

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

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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"> • conversion of Moodie Street to one way traffic northbound <u>AND</u>; • footpath widening <u>AND</u>; • re-arrangement of parking in Moodie Street. 	Response				
	No		Yes		Total
	Qty	%	Qty	%	
Within Survey area	35	50	35	50	70
Outside Survey area	2	25	6	75	8
Grand Total	37	47.4	41	52.6	78

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 85th 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 GRASSSED AREA
- PROPOSED CONCRETE FOOTPATH
- PROPOSED CONCRETE DRIVEWAY

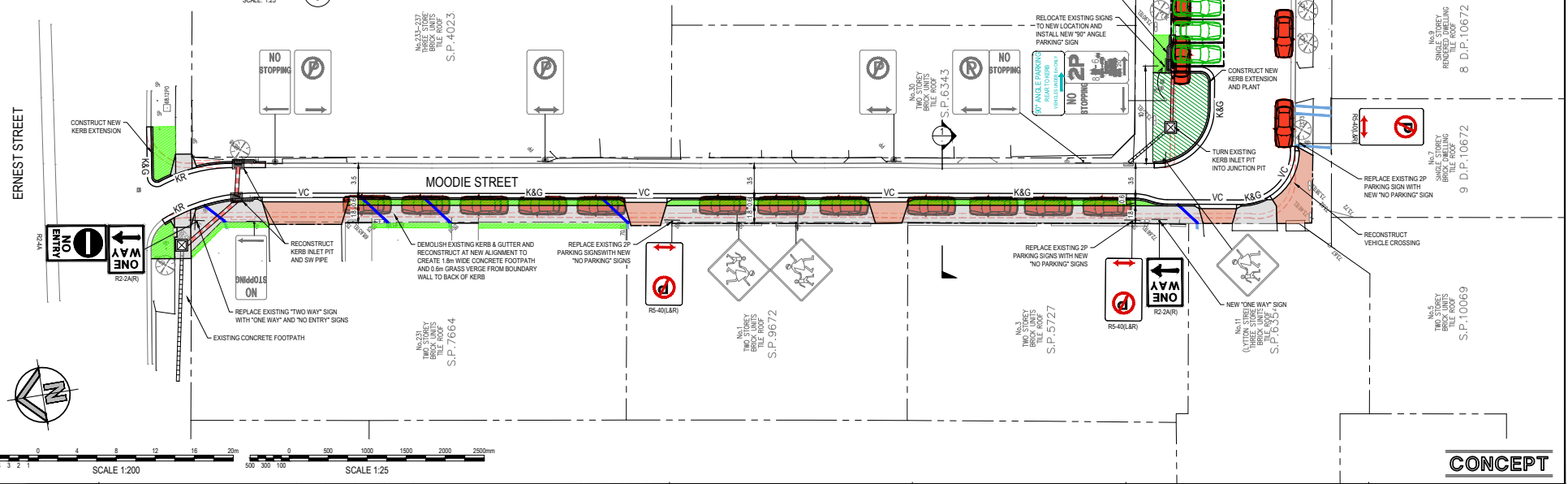
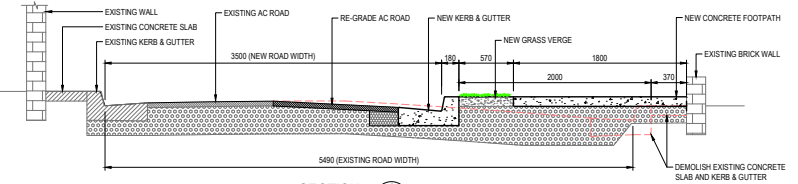
EXISTING SIGNS

- NO STOPPING
- NO STOPPING
- P
- P
- 2P
- 2P
- 2P
- 2P
- 2P

PROPOSED SIGNS

- NO ENTRY
- ONE WAY
- R2-4A
- R2-2A(R)
- RS-40(L&R)
- 90° ANGLE PARKING
- 90° ANGLE PARKING
- 90° ANGLE PARKING

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



CONCEPT

SURVEY INFORMATION	
HORIZONTAL SYSTEM	MGA 2020
CORNER ID#	MANA ACQUISIT
MAGNETIC	E 333 000 000
NORTH	N 600 000 000
VERTICAL SYSTEM	
DATUM	
BM ADJUSTED	

NO.	DATE	REVISION / REMARKS
1	21.02.2022	CONCEPT

Client: NORTH SYDNEY COUNCIL
 Drawing: C-SIDE SURVEYORS
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Scale: 2:01
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henry & hymas
 CIVIL AND DRAINAGE WORKS DESIGN
 MOODIE STREET, CAMMERAY
 GENERAL ARRANGEMENT-OPTION 4

Drawn	Designed	Date
D.Tran <td>D.Rhodde <td>Jan 2021</td> </td>	D.Rhodde <td>Jan 2021</td>	Jan 2021
Checked <td>Approved <td>Scan</td> </td>	Approved <td>Scan</td>	Scan
L.Tan	L.Hammam	As shown

Drawing Number: 20H01_SK_C130 | 01
 Sheet: Page 10 of 10