



# AGENDA

A **MEETING** of the **Traffic Committee** will be held on Cammeraygal Land at the Council Chambers, 200 Miller Street, North Sydney at 10:00 AM on Friday 2 February 2024.  
The agenda is as follows.

Therese Manns  
**GENERAL MANAGER**



*North Sydney Council is an Open Government Council. The records of Council are available for public viewing in accordance with this policy, with the only exception being made for certain confidential documents such as legal advice, matters required by legislation not to be divulged, and staff matters.*

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**1. Confirmation of Minutes**

The Minutes of the previous meeting held on 17 November 2023, copies of which had been previously circulated, were taken as read and confirmed.

**2. Disclosures of Interest**

**3. Matters Arising from the Minutes**

Nil

**4. Matters Arising from Council Resolutions**

Nil

## **5. Items for Consideration**

### **5.1. Traffic Delegations**

**AUTHOR:** Narelle Lamond, Traffic Operations Officer

**ENDORSED BY:** Gary Parsons, Director Open Space and Infrastructure

**ATTACHMENTS:**

1. 5.2 Traffic Delegations [5.1.1 - 5 pages]

**PURPOSE:**

To report to the Committee matters given approval under delegated authority to the Traffic & Transport Operations Manager.

**EXECUTIVE SUMMARY:**

Attached is a list of projects given approval under delegated authority to the Traffic & Transport Operations Manager. Approval was given subject to concurrence of Transport for NSW, the NSW Police and the local State Members.

**FINANCIAL IMPLICATIONS:**

There are no direct financial implications arising from this report.

**RECOMMENDATION:**

1. **THAT** the information regarding Delegated Authority items be received.

## **LINK TO COMMUNITY STRATEGIC PLAN**

The relationship with the Community Strategic Plan is as follows:

1. Our Living Environment
  - 1.2 Environmentally sustainable community
  - 1.4 Well utilised open space and recreational facilities
  
2. Our Built Infrastructure
  - 2.3 Prioritise sustainable and active transport
  - 2.4 Efficient traffic mobility and parking
  
3. Our Innovative City
  - 3.2 North Sydney is smart and innovative
  
4. Our Social Vitality
  - 4.1 North Sydney is connected, inclusive, healthy and safe
  
5. Our Civic Leadership
  - 5.1 Lead North Sydney's strategic direction
  - 5.2 Strong civic leadership and customer focussed services

## **CONSULTATION REQUIREMENTS**

Community engagement is not required.

**ENDORSED FOR PROJECTS UNDER  
DELEGATED AUTHORITY TO THE TRAFFIC OPERATIONS OFFICER  
560 th TRAFFIC COMMITTEE – 02 February 2024**

No	Street	Location	Precinct, Ward, Electorate	Issue	Recommendation	Appr	Date	ECM	Comments
<b>Resident Parking</b>									
23-105	Bligh Street	Kirribilli	Bradfield, Cammeraygal, North Shore	Remove parking space	<b>THAT</b> Council raises no objection to the removal of single car parking space in shared zone section of Bligh Street, Kirribilli NSW 2060	Y	28.11.2023	9815666	
23-103	Carter Street	Cammeray	Bay, St Leonards, Willoughby	Kerb Extension	<b>THAT</b> the committee endorses the following proposal to provide kerb extension, new kerb ramp and garden beds.	Y	23.11.2023	9815672	
<b>Temporary Road Closures</b>									
23-099	100 Miller Street	North Sydney	North Shore CBD Cammeragyl	Temporary Road Closure	<p><b>1.THAT</b> the committee endorses/raises no objection to the temporary road closure of Miller Street, North Sydney on 24.11.23-25.11.23, from 9pm-5am for the purpose of air conditioning replacement on the building using crane, as per the submitted application and council's standard road closure conditions. Approval is subject to all affected properties and the applicant notifying all affected residents/tenants as per Council's standard conditions of approval.</p> <p><b>2.THAT</b> should Council receive another application for the same works, an extension or alternative date/s to carry out these works due to inclement</p>	Y	17.11.2023	9809305	24.11.23-25.11.23 Permit # 627/23

**ENDORSED FOR PROJECTS UNDER  
DELEGATED AUTHORITY TO THE TRAFFIC OPERATIONS OFFICER  
560 th TRAFFIC COMMITTEE – 02 February 2024**

					weather or operational delays, that application be approved, subject to Police Permit approval.				
<b>23-106</b>	Various Roads for Australia Day	North Sydney	North Shore CBD Cammeragyl	Temporary Road Closure	<p><b>1.THAT</b> the committee raises no objection to the various temporary road closures of in North Sydney on 26.01.24, from 10:30am-1pm &amp; 7:30pm-10:30pm for Australia Day celebrations, as per the submitted application and council's standard road closure conditions. Approval is subject to managed access to all affected properties and the applicant notifying all affected residents/tenants as per Council's standard conditions of approval.</p> <p><b>2.THAT</b> should Council receive another application for the same works, an extension or alternative date/s to carry out these works due to inclement weather or operational delays, that application be approved, subject to Police Permit approval.</p>	Y	07.12.2023	9823851	26.01.2024 Permit # N/A
<b>23-107</b>	May Lane, Neutral Bay	40 Yeo Street Neutral Bay	May Lane Neutral Bay Willoughby	Temporary Road Closure	<p><b>1.THAT</b> the committee raises no objection to the temporary road closure of May Lane in Neutral Bay on 06.12.23, from 9pm-5am for Telecommunications works, as per the submitted application and council's standard road closure conditions. Approval is</p>	Y	06.12.2023	9774140	6/12/2023 Permit # 661/23

**ENDORSED FOR PROJECTS UNDER  
DELEGATED AUTHORITY TO THE TRAFFIC OPERATIONS OFFICER  
560 th TRAFFIC COMMITTEE – 02 February 2024**

					<p>subject to managed access to all affected properties and the applicant notifying all affected residents/tenants as per Council's standard conditions of approval.</p> <p><b>2.THAT</b> should Council receive another application for the same works, an extension or alternative date/s to carry out these works due to inclement weather or operational delays, that application be approved, subject to Police Permit approval.</p>				
<b>23-108</b>	Clarke Street & Hume Street	Crows Nest Metro	Crows Nest, Willoughby	Temporary Road Closure	<p><b>1.THAT</b> the committee raises no objection to the temporary road closure of Clarke Street and Hume Street for 11.12.23, from 7am-5pm, for the purpose of crane works, as per the submitted application and council's standard road closure conditions. Approval is subject to managed access to all affected properties and the applicant notifying all affected residents/tenants as per Council's standard conditions of approval.</p> <p><b>THAT</b> should Council receive an application for an extension or alternative date/s to carry out these works due to inclement weather or operational delays, that application be approved,</p>	Y	13.12.2023	9801737	15-16.12.23 Permit # 696/23



**ENDORSED FOR PROJECTS UNDER  
DELEGATED AUTHORITY TO THE TRAFFIC OPERATIONS OFFICER  
560 th TRAFFIC COMMITTEE – 02 February 2024**

					subject to Police Permit approval.				
<b>Special Zones</b>									
<b>23-104</b>	1-5 Jeffrey Street	Kirribilli	Kirribilli, Cammeraygal, North Shore	Green Travel Plan	<b>THAT</b> the Committee raises no objection to the submitted Green Travel Plan, dated November 2023 for an approved development at St Aloysius College, Kirribilli	Y	29.11.2023	9815620	
<b>Regulatory Signs</b>									
<b>23-095</b>	Carter Street	12 Carter St to 2 Wilson Street	Cammeray. Willoughby	No Stopping Restriction	<b>THAT</b> the Committee endorse the 20m 'No Stopping' line marking restriction on the approach to the pedestrian refuge and a 10 metres 'No Stopping' line marking restriction on the departure of the pedestrian refuge on Carter St and Wilson St, Cammeray NSW 2062	Y	25.10.2023	9772421	
<b>23-097</b>	Cowdroy Street	34 Cowdroy Street	Cammeray. Willoughby North Shore	Install No Parking	<b>THAT</b> Council Install No Parking signs on the right-hand side of the driveway, between the driveway of 34 and 32 Cowdroy Ave, Cammeray NSW 2065	Y	02.11.2023	9872166	
<b>23-100</b>	Holt Avenue	131-135 Holt Avenue	Cammeray. Willoughby	Install works zone	<b>THAT</b> Committee endorses the installation of 15 metres 'Works Zone 7am to 5pm Monday to Friday, 8am to 1pm Saturday' for an initial period of 73.4 weeks.	Y	21.11.2023	9804425	
<b>23-101</b>	Kirribilli Avenue	74 Kirribilli Avenue	Kirribilli, Cammeraygal, North Shore	Install works zone	<b>THAT</b> the Committee endorses the installation of a 20 metre works zone adjacent to St	Y	28.11.2023	9815526	

**ENDORSED FOR PROJECTS UNDER  
DELEGATED AUTHORITY TO THE TRAFFIC OPERATIONS OFFICER  
560 th TRAFFIC COMMITTEE – 02 February 2024**

					Aloysius' College, Kirribilli Avenue, Kirribilli NSW 2060 for the initial period of 32.2 weeks				
<b>23-096</b>	Carlow St	Carlow Street	North Shore CBD Cammeraygal	Install works zone	<b>THAT</b> the committee endorses the installation of a 27m Works Zone on Carlow St, North Sydney NSW 2060.	Y	27.10.2023	9776737	
<b>23-098</b>	King George Street	Lavendar Bay	Lavender Bay, Cammeraygal, North Shore	Temporary sign relocation	<b>THAT</b> the Committee endorses the temporary relocation of No stopping sign for Temporary Vehicular Access to accommodate for installation of a driveway and crossover.	Y	14.11.2023	9799307	
<b>Signs Across Driveways</b>									
Nil									
<b>Warning Signs</b>									
Nil									
<b>Construction Management Plan</b>									
<b>23-102</b>	1-5 Jeffrey Street	Kirribilli	Bradfield, Cammeraygal, North Shore	OTAMP	<b>THAT</b> Council raises no objection to the submitted Operational Transport & Access Management Plan, dated September 2023 for an approved development at St Aloysius College, Kirribilli	Y	23.11.2023	9809296	
<b>Australian Road Rules Compliance Signs</b>									
Nil									
<b>Traffic Facilities</b>									
NIL									
<b>Council Decisions</b>									
Nil									

## 5.2. Broughton Street, Kirribilli – Parking Restriction

**AUTHOR:** Brin Baskaran, Traffic & Transport Engineer

**ENDORSED BY:** Gary Parsons, Director Open Space and Infrastructure

**ATTACHMENTS:**

1. Broughton St Timed Parking [5.2.1 - 1 page]

**PURPOSE:**

This report seeks endorsement for a change to parking restrictions on the eastern side of Broughton Street, Kirribilli. The change extends the period of timed parking currently between Monday to Saturday to also include Sundays.

**EXECUTIVE SUMMARY:**

- In response to a request from a business operator, North Sydney Council is proposing to change the parking restriction for four (4) existing car parking spaces on the eastern side of Broughton Street, Kirribilli between Willoughby Street and Bligh Street.
- The changes would extend the existing 1/2 hour 8.30am-6pm Mon-Sat parking restrictions to include Sundays.
- Community consultation on this proposal took place from 30 October 2023 till 17 December 2023. Approximately 96 letters were sent to the community. There were fourteen (14) responses with nine (9) letters of support and four (4) opposed.
- Given the community support for the proposal and that the changes will facilitate better access to patrons of businesses in the area on the weekend. It is recommended that the Committee endorse the proposal.

**FINANCIAL IMPLICATIONS:**

The cost for this project will be funded from the Traffic and Transport Operation teams 2023/2024 signage budget.

**RECOMMENDATION:**

**1. THAT** the committee endorse the proposal to reallocate parking on the eastern side of Broughton Street, Kirribilli as follows:

- A. Between 5 metres and 17 metres (2 car spaces) north of Crescent Street, as “1/2P 8:30am – 6pm Mon – Sun”.
- B. Between 1.8 metres and 16 metres (2 car spaces) south of the building line on Crescent Street, as “1/2P 9:30am – 6pm Monday – Sunday”.

## LINK TO COMMUNITY STRATEGIC PLAN

The relationship with the Community Strategic Plan is as follows:

### 2. Our Built Infrastructure

2.1 Infrastructure and assets meet diverse community needs

2.4 Efficient traffic mobility and parking

### 4. Our Social Vitality

4.1 North Sydney is connected, inclusive, healthy and safe

### 5. Our Civic Leadership

5.3 Community is engaged in what Council does

## CONSULTATION REQUIREMENTS

Community engagement has occurred in accordance with Council's *Community Engagement Protocol*. The detail of this report provides the outcomes from the engagement for Council to consider prior to adoption.

**Standard or Guideline Used:** AS2890.5

**Signs & Lines Priority:** N/A

**Precinct and Ward:** Bradfield / Cammeraygal

**Impact on Bicycles:** N/A

**Impact on Pedestrians:** Nil

**Impact on Parking:** Nil

## DETAIL

In response to a request from a business operator, North Sydney Council is proposing to change the parking restriction for four (4) car parking spaces on the eastern side of Broughton Street, Kirribilli to extend the 1/2 hour 8.30am-6pm Mon-Sat parking restrictions to include Sundays.

The changes are proposed on the eastern side of Broughton Street, impacting on-street parking spaces from Willoughby Street to Ennis Road and will provide short term parking seven days a week. The changes will facilitate better access to patrons of businesses in the area on Sundays. A plan of the proposed changes is attached.

## PUBLIC CONSULTATION

Community consultation on this proposal took place from 30 October 2023 till 17 December 2023. Approximately 96 letters were sent to 41 properties in the surrounding area and the survey was available online through Council's 'Have Your Say' webpage.

The proposal provided two options:

- 1/2P 8:30am – 6pm Monday – Sunday in Broughton Street between Willoughby Street and Crescent Place (Option 1); and
- 1/2P 9:30am – 6pm Monday – Sunday in Broughton Street between Crescent Place and Ennis Road (Option 2)

The results indicate a community preference for the change in parking restriction for both options (64.3% support and 35.7% objection). The results of the survey are shown in tabular format below:

Option 1	Response				
	No		Yes		Total
	Qty	%	Qty	%	
<b>Within Survey area</b>	<b>5</b>	<b>35.7</b>	<b>9</b>	<b>64.3</b>	<b>14</b>
<b>Grand Total</b>	<b>5</b>	<b>35.7</b>	<b>9</b>	<b>64.3</b>	<b>14</b>

Option 2	Response				
	No		Yes		Total
	Qty	%	Qty	%	
<b>Within Survey area</b>	<b>5</b>	<b>35.7</b>	<b>9</b>	<b>64.3</b>	<b>14</b>
<b>Grand Total</b>	<b>5</b>	<b>35.7</b>	<b>9</b>	<b>64.3</b>	<b>14</b>

### COMMENTS RECEIVED

Respondents were asked to provide general comments/feedback as desired. Council consolidates the comments into major themes as opposed to including every individual comment.

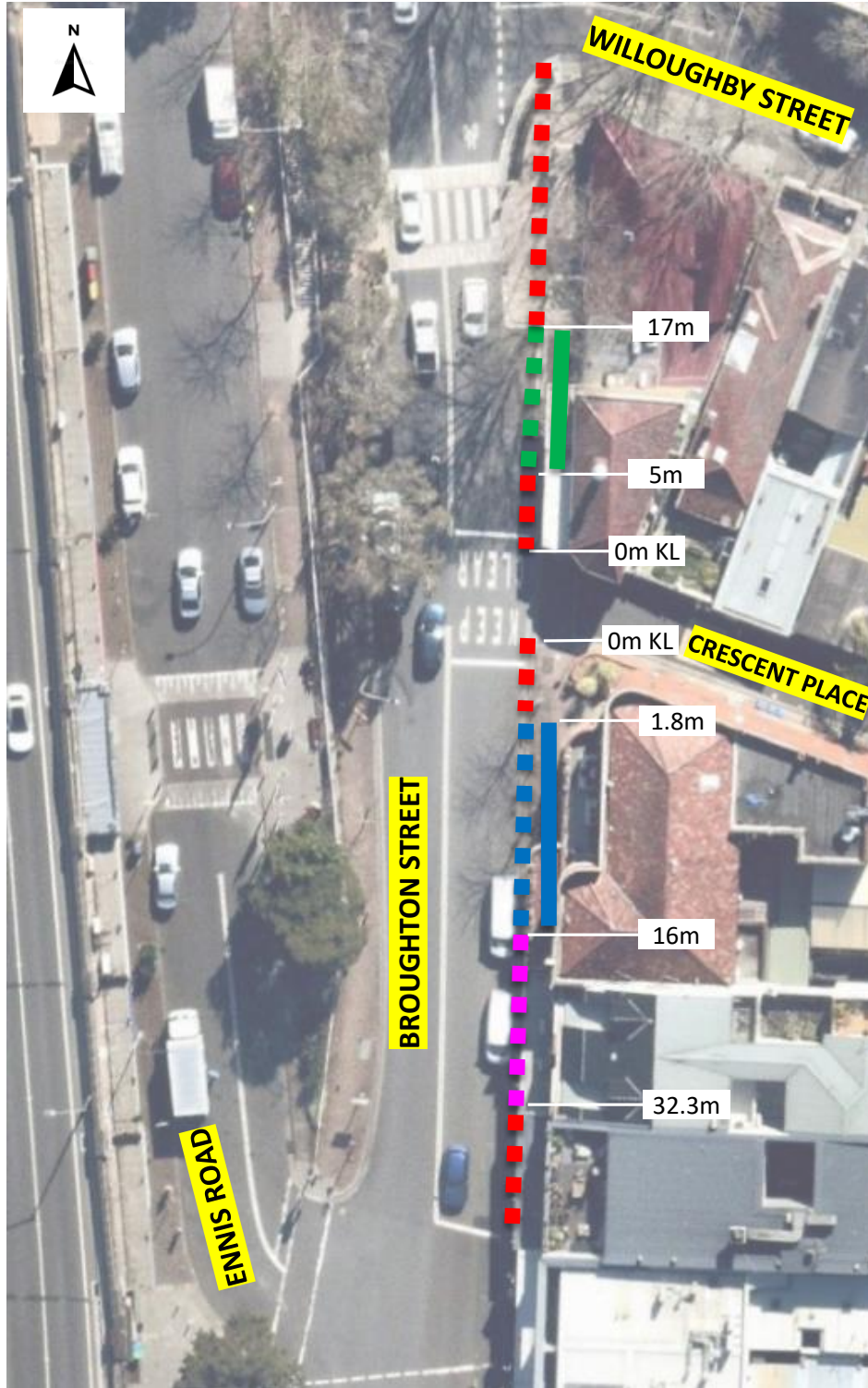
Theme	Community Comments	Office Comments
Parking	Customers are consistently complaining that they cannot access the local businesses along the main strip on Saturdays and Sundays due to the limited / no parking. This proposal will improve this situation.	Noted.
	Convert the 1P parking on the western side of	Noted. Council would investigate this request if the

Theme	Community Comments	Office Comments
	Broughton Street to 7 days a week as well	parking issue is persistent and would consult with the community.
	Consideration for metred parking.	Noted. Surveys show that meter parking improves turnover and availability of parking. Meter parking can be controversial, Council would investigate this item in future should concerns persist in the area.
Cycling	Why do we allocate more space to the Car!? Why don't we allocate some parking space for Cycling?	The council is not allocating more space to the car in this proposal. Council is changing the existing parking restriction. Bicycle parking spaces can be investigated for this area.
	This area is part of the Kirribilli Cremorne regional cycle route that has yet to be built. Any parking changes should take this requirement into account.	Noted.
Loading Zone	Remove the existing clearway 6:30am – 9:30am Monday to Friday and implement a loading zone as this is a prime area for peak time deliveries	There is an existing loading zone servicing the area from 9:30am – 3:30pm Monday to Friday. Further, it a bus route and removing the clearway may restrict access and reduce efficiency for public transport services.

## CONCLUSION

Given the support for the proposal and the proposed works will facilitate better access to patrons of businesses in the area on the weekend. It is recommended that the Committee endorse the proposal to the change in parking restrictions on Broughton Street, Kirribilli as shown on the attached plan.

**Broughton St, Kirribilli - Timed Parking extension over weekend**



**Existing**

- ■ ■ ½ P 8:30am-6:00pm Mon-Fri,  
8:30am-12:30pm Sat
- ■ ■ **No Stopping** 6:30am-9:30am Mon-Fri  
½ P 9:30am-6:00pm Mon-Fri,  
8:30am- 12:30pm Sat
- ■ ■ **No Stopping**
- ■ ■ **No Stopping** 6:30am-9:30am, 3:30pm-6:30pm Mon-Fri,  
**Loading Zone** 9:30am, 3:30pm Mon-Fri,  
½ P 8:30am-12:30pm Sat

**Proposed**

- ■ ■ ■ ■ ½ P 8:30am-6:00pm Mon-Sun
- ■ ■ ■ ■ **No Stopping** 6:30am-9:30am  
Mon-Fri  
½ P 9:30am-6:00pm Mon-Sun



### 5.3. Timed Parking Restriction - Ridge Street, North Sydney

**AUTHOR:** Brin Baskaran, Traffic & Transport Engineer

**ENDORSED BY:** Gary Parsons, Director Open Space and Infrastructure

**ATTACHMENTS:**

1. Timed Parking Restriction - Ridge Street, North Sydney [5.3.1 - 1 page]

**PURPOSE:**

This report seeks endorsement for a change to parking restrictions on the southern side of Ridge Street, North Sydney from “1P Meter 8.30am-6pm Mon-Fri Permit Holders Excepted” to “1/4P 7am-9am, 3pm-6pm Mon-Fri” and “1P Meter 9am-3pm Mon-Fri Permit Holders Excepted Area 22”. The change is proposed to facilitate increased turnover and availability of parking during childcare pick-up and drop-off times and adjacent businesses, while maintaining residential parking exemptions during the day.

**EXECUTIVE SUMMARY:**

- North Sydney Council has approved the development of a childcare centre at 45-51 Ridge Street, North Sydney (DA241/22). The development is likely to result in an increase in demand for short term parking in the adjacent kerb space on Ridge Street. The developers of the childcare have requested a change to parking restrictions to facilitate access by car to their development.
- Community consultation on this proposal took place from 25 August 2023 till 8 October 2023. Approximately 239 letters were sent, a total of thirteen (13) responses were received with four (4) in support and nine (9) opposed.
- The changes will not affect the patrons during the off-peak periods.
- The proposed works will facilitate access during peak times to the new childcare center, the school and businesses nearby. There is high demand for short-term parking at peak times due to businesses and the adjacent primary school on the northern side of Ridge Street. The proposed change is expected to facilitate the availability of parking.

**FINANCIAL IMPLICATIONS:**

The cost for this project will be funded from the Traffic and Transport Operation teams 2023/2024 signage budget.

**RECOMMENDATION:**

**THAT** the Committee endorse the following proposal to reallocate the kerb space on the southern side of Ridge Street, North Sydney between the points 39 metres and 62 metres



west of Miller Street; as “1/4P 7am – 9am, 3pm – 6pm Monday – Friday and 1P METER 9am – 3pm Mon -Fri Permit Holders Excepted Area 22”.

## LINK TO COMMUNITY STRATEGIC PLAN

The relationship with the Community Strategic Plan is as follows:

### 2. Our Built Infrastructure

2.1 Infrastructure and assets meet diverse community needs

2.4 Efficient traffic mobility and parking

### 4. Our Social Vitality

4.1 North Sydney is connected, inclusive, healthy and safe

### 5. Our Civic Leadership

5.3 Community is engaged in what Council does

## CONSULTATION REQUIREMENTS

Community engagement has occurred in accordance with Council's *Community Engagement Protocol*. The detail of this report provides the outcomes from the engagement for Council to consider prior to adoption.

**Standard or Guideline Used: AS2890.5**

**Signs & Lines Priority: N/A**

**Precinct and Ward: Stanton / Cammeraygal**

**Impact on Bicycles: N/A**

**Impact on Pedestrians: Nil**

**Impact on Parking: Nil**

## DETAIL

In response to a request from the developer of the approved childcare centre at 51 Ridge Street, North Sydney (DA241/22), North Sydney Council is proposing to change the parking restriction for three (3) 1 hour and one (1) 5 minute on-street parking spaces to facilitate access by car to the childcare during the peak drop-off / pick-up times.

The changes are proposed on the south side of Ridge Street, impacting on-street parking spaces from Miller Street to James Place and will allow drivers to stop for up to 15 minutes. The changes will facilitate access during peak times to the new childcare centre, the school and businesses nearby. A plan of the proposed changes is attached.

## PUBLIC CONSULTATION

Community consultation on this proposal took place from 25 August 2023 till 8 October 2023. Approximately 239 letters were sent to 37 properties in the surrounding area and the survey was available online through Council's 'Have Your Say' webpage. A total of 13 responses were received, including 10 responses from the outside survey area.

The proposal provided the following restriction:

- 1/4P 7am – 9am, 3pm – 6pm Monday – Friday and 1P METER 9am – 3pm Mon -Fri Permit Holders Excepted Area 22 between Miller Street and James Place.

The results indicate a community objection for the change in parking restriction (30.8% support and 69.2% objection). The results of the survey are shown in tabular format below:

	Response				
	No		Yes		Total
	Qty	%	Qty	%	
<b>Within Survey area:</b>	<b>3</b>	<b>100%</b>	<b>0</b>	<b>0%</b>	<b>3</b>
<b>Outside Survey area:</b>	<b>6</b>	<b>60%</b>	<b>4</b>	<b>40%</b>	<b>10</b>
<b>Grand Total</b>	<b>9</b>	<b>69.2</b>	<b>4</b>	<b>30.8</b>	<b>13</b>

### COMMENTS RECEIVED

Respondents were asked to provide general comments/feedback as desired. Council consolidates the comments into major themes as opposed to including every individual comment.

Theme	Community Comments	Office Comments
Parking	New parking restrictions will affect the permit holders.	Noted. The area is a direct frontage to local businesses. Therefore, proposed changes in parking restrictions are expected to have minimal impact on residents, as they will still be able to park during off-peak hours. Additionally, one more parking space will be added for residents.
	New parking restrictions will affect the local businesses by limiting their client parking especially during 3pm to 6pm.	Noted. The changes are proposed to increase turnover and therefore availability during peak times, facilitating access. Longer-term parking can also be accommodated within the Ridge Street car park adjacent to the property.

Theme	Community Comments	Office Comments
		Site observations recorded the local businesses along the street frontage typically closing between 3:30 pm and 6:00 pm. Limiting the impact of the change on the proposed parking restrictions.
	Use of camera to monitor that the cars are parked to the limited time periods.	Noted. Council's enforcement team monitors whether the motorists comply with the specified time restrictions.
	Convert the 1P parking meter to 2P	This will reduce parking availability for new customers. Customers seeking longer stays can utilize the nearby car parks.
	Use of Ridge Street car park for pick-up / drop-off	<p>Noted. Dropping-off / picking-up children from the public car park has some safety concerns for vulnerable road users.</p> <p>On-street parking spaces on Ridge Street provide direct access to a footpath, which is deemed suitable for small children. Council would investigate the utilization of Ridge Street car park if seen necessary in the future.</p>
	Retain P5 outside the drop-off times	Local businesses and patrons in the area prefer long-term parking. Therefore, changing the P5 parking outside of drop-off/pick-up times is viewed as a more favorable option.
	Propose "No Parking" instead of 15m Parking	Parents should accompany preschool children to the childcare facility, making a "No Parking" policy unfeasible in this context.

Loading Zone	Why does council want more cars to drop-off pre-school children? The area needs more loading zones.	There is an existing loading zone servicing the area from 8:30am – 6pm Monday to Friday. Loading vehicles can also use any available parking space and as such, the change does not change loading access.
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**CONCLUSION**

Given the proposed works will facilitate access during peak times to the new childcare center, the school and businesses nearby. It is recommended that the Committee endorse the proposal to change parking restrictions on Ridge Street, North Sydney as shown on the attached plan.



# Proposal

## RIDGE STREET, NORTH SYDNEY Proposed Parking Change



### LEGEND:

#### Existing

- — • LOADING ZONE 8:30am – 6pm Mon-Fri
- — • P5 8:30am – 9pm Mon-Fri, 10am -5pm Sat-Sun
- — • 1P METER 8:30am - 6pm Mon - Fri Permit Holders Excepted Area 22

#### Proposed

- — • 1/4 P 7am – 9am, 3pm-6pm Mon - Fri and;
- — • 1P METER 9am - 3pm Mon - Fri Permit Holders Excepted Area 22

## **5.4. Cammeray High Pedestrian Activity Area (HPAA) - Cammeray**

**AUTHOR:** Brin Baskaran, Traffic & Transport Engineer

**ENDORSED BY:** Gary Parsons, Director Open Space and Infrastructure

### **ATTACHMENTS:**

1. Cammeray HPAA [5.4.1 - 3 pages]

### **PURPOSE:**

The purpose of this report is to provide a summary of the Cammeray High Pedestrian Activity Area (HPAA) project, which is proposed as part of Council's 40km/h and 10km/h Shared Zones Masterplan for zone 7.

### **EXECUTIVE SUMMARY:**

- This Cammeray High Pedestrian Activity Area (HPAA) project is proposed as part of Council's 40km/h and 10km/h Shared Zones Masterplan for zone 7. The project consists of traffic calming and pedestrian accessibility treatments and are required to reduce the speed limit in Cammeray to 40km/h.
- The provision of a 40km/h speed limit in Cammeray requires traffic calming on Palmer Street, West Street, Amherst Street and Bellevue Street.
- There is net loss of five (5) parking spaces proposed as part of the proposal.
- Community consultation on this proposal took place from 30 October 2023 till 17 December 2023. Approximately 2,235 letters were sent and a total of 101 responses were received with 65 in support and 36 as opposed.
- North Sydney Council has secured grant funding in 2023/24 from Transport for NSW (TfNSW) for the design and implementation of a proposed 40km/h High Pedestrian Activity Area in Cammeray.

### **FINANCIAL IMPLICATIONS:**

The cost for this project is estimated to be \$300,000 which is funded by the NSW Govt Black Spot Program.

## **RECOMMENDATION:**

**THAT** the committee endorse the following proposals to:

- a) Reconstruct the existing pedestrian refuge with associated kerb buildouts across West Street at Palmer Street to provide 2 metre wide refuge in line with the current Technical Directions.
- b) Provide a raised threshold on Palmer Street east of West Street.
- c) Provide a speed hump on Amherst Street between West Street and Fredben Avenue.
- d) Provide a continuous footpath treatment across Abbott Lane north of Palmer Street.
- e) Reconstruct the three existing pedestrian refuge on Bellevue Street between Lumsden Street and Palmer Street to provide 2 metre wide refuges in line with the current Technical Direction.
- f) Construct a raised pedestrian crossing on Amherst Street just west of Bellevue Street.

## **LINK TO COMMUNITY STRATEGIC PLAN**

The relationship with the Community Strategic Plan is as follows:

### 2. Our Built Infrastructure

2.1 Infrastructure and assets meet diverse community needs

2.3 Prioritise sustainable and active transport

2.4 Efficient traffic mobility and parking

### 4. Our Social Vitality

4.1 North Sydney is connected, inclusive, healthy and safe

### 5. Our Civic Leadership

5.3 Community is engaged in what Council does

## **CONSULTATION REQUIREMENTS**

Community engagement has occurred in accordance with Council's *Community Engagement Protocol*. The detail of this report provides the outcomes from the engagement for Council to consider prior to adoption.

**Standard or Guideline Used:** AS2890.5 / TDT 2011/01a / TDT 2002/12c

**Signs & Lines Priority:** N/A

**Precinct and Ward:** Bridgeview / The Plateau / St Leonards

**Impact on Bicycles:** N/A

**Impact on Pedestrians:** Proposed pedestrian crossing, pedestrian refuge and continuous footpath treatment will improve pedestrian's safety

**Impact on Parking:** Net loss of five (5) parking spaces

## **DETAIL**

This project complements Council's Draft 40km/h and 10km/h Shared Zones Masterplan for zone 7. The works will improve access, amenity and safety for all road users, and particularly



people walking in the area, which includes Palmer Street, West Street, Amherst Street and Bellevue Street.

There is net loss of five (5) parking spaces proposed as part of the proposal.

North Sydney Council has secured grant funding in 2023/24 from Transport for NSW (TfNSW) for the design and implementation of a proposed 40km/h High Pedestrian Activity Area in Cammeray.

## PUBLIC CONSULTATION

Community consultation on this proposal took place from 30 October 2023 till 17 December 2023. Approximately 2235 letters were sent to 650 properties in the surrounding area and the survey was available online through Council’s ‘Have Your Say’ webpage. A total of 101 responses were received, including 8 responses from the outside survey area.

The results indicate a community preference for the change in parking restriction for both options (64.4% support and 35.6% objection). The results of the survey are shown in tabular format below:

I support the proposed 40km/h High Pedestrian Activity Area	Response				
	No		Yes		Total
	Qty	%	Qty	%	
<b>Within Survey area</b>	<b>33</b>	<b>35.5</b>	<b>60</b>	<b>64.5</b>	<b>93</b>
<b>Outside Survey area</b>	<b>3</b>	<b>37.5</b>	<b>5</b>	<b>62.5</b>	<b>8</b>
<b>Grand Total</b>	<b>36</b>	<b>35.6</b>	<b>65</b>	<b>64.4</b>	<b>101</b>

## COMMENTS RECEIVED

Respondents were asked to provide general comments/feedback as desired. Council consolidates the comments into major themes as opposed to including every individual comments.

Theme	Community Comments	Office Comments
Parking	Loss of 5 parking spaces is not acceptable when parking in Cammeray is already limited.	The pedestrian refuge islands on Bellevue Street, West Street and Amherst Street are non-complaint with the current Technical Direction. The existing ‘No Stopping’ restriction does not meet the current Technical Direction and it is unsafe for a pedestrian to

Theme	Community Comments	Office Comments
		cross this crossing as the line of sight for a pedestrian and motorist is blocked by the parked vehicles. Hence, regardless of this proposal to upgrade the pedestrian refuge islands nor the pedestrian crossing, the 'No Stopping' restriction has to be extended to meet the current Technical Direction, which will cause a loss of 5 parking spaces.
Safety	The biggest danger however is traffic approaching the roundabout from the Brook Street exit. On approaching the roundabout there is limited vision to both the right and left. Cars often approach the roundabout too fast and fail to give way.	Council is investigating this intersection as a separate matter and Council will consult with the community when a solution is developed.
	The plan makes sense for the residential streets where it is proposed.	Noted
	The junction of Carter/Bellevue/Palmer is a hazard at school times. The high level of pedestrian activity, particularly crossing Carter and Bellevue (south of junction) and the complex vehicle movements make it dangerous.	The reduction in speed to 40km/h along with the increase in pedestrian refuge size will improve the pedestrian safety and reduce the severity of potential crashes.  Visibility for drivers entering and exiting the intersection is unobstructed. Council will monitor impact of reduced vehicle speeds and increased pedestrian facilities at the intersection.
	Where is the data that 40km/h improves safety, it only slows and clogs up roads. 50 km/h is already	Travelling at lower speeds improves driver's ability to stop at a safer distance to avoid crashes, otherwise reduce the severity of a

Theme	Community Comments	Office Comments
	<p>slow enough. We don't need more rules and more traffic.</p>	<p>crash. According to the media release by Transport for NSW on 28 June 2017, there was a 33 per cent reduction in crashes causing serious injuries and deaths between 2005 and 2015 where 40km/h zones has been introduced.</p> <p>A case study from Centre for Road Safety, Transport for NSW concluded that when one car is travelling at 40 km/h and another at 50 km/h. Both drivers see a child about 27 metres ahead, recognise the danger and brake. The car travelling at 40 km/h will stop safely after 26 metres, avoiding the child. The car travelling at 50 km/h will take an extra 9 metres to stop and will still be travelling at 41 km/h when it hits the child.</p> <p>Centre for Road Safety also states that a small difference in vehicle speed can make a big difference to crash severities. If a car hits a pedestrian at 50 km/h, the driver is twice as likely to kill the pedestrian than if the car had been travelling at 40 km/h. Therefore, the 40 km/h urban limit is part of a nationwide strategy to improve safety in high pedestrian traffic areas.</p> <p>Further, in a crash between a car and a pedestrian, there's a 60% chance a pedestrian will survive if the car was</p>

Theme	Community Comments	Office Comments
		travelling at 40km/h and a 10% chance at 50km/h.
Speed	People speed in these areas and school kids, elderly and disabled people walk to the shops and school. This is much needed proposal to improve safety	Noted
	It should be 30km/h	Council would support further reduction to 30km/h where practical. The project was planned, designed and funded prior to the allowance of 30km/h in TfNSW Technical Directions..
Congestion	Do not support the speed hump on Amherst Street near Fredben Avenue as it hard for residents to turn in to Fredben Avenue due to school traffic.	While it is important to address congestion and traffic flow, safety for motorists and pedestrians takes priority. Further, speed hump would not change the traffic congestion caused by school traffic at this intersection as the traffic would be moving slow.
	There are substantial traffic backup on Amherst Street often blocking traffic in all directions and trailing well down Amherst Street. This raised crossing would only slow the flow of traffic.	While it is important to address congestion and traffic flow, safety for motorists and pedestrians takes priority.
Speed camera	Vehicles often speed and run the red lights at the intersection of Amherst Street / Miller Street and Palmer Street and Miller Street.	Speed cameras are under the jurisdiction of TfNSW and Council will liaise with TfNSW for a speed camera.
Visibility	It is dangerous to have a pedestrian crossing right next to a roundabout that cars turn and potentially could run over a pedestrian if there were a blind spot.	There is clear visibility for motorists exiting and entering the roundabout. There is no visual obstruction.

Theme	Community Comments	Office Comments
Noise	Noise pollution due to speed hump.	There is recorded data to indicate vehicle travelling at speed in this area and in order to achieve the 40km/h, speed hump have to be installed at this stage. Relevant signage and 25km/h speed signage at the speed hump would reduce the noise pollution
Traffic Light	Traffic lights on the Miller St intersections with Amherst and Palmer Streets become very congested during peaks and there are many near misses from drivers running red lights, in particular when turning. This is exacerbated by the left turn red arrows for pedestrians. A consequence of this on Palmer St is that many vehicles avoid turning right at the lights and instead travel towards Abbott St and access Miller St this way. A right turn arrow would increase traffic flow and reduce traffic in the areas this proposal suggests need controlling.	Council supports the right arrow and left arrow phasing for these intersection. Traffic lights are under the jurisdiction of TfNSW and Council will liaise with TfNSW for these phasing.
Line marking	40 km/h would seem to be very desirable. The only problem would seem to be to get any level of compliance. "40" stenciled on the road at very frequent intervals	Council is implementing 40 km/h stencil and relevant signage at the start and end point of the High Pedestrian Activity Area. These stencils are under the jurisdiction of TfNSW and are not required to be considered for endorsement by the Local Traffic Committees or approval by Councils.
Chicanes	In regard to traffic calming, it would be so much better to install chicanes as they really	While chicanes tend to have less least noise pollution option compared to a speed hump, it will be problematic

Theme	Community Comments	Office Comments
	work and they are proven to be the least noisy option	for this road condition. Heavy vehicles travel in these streets and to allow heavy vehicles to travel through a chicane, the width of chicane must be widened. This will create an opportunity for motorists to continue at a similar speed of travel without slowing down and it defeats the purpose of speed calming treatment. Further, to accommodate a chicane in these road condition, parking might have to be removed.
Statistic	No evidence of traffic crashes or pedestrian accidents has been provided to back up a need for implementation of the proposal.	There have been 7 recorded crashes in the past 5 years within the proposed Cammeray High Pedestrian Activity Area.
General Network Issue	The pedestrian refuge and speed hump at the intersection of Palmer Street and Abbott Street has caused more confusion for both motorists & pedestrians, With the placement of the kerb extensions & the speed cushions being in the wrong position. The kerb extensions make visibility worse & people regularly hit the kerb trying to get around the corner with their 4WDs.	<p>The pedestrian refuge and speed cushion have been installed in accordance with the Australian Standard.</p> <p>Prior to the installation, the 85th percentile speed was 47km/hr and after the installation, the 85th percentile speed was 40km/hr. Hence, the traffic calming installation has reduced speeding on Palmer Street.</p> <p>A swept path analysis was conducted to ensure vehicles can manoeuvre at this intersection.</p>

## **CONCLUSION**

Given the support for the proposal and the proposed works will improve access, amenity and safety for all road users, and particularly people walking in the area, which includes Palmer Street, West Street, Amherst Street and Bellevue Street. It is recommended that the Committee endorse the proposal to reconstruct pedestrian refuges with associated kerb buildouts, construct raised threshold, continuous footpath treatment and pedestrian crossing with associated signage in the Cammeray HPA study area as shown on the attached plan.

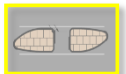


# Proposal

## Cammeray Proposed 40km/h and High Pedestrian Activity Area



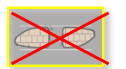
### Existing



Pedestrian Refuge (Retain)



Speed Humps/  
Cushions



Pedestrian Refuge (Remove)

### Proposed



Kerb Extension



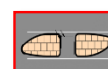
Raised Threshold



Loss of parking



Speed Humps/  
Cushions



Pedestrian Refuge





# Proposal

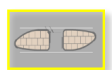
## Cammeray Proposed 40km/h and High Pedestrian Activity Area



**Existing**



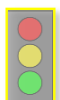
Speed Humps/  
Cushions



Pedestrian  
Refuge



Raised Pedestrian  
Crossing



Traffic Signal

**Proposed**



Speed Humps/  
Cushions



Raised  
Threshold



# Proposal

## Cammeray Proposed 40km/h and High Pedestrian Activity Area



### Existing



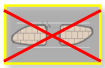
Raised Threshold



Kerb Extension



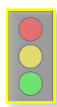
Pedestrian Refuge (Retain)



Pedestrian Refuge (Remove)

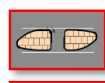


Raised Pedestrian Crossing



Traffic Signal

### Proposed



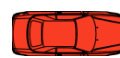
Pedestrian Refuge



Speed Humps/  
Cushions



Raised Pedestrian Crossing



Loss of parking

## **5.5. One-Way Restriction, Footpath Widening, and Parking Changes – Moodie Street, Cammeray**

**AUTHOR:** Brin Baskaran, Traffic & Transport Engineer

**ENDORSED BY:** Gary Parsons, Director Open Space and Infrastructure

### **ATTACHMENTS:**

1. One-Way Restriction, Footpath Widening and Parking Changes – Moodie Street, Cammeray [5.5.1 - 1 page]

### **PURPOSE:**

North Sydney Council has approved the Local Area Traffic Management (LATM) Action Plan for Area 2 which includes a proposal to widen the footpath to 1.8m, along the western side of Moodie Street. The changes will require the implementation of a one-way restriction northbound on Moodie Street from house number 3 Moodie Street to Ernest Street. The changes will improve access, amenity and safety for all road users, and particularly people walking in the area.

There is net loss of nine (9) parking spaces proposed as part of the proposal.

### **EXECUTIVE SUMMARY:**

- North Sydney Council has approved the Local Area Traffic Management (LATM) Action Plan for Area 2 and in response to community concerns about pedestrian safety, speeding, and cut through traffic, Council is proposing to widen the footpath to 1.8m, along the western side of Moodie Street. The changes will require the implementation of a one-way restriction northbound on Moodie Street from house number 3 Moodie Street to Ernest Street.
- The works will improve access, road safety and amenity for all road users, and particularly people walking in the area.
- Community consultation on this proposal took place from 25 August 2023 till 08 October 2023. Approximately 719 letters were sent to the community. There were 78 responses with 41 letters of support and 37 opposed.
- The works will be undertaken with timing agreed by TfNSW to ensure impacts on neighbouring State Government project works are mitigated.

### **FINANCIAL IMPLICATIONS:**

The cost for this project is estimated to be \$100,000 which can be funded from Traffic's LATM budget.

**RECOMMENDATION:**

**1.THAT** the Committee endorse the following recommendations on Moodie Street, Cammeray:

- a) Provision of a One-Way northbound restriction on Moodie Street between 3 Moodie Street and Ernest Street;
- b) Provision of a 1.8 metre wide footpath on the western side of Moodie Street between 3 Moodie Street and Ernest Street;
- c) Provision of a kerb extension on the northern side of Moodie Street, between the western corner and 10 meters east of the western corner of Moodie Street;
- d) Reallocation of parking on the western side of Moodie Street, between 3 Moodie Street and Ernest Street (12 spaces), as 'No Parking';
- e) Reallocation of parking on the southern side of Moodie Street, between 5 Moodie Street and the eastern side of 11-15 Moodie Street (5 spaces), as 'No Parking';
- f) Reallocation of parking on the northern side of Moodie Street, between 10 metres east of the bend on the western side of Moodie Street and 5 Moodie Street and the eastern side of 11-15 Moodie Street (16 spaces), as '2P 8:30am – 8:00pm Mon – Fri Permit Holders Excepted Area 20'; and
- g) The works will be undertaken with timing agreed by TfNSW to ensure impacts on neighbouring State Government project works are mitigated.



## LINK TO COMMUNITY STRATEGIC PLAN

The relationship with the Community Strategic Plan is as follows:

### 2. Our Built Infrastructure

2.1 Infrastructure and assets meet diverse community needs

2.3 Prioritise sustainable and active transport

2.4 Efficient traffic mobility and parking

### 4. Our Social Vitality

4.1 North Sydney is connected, inclusive, healthy and safe

### 5. Our Civic Leadership

5.3 Community is engaged in what Council does

## BACKGROUND

On 27 November 2020, concerns about Moodie Street, Cammeray being used as a short-cut route by high-speed drivers was raised to Traffic Committee. The concerns about speeding vehicles are increased due to the narrow 600mm wide footpath on the street, below the 1.2 metre recommended footpath width.

A site visit in May 2023 observed traffic operations on a typical weekday during the AM and PM peak hours. It was generally observed that speeding was more prevalent during the AM peak hour with higher volumes of traffic travelling southbound on Moodie Street. It was considered that the route was being used to access the northbound on-ramp to the Warringah Freeway.

## CONSULTATION REQUIREMENTS

Community engagement has occurred in accordance with Council's *Community Engagement Protocol and in accordance with Section 116 of the Roads Act 1993*. The detail of this report provides the outcomes from the engagement for Council to consider prior to adoption.

**Standard or Guideline Used:** AS2890.5 / AS1742.2

**Signs & Lines Priority:** N/A

**Precinct and Ward:** Anzac Park / St Leonards

**Impact on Bicycles:** N/A

**Impact on Pedestrians:** Proposed footpath widening will improve pedestrian's safety.

**Impact on Parking:** Net loss of nine (9) parking spaces

## DETAIL

As part of North Sydney Council Local Area Traffic Management (LATM) Action Plan for Area 2 and in response to community concerns about pedestrian safety, speeding, and cut through traffic, Council is proposing to widen the footpath to 1.8m, along the western side of Moodie Street. The changes will require the implementation of a one-way restriction northbound on

Moodie Street from house number 3 Moodie Street to Ernest Street. The works will improve access, amenity and safety for all road users, and particularly people walking in the area.

An independent consultant was engaged to assess the potential impacts on the surrounding network based on the proposed one-way conversion. Based on the assessment, the redistribution resulting from the one-way conversion is not expected to materially impact the operation of surrounding intersections, with all continuing to operate at existing levels of service with (in most cases) only minor changes to average delays during both the AM and PM peak hours.

The intersection performance resulting from the proposed one-way conversion is therefore considered to be supported.

There is net loss of nine (9) parking spaces proposed as part of the proposal.

TfNSW made a submission in response to the consultation identifying concerns with the proposal and its potential to impact the utilisation of Jefferson Jackson Reserve to facilitate construction of the Warringah Freeway Upgrade. Transport for NSW (TfNSW) have identified its intention to utilise its powers under Section 64(1) of the Roads Act 1993 to prevent completion of these works until the Warringah Freeway Upgrade is completed.

Community consultation on this proposal took place from 25 August 2023 till 08 October 2023. On 1 October 2023 a newspaper advertisement was printed in North Shore Living encouraging feedback on the proposal. Approximately 719 letters were sent to 104 properties in the surrounding area and the survey was available online through Council’s ‘Have Your Say’ webpage. A total of 78 responses were received, including 8 responses from the outside survey area.

The results indicate a community preference for the change in parking restriction for both options (52.6% support and 47.4% objection). The results of the survey are shown in tabular format below:

I support the proposed: <ul style="list-style-type: none"> <li>• conversion of Moodie Street to one way traffic northbound <u>AND</u>;</li> <li>• footpath widening <u>AND</u>;</li> <li>• re-arrangement of parking in Moodie Street.</li> </ul>	Response				
	No		Yes		Total
	Qty	%	Qty	%	
<b>Within Survey area</b>	<b>35</b>	<b>50</b>	<b>35</b>	<b>50</b>	<b>70</b>
<b>Outside Survey area</b>	<b>2</b>	<b>25</b>	<b>6</b>	<b>75</b>	<b>8</b>
<b>Grand Total</b>	<b>37</b>	<b>47.4</b>	<b>41</b>	<b>52.6</b>	<b>78</b>

## COMMENTS RECEIVED

Respondents were asked to provide general comments/feedback as desired. Council consolidates the comments into major themes as opposed to including every individual comments.

Theme	Community Comments	Office Comments
Parking	Do not support the loss of 9 parking spaces when it is already limited parking in Moodie Street. Removing these parking will put pressure on Lytton Street as there it is already limited.	While it is important to address parking issues, safety for motorists and pedestrians takes priority. It is not possible to retain parking while providing a footpath that meets the minimum requirement.
	Parking on Moodie Street joining Falcon Street be re-positioned to the western side of the road (from the current eastern side) thus providing a few more parking spaces than at present (fewer driveways on the western side). As this part of Moodie Street will continue to be two way such a change will be OK.	Noted. This has to be investigated in future.
	It is already difficult to find parking with Western Harbour Tunnel & Warringah Freeway Upgrade. With this proposal, it is going to impact further.	Council to implement the proposal in concurrence with TfNSW when the works for Warringah Freeway Upgrade is completed from Jefferson Jackson Reserve. This will ease the parking condition.
	Where can a car or taxi stop to pick up an elderly person, someone with a disability or a pregnant woman who cannot walk up the street	The kerb side restriction will be 'No Parking'. You can stop for less than 2 minutes if you stay within 3m of your vehicle, if you're: dropping off or picking up passengers.  Unfortunately, given the road geometry and to achieve minimum footpath width, parking has to be removed.

Theme	Community Comments	Office Comments
	Where can trades/delivery vehicle park should work need to be completed at any of these properties.	Trades are encouraged to use public transport or car pool to limit the parking occupancy in this area. They can park in limited spaces. This proposal minimises the loss of parking by providing angle parking on the northern side of Moodie Street at the dog leg.
	What happens if concrete truck needs to park in front of a building.	Road closure procedure has to be taken if there is to be a concrete pour in this section of Moodie Street.
	Why is it required to change the 2P parking from 6pm to 8pm.	Currently, Moodie Street has 2P parking that ends at 6pm and 8pm. With the amount of commuters that uses Moodie Street, it would be beneficial to have the 2P restriction till 8pm to have a turn over rate.
Network Issue	Dual directional access is essential in this street. I do not support the conversion to a one-way street. Falcon Street is an extremely busy road and only having 1 entrance onto Moodie Street will create a lot of unwanted congestion.	Based on the assessment, the redistribution resulting from the one-way conversion is not expected to materially impact the operation of surrounding intersections, with all continuing to operate at existing levels of service with (in most cases) only minor changes to average delays during both the AM and PM peak hours.
	Making Moodie Street one-way, will further increase traffic and noise in Lytton Street. Lytton Street already has Sydney Buses, large trucks and vehicles using the street as a major thoroughfare.	In evaluating the optimal traffic management solution, Lytton Street emerges as a preferable alternative to addressing the proposed conversion of Moodie Street into a one-way route. Lytton Street features road safety elements, including line



Theme	Community Comments	Office Comments
		<p>marking, speed humps, and parking bays, collectively contributing to a safer road environment.</p> <p>Further, with the proposed changes, the level of service does not change. However, minor changes to average delays during both the AM and PM peak hours.</p>
Safety	<p>Many cars are already driving too quickly up and down Moodie street, especially on the proposed 1 Way section. I believe by making it one way, we will actually see increased speeds of vehicles travelling down Moodie street, causing more risk to pedestrians, as they will know that there is no possibility of another vehicle coming from the Ernest Street end.</p>	<p>The increase in footpath size from 0.6m to 1.8m with an additional 0.57m grass verge will improve amenity and safety for all road users.</p> <p>The existing 85<sup>th</sup> percentile speed is 37km/h in this section of Moodie Street. Further, the one way conversion will divert the cut through traffic and will enhance it into a local traffic throughfare. Which, will decrease the speeding.</p>
	<p>Concerns regarding conflict of traffic with the Anzac School students / parents. The proposed updates will almost certainly increase the volume of traffic turning left into Lytton Street from Ernest Street thereby making crossing to the pedestrian island on Ernest Street less safe. How will this increased safety risk to pedestrian traffic (during school times) be managed?</p>	<p>There will be an increase of approximately 2 vehicles per minute turning into Lytton Street from Ernest Street during peak hour. This is negligible in terms of network capacity.</p> <p>Further, there are no recorded crash history at the location of Ernest Street at Lytton Street.</p>
	<p>The vertical car spots would be a hazard on an already very tight, right angle bend street.</p>	<p>A swept path analysis has been conducted and the provided road width along with angle parking is satisfactory. Further, making Moodie Street (north section) one way would</p>

Theme	Community Comments	Office Comments
		reduce the traffic hazards and mainly local traffic would use the street.
Walking	The footpath to comply with Disability Discrimination Act (1992)	Noted. A 1.8m footpath allows two wheelchairs to pass each other. This is in accordance with AS1428.1:2001
	Extend the one-way and footpath to 5A Moodie Street to meet the existing southern footpath.	The footpath will be constructed throughout Moodie Street and will be connected to the existing southern footpath.
	Confirm that the 1.8 metre footpath proposal is inclusive of the footpath that is already in place on the west side of Moodie Street which in section is 0.6m.	Correct, 1.8m is inclusive of the existing 0.6m footpath.
	There is very little evidence of regular pedestrian usage and no apparent evidence of issues related to safety concerns for pedestrian users	This was initiated due to requests from residents. North Sydney Council has approved the Local Area Traffic Management (LATM) Action Plan for Area 2 and in response to community concerns about pedestrian safety.
Footpath/Road Width	Widening of footpath reduces the road width, and hence, the vehicles exiting the adjacent driveways may not have sufficient turning space.	With the proposal the road width increase approximately by 0.1m. It also includes the addition of a grass verge which will offer extra overhang space for vehicles turning into or out of driveways. A swept path analysis was conducted for all existing driveway and vehicles were able to enter and exit their off-street parking.
	Widening the footpath to 1.8m seems excessively wide with no real benefit. There are multiple other nearby	The current footpaths of 600mm wide on both side of the road which is significantly less than the minimum 1.2 metres

Theme	Community Comments	Office Comments
	routes if someone does need a more accessible footpath.	recommended width for pedestrian access. Making the footpath to 1.2m will increase the road width while not being able to retain the parking lane nor two way traffic. Having wider road width for one way traffic flow could enhance the speeding in the street. Hence, the footpath width of 1.8m is proposed.
Emergency Vehicle	what will happen if an ambulance or emergency service needs to attend to someone in one of these buildings	Emergency vehicle can stop in front of the properties to attend a patient. This will temporarily block the traffic. Further, Emergency vehicle can mount the kerb and partially park on footpath and roadway, which will allow throughfare to the traffic.

## CONCLUSION

Given the support for the proposal and the proposed works will improve access, amenity and safety for all road users, and particularly people walking in the area. It is recommended that the Committee endorse the proposal for the conversion of Moodie Street to one way traffic northbound, footpath widening and re-arrangement of parking in Moodie Street.

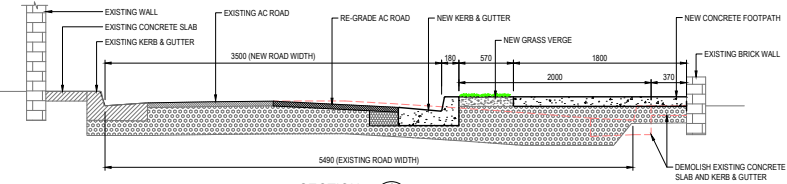
However, the proposed works to be on hold from construction as TfNSW made a submission in response to the consultation identifying concerns with the proposal and its potential to impact the utilisation of Jefferson Jackson Reserve to facilitate construction of the Warringah Freeway Upgrade. TfNSW have identified its intention to utilise its powers under Section 64(1) of the Roads Act 1993 to prevent completion of these works until the Warringah Freeway Upgrade is completed. Council to implement the proposal in concurrence with TfNSW when they do not have any objection for our proposal to proceed ahead.

LEGEND

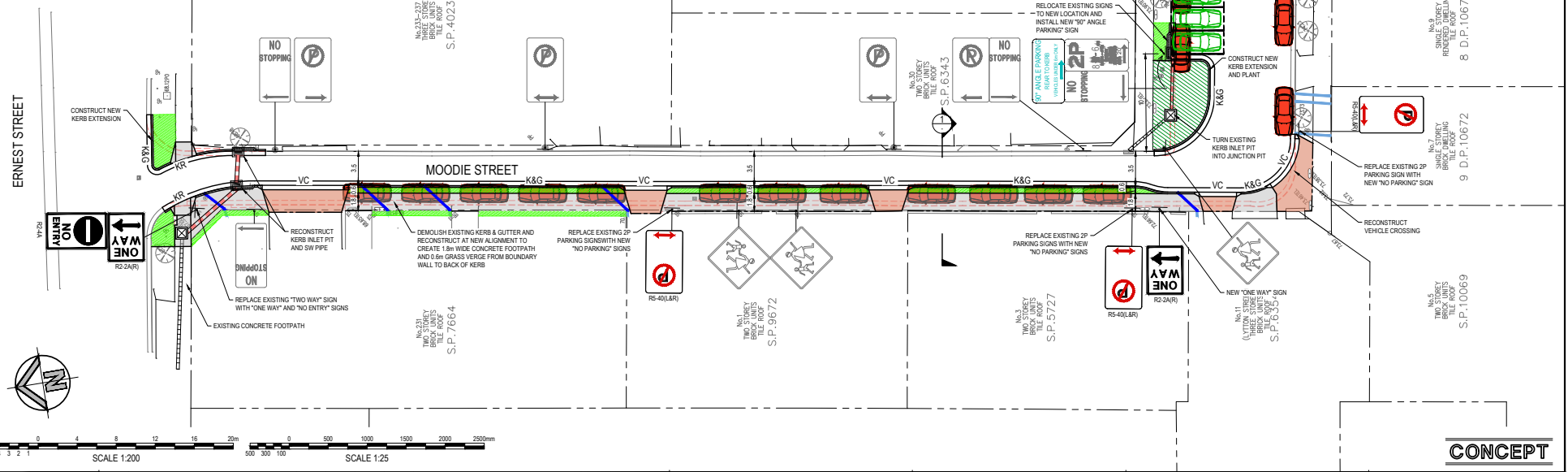
- EXISTING STORMWATER PIPE
- PROPOSED STORMWATER PIPE
- PROPOSED KERB & GUTTER
- PROPOSED VEHICLE CROSSING
- PROPOSED KERB RAMP
- KERB & GUTTER TO BE REMOVED
- RETAINED PARKING SPACE
- LOSS OF PARKING SPACE
- PROPOSED PARKING SPACE
- PROPOSED JUNCTION PIT
- PROPOSED KERB INLET PIT (SINGLE)
- PROPOSED GARDEN AREA
- PROPOSED GRASSED AREA
- PROPOSED CONCRETE FOOTPATH
- PROPOSED CONCRETE DRIVEWAY

- EXISTING SIGNS
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CAR SPACES - MOODIE STREET	
EXISTING	8 No. (FROM No.20 MOODIE STREET TO No.28 MOODIE STREET) 18 No. (FROM No.13 MOODIE STREET TO ERNEST STREET) TOTAL: 26 No.
PROPOSED / RETAINED	17 No. (FROM No.20 MOODIE STREET TO No.28 MOODIE STREET) 0 No. (FROM No.13 MOODIE STREET TO ERNEST STREET) TOTAL: 17 No.
LOSS	9 NO



SECTION 1  
SCALE: 1:25



CONCEPT

<b>SURVEY INFORMATION</b> HORIZONTAL SYSTEM: MOGA 2020 COORDINATE: MARS ADAPTED MAGNETIC: E 331 000 000 NORTH: N 6 000 000 000 VERTICAL SYSTEM:		Client: <b>NORTH SYDNEY COUNCIL</b> Surveyor: <b>C-SIDE SURVEYORS</b>		Suite 2.01 8/8 Pacific Highway Cammeray NSW 1585 Telephone: +61 2 9417 8400 Facsimile: +61 2 9417 8337 Email: <a href="mailto:enquiries@hnyh.com.au">enquiries@hnyh.com.au</a> Web: <a href="http://www.henryandhymas.com.au">www.henryandhymas.com.au</a>		Project: <b>CIVIL AND DRAINAGE WORKS DESIGN MOODIE STREET, CAMMERAY</b> The GENERAL ARRANGEMENT-OPTION 4		Drawn: D.Tran Checked: J.Tan Approved: L.Harrigan Date: Jan 2021 Scale: As shown	
DATE: 21.02.2024 BY: [Signature]				This drawing and design remains the property of Henry & Hymas and may not be copied in whole or in part without the prior written approval of Henry & Hymas.		Drawing Number: <b>20H01_SK_C130_01</b>		Revision:	

**6. Informal Items for Consideration**

Nil

**7. Local Development Advisory Committee Items for Consideration**

Nil

**8. General Business**

**9. Closure**