

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

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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	%	
Within Survey area	33	35.5	60	64.5	93
Outside Survey area	3	37.5	5	62.5	8
Grand Total	36	35.6	65	64.4	101

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.

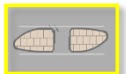


Proposal

Cammeray Proposed 40km/h and High Pedestrian Activity Area



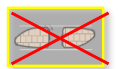
Existing



Pedestrian Refuge (Retain)



Speed Humps/
Cushions



Pedestrian Refuge (Remove)

Proposed



Kerb Extension



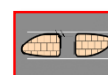
Raised Threshold



Loss of parking



Speed Humps/
Cushions



Pedestrian Refuge



Proposal

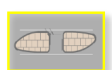
Cammeray Proposed 40km/h and High Pedestrian Activity Area



Existing



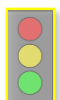
Speed Humps/
Cushions



Pedestrian
Refuge



Raised Pedestrian
Crossing

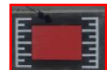


Traffic Signal

Proposed



Speed Humps/
Cushions



Raised
Threshold



Proposal

Cammeray Proposed 40km/h and High Pedestrian Activity Area



Existing



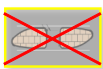
Raised Threshold



Kerb Extension



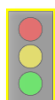
Pedestrian Refuge (Retain)



Pedestrian Refuge (Remove)

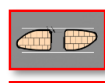


Raised Pedestrian Crossing



Traffic Signal

Proposed



Pedestrian Refuge



Speed Humps/
Cushions



Raised Pedestrian Crossing



Loss of parking