dangerous now a hotel there	Street lighting	Upgrade street lighting		Short		20/2/18	

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	and Christie Street								
SL.7	Falcon Street, Crows Nest	FALCON ST, CROWS NEST - LIMITED STREET LIGHTS AND SMALL FOOTPATH MAKING WALKING AT NIGHT DANGEROUS	Street lighting	Upgrade street lighting		Short		20/2/18	
SL.8	Alexander Lane and Ernest Lane	requesting new street lights in Alexander Lane and Ernest Lane	Street lighting	Upgrade street lighting		Medium		19/6/18	
SL.9	Cammeray Avenue	Request to provide additional street lighting opposite 1-3 Cammeray Ave	Street lighting	Upgrade street lighting	As per resident's request - Document set id 7525619.	Medium		8/11/18	
SL.10	Atchison Lane between Mitchell St and Oxley St	Very little lighting	Street Lighting	Upgrade street lighting	As per resident's request - Document set id 7771335.	Medium		17/6/19	
T.1	Albany Lane at Oxley Street	CNR OF ALBANY LANE AND OXLEY ST - VERY POOR VISIBILITY WHEN COMING OUT OF ALBANY LANE MAKING IT HARD TO PULL OUT INTO OXLEY SAFELY.	Traffic facilities & investigations	Remove parking in Oxley Street to improve visibility exiting Albany Lane		Not to proceed	Not to proceed	20/2/18	
T.2	Albany Lane	Albany Lane is very narrow, yet still allows two way traffic . It would be safer to make it one-way.	Traffic facilities & investigations	Convert Albany Lane to one-way		Long		20/2/18	
T.3	Albany Street at Oxley Street	<p>Albany St, St Leonards: Traffic is increasing at the round about for Albany St & Oxley St</p> <p>Albany Street and Oxley Street intersection is extremely dangerous for pedestrians. Fast moving cars and low visibility with no protection for pedestrians. Recommend fences around Footpaths (similar to some other intersections in Crows Nest) to protect pedestrians plus speed bumps along Albany Street (from both sides of the roundabout) to slow traffic down when approaching intersection.</p> <p>St Leonards Albany St: It gets very busy and is difficult to cross roads without a traffic light</p> <p>Oxley and Albany St round about - morning and evening rush hours, can not cross or drive as too crowded.</p> <p>Going up Albany, the roundabout slows traffic, buses go straight over the</p>	Traffic facilities & investigations	Redesign intersection to improve intersection operation and pedestrian safety	Works scheduled to commence August 2019.	Medium	Under construction	18/7/19	2018/19 Traffic Facilities

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		<p>top.</p> <p>Oxley and Albany St, Crows Nest - No pedestrian crossing, High pedestrian activity and car speeds way too high. It is dangerous to cross.</p> <p>ROUNDAABOUT AT OXLEY ST AND ALBANY ST HAS PEDESTRIAN ALLOWANCE - PEAK HOURS ARE DISASTEROUS FOR PEDESTRIANS WISHING TO CROSS. AGAIN AN ACCIDENT WAITING TO HAPPEN</p>							
T.5	Alexander Lane at Falcon Street	Alexander Lane. Falcon St, Crows Nest - Cannot turn out of laneway into traffic need to keep clear section.	Traffic facilities & investigations	Request RMS to install Keep Clear markings.		Medium		20/2/18	
T.6	Alexander Street at Holtermann Street - at raised pedestrian crossing	<p>Cnr Holtermann St and Alexander St, Crows Nest - A pedestrian crossing exists adjacent to the roundabout of this intersection. I think it is too close to the intersection, which is very busy (and small). The effect of pedestrians using the crossing can be to create vehicle queues through the roundabout, increasing the risk of accidents.</p> <p>Alexander Sth Crows Nest - roundabout at Holterman St, has a pedestrian crossing at the entry/exit to one side - causes massive Congestion.</p> <p>ALEXANDER ST/HOLTERMANN, CROWS NEST - TRAFFIC QUEUED BACK INTO ERNEST ST DUE TO ROUNDAABOUT AND PED CROSSING.</p> <p>PEDESTRIAN CROSSING TOO CLOSE TO ROUNDAABOUT. DRIVERS DO NOT REALISE IT IS THERE.</p> <p>Alexander St Traffic Blocked up, Pedestrian Crossing Haltermann St stops traffic should only be safe in middle road for traffic to flow. There's already traffic lights in same block. This pedestrian crossing forces traffic to use Sophia Haltermann St instead of consulting on Ernest St to Crows Nest .</p> <p>I would have thought trained traffic management staff would have known the problem a full pedestrian crossing would cause when a middle safe zone was adequate and put some responsibility onto pedestrians to staff, Eventually we all just get to the corner and keep walking. Even the dog knows the traffic will stop for him on this crossing. It also stops the traffic from Ernest to Alexander turning left at Haltermann to car park.</p> <p>alexander st, crows nest near Holtermann st - traffic banks up northbound due to roundabout at Holtermann st. Traffic short-cutting down Holtermann in am peak hr. pedestrian crossing very dangerous, I have been almost hit by several cars</p> <p>At the intersection of Alexander Street and Holtermann Street in Crows Nest there is a roundabout. Generally speaking roundabouts in the area work well but not this one. The reason is that a pedestrian crossing has been placed</p>	Traffic facilities & investigations	Redesign intersection to improve intersection operation and pedestrian safety		Medium		20/2/18	

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		<p>right at the roundabout across Alexander Street, which often prevents traffic from entering and leaving the roundabout and thereby causing a complete gridlock to all 4 roads leading into it. The whole point of roundabouts is to maintain a reasonably smooth flow of traffic as well as share the priority for vehicles entering from any direction. When this gridlock occurs there is a significant temptation for the more impatient drivers to try and race through any gap between the crossing pedestrians regardless of how narrow. I suggest the pedestrian crossing is relocated further up Alexander Street towards Ernest Street which will hopefully cause less congestion and be safer for pedestrians.</p> <p>Alexander St with Holtermann St - Crossing, there should not be a crossing right after a roundabout, too many accidents. People are almost hit everyday. We need lights</p> <p>Alexander St, Crows Nest near Holtermann St - traffic banks up northbound due to roundabout at Holtermann St. Traffic short-cutting down Holtermann in am peak hr. pedestrian crossing very dangerous, I have been almost hit by several cars</p> <p>Alexander St, Crows Nest - Very dangerous crossing near roundabout, crner of Holtermann and Alexander - nearly been knocked over X4 by cars. ALEXANDER ST PEDESTRIAN CROSSING NEAR HOLTERMANN ST - I DONT FEEL SAFE USING THIS CROSSING AS DRIVERS ARE OFTEN CONCENTRATING ON USING THE ROUNDABOUT AND EITHER STOP AT THE LAST SECOND OR DONT STOP AT ALL. I WONT CROSS UNLESS I KNOW THE DRIVERS HAVE SEEN ME. MY HUSBAND HAS NEARLY BEEN HIT SEVERAL TIMES Dangerous crossing for pedestrians: There's much traffic at this roundabout and it's not easy for pedestrians to cross it. Currently, we have to walk around some barriers and walk over the gutter. There should be a clear pathway for pedestrians to make it easier and safer.</p> <p>Alexander St - cars flying through pedestrian crossing not looking out for pedestrians</p>							
T.8	Alexander Street at Chandos Street	<p>Turning right (east) from Alexander St, Crows Nest onto Chandos St. cars travelling the length of Chandos St end up streamlined into one lane, could a lane be created adjacent to the footpath and a turning lane from Alexander St be added?</p> <p>Alexander St, Crows Nest - Chandos St - traffic - lights needed</p> <p>Junction of Alexander St and turn into Brook St - very unsafe for pedestrians</p>	Traffic facilities & investigations	Install traffic signals with pedestrian signals at intersection	DA condition for Coles 101 Willoughby Road requires traffic signals to be installed prior to occupation.	Long	Completed	18/5/18	2018/19

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		<p>crossing. Frequent accidents and close calls; roundabout with refuge island needed at bottom of Alexander ST, where intersects with Chandos.</p> <p>Alexander/Chandos intersection - Badly needs pedestrian traffic lights.Chandos St, Crows Nest</p> <p>Crossing Alexander St & Chandos St (on foot) very scary at times.</p> <p>Dangerous junction: Cars speed out of Alexander st to beat the traffic coming down Chandos St onto the freeway. We need a mini roundabout here to slow cars down and prevent accidents. There is also a lot of pedestrian activity at the bottom of Alexander St and Chandos St and it's dangerous for them too - very hard to see what's coming, many speeding cars and no thought/consideration for pedestrians.</p> <p>Our main issue is crossing Chandos St as pedestrians. We live between Alexander St and Brook St and need to cross the road to get everywhere - daycare, work, shopping etc. Despite Chandos St being a 50km zone and a fully residential area, I feel I take my life into my hands trying to cross the road. Cars screech out of Alexander St to beat the traffic coming up Chandos St, while cars speed around the corner coming out of Brook St into Chandos St. The pedestrian Crossings are a significant walk away at Willoughby Rd or by the freeway entrance on Brook St. We need a pedestrian crossing or at least a refuge on this section of Chandos St. We also need a roundabout at Alexander/Chandos St - it's a dangerous junction and there are often prangs and near misses.</p>			COMPLETED 2019 BY DEVELOPER.				
T.9	Anzac Avenue at Ernest Street	<p>Anzac Ave - Turning right into Ernest will be even more dangerous once school is open.</p> <p>When walking, Ernest street can be difficult and long to cross when traveling between Cammeray and North Sydney.</p>	Traffic facilities & investigations	Redesign intersection to improve intersection operation and pedestrian safety	<p>Location does not meet RMS warrants/ guidelines for marked or signalised crossing.</p> <p>New wide refuge installed 2018.</p>	Short	Completed	18/5/18	
T.10	Atchison Lane	As a resident, I am worry about the traffic condition on Atchison Lane (between Christie & Mitchell St) esp during morning rush hours. The lengthy red traffic light on Christie St outside the post office means traffic from Atchison Lane turning left into Christie St is always stuck. It will be even worse once the 28 level Air building on Atchison St (with carpark entrance & exit on Atchison Lane as well) is fully occupied. Please advise how you are going to manage the traffic condition there?	Traffic facilities & investigations	Install continuous footpath treatment across Atchison Lane		Short		20/2/18	

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		Cars turning right into Atchison Lane from Christie St, ignoring the "No right turn" sign near outside the Telstra building (which is a bit too far away from the corner). It is especially dangerous when most cars usually speed up to make cut corner turns so to avoid oncoming traffic from Chandos St to Pacific Highway direction. Combining with point (1), it heightens the risk of accidents happening.		at Christie Street					
T.11	Atchison Street at Christie Street	Atchison St, St Leonards - mass traffic blocking access from Christie St. Narrow Rd and one way. Minimal Parking. 3. Cars turning right into Atchison St from Christie St, ignoring the clearly visible "No right turn" sign on the corner of Christie & Atchison St.	Traffic facilities & investigations	Liaise with Police and RMS about possible enforcement options		Medium		20/2/18	
T.13	Atchison Street at Oxley Street	Atchison St/Oxley St, Crows Nest - roundabouts, too much traffic, people drive too fast during peak hour. OXLEY ST AND ATCHISON - SHOCKING GIVE WAY ENVIRONMENT SHOULD BE A ROUNDABOUT. MANY MANY NEAR ACCIDENTS Oxley and Atchison St, Crows Nest - No pedestrian crossing, High pedestrian activity and car speeds way too high. It is dangerous to cross. This is a major pedestrian Routes.	Traffic facilities & investigations	Redesign intersection to improve intersection operation and pedestrian safety	COMPLETED 2019	Short	Completed	18/7/19	2018/19 Traffic Facilities
T.14	Church Street / McLaren Street/ Angelo Street	Rat run from West Street to Berry Street along Church Street, McLaren Street and Angelo Street Berry Street, North Sydney - Traffic exiting Angelo St into Berry St starting to cause road blocks due to increasing traffic volume due to new developments fronting Pacific Hwy,	Traffic facilities & investigations	Restrict right turn from Church Street into McLaren Street during AM peak to reduce amount of through traffic travelling via Angelo Street to Berry Street.		Short		20/2/18	
T.15	Burlington Street at Alexander Street	ALEXANDER ST, CROWS NEST, CRNER URLINGTON - THE PEDESTRIAN CROSSING IS A DEATHTRAP BECAUSE OF ITS PROXIMITY TO THE ROUNDABOUT. there needs to be a pedestrian crossing on Burlington Street at the western side of the alexander street roundabout where the ramps are - in front of the	Traffic facilities & investigations	Redesign intersection to improve operation and	Traffic Committee 3/5/19: <i>THAT Council halt work on the Alexander Street/ Burlington Street</i>	Medium	On hold	18/7/19	

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		<p>taxi zone across to the Woolworths entrance since Woolworths opened it is dangerous crossing there, but many people cross there all day and night</p> <p>The new Woolworths is creating lots of fantastic pedestrian traffic that is put into peril once they leave the store. There are NO safe crossings in the Alexander/ Burlington traffic circle that connect to Woolworths. Pedestrians are leaving Woolworths and crossing Burlington and are really at risk. The taxi rank needs to be moved and a new pedestrian crossing needs to be put in. Crossing anywhere near Burlington and Alexander is like playing frogger with your life.</p> <p>Anecdotally, residents noticed that there have been some issues with cars “clogging” up the exit/entrance to Alexander Street carpark and there have been instances where Woolworths staff have directed traffic on Alexander/Burlington Streets. This is associated with concerns that the changes to Burlington Street (narrowing) are causing bus/car conflicts and there have been instances where buses have had to queue on Willoughby Road to turn into Burlington due to delays caused by delivery vehicles queuing for and entering Willoughby Lane. Precinct is very concerned that bus route remains unchanged along Willoughby Road. There are concerns that there is a lot of demand on that portion of Burlington Street - bus stops, taxi ranks, deliveries to Woolworths via Willoughby Lane etc. and that it needs to be carefully managed.</p> <p>- Crows Nest cnr Alexander & Burlington - Traffic Congestion</p> <p>Burlington St, Crows Nest - the increased traffic from Alexander St into Burlington St as a result of the newly opened Woolworths has made crossing Burlington St in front of the Woolworths pedestrian exit quite dangerous. A new pedestrian crossing is needed.</p> <p>Lack of pedestrian Crossings. Burlington at Alexander (near Woolworths).</p>		pedestrian safety.	<p><i>traffic signals project and no further funds be spent on it, and that Council monitor traffic and pedestrian behaviour at the intersection for 6 months to ascertain if any changes occur in view of the fact that the Coles supermarket in Crows Nest is operational. (5.3)</i></p>				
T.16	Burlington Street at West Street	Crows Nest cnr West & Burlington - Traffic Congestion	Traffic facilities & investigations	Redesign intersection to improve traffic flow.		Not to proceed	Not to proceed	20/2/18	
T.17	Carlow Street at Miller Street	Carlow St gong left onto Miller St - traffic jam caused by pedestrians, especially school children. How about left turn after stopping.	Traffic facilities & investigations	Install "Left Turn Permitted After	"Left turn after stopping" cannot be installed where there is an adjacent	Not to proceed	Not to proceed	20/2/18	

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T.19	Chandos Street at Mitchell Street	Corner Chandos and Mitchell St, St Leonards - Multiple close accidents when turning right out from Mitchell to Chandos St as current street parking/loading is too close to corner. Any large vehicle (esp truck) blocks view to see a safe gap.	Traffic facilities & investigations	Stopping" sign Install kerb build outs	pedestrian crossing, for safety reasons. Removal of parking would encourage higher turning speeds. Visibility and pedestrian access can be improved with kerb buildouts.	Short		20/2/18	
T.20	Christie Street at Chandos Street	<p>1) Chandos and Christie St - Crossings are non existent at points that have high pedestrian traffic, vehicles drive fast and don't slow down for pedestrians for use their to move pedestrians off the roads. There is no Safety once a pedestrian has stepped off the path and there is no designated crossing or traffic lights.</p> <p>Chandos & Christie St, St Leonards - Crossings and Traffic</p> <p>Christie/Chandos St - Needs zebra crossing for redestrians</p> <p>Christie and Chandlers St: "Street-pedestrians safety-needs pedestrian crossing, highly dangerous. Cohesive road user strategy-able to walk/drive/cycle in all areas". No zebra crossing to access station.</p> <p>CHRISTIE ST, ST LEONARDS - TRAFFIC CONGESTION GETTING ON TO PACIFIC HWY, AM PEAK</p> <p>The traffic problems where I live in area of Sergeants Lane, Christie St and Chandos are immense. The roundabout at Christie/Chandos is blocked for hours at a time. Motorist ignore "no right turn sign" at Christie/Atchison and pedestrians seem to think the whole area is a pedestrian plaza. Serious accidents/deaths are only a matter of time.</p> <p>The whole area is a traffic disaster and with more tower blocks proposed will worsen. The new traffic lights in Christie St have not helped.</p> <p>A police presence occasionally to fine traffic infringers and jaywalkers would be a start. However, the whole traffic infrastructure needs to be revised.</p> <p>Sargeant Lane, St Leonards - traffic light can be very long</p> <p>- Christie St round-about at Chandos: Such a dangerous crossing - so many cars - make it a traffic light</p>	Traffic facilities & investigations	Redesign intersection of Chandos Street and Christie Street to improve operation and pedestrian safety.		Medium		20/2/18	

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T.21a	Ingram Lane and Hume Lane between Chandos Street and Atchison Street	Cars taken short cuts at the back of lanes to enter the main road Chandos St going too fast (speed)	Traffic facilities & investigations	Partial closure of laneway at Chandos Street (no exit)		Medium		20/2/18	
T.21b	Ingram Lane and Hume Lane between Chandos Street and Atchison Street	Cars taken short cuts at the back of lanes to enter the main road Chandos St going too fast (speed)	Traffic facilities & investigations	Implement Shared Zone treatment		Long		20/2/18	
T.22a	Willoughby Road between Burlington Street and Pacific Highway	<p>TOO MUCH CONGESTION ON WILLOUGHBY ROAD GOING TO THOMAS DUX PRECINCT AND THERE IS ALWAYS CONFUSION AS TO WHO HAS RIGHT OF WAY BETWEEN THOSE DRIVING UP FROM HOLTERMANN ST AND THOSE DRIVING INTO THE T. DUX PRECINCT.</p> <p>WILLOUGHBY RD (CRNER BURLINGTON) - BLOCKED ACCESS MOST OF THE TIME</p> <p>Willoughby Rd - Falcon St & Pacific Highway - convert the upper section right down to Clark St/ Holterman into pedestrian area - ie. no parking in that area;</p> <p>Close road-dedicated share zone to better shops/restaurants</p> <p>Outside the Crows Nest Hotel should be all pedestrian open access, get rid of road</p> <p>All Streets - not very friendly for pedestrians, long waiting time at lights, cars seem to be priority everywhere. Would be nice to have some car free spaces e.g. Willoughby Rd.</p>	Traffic facilities & investigations	Close Willoughby Road to traffic and create pedestrian plaza		Long		20/2/18	
T.22b	Burlington Street at Willoughby Road	<p>TOO MUCH CONGESTION ON WILLOUGHBY ROAD GOING TO THOMAS DUX PRECINCT AND THERE IS ALWAYS CONFUSION AS TO WHO HAS RIGHT OF WAY BETWEEN THOSE DRIVING UP FROM HOLTERMANN ST AND THOSE DRIVING INTO THE T. DUX PRECINCT.</p> <p>WILLOUGHBY RD (CRNER BURLINGTON) - BLOCKED ACCESS MOST OF THE TIME</p>	Traffic facilities & investigations	Install Give Way line on Burlington Street at Willoughby Road		Long		20/2/18	

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		<p>Willoughby Rd - Falcon St & Pacific Highway - convert the upper section right down to Clark St/ Holterman into pedestrian area - ie. no parking in that area.;</p> <p>Close road-dedicated share zone to better shops/restaurants</p> <p>Outside the Crows Nest Hotel should be all pedestrian open access, get rid of road</p> <p>All Streets - not very friendly for pedestrians, long waiting time at lights, cars seem to be priority everywhere. Would be nice to have some car free spaces e.g. Willoughby Rd.</p>							
T.23	David Street at Pacific Highway	Driving South on Pacific Hwy and turning left into David St, Crows Nest - the recent addition of a pedestrian cross at the junction of David St and Pacific Hwy creates a Safety hazard. If turning left from the Hwy into David St and a pedestrian enters the crossing. I have to stop on the inside lane of the Hwy due to the proximity of the crossing. The vehicles following are not always anticipating me stopping and I am at risk of being "tailed" by the following vehicles. Re-locating the crossing a few meters down David St to the gate of the Girls School would eliminate this risk.	Traffic facilities & investigations	Relocate pedestrian crossing 6 metres from intersection	Pedestrians would be diverted away from the path alignment. There is no significant crash history to suggest the intersection is operating unsatisfactorily	Not to proceed	Not to proceed	20/2/18	
T.24	Ernest Street at Miller Street	School being built. Put traffic lights in due to traffic	Traffic facilities & investigations	Request RMS to remove slip lanes and zebra crossings and upgrade to a fully signalised intersection.		Short	Ongoing	18/5/18	
T.25	Ernest Street at West Street	I'm writing about the intersection of Ernest and West street. Cars are permitted to make a left turn onto Ernest street, as they drive northwards up West street. I believe this is a very dangerous turn, made under the drivers auspices, and dependent on their perception of the oncoming traffic. Having lived at this intersection for just over a year with young children, I've been overlooked by cars three times as I've attempted crossing the road with my children, luckily with no consequences so far. I would like to see this situation addressed.	Traffic facilities & investigations	Remove "Left Turn on Red Permitted After Stopping" sign.		Short		20/2/18	

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T.26	Falcon Lane at West Street	Coming out of Falcon Lane into West St to turn left at the lights - Traffic build up & banked well up to Ernest St	Traffic facilities & investigations	Install "Do Not Stop Across Intersections" signage		Medium		20/2/18	
T.27a	Falcon Lane	Falcon Ln, Crowns Nest - It its full of pot holes, and many drivers go up or down the lane much too fast. WE have had many near collisions while backing out of our garage - Many drivers think it is a one way lane & position themselves in the middle of the lane either going in or going out! People think its one way St, take up both lanes-congestion due to dry cleaner + rat run	Traffic facilities & investigations	Paint directional arrows on pavement		Medium		20/2/18	
T.27b	Falcon Lane	Falcon Ln, Crowns Nest - It its full of pot holes, and many drivers go up or down the lane much too fast. WE have had many near collisions while backing out of our garage - Many drivers think it is a one way lane & position themselves in the middle of the lane either going in or going out! People think its one way St, take up both lanes-congestion due to dry cleaner + rat run	Traffic facilities & investigations	Shared Zone		Long		20/2/18	
T.29	Side roads entering Falcon Street and Ernest Street (Moodie Street; Lytton Street; Sophia Street)	Crow Nest Control of thorough traffic on roads eg Falcon/Ernest with closure of Minor road.	Traffic facilities & investigations	Partial closure of minor roads at main roads (no entry)		Medium		20/2/18	
T.30	Holtermann Street at West Street	The corner of Holtermann and West is a danger spot that requires Council attention West St, Crows Nest: Dangerous intersection, West & Holterman Traffic congestion at the corner of West and Holterman Streets. This is pretty much an extension of the issues raised in relation to West Street but is compounded by being the bike route as well. cnr west st and holtermann - cars short cutting down hotermann to reach alexander st make it unsafe for children to cross holtermann st, pedestrian crossing or no right turn needed.	Traffic facilities & investigations	Install kerb buildouts		Medium		20/2/18	

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T.31	McLaren Street - private laneway between Hno. 39 & 41	Laneway between 39 and 41 McLaren St - exit to McLaren St from laneway is not safe and traffic both pedestrians and mot is getting worse as building activity occurs.	Traffic facilities & investigations	Install "Stop - Give Way to Pedestrians" signage at private laneway exit		Short		20/2/18	
T.32	Miller Street at Ridge Street	2) Right turn lights should be installed at the junctions of McLaren Street and Ridge Street northbound into Miller Street. At peak times the volume of traffic means waiting times can be up to half an hour, and there is a danger of impatience leading to accidents. New residential developments (such as that proposed for the SAP building) will only exacerbate the situation if this is not provided.	Traffic facilities & investigations	Redesign intersection to improve operation	COMPLETED 2018	Short	Completed	18/7/19	
T.33	McLaren Street at Walker Street	<p>Junction o McLaren and Walker can become congested</p> <p>Intersection of McLaren and Walker St - Traffic in Walker and McLaren St is now very heavy. Lights are needed at this intersection.</p> <p>On Walker St, while going home (north) I will always cross the road before McLaren St as I find this crossing extremely dangerous. Cars are going very fast from the bottom of Walker st and turning into McLaren St and will rarely let pedestrian cross as they are supposed to do. The problem for this intersection is that the crossing is way to wide helping the cars not to slow down. For information there's a school at the top of the street and I amazed there is no pedestrian crossing at this crossing.</p> <p>Walker St - Crossings, traffic McLaren St - traffic crossing from Walker, slip side street, accidents</p> <p>Walker/Mclaren Sts, North Sydney - Walker St: cars travel, at inappropriate speed. McLaren St: cars emerge into traffic. Pedestrians: no clear, safe Routes from East side Walker St cross McLaren St without aid. All could be solved by lights on the junction.</p> <p>3. A safe pedestrian crossing on Mclaren Street is definitely a requirement as we see every day people crossing unsafely with cars tearing down Mclaren & mothers with prams trying to cross either on Mclaren or at the corner of Mclaren and Walker. It is difficult judge the speed of traffic turning into McLaren from Walker Street.</p>	Traffic facilities & investigations	Install pedestrian crossing with kerb extensions.	Traffic volumes at intersection are below the RMS requirements to warrant traffic signals.	Medium		20/2/18	
T.34	Miller Street at Rosalind Street	Allow easier access at the Rosalind/Miller St intersection: Currently, it's not possible to turn right from Rosalind St to Miller St, and also not possible to turn right from Miller St to Rosalind St. Both of these limitations are not only	Traffic facilities & investigations	Redesign intersection		Long		20/2/18	

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		<p>unnecessary, but very annoying for the people to live in the area. It causes drivers to go the long way around, be on the road for longer, and add to traffic congestion. I suggest to change it to allow right turns.</p> <p>Roslyn St, Cammeray - Ernest St right hand turn not clear, currently under school construction zone.</p> <p>Rosalind St - Illegal, dangerous crossing Miller ST all the time ROSALIND ST/ MILLER ST, CAMMERAY - CANNOT TURN RIGHT INTO MILLER, NOR TURN RIGHT INTO ROSALIND. BOTH SHOULD BE ALLOWED AS IT CAUSES MORE BELAY COMING HOME.</p> <p>Rosalind St East Cammeray - Very dangerous intersection as the right hand turn off Miller into Rosalind and turning right off Rosalind there are too many places and people donot see cars or give correct signal of way which leads to many near misses and accidents and very dangerous also for pedestrians.</p>		to improve safety					
T.35a	Moodie Street	<p>Moodie St, Cammeray - this very narrow street should be one-way from Falcon St to Ernst St.</p> <p>MOODIE ST CAMMERAY - RAT RUN FRON ERNEST ST TO FALCON AND VISA VERSA, DANGEROUS</p> <p>Moodie St/Moodie Ln, Cammeray Ernest St -> Falcon St -> On-E Ramp to Freeway - Moodie St is being used as a short-cut, rat-run for traffic. Coming down Ernest St street from the east (ie Neutral Bay, Cremorne, Mosman, Spit, Manly etc) and wanting to access the E-Ramp to the freeway.</p> <ul style="list-style-type: none"> - Moodie St is only one lane wide and yet has two-way traffic. - Mooodie has two blind corners (Doe Lee) as well as blind entrance corners at Falcon St Ernest. - The non-local traffic in AM+PM speed (above the 50k liminted) & speed around the blind corners (including being unaware of the Moodie Ln exit. - other cars reverse down Moodie St in order to avoid the traffic in Falcon St this causing more problems. We fear the worse will happen!! <p>Moodie St - cars use it as a rat-run. It is one lane but speed limit is 50KM/h. Cars go through fast and often. It is dangerous to cross on foot. One way or speed bumps are urgen. One way from Falcon St.</p> <p>Moodle St, Cameray - Very narrow 2 way dog leg street. Excess use by drivers using it as Routes from Ernest St through to Falcon St or to access freeway ramp sometimes 5-7 cars queued up at Ernest St end trying to get into Moodie St. Difficult for residents to exit the street at peak am times. Can drivers be directed to use Lytton St from Ernest through to Flacon St. Much wider street - almost double width.</p>	Traffic facilities & investigations	Convert Moodie Street to one-way		Long		20/2/18	

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		Moodie St - dog leg; rat run between Ernest and Falcon Streets; 50 km per hour speed limit. Suggestions: reduce speed limit? Make one way?							
T.35b	Moodie Street	<p>Moodie St, Cammeray - this very narrow street should be one-way from Falcon St to Ernst St.</p> <p>MOODIE ST CAMMERAY - RAT RUN FRON ERNEST ST TO FALCON AND VISA VERSA, DANGEROUS</p> <p>Moodie St/Moodie Ln, Cammeray Ernest St -> Falcon St -> On-E Ramp to Freeway - Moodie St is being used as a short-cut, rat-run for traffic. Coming down Ernest St street from the east (ie Neutral Bay, Cremorne, Mosman, Spit, Manly etc) and wanting to access the E-Ramp to the freeway.</p> <ul style="list-style-type: none"> - Moodie St is only one lane wide and yet has two-way traffic. - Moodie has two blind corners (Doe Lee) as well as blind entrance corners at Falcon St Ernest. - The non-local traffic in AM+PM speed (above the 50k limited) & speed around the blind corners (including being unaware of the Moodie Ln exit. - other cars reverse down Moodie St in order to avoid the traffic in Falcon St this causing more problems. We fear the worse will happen!! <p>Moodie St - cars use it as a rat-run. It is one lane but speed limit is 50KM/h. Cars go through fast and often. It is dangerous to cross on foot. One way or speed bumps are urgen. One way from Falcon St.</p> <p>Moodle St, Cameray - Very narrow 2 way dog leg street. Excess use by drivers using it as Routes from Ernest St through to Falcon St or to access freeway ramp sometimes 5-7 cars queued up at Ernest St end trying to get into Moodie St. Difficult for residents to exit the street at peak am times. Can drivers be directed to use Lytton St from Ernest through to Flacon St. Much wider street - almost double width.</p>	Traffic facilities & investigations	Create 40km/h local area speed zone		Medium		20/2/18	
T.36	Hayberry Street at Alexander Street	Corner Pacific Highway/Hayberr St/Alexander lane - Turning into Hayberry St from Pacific Hwy southbound can be difficult because people on Alexander St stop for the lights past the indicated white line, blocking people from trying to enter Hayberry Lane across the intersection	Traffic facilities & investigations	No Action Required	No Right Turn sign already prohibits turning right into Hayberry Street from Pacific Highway/Alexander Street.	Not to proceed	Not to proceed	20/2/18	
T.37	Ridge Street at Walker Street	Ridge Corner walker st Should be roundabout to control school traffic, bowling club traffic and residents at freeway end of ridge st	Traffic facilities & investigations	Install pedestrian crossing,	Roundabouts are difficult for pedestrians to	Medium		20/2/18	

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		Pedestrian access to St Leonards Park across Ridge Street		refuge or kerb build-out	negotiate and not suitable where traffic flows are uneven. Intersection does not meet RMS warrants for traffic signals.				
T.37b	Ridge Street at Walker Street	Ridge Corner walker st Should be roundabout to control school traffic, bowling club traffic and residents at freeway end of ridge st	Traffic facilities & investigations	Redesign intersection to improve operation	Roundabouts are difficult for pedestrians to negotiate. Intersection does not meet RMS warrants for traffic signals.	Not to proceed		20/2/18	
T.38	Rosalind Street	Rosalind Street East hill - Difficulty in seeing on coming traffic around the corner which could be remedied by installing a mirror - safety issue	Traffic facilities & investigations	Install warning signs.	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.	Medium		20/2/18	
T.39	Walker Street between Berry Street & McLaren Street	Walker St/Berry St/McLaren St, North Sydney - traffic Congestion Walker St, North Sydney - traffic Congestion especially North of Berry St	Traffic facilities & investigations	Ongoing monitoring	Walker Street is a collector road which carries traffic to Berry Street. This however forms the minor leg of the intersection at Berry Street so signals would be optimised for the Berry Street and	Long		20/2/18	

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					Walker Street (south) legs.				
T.40	Willoughby Road	Willoughby Rd, Crows Nest - Bus Stop blocks traffic.	Traffic facilities & investigations	Remove kerb build out and create indented bus bay.	Bus Stop is an in-lane bus stop.	Not to proceed	Not to proceed	20/2/18	
T.41	Alexander Street Carpark	Woolworths car park - Getting out has been a problem.	Traffic facilities & investigations	Ongoing monitoring	Undertake detailed investigation of pinch points in and around new carpark.	Short	Ongoing	18/5/18	
T.42	Alexander Street at Atchison Street	Intersection Alexander & Atchison Sts, CN - dangerous crossing without any road calming device. All other intersections on Alexander St have either traffic lights or a roundabout Atchison and Alexander Sts, Crows Nest - there needs to be a pedestrian crossing at this intersection. Someone is going to get hit by a car here, it is extremely dangerous.	Traffic facilities & investigations	Redesign intersection to improve operation and pedestrian safety		Short		20/2/18	
T.43	Willoughby Road at Atchison Street	Intersection needs pedestrian crossing (across Willoughby Rd). It's "pot luck" at the moment. Vehicles accessing shopping centre. Willoughby Rd/Atchison St, Crows Nest - there needs to be a pedestrian crossing across Willoughby Rd Atchison St to Willoughby St- You can get hurt crossing the road no Crossings	Traffic facilities & investigations	Redesign intersection to improve pedestrian safety.	COMPLETED 2017	Short	Completed	24/8/18	
T.44	Brook Street at Chandos Street	Dangerous pedestrian crossing: So many people cross over Chandos St at this junction with Brook St to get to Cammeray and to walk down West St to North Sydney. We also walk this way to get to St Thomas Rest Park. It's often terrifying trying to get across the road - which let's remember is a 50km residential road - particularly at peak times. Cars speed around the corner from Brook St and scream out of the junction at Alexander St, trying to beat the traffic coming down Chandos to the freeway. We have near the freeway at Brook St. We need a refuge at the very least but preferably a pedestrian crossing on this section of Chandos St.	Traffic facilities & investigations	Redesign intersection to improve pedestrian safety.		Medium		20/2/18	
T.45	Albany Street at Alexander Street	Albany St, St Leonards - It is quite difficult to walk across Albany St due to the speed and number of cars. Pedestrians rely on islands at the roundabouts . Reducing the speed limit and installing traffic lights would help Roundabouts-cars don't stop and people cant cross	Traffic facilities & investigations	Redesign intersection to improve pedestrian safety.		Short		20/2/18	

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ID	Location	Description of Request or Issue	Action Category	Action	Notes	Priority	Status	Last Update	Program
T.46	Clarke Street at Oxley Street	Cnr of Clarke St & Oxley St - Difficult cross section in terms of traffic. Lack of pedestrian Crossings. Oxley and Clarke	Traffic facilities & investigations	Redesign intersection to improve pedestrian safety.	Also request fro a Round about at this location by a resident to be investigated	Medium		22/1/19	
T.50a	West Street at Emmett Street	Hard to cross/zebra crossing +lots of people waiting on corners West St - cars don't stop at crossing on Emmett St - so many near misses Carlow/West St crossing - many cars do not stop.	Traffic facilities & investigations	Remove excess signage and clutter		Short		20/2/18	
T.50b	West Street at Emmett Street	Hard to cross/zebra crossing +lots of people waiting on corners West St - cars don't stop at crossing on Emmett St - so many near misses Carlow/West St crossing - many cars do not stop.	Traffic facilities & investigations	Install zig zag markings on approach to pedestrian crossing	Completed 2017	Short	Completed	5/9/19	
T.51	West Street near St Thomas Rest Park	west st near st Thomas rest park - pedestrian crossing needed at freeway overpass for school children THERE SHOULD PROBABLY BE A PEDESTRIAN CROSSING FROM ONE SIDE OF WEST ST NEAR THOMAS REST TO THE OTHER. FOOTPATH IN THOMAS REST PARK COULD BE WIDER TO ACCOMODATE FOOT TRAFFIC	Traffic facilities & investigations	Install pedestrian crossing, refuge or kerb build-out		Short		20/2/18	
T.52	Willoughby Road at Albany Street	Willoughby Rd, Crows Nest - cars banking across lights and pedestrian crossing dangerous for walkers.	Traffic facilities & investigations	Liaise with NSW Police and RMS about enforcement options		Short		20/2/18	
T.55	Atchison Street between Alexander Street and St Thomas Rest Park	Atchison St also desperately needs traffic calming measures. Cars speed up Atchison St thinking it leads to West St, only to slam on their brakes, perform swift U turns and then speed back the other way. - Atchison St, Crows Nest: Traffic	Traffic facilities & investigations	Install traffic calming scheme		Medium		20/2/18	
T.56	Burlington Lane	Burlington Lane near Anzac School - 40km/H signage painted and now people going too fast in alley We have a problem in our alley in Burlington Lane. People are flying down the lane in excess of 50 km/h. Now there is a school zone sign that says 40 and actually encourages people to go 40 in the lane! We need a speed hump	Traffic facilities & investigations	Install 10km/h Shared Zone Treatment		Long		20/2/18	

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		and some speed signs (15 km/h or whatever is right for an alley) to make it safer for our residents.							
T.58	Chandos Street	Chandos Street, St Leonards - Heavy construction traffic Speeding vehicles	Traffic facilities & investigations	Request RMS install a speed camera	Chandos Street is a regional road that carries a high volume of traffic and is therefore unsuitable for traffic calming devices which can impede traffic flow and cause noise issues for adjacent residents. Online submission was made to "Safer road NSW" for a speed camera in Chandos Street 14/2/19	Short	Completed	14/2/19	
T.60b	Holtermann Street between Alexander Street and West Street	Increased vehicle volumes in Holtermann Street since roundabout at Alexander Street was installed	Traffic facilities & investigations	Create chicane effect with alternate angle parking on either side of the road to deter through traffic and slow vehicle speeds.	Parking in Holtermann Street is in high demand due to proximity to Crows Nest shopping area. Unrestricted parking would typically be used by commuters or residents. Parking restrictions should be introduced to manage parking access for residents, but increase in number of parking spaces would increase turnover and therefore traffic circulation in	Not to proceed	Not to proceed	20/2/18	

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T.63	Miller Street	Miller St - Drivers Speeding	Traffic facilities & investigations	Request RMS install a speed camera	this residential street. Miller Street is a regional road that carries a high volume of traffic and is therefore unsuitable for traffic calming devices which can impede traffic flow and cause noise issues for adjacent residents.	Short		20/2/18	
T.66	West Street	<p>1) Vehicle speed and Congestion on Ridge Street and West Street in early morning and late evenings including many trucks. Regularly vehicles speed along these streets at all hours and frequently ignore pedestrian Crossings creating dangerous environment for pedestrians. Need traffic calming measures.</p> <p>West St - Speeding down West St need traffic calming measures.</p> <p>West St - Traffic</p> <p>When walking our dogs we often encounter people Speeding, especially in Myrtle St and on West St.</p> <p>West St and other areas with light - motorbikes for some reason 'wheelie' beginning at lights each time. Unsafe.</p>	Traffic facilities & investigations	Create 40km/h local area speed zone including traffic calming devices	See also T.104 & T.132	Short		20/2/18	
T.68	Sophia Street between Ernest Street and Holtermann Street	I am increasingly concerned with traffic management of the one way Sophia Street and the intersections of Ernest street, Ernest Lane and Holtermann streets and the constant traffic going the wrong way by entering from Holtermann street. Apart from some pedestrian traffic who are cautious, there is a children's ballet school situated between Ernest Lane and Holtermann street and their safety is paramount. Aldo line of sight at the Ernest lane intersection with Sophia street needs a mirror so that vehicles entering from Ernest Street can be seen . May i also suggest speed humps be built to slow all traffic down in both Sophia and Ernest Lanes as with other lanes in the precinct	Traffic facilities & investigations	Install Shared Zone treatment and signs	See also T.132	Long		20/2/18	

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		Sophia St, Crows Nest - cars Speeding to get to Holtermann St. It would serve to put humps into this section of the road to slow them down.							
T.69	Albany Street between Willoughby Road and Hume Lane	Parking: Parking on Albany street too close to side roads creating unsafe conditions for cars joining main roads from side roads. (This is one example but is a problem for many cars trying to join main roads from side roads due to restricted visibility)	Traffic facilities & investigations	Install kerb build-outs to improve visibility	Completed 2014/15	Medium	Completed	5/9/19	
T.70	Alexander Street at Burlington Street	ALEXANDER ST - TRAFFIC BUILDS UP DUE TO cars WANTING TO TURN RIGHT ON TO BURLINGTON AND WITH PARKED cars ON THE OTHER SIDE (NORTH BOUND)	Traffic facilities & investigations	Remove parking to improve traffic flow		Not to proceed	Not to proceed	20/2/18	
T.71	Alexander Street at Chandos Lane	Junction between Chandos Lane and Alexander Street - cars often parked right up the junction, making it difficult to see oncoming traffic when turning, several close encounters/accidents.	Traffic facilities & investigations	Remove parking to improve visibility		Not to proceed	Not to proceed	20/2/18	
T.72	Alexander Street at Chandos Street	Alexander St and Chandos St - "T" intersection when cars are parked in Chandos St one cannot see around them to enable a safe right hand turn. Most of the problem is 4WD vehicles.	Traffic facilities & investigations	Remove parking to improve visibility		Not to proceed	Not to proceed	20/2/18	
T.73	Oxley Street at Atchison Lane	ATCHISON LANE @ OXLEY ST CROWS NEST/ ST LEONARDS - cars ARE PARKED SO CLOSE TO THE LANE IT IS DIFFICULT TO SEE OUT TO TURN SAFELY AND AS A PEDESTRIAN cars MOVE QUICKLY IN THAT AREA AND DONT LOOK AND THE ROAD IS VERY CONGESTED DUE TO PARKING ON BOTH SIDES OF THE ROAD.	Traffic facilities & investigations	Install kerb buildouts	Removal of parking would encourage higher turning speeds. Visibility and pedestrian access can be improved with kerb buildouts.	Long		24/8/18	
T.74a	Atchison Lane	Install traffic calming devices or Shared Zone Atchison Lane, Crows Nest - given the narrowness of the lane and the number of apartments accessing the lane, there shouldn't be any parking allowed.	Traffic facilities & investigations	Implement Shared Zone treatment	Removal of parking would encourage higher speeds in this narrow laneway. Driveways provide adequate passing opportunities.	Long		20/2/18	
T.74b	Atchison Lane		Traffic facilities & investigations	Remove parking to improve traffic flow		Not to proceed	Not to proceed	20/2/18	

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T.75	Willoughby Road	<p>Villages/centres (eg Crows Nest, North Sydney, St Leonards hubs) - I feel that the villages and commercial centres in North Sydney should be more about people and less about cars. For example, Crows Nest's Willoughby Road shopping strip would be greatly improved by: widening the footpath(s) along the entire strip. I love what Council has done so far, but take it further; remove parking along one side of the street for the entire strip, offering off-street parking now that the new Woolworth car park is operational. Maybe even removing parking both sides eventually; Reduce the speed limit; and add more pedestrian crossings. Of course, the above would make it inconvenient for motorists to drive along Willoughby Road, which is entirely my point. The aim is to reduce people's perception that they can drive and park along a space which should be for people. Take a look at New York's Broadway pedestrianised project as a good example (see image below). This was change on a grand scale. Sure, the traders whined about narrowing the road and losing parking at the start, but guess what? More people now frequent the shops and stay longer...and spend more money. Studies prove this. The traders love it! Could Pacific Highway, North Sydney benefit from a model like this? (Photos are of Broadway, NYC).</p> <p>Essentially, I think better community places can be achieved by supplying more off-street parking and less on-street parking. Has Council done a study of the number of car parks offered versus the number of people visiting the shops? At a quick look, there are about 60 parks along Willoughby Road. How many hundreds of people frequent the shops and restaurants throughout the day? Can council justify keeping that dead space (an empty car adds zero value to public space) in such an essential part of our public domain? Increase bike parking and include bike lanes in all strategies, particularly linking to essential and daily services such as shops, cafes post office, banks, medical centres, hospitals.</p> <p>Willoughby rd. is a rat race</p> <p>All Streets - not very friendly for pedestrians, long waiting time at lights, cars seem to be priority everywhere. Would be nice to have some car free spaces e.g. Willoughby Rd.</p>	Traffic facilities & investigations	Remove parking to reduce through traffic and widen existing footpath		Long		20/2/18	
T.76	Pacific Highway & Falcon Street	ALL OVER LGA - PARKING BEING ALLOWED ON MAJOR ROADS EG FALCON ST, PACIFIC HWY ETC. IT SEVERELY IMPACTS THE FLOW OF TRAFFIC. NO PARKING AT ALL SHOULD BE ALLOWED ON MAJOR ROADS.	Traffic facilities & investigations	Remove parking to improve traffic flow		Not to proceed	Not to proceed	20/2/18	
T.77	Miller Street at Berry Street	Parked cars on Miller St near Rag and Famish, reduces lanes for turning left into Berry Street so cars waiting to turn left (pedestrian lights) delay cars	Traffic facilities & investigations	Remove parking to		Not to proceed	Not to proceed	20/2/18	

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		moving straight across. Just taking away 3 or 4 parking spaces would improve this situation.		improve traffic flow					
T.79	Pole Lane & Clarke Lane	POLE LANE/CLARKE LANE - NEEDS NO MORE PARKING AS ITS SUPPOSED TO BE A 2 WAY STREET. DOESNT HELP AND CONSTRUCTION AT THE MOMENT.	Traffic facilities & investigations	Remove parking to improve traffic flow		Not to proceed	Not to proceed	20/2/18	
T.80	West Street at Ernest Street	Cnr West St, Ernest St (south west corner outside hairdresser) - Parked cars near traffic lights cause unnecessary Congestion AND bike riders are often in danger of cars going to inside lane in the last 50m before lights. Peak hour could be avoided by banning parking so close to lights.	Traffic facilities & investigations	Remove parking to improve traffic flow		Not to proceed	Not to proceed	20/2/18	
T.81	West Street at Trafalgar Street	Turning right from Trafalgar into West St is dangerous in peak hour due to parked cars blocking view of oncoming cars. On West St be no standing zone. Add no stopping zone - parked cars block right hand turn from Trafalgar st 24 hour a day.	Traffic facilities & investigations	Remove parking to improve visibility		Long		24/8/18	
T.82	Alexander Street at Burlington Street	Pedestrian crossing in poor location - pedestrians don't check for cars (especially after Woolworths reopens). Too close to roundabouts Alexander St - cars flying through pedestrian crossing not looking out for pedestrians	Traffic facilities & investigations	Relocate pedestrian crossing 6 metres from intersection		Not to proceed	Not to proceed	20/2/18	
T.83	Ernest Lane at Sophia Street	Difficult pedestrian crossing: Think this road is a bit of a rat run in the morning especially. Very hard to cross at this junction as cars often speeding down the road, and with parked cars it's hard to see what's coming and watch the cars turning into the junction too. Need signage or a refuge.	Traffic facilities & investigations	Install kerb buildouts		Long		20/2/18	
T.84	Ernest Street at Sophia Street and at West Street	Crossing Ernest St, Crows Nest - crowing path is difficult with pram as road not cut for access. When going across Ernest St.	Traffic facilities & investigations	Install pram ramps at intersections	Design 2019/20	Short	In planning	20/2/18	2019/20
T.85	Holtermann Street at Alexander Lane	HOLTERMANN ST NEAR ALEXANDER LANE - DIFFICULT TO CROSS HOLTERMANN ST PARTICULARLY WITH A PRAM. IT'S A LONG WALK FOR A SAFE ALTERNATIVE IF YOU'RE HEADING NORTH ON ALEXANDER ST. Turn up Footpaths poor crossing Crossing issues-busy intersection, cant safely cross	Traffic facilities & investigations	Install pedestrian crossing, refuge or kerb build-out		Short		20/2/18	
T.86	Holtermann Street at Alexander Street	3) Speed limit/reckless driving in our street - I have discussed users in our popular street. We have speed humps etc., but people use our street like a high speed rat track to the station, it begins at 4.30am and is relentless until 9.30/10am. They turn from West St onto Holtermann in drives, drive quickly to the traffic jam at the roundabout (corner Alexander/Holtermann) and make our local area highly dangerous. I walk my daughter to day care and cross either through a traffic jam at the roundabout (nobody stops for a	Traffic facilities & investigations	Install pedestrian crossing, refuge or kerb build-out	Design & Construct 2019/20	Short	In planning	20/2/18	2019/20

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		pram), or I cross at the end of the street and must avoid right-turn drives from West while weaving into West St. Many parents nearby endure similar risks, and it's simply not good enough. The no right turn needs to be reinstated during 6-10am, a pedestrian crossing added at Holtermann/Alexander (before the laneways), parking cameras utilised and more Rangers.							
T.87	Hungtington Street	Dangerous pedestrian crossing: Difficult to cross at peak times - cars come racing down Huntingdon as it's a one way. Parked cars make it hard for pedestrians to see what's coming.	Traffic facilities & investigations	Install kerb buildouts		Long		20/2/18	
T.88	McLaren Street at Church Street	MACLAREN ST @ CHURCH ST, NORTH SYDNEY - DESPERATELY NEED A CROSS WALK HERE FROM THE COLLEGE AS STUDENTS WALK ACROSS ALL THE TIME AS ITS TOO FAR TO EITHER SET OF LIGHTS	Traffic facilities & investigations	Install pedestrian crossing	Completed 2017/18	Short	Completed	27/7/18	
T.89	Church Street at West Street	Pedestrian crossing on West Street near the church is dangerous. And there are schools near here. Angle of road makes it difficult for pedestrians to cross - limited sight distance and cars turn quickly	Traffic facilities & investigations	Install kerb buildouts to realign intersection and improve visibility with possibility of pedestrian crossing	Design & Construct 2019/20	Short	In planning	27/7/18	
T.90	Oxley Street near Albany Lane	Oxley St, near Albany Lane - Heavily congested road in peak/shoulder travel periods, affecting ability to access off-street parking, as well as ability to cross roads as pedestrian.	Traffic facilities & investigations	Install pedestrian crossing, and/or kerb build-out		Medium		20/2/18	
T.91	Oxley Street at Atchison Street	Oxley St - state crossing Oxley St, St Leonards - No pedestrian crossing on an increasingly busy road	Traffic facilities & investigations	Install pedestrian crossing, refuge or kerb build-out		Medium		20/2/18	
T.92	Hume Street at Clarke Street	Hume St - safe crossing	Traffic facilities & investigations	Install pedestrian crossing, refuge or kerb build-out	Adjacent to Metro construction site	Short		20/2/18	
T.93	West Street	Refuge islands-pedestrians cross but not a crossing	Traffic facilities & investigations	Upgrade pedestrian refuges to		Medium		20/2/18	

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				pedestrian crossings.					
T.94	West Street at Ridge Street	West St, near Ridge St, North Sydney - pedestrian crossing - cars often don't see pedestrians and there is no warning for them to slow down.; Ridge St/West St crossing - many cars do not stop.	Traffic facilities & investigations	Install pedestrian activated warning lights		Medium		20/2/18	
T.95	West Street at existing pedestrian crossings	West St - cars are allowed to park too close to pedestrian crossing.	Traffic facilities & investigations	Increase No Stopping distances at pedestrian crossings on West Street with kerb extensions		Short		20/2/18	2019/20
T.96	Willoughby Road	Barriers near pedestrian crossing in Crows Nest, hard to see pedestrians approaching the Crossings in general.	Traffic facilities & investigations	Replace existing high planter boxes on Willoughby Road with lower planter beds on approach to pedestrian crossings.		Medium		20/2/18	
T.97	Atchison Street	Atchison St, St Leonards - Crossings, Bike paths, bus stop locations, parking and traffic all apply due to high rise buildings. Please , have Council Rangers inspect the footpath in and around Atchison St and Atchison Lane. Our area can not cope with the influx of people, cars and bikes.	Traffic facilities & investigations	Install pedestrian crossing, refuge or kerb build-out	Streetscape upgrades completed 2017/18	Medium	Completed	5/9/19	
T.101	Thomas Lane	• Motorists using Thomas Lane (at the rear of our property) as a rat run: could speed humps be installed and/or the lane become one way?	Traffic facilities & investigations	Convert Thomas Lane to one-way		Long		20/2/18	
T.103	St Leonards and Crows Nest area bounded by Alexander Street, Pacific Highway,	More 40km speed limits/too much traffic, too fast, lots of pedestrians 2) reduce the speed limit across the municipality. pacific highway 40km/hr – why not?! i know council has discussed this for north sydney cbd and i, for one, compliment you on the initiative. as in my point above about willoughby road, it may make driving slower and (more) inefficient, or perhaps it's just a perception, but then perhaps motorists will consider using public transport,	Traffic facilities & investigations	Create 40kmh local area speed zone including traffic calming devices	Slower speed environments encourage walking and cycling, reducing vehicle usage and traffic calming schemes	Short	Under Design	29/10/18	2018/19 Traffic Facilities

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	Sergeants Lane and Chandos Street	<p>cycling or walking. i don't think we should be encouraging more traffic in north sydney municipality and slower traffic is better for people</p> <p>Albany St from Willoughby Rd to Pacific Hwy - morning and evening rush hours can not drive as too crowded.</p> <p>Albany St - Congestion Miller St, North Sydney - traffic is often very congested in this area (during the week). It can take a long time to go a very short distance from Cammeray through to Lavender Bay/McMahons Point). Oxley - Morning traffic is so congested all the way to the roundabout so much clocking.</p> <p>Congestion 7:30-9:30 AM</p> <p>Congestion travelling north on Alexander St, Crows Nest - between Pacific Hwy and Devonshire St. Morning peak hour Congestion has becoming more of an issue with cut through traffic travelling east to west along Holtermann St. Traffic also travelling east to west on Ernest St and blocking the intersection turning north onto Alexander St.</p> <p>Chandos St, St Leonards - Peak hour traffic backed up from Christie St, All the way along Chandos almost to Willoughby Rd. Very poor traffic signalling.</p> <p>7. As more and more residential buildings are constructed along Chandos St, can you limit the access to heavy vehicles as they are noisy and pollutes the environment for the residents?</p> <p>1. Chandos St, Crows Nest/St Leonards - cars, trucks usually drives very fast on Chandos St after exiting Warringah Expressway. Chandos St should have traffic lights all the way to the train station, for pedestrians crossing the streets safely.</p> <p>traffic volume and speed on Albany Street may have increased. The Precinct requests that Traffic investigates possible options for reducing vehicle speed.</p>			may encourage through traffic to use higher order roads.				
T.104	Hayberry Precinct - area bounded by Alexander Street, Falcon Street, Miller	<p>Reduce speed limit to 40km/h</p> <p>Ridge St - Traffic jams</p> <p>Ridge St, east of Milner St - Traffic Congestion between 7.30-9am and 3-5pm Monday to Friday</p>	Traffic facilities & investigations	Create 40km/h speed zone including traffic		Medium		20/2/18	

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	Street, Ridge Street, West Street and Pacific Highway	<p>Congestion, heavy traffic</p> <p>Falcon and West street intersection-traffic rat runs all down the street</p> <p>Accidents: West has too much traffic. Cyclists a danger.</p> <p>West Street between Falcon and Ernest Streets -There are too many right turns off West Street (going south) that disrupt the flow of traffic at morning peak times - in essence this section becomes a parking lot. In future the traffic problem will increase due to: 7) The 4 story 58 unit dwelling with 63 car spaces at 139 West Street beside the TAFE with added traffic coming onto West Street 8)The proposed 3 story mixed use dwelling (12 unit and 2 commercial) being constructed in Falcon Lane and the added cars and delivery vans from that very narrow street. This will add congestion at the junction of West and Burlington Lane as traffic meets with traffic coming and going into the dry cleaners and traffic into West Street. 9) New schools being constructed in the area (Fromer Anzac Club AND TAFE) - with the added traffic problems of more cars and school buses and bus zones in West Street morning and afternoon 10) The proposed two lane cycleway on the eastern side of West Street as well as cars being allowed to park on either side of the road - the road is not wide enough for two lanes of traffic, parking on both sides of the road and a dedicated dual carriage way cycle way.</p> <p>The major problems for residents will be getting into and out of their driveways and on street parking and noise. West Street is a tertiary road which has experienced significant increases in traffic and congestion in the last 10 years and will have significant increases in traffic due to the new developments and schools.</p> <p>West Street and the rest of Holtermann Precinct should be a 40km zone.</p>		calming devices					
T.106	Hume Street north of Clarke Street	Close Hume Street, demolish houses and create pedestrians Crossings to Willoughby	Traffic facilities & investigations	Close Hume Street to traffic, north of Clarke Street		Medium		20/2/18	
T.107	West Street	Close St make zone and shops rat running	Traffic facilities & investigations	Close West Street to Traffic	West Street is a collector road and closure of the street would divert a significant level of traffic to	Not to proceed	Not to proceed	20/2/18	

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					surrounding local roads which would exacerbate noise and amenity issues in those streets.				
T.108	Oxley Street	<p>OXLEY ST, ALBANY LANE, ATCHISON ST, ST LEONARDS - OXLEY ST PARKING IS TOO THIGHT FOR A NARROW ROAD. SUGGEST WIDENING STREET TO ALLOW SAFE AND UNOBSTRUCTED PASSING OF TRAFFIC IN BOTH DIRECTIONS.</p> <p>My concern relates to Oxley Street between Albany and Chandos Streets. This a narrow two-way street with parking on both sides. It is difficult to see traffic when driving out of Albany Lane into Oxley Street because of vehicles parked on the west side of Oxley Street. Removing or deducing the parking on this side would eliminate vision restriction and improve traffic flow. It's very difficult for two car to pass. Also, vehicles entering Oxley Street from Albany at the roundabout are often driving very fast and it can be dangerous. A speed hump might help slow the traffic. A line in the middle of the ends of lanes would direct traffic to the left lane thus avoiding the situation frequently experienced in Albany Lane, where most people leaving the lane drive down the middle. This effectively prevents anyone attempting to turn left into the lane from Oxley Street from entering. An example where this works well is on Kelrose Lane from McLaren Street, next to North Sydney Council Chambers.</p> <p>CRN OXLEY AND ATCHISON ST - STREET VERY NARROW AND BECAUSE OF PARKED cars DIFFICULT TO SEE PROPERLY WHEN TURNING RIGHT FROM ATICHSON TO OXLEY - CAN TRAVEL QUITE FAST AND OFTEN ONE CAR HAS TO PULL OVER TO LET THOUGH</p> <p>Oxley St, St Leonards - One laned roads with parking allowed on both sides of the street.</p> <p>OXLEY ST BETWEEN ALBANY AND ATCHISON - PARKED cars IMPEDE TRAFFIC FLOW, NARROW FOOTPATHS</p> <p>OXLEY ST, CROWS NEST - IMPOSSIBLE IN A CAR, SHOULD HAVE ONE SIDE ONLY FOR PARKING, NOT BOTH</p>	Traffic facilities & investigations	Remove parking to improve traffic flow		Not to proceed	Not to proceed	20/2/18	
T.109	Sergeants Lane	<p>Sergaents Lane, St Leonards - shared pedestrian/car laneway feels not integrated and unsafe.</p> <p>Exit from St Leonards forum to Atchison St - no footpath. Large volume of pedestrians but most space allocated to cars. Traffic light phases favour</p>	Traffic facilities & investigations	Install Shared Zone treatment and signs		Long		20/2/18	

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		traffic over majority of passengers; Sergeants Lane - parking, bike path							
T.110	Holtermann Street at Alexander Lane	Holtermann St - Exiting from Alexander Lane in becoming visually dangerous due to large plants growing on corner and large truck parking outside blocking visual access.	Traffic facilities & investigations	Trim/ prune vegetation at intersection	Removal of parking would encourage higher turning speeds. Intersection already has landscaped kerb buildouts and visibility can be improved with trimming	Short		20/2/18	
T.110 b	Holtermann Street at Alexander Lane	Holtermann St - Exiting from Alexander Lane in becoming visually dangerous due to large plants growing on corner and large truck parking outside blocking visual access.	Traffic facilities & investigations	Remove parking to improve visibility		Not to proceed	Not to proceed	20/2/18	
T.111	The Greens Driveway	The Greens - driveway access walk across; pump room built on shed can't see past; need more clearance and stop sign.	Traffic facilities & investigations	Install "Give Way to Pedestrians" sign		Short		20/2/18	
T.111 b	The Greens Driveway	The Greens - driveway access walk across; pump room built on shed can't see past; need more clearance and stop sign.	Traffic facilities & investigations	Provide a separated footpath	Traffic speeds are very low. Segregation of pedestrians may mean motorists are less likely to be aware of pedestrians who may be walking along the driveway.	Not to proceed	Not to proceed	20/2/18	
T.112	Pacific Highway at Cammeraygal High School	Pacific Hwy/Cammeraygal School - Needs median with fence to prevent illegal Crossings	Traffic facilities & investigations	Plant low but dense vegetation along kerbs	Pedestrian fencing creates pinch points for cyclists and encourages higher traffic speeds. Jaywalking can be discouraged with landscaping to create a softer	Medium		20/2/18	

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					barrier whilst enhancing the street level amenity.				
T.112 b	Pacific Highway at Cammeraygal High School	Pacific Hwy/Cammeraygal School - Needs median with fence to prevent illegal Crossings	Traffic facilities & investigations	Install pedestrian fencing		Not to proceed	Not to proceed	20/2/18	
T.113	Ridge Street east of Miller Street	Ridge Street footpaths inconsistent pathways.	Traffic facilities & investigations	Install footpath on northern side of Ridge Street	Consultation to be undertaken 2019/20	Medium	In planning	20/2/18	
T.114	Sophia Street at Holtermann Street	Sofia St exit onto Holterman St - pedestrian Safety has been abrogated in favour of driver convenience by removing the pre-intersection stop marking and moving it further northwards, such that cars no longer stop before the line of the footpath - indeed most cars now don't bother stopping at all	Traffic facilities & investigations	Install continuous footpath treatment		Medium		20/2/18	
T.116	Rosalind Street between West Street and Miller Street	Trucks and vehicles use Rosalind Street to cut through between West Street and Miller Street. Some vehicles turn into Rosalind Street at high speed	Traffic facilities & investigations	Install traffic calming scheme		Medium		20/2/18	
T.117	Myrtle Street, at the Pacific Highway, near North Sydney Girls	School safety review - install pedestrian crossing on Myrtle Street near the Pacific Highway	Traffic facilities & investigations	Pedestrian crossing, refuge or kerb build-outs		Medium		20/2/18	
T.118	Hospital Lane & Willoughby Lane	Reduce vehicle speeds in Hospital Lane near entrance to the Community Centre	Traffic facilities & investigations	Implement Shared Zone treatment		Long		20/2/18	
T.120	Clarke Street near Hume Street	No formal pedestrian facilities near this intersection	Traffic facilities & investigations	Install pedestrian crossing and/or kerb buildouts	Adjacent to Metro construction site	Short		20/2/18	
T.122	Church Lane	Vehicles travel the wrong way up Church Lane	Traffic facilities & investigations	Paint directional arrows on pavement		Medium		20/2/18	

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T.124	David Street at Hayberry	People cut the corner at this intersection	Traffic facilities & investigations	Install concrete median at intersection		Long		20/2/18	
T.126	Walker Street near McLaren Street	Speeding	Traffic facilities & investigations	Install traffic calming scheme		Medium		20/2/18	
T.127	Walker Street pedestrian crossing at Wenona	School safety review - convert flush crossing to a raised crossing	Traffic facilities & investigations	Covert flush crossing to a raised pedestrian crossing	Completed 2017/18	Medium	Completed	27/7/18	
T.128	Rosalind Street west of Miller Street	Request to improve pedestrian facilities	Traffic facilities & investigations	Upgrade pedestrian refuge including kerb buildouts		Short		20/2/18	
T.129	Rosalind Street east of Miller Street	Request to improve pedestrian facilities	Traffic facilities & investigations	Upgrade pedestrian regufe including kerb buildouts		Short		20/2/18	
T.130	Angelo Street at McLaren Street	CBD Traffic and Pedestrian Study recommendation	Traffic facilities & investigations	Pedestrian crossing or continuous footpath treatment		Short		20/2/18	2019/20
T.131	Angelo Street at Berry Street	CBD Traffic and Pedestrian Study recommendation	Traffic facilities & investigations	Pedestrian crossing or continuous footpath treatment		Short		20/2/18	
T.132	Crows Nest residential area bounded by Alexander Street, Falcon Street, West Street and	Local traffic area Congestion travelling north on Alexander St, Crows Nest - between Pacific Hwy and Devonshire St. Morning peak hour Congestion has becoming more of an issue with cut through traffic travelling east to west along Holtermann St. Traffic also travelling east to west on Ernest St and blocking the intersection	Traffic facilities & investigations	Create 40km/h local area speed zone including traffic		Medium		20/2/18	

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	Chandos Street	turning north onto Alexander St. Brook Street - Rat Run West Street and the rest of Holtermann Precinct should be a 40km zone.		calming devices					
T.133	Rosalind Street at Miller Street	7. Rosalind Street East - Light traffic only to stop buses and heavy vehicles travelling up and down the hill to ensure that there is a safer environment, especially around the kiss and drop school zone.	Traffic Counts	Install No Trucks sign	Heavy vehicles comprise 5% of total vehicles which is typical for a local street. However southbound heavy vehicles comprise 9% of total vehicles which suggests some may be through traffic. A No Trucks sign restricts use of the street by heavy vehicles to only those which have a genuine destination in the street, however does require ongoing enforcement.	Short		20/2/18	
T.134	Miller Street at McLaren Street	2) Right turn lights should be installed at the junctions of McLaren Street and Ridge Street northbound into Miller Street. At peak times the volume of traffic means waiting times can be up to half an hour, and there is a danger of impatience leading to accidents. New residential developments (such as that proposed for the SAP building) will only exacerbate the situation if this is not provided.	Traffic facilities & investigations	Redesign intersection to improve operation	There is a No Right Turn on McLaren Street northbound into Miller Street. Reinstating right turn will increase number of vehicles using McLaren Street.	Not to proceed	Not to proceed	20/2/18	
T.135	McLaren Street - private laneway	Once these developments are completed some sort of signaling should be in place on that private lane so that traffic exiting is required to give way to pedestrians.	Traffic facilities & investigations	Install continuous footpath	The laneway will operate similar to a driveway where	Medium		20/2/18	

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	between Hno. 39 & 41			treatment across driveway/laneway between Hno. 39 & 41 McLaren Street	pedestrians have legal priority over vehicles when crossing the driveway. A continuous footpath treatment can be incorporated into the post-development plans to reinforce this.				
T.136	Holtermann Street	<p>Holtermann st has become the biggest rat run in the area. The traffic from West street is atrocious. Morning and evening peaks are ridiculous. Cars blatantly use the street too bypass Ernest st lights. Sophia st compounds the issue. The stop sign at Holtermann and Sophia is ignored. People are going to get killed. The new Woolworths and associated traffic changes have made it worse. The new Coles development will create chaos. The street needs to be blocked off to they traffic.</p> <p>The parking issues are woefully out of date....everyone's parks in the street abusing the outdated parking limits. Parking should be limited to 30mins at the Alexander st end with a cut off at 10:30 at night for non residents. Local businesses know its a rort, and park in Holtermann street all day checking their tires every hour!!!!!! The noise levels have grown beyond acceptable. Close the st off to thru traffic...., NO EXIT TO ALEXANDER ST...NO EXIT TO WEST ST.....SOLVES THE ISSUE</p> <p>The traffic in the street now is unbelievable....starts at 5:00 and non stop till midnight. Peak hour has 30-40 cars waiting to use Alexander street exit ...it's disgraceful. No one obeys the stop sign at the corner of Sophia and Holtermann st. The street surface is atrocious. Parking hasn't been updated for years. Every man and his dog abuses the out of date parking provisions. The new Woolworth's has aggravated the situation and the new Coles and all the new apartment blocks going up in the area will create mayhem. I'm surprised no 9ne has been killed by the traffic yet. And TAFE is putting 60 car spaces back on the street...60. !!!!!!! If this isn't sorted out there will b3 traffic chaos here everyday...shut down the street.....NOW....</p> <p>I am concerned that Holtermann St has become a major rat run for traffic passing through Crows Nest and it will get much worse with general traffic increases as well as development with the new Coles, Metro, etc.</p> <p>Traffic to/from Cammeray via West St is using Holtermann St as a short cut to Albany St and westbound traffic on Ernest St is taking a short cut down Sophia St to get to Albany St via Holtermann St. The same traffic then gets priority at the Holtermann St / Alexander St round-a bout, so it actually</p>	Traffic facilities & investigations	Reinstate No Right Turn during peak periods from West Street into Holtermann Street	The No Right Turn was trialed in 2013 and was unsuccessful. Motorists either ignored the restrictions or diverted to adjacent streets and laneways. This simply transferred the problem from one location to another, but does not reduce the amount fo traffic travelling into Crows Nest. See P.3 for alternative proposal.	Not to proceed	Not to proceed	20/2/18	

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		<p>inhibits the westbound traffic flow in Ernest St</p> <p>It is time North Sydney Council takes similar action to that undertaken by Willoughby Council many years ago when it blocked rat runs through Chatswood and forced traffic onto Archer St, etc. This can be done by closing off Huntington St, Holtermann St and Ernest Lane at West St and Sophia St and Alexander Lane at Ernest St. Or instead just close Holtermann St at Alexander Lane (west side).</p> <p>If blocking streets cannot be done in the short term, then some gain can be made by implementing no-right turn from West St to Holtermann St and no right turn from Ernest to Sophia St.</p> <p>Holtermann Street Rat Run</p> <p>The amount of traffic and the speed of the traffic is becoming a major issue in Holtermann Street.</p> <p>It is only a matter of time before someone will be hit by a car. Some mornings the traffic is backed up for almost three quarters of the length of the street from the roundabout .</p> <p>The No Right Turn from West Street needs to be put back .</p> <p>With the new Coles and TAFE development the parking issue is only going to get worse. This submission concerns the roundabout installed at the intersection of Holtermann Street and Alexander Street and the resulting traffic chaos it has caused.</p> <p>By way of background, this roundabout was vigorously objected to prior to its installation by local residents.</p> <p>In fact at a community meeting, the then mayor, Genia McAffrey stood up in front of a packed room and stated that the roundabout would not be installed.</p> <p>Manipulation by the Crows Nest Main Street committee and council surprisingly reversed this position.</p> <p>The council arranged traffic counts to be done over subsequent years and traffic volumes in Holtermann Street have increased well over 100% with the AADT of 2000 vehicles being exceeded most days.</p> <p>Holtermann Street is designated a local traffic zone.</p> <p>The installation has also caused chaos for through traffic in Crows Nest as the substantial increase in west bound traffic volumes on Holtermann Street effectively block this intersection causing significant log jams of traffic heading northbound on Alexander Street causing grid lock right back to the highway.</p> <p>Added to this a small laneway, Sophia Street, has become a major rat run for motorists avoiding the Ernest Street and Alexander Street intersection.</p> <p>A No Right Turn from West Street into Holtermann Street during AM peak was trailed for a short period and this proved very effective in reducing traffic volumes.</p>							

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		<p>Unfortunately this trail did not result in a permanent solution. In closing I would like to add that I was very surprised when the redevelopment of the section of Ernest Street west of Alexander Street kept the roadway. This roadway is not necessary and a very attractive plaza with outdoor dining would have resulted. It would also reduce traffic delays at this intersection (a major problem) and encourage more motorists to continue to this intersection rather than use the rat runs of Holtermann Street and Sophia Lane.</p> <p>Since the roundabout was installed at Holtermann and Alexander Streets, Holtermann has become a highway in morning and afternoon peak hour. The trial of a no right turn from West Street simply diverted traffic to Ernest Lane. Trying to cross Holtermann St at West St as a pedestrian at these times is near impossible and is very dangerous for school children as cars cut the corner wanting to avoid queuing for two sets of traffic lights. A solution needs to be found to bring Holtermann St back to a quiet residential street and Ernest Lane for garage access only - not through traffic!</p> <p>Holtermann St has become extremely overcrowded with traffic in the mornings - the cars are blocked right up the street and are often at a standstill. It has become significantly worse since Woolworths has opened and the new Coles will further exacerbate this problem. In addition the TAFE on West street is being converted to a school and the area is losing 60 car spaces. Cars sneak up Sophia street and traffic from Cammeray cuts through from West street - it is getting dangerous. The council needs to change the flow of traffic on Holtermann St, Crows Nests in the mornings specifically between 6.30am and 9.30am by not allowing traffic to turn into the street from West St or Sophia Street during these hours. This will increase public safety and will stop overuse of a suburban street. Thank you for your assistance in this matter.</p>							
T.137	East Lane at Eden Street	Request to remove kerb nib to improve traffic flow and deter illegal parking	Traffic Facilities & Investigations	Remove kerb build out on East Lane	Ausgrid requires minimum 1.3 metres clearance around substation with bollards	Long		4/6/18	
T.138	Ridge Street at West Street	Kerb extensions were installed in lieu of pedestrian refuge that was removed as part of Ridge Street cycleway. Request to install pedestrian refuge to improve pedestrian safety	Traffic facilities & investigations	Install pedestrian crossing		Medium		15/7/19	