



AGENDA

A **Meeting of Traffic Committee** will be held on Cammeraygal Land at the Council Chambers, 200 Miller Street, North Sydney at 10:00 AM on Friday 15 March 2024.

The agenda is as follows.

Therese Cole
Chief Executive Officer



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 2 February 2024, 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. Young Street and Grosvenor Street, Neutral Bay - Cycling and Walking Upgrades

AUTHOR: Max White, Sustainable Transport Project Coordinator

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

ATTACHMENTS:

1. Attachment A Original Concept Design [5.1.1 - 1 page]
2. Attachment B Revised Concept Design [5.1.2 - 1 page]
3. Attachment C Consultation Materials [5.1.3 - 2 pages]
4. Attachment D Traffic Impact Assessment [5.1.4 - 39 pages]
5. Attachment E Community Engagement Strategy [5.1.5 - 6 pages]
6. Attachment F Submissions [5.1.6 - 22 pages]

PURPOSE:

The Young Street and Grosvenor Street, Neutral Bay Intersection - Cycling and Walking Upgrades will complete the Young Street Cycleway Extension to Neutral Bay town centre. This extension has been publicly exhibited to the community, and consultation outcomes provided within this report.

EXECUTIVE SUMMARY:

- On 21 April 2023, the Committee unanimously endorsed the proposal for a 2.4m separated cycleway on Young Street, Neutral Bay between Sutherland Street and Grosvenor Street.
- At the meeting, TfNSW requested consideration of additional safety considerations to the south of the proposed cycleway which would see an increase in use by bike riders.
- Council consulted on a proposal for streetscape upgrades including the removal of the roundabout and the provision of a priority-controlled intersection, an additional raised pedestrian and cycle crossing on the western side of the intersection and streetscape upgrades.
- There were 83 community submissions received, 36 submissions (43%) opposed the project, 35 submissions (42%) indicated support for the project, 6 submission (7%) were neutral, and 6 submissions (7%) were mixed.
- To address the responses to the consultation, the design was revised to further improve pedestrian accessibility for pedestrians crossing Young Street by providing a priority controlled raised intersection with two additional pedestrian and cyclist crossings, and 30 metres of additional cycleway.

FINANCIAL IMPLICATIONS:

The costs associated with the installation of the cycling and walking upgrades of the intersection of Young Street and Grosvenor Street, Neutral Bay shall be borne by a grant from Transport for NSW for \$608,000.00. Council will contribute an additional \$40,000.00 for construction from the Active Transport Facilities Budget.

RECOMMENDATION:

- 1. THAT** the Committee endorse the following changes in Neutral Bay:
 - a. The provision of a four-way raised threshold intersection with associated kerb extensions at Young Street and Grosvenor Street, Neutral Bay.
 - b. The provision of a raised pedestrian and cycle crossing across Grosvenor Street, just west of Young Street.
 - c. The provision of a raised pedestrian and cycle crossing across Young Street, just south of Grosvenor Street.
 - d. The reallocation of parking on the eastern side of Young Street, between 12.9m and 22.8m (1 car space) south of Grosvenor Street, as “No Stopping”.
 - e. The reallocation of parking on the eastern side of Young Street, between 25.0m and 32.5m (5 spaces) south of Grosvenor Street, as “1/2P 8.30am-6pm Mon-Fri, 8.30am-13.30pm Sat” and “60° Angle Rear to Kerb Only, Vehicles Under 6m Only”.
 - f. The reallocation of parking on the southern side of Grosvenor Street, between the points 9.0m and 11.5m west of Young Street, as “Mail Zone, 90° Angle Parking Rear to Kerb”.

LINK TO COMMUNITY STRATEGIC PLAN

The relationship with the Community Strategic Plan is as follows:

- 2. Our Built Infrastructure
- 2.2 Vibrant public domains and villages
- 2.3 Prioritise sustainable and active transport
- 2.4 Efficient traffic mobility and parking

BACKGROUND

At the 28 March 2022 Council Meeting, the Young Street Walking, Cycling and Streetscape Upgrades (between Sutherland Street and Grosvenor Street) consultation outcomes were reviewed and approved by Council.

On 21 April 2023, the Committee unanimously endorsed the proposal for Young Street Cycling, Walking and Streetscape Upgrades between Sutherland Street and Grosvenor Street. At the meeting, TfNSW requested consideration of the interaction between drivers and bike riders to the south of the proposed cycleway. Particularly with reference to visibility between drivers and bike riders when reversing from the angle parking spaces. As part of this design review, it is proposed to upgrade the intersection of Young Street and Grosvenor Street to improve safety and amenity of bike riders and walkers.

The Young and Grosvenor Street Intersection Cycling and Walking Upgrades will complete the Young Street Cycleway to Neutral Bay town centre.

The Young Street and Grosvenor Intersection is planned for construction to coincide with or begin immediately after construction of the Young Street Cycleway (between Sutherland Street and Grosvenor Street). This will ensure that pedestrians and cyclist can safely access the town centre.

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.

The main themes from the submissions were:

Roundabout removal: Submissions opposed the removal of the roundabout stating safety concerns for vehicles and traffic congestion. A Traffic Impact Assessment was conducted to identify the impact on congestion, which found there would be no change to the level of service at the intersection and queuing would be minimal. A Road Safety Audit was also conducted, which identified safety concerns to be addressed. Council has addressed and responded to the safety concerns reported.

Additional pedestrian crossings: Submissions requested an additional raised crossing at the intersection to improve pedestrian safety and allow southbound cyclists to safely transition onto the road. A raised threshold was not originally proposed due to flooding concerns; however further stormwater designs have been developed to accommodate a fully raised intersection and an additional pedestrian crossing point. This has come at an additional cost which has been included in the updated financial forecast.

See Detail section for consultation activities, submission themes and outcomes.

Standard or Guideline Used:

- Transport for NSW Cycleway Design Toolbox
- AS 2876 – Concrete kerbs and channels (gutters)
- AS 1428 – Design for access and mobility
- AS 1657 – Fixed Platforms, walkways, stairways and ladders
- AS 1742 – Traffic Control Devices
- AS 1743 – Road Signs
- AS 3500.3 – Plumbing and drainage – Stormwater Drainage
- RMS Supplements to the Australian Standards and Austroads guidelines
- RMS Delineation
- RMS Traffic Sign Database
- RMS Technical Directions
- TDT 2002/12C Stopping and Parking Restrictions at Intersections and Crossings
- North Sydney Council Infrastructure Specifications
- North Sydney Council Public Domain Style Manual and Design Codes
- Guide to Road Design Part 6A: Paths for Walking and Cycling

Signs & Lines Priority: The proposed lines and signs diagram is provided in Attachment A Revised Concept Design. The lines and signs for the original concept design is provided in Attachment B Original Concept Design

Precinct and Ward: Brightmore Precinct, Park Precinct, St Leonards Ward

Impact on Bicycles: will result in an improved cycling environment. The separated cycleway, and two bike priority crossings, provide a direct and safe connection to Neutral Bay town centre.

Impact on Pedestrians: will result in an improved walking environment for pedestrians with the addition of a raised threshold to slow traffic, and two additional pedestrian crossings.

Impact on Parking: loss 2 spaces

DETAIL

1. Project Scope

The Young and Grosvenor Street Intersection includes the area immediately north, east, and west of the roundabout, and the area approximately 50 metres south of the roundabout (see image 1 for project site). The project area includes:

- Roundabout with four entrances/exits.
- Five front to kerb, 60-degree angled parking spaces on the southern side of the intersection.
- A Mail Zone on the southern side of the intersection.
- A crepe Myrtle tree in the centre of the roundabout.
- Four pedestrian refuges.



Image 1. The project site (red section) is the final link of the Young Street Extensions (yellow line)

The original proposed design that was publicly exhibited to the community, includes the following elements:

- 30 metres of cycleway along Young Street connecting to the Neutral Bay town centre.
- One additional pedestrian crossing, kerb extensions and pram ramps.
- Enhancement of existing verges and streetscape with new garden beds.
- Replacement of the existing roundabout with a four way, raised intersection.
- Reorientation of five parking to be rear to kerb to improve sightlines.
- Relocation/removal of the Crepe Myrtle located in the existing roundabout.

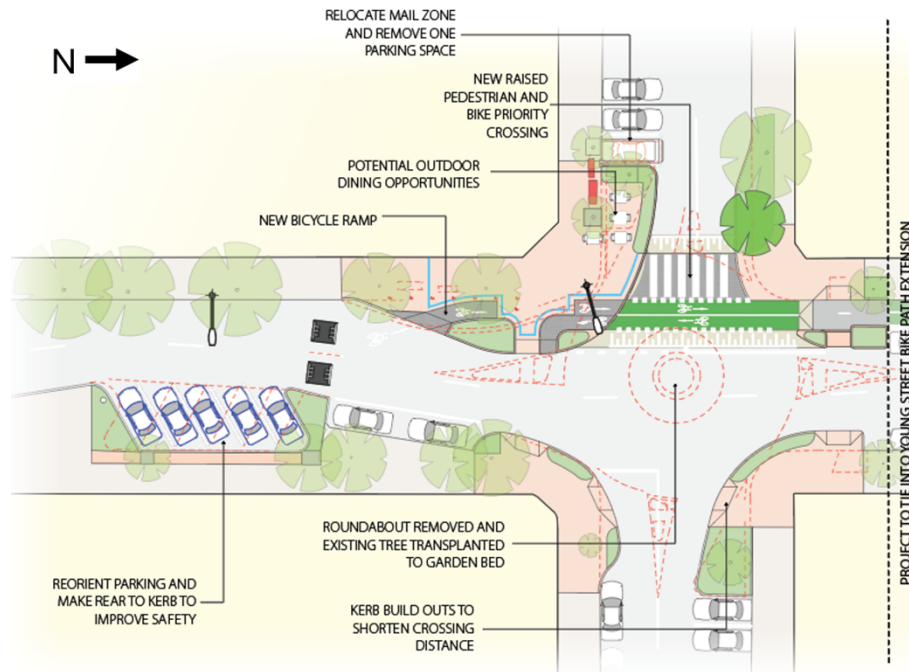


Image 2. Young and Grosvenor Street Intersection original proposed design.

In response to community submissions, the following changes are proposed to the design:

- An additional pedestrian/cyclist crossing on the south side of the intersection.
- The entire intersection will be raised, slowing traffic on all approaches to the intersection.
- A loss of one additional parking space to accommodate the additional crossing.

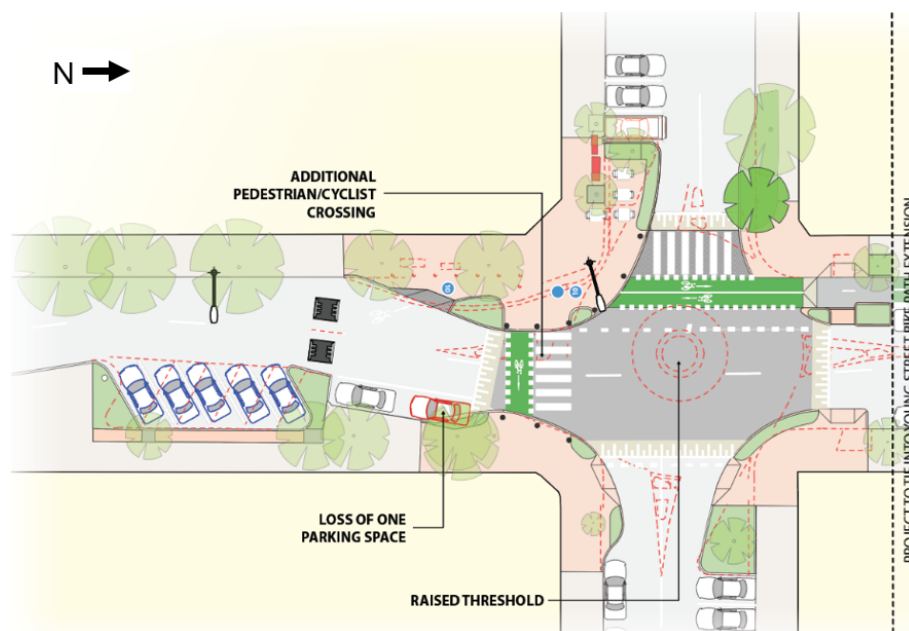


Image 3. Updated design in response to community submissions

See Attachment A for Revised Concept Design, Attachment B for Original Concept Design and Attachment C for Consultation Materials.

2. Review and Assessment

2.1 Intersection Review

A review of the existing intersection identified issues related to pedestrian/cyclist safety, inconsistency with current road design standards and overall roundabout features, including:

- Pedestrian refuges not meeting current standard of 2 metres width at crossing as per Technical Direction TS 05422 (TDT 2011/01a) Pedestrian Refuges (Transport for NSW 2011).
- Mail Zone is not sufficient width to fully contain a mail van. A van currently impedes the roadway on the southern entrance to the roundabout.
- 60-degree angled parking on southern side of intersection is front to kerb, reducing sightlines for exiting vehicles and increasing the potential for collisions with vehicles and bicycles.
- Roundabout is not a “best practice” design that considers safety for pedestrian and cyclist safety (see image 4).

Roundabout

- Main design principle: provide high level of service and safety to people walking and cycling, and reduce speed of intersecting traffic and people cycling
- Where space allows, a design with a smooth alignment (preventing 90 degree turns for riders) should be considered to make it easier to manoeuvre
- Design elements:
 - Prioritised and continuous bicycle path along the roundabout and pedestrian crossings on all legs
 - Raised crossing platform and clear road marking
 - Narrow all branches of roundabout and apply deflection angle for motorised traffic to reduce speed
 - Raised island in the centre for use by wide-turning vehicles (ie. trucks and buses)
 - This intersection has not yet been applied within the Australian context, but provides a higher level of service and enhanced safety for people walking and cycling than existing guidance and treatments

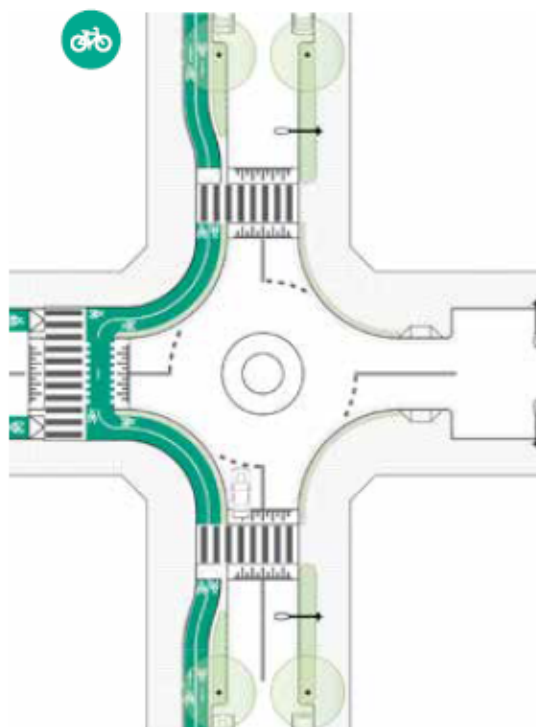


Figure 3.36 Bicycle path (two-way), separated roundabout - plan

Image 4. Roundabout design with pedestrian and cyclist crossings¹ (Cycleway Design Toolbox p. 37)

Upgrading the roundabout to existing standards is not possible without removing parking, footpath space, reducing sight lines and increase cyclist, vehicle, and pedestrian conflicts. As a result, a decision was made to upgrade the roundabout to a four-way intersection with pedestrian/cyclist crossings.

- **Traffic Impact Assessment**

A Traffic Impact Assessment (TIA) was prepared for the proposed Young and Grosvenor Street Intersection design. The TIA considered:

- Intersection performance for existing and proposed conditions.
- Performance at a 10- and 20-year projection.
- Three opening scenarios for the Young Street Pop-Up, including one-way southbound, one-way northbound and two-way reopening.

Traffic Impact Assessment Conclusions

Overall, the TIA supports the proposed Young and Grosvenor Street Intersection design from a traffic and transport perspective. Specifically, the assessment found:

- The loss of one parking space can be accommodated by the surrounding on and off-street parking, which currently have some spare capacity.
- The proposed design is generally consistent with Australian design standards.
- 10- and 20- year future modelling indicates the intersection will continue to operate at Level of Service (LOS) A for all three Young Street Pop-up reopening scenarios.
- There will be minimal impacts on delay and queuing at the intersections.
- The assessment does not identify any adverse impacts on the performance or operation of the surrounding road network.
- the proposed design will deliver positive benefits for cyclists/ pedestrians in the town centre including improved accessibility and safety.

See Attachment D for Traffic Impact Assessment.

3. Consultation

The 42-day public exhibition period was held from Tuesday 4 July to Monday 14 August 2023. The consultation period was promoted to raise awareness and encourage submissions from the community and stakeholder.

A total of 83 community submissions were received.

See Attachment F Submissions for all community submissions made.

3.1 Consultation Activities

A Community Engagement Strategy (Attachment E) was developed to identify key messages and stakeholders, and engagement activities. Activities included:

- Precinct memorandum sent to Brightmore and Parks Precinct
- Council staff attended the Brightmore Precinct meeting to answer community questions.

- Dedicated Your Say Page with submission survey and online map to provide feedback on specific locations.
- Written materials - Overview flyer, onsite signage, and footpath decals.
- Drop-in information stall to provide the opportunity to view the concept plan and ask questions of Council staff. Stall locations and times include:
 - Northside Markets - 8am to 12pm, Saturday 15 July & 5 August.
 - Corner of Ernest and Park Avenue, Neutral Bay - 8am to 10pm, Tuesday 25 July & 3:30pm to 5:30pm, Thursday 3 August.
 - Grosvenor Lane Car Park - 11am to 2pm, Monday 7 August.
- Onsite Walkthrough to provide the opportunity to meet Council staff for an overview of the proposal with the opportunity to ask questions.
- Online Information Session to provide a project overview and an opportunity for stakeholders to ask questions.

There were 2 Facebook post and 2 Instagram post promoting the consultation. Summary of social media post Table 1.

Date	Social Media	Boosted	Reach	Likes/Comments
14 July 2023	Facebook	Yes	Impressions: 20,513 Reach: 13,087 Engagements: 2,017 Link clicks: 432	Comments: 35 Likes: 41 Shared: 7
	Instagram	Yes	Impressions: 1,773 Reach: 1,632 Engagements: 48	Comments: 1 Likes: 40
4 August 2023	Facebook	No	Impressions: 2625 Reach: 2392 Engagements: 180 Link clicks: 19	Comments: 3 Likes: 6 Shared: 2
	Instagram	No	Impressions: 834 Reach: 757 Engagements: 13	Comments: 0 Likes: 9

Table 1. Summary of social media posts

3.2 Consultation Sentiment & Themes

There was a total of 83 submissions including 51 Your Say surveys, 18 written (pop-up stalls), 13 email submissions and 2 mail submissions.

Of these, 36 submissions (43%) opposed the project, 35 submissions (42%) indicated support for the project, 6 submission (7%) were neutral, and 6 submissions (7%) were mixed. (NOTE: percentage does not add to 100% due to rounding to the nearest whole percentage)

Of the submissions that expressed support for the designs, key themes included:

- Removal of the roundabout to improve pedestrian and cyclist safety.
- Installation of a cycleway connecting to Neutral Bay town centre.

- Prioritisation and encouragement of walking and cycling.
- Outdoor dining opportunities to improve vibrancy and business development.
- Kerb buildouts, road narrowing and streetscapes to improve amenity and slow traffic.

See Attachment F Submissions for all community submissions made.

Summary of key themes and council responses provided in table 2.

Theme	Description	Council Response/Action
Low cyclist numbers: <i>28 submissions</i>	Submissions sighted low cyclist numbers at the intersection and other nearby cycleways (on Sutherland Street)	<p>The purpose of improving facilities for active transport is to encourage people to walk and cycle.</p> <p>Lack of safe cycling infrastructure has been identified as the top barrier for people to ride bikes. The proposed design will improve safety at the roundabout and provide separated cycling infrastructure and reduce this barrier.²</p> <p>The proposed design and development of a connected cycleway network will address this concern and encourage greater uptake of cycling.</p>
Roundabout Removal: <i>37 Submissions</i>	Submissions opposed the removal of the roundabout and suggested amending the roundabout design to improve pedestrian and cyclists safety.	<p>Council's initial assessment identified safety issues for pedestrians and cyclists with the existing roundabout.</p> <p>A literature review assessing roundabout design found that, in the Australian context, roundabouts are less safe for cyclists, and a Canadian study found that small roundabouts on urban streets were less safe than four-way intersections.³</p> <p>Initial designs for the intersection sought to maintain the roundabout, whilst improving safety for pedestrians and cyclists. These options were unsatisfactory and caused additional issues with sightlines and conflicts. As a result, a decision was made to upgrade the roundabout to a four-way intersection with a raised pedestrian/cyclist crossing.</p>
Road Narrowing: <i>11 Submissions</i>	Submissions opposed the reduction of road width due to cycleway and kerb build outs.	<p>Road narrowing is shown to reduce vehicle speeds. A recent study assessed the impact of lane width on traffic safety found there was no negative impact of narrowing lanes on safety and vehicles crashes. Narrowing lanes for vehicles allow for improved walking and cycling infrastructure.⁴</p> <p>The turning path analysis catered for the Woolworths 14m truck (refer C101 for turning</p>

		path) and 8.8m service vehicles (ie. garbage truck) in all other directions
Safety: <i>15 Submissions</i>	Submissions raised concerns regarding safety for pedestrians, cyclists and vehicles.	Council has conducted a design review of the intersection, including an assessment of flooding and drainage issues. Additional drainage designs will allow for the entire intersection to be raised and an additional pedestrian/cyclist crossing to be installed on the southern side of the intersection. This will further slow traffic, and prioritise walking and cycling
Queuing & Congestion: <i>27 Submissions</i>	Submissions suggested that there would be vehicle queuing across the pedestrian / cyclist crossing.	A Traffic Impact Assessment (TIA) was prepared for the design to assess the impact on queuing (Attachment D). The TIA found the proposed intersection will continue to operate at a Level of Service A until 2044, regardless of the reopening of the Young Street Plaza. For the 20-year projection, queuing is expected to double for the eastern side of the intersection, however this will be approximately three vehicles at most. This assessment is based on a 'worst case' scenario, and vehicle queuing is generally caused by increased pedestrian and cycling activity.
Cost: <i>4 Submissions</i>	Submissions raised objections to rate payer funds used for the project	The project is predominantly funded by State Government grants that are specifically dedicated to active transport and not rate payer funds. The remaining council funding is contributed by section 7.11 developer contributions.
Truck Access: <i>2 Submissions</i>	Submissions raised concerns that large trucks would not be able to access supermarket	Turn path analysis has been conducted on the proposed design and large vehicles can safely turn and access the supermarket. The turning paths for an 8.8m service vehicle has been maintained.
Tree Removal: <i>1 Submission</i>	Submission raised objections to the removal of the Crepe Myrtle currently located in the centre of the roundabout.	If construction is approved, further assessment will be conducted to assess the suitability of relocating the Crepe Myrtle. If this is not possible, the tree will be replaced at a nearby location.
Parking: <i>1 Submission</i>	Submission raised concern about the loss of one parking space.	The Traffic Impact Assessment for the design conducted a high-level assessment of parking capacity in the area. The assessment concluded that there is available capacity, and the loss of parking would not impact this capacity.

Table 2. Key themes and council response

3.3 Precinct Motions

As part of consultation, memos were sent to Brightmore and Parks Precinct. The Sustainable Transport Project Coordinator and the Traffic and Transport Operations Manager attended the Brightmore Precinct meeting on 9 August 2023 to provide an overview of the design and answer questions.

Precinct motions and council response provided in Table 3.

Precinct	Motion	Council Response/Action
Brightmore <i>(9 August 2023 meeting)</i>	Objects to the removal of the roundabout at Young Street and Grosvenor Street.	See Table 2, Roundabout Removal
	Requests that Council investigate a pedestrian crossing on the eastern side of Young Street and Grosvenor Street	<p>Council investigated further treatments to enhance pedestrian and cyclist safety. An additional pedestrian crossing on the eastern side was investigated, however this would have resulted in a loss of three additional parking spaces. This was deemed out of step with community expectations.</p> <p>In response this the precinct and other requests from the community for improved safety, the entire intersection has been raised and an additional pedestrian crossing added on the southern side of the intersection. This results in a loss of one parking space which is deemed acceptable considering the considerable additional safety improvements.</p>
Parks <i>(16 August meeting)</i>	North Sydney Council delays any action on the cycleway extension until the Young St reopening is reconfigured and traffic impacts have been assessed and incorporates traffic modelling from the upcoming Grosvenor Lane carpark Development Proposal expected from Coles	<p>A Traffic Impact Assessment has been conducted for the proposed design and has considered three reopening scenarios for the Young Street reopening. The reopening scenarios are one-way in, one-way out and two-way reopening.</p> <p>In all three scenarios the intersection continues to function at a Level of Service A with minimal queuing.</p> <p>The 'Coles Development' proposal is still in Planning Proposal stage and will require considerable assessments and approvals before proceeding. In the event the development proceeds, it is considered beneficial to have walking and cycling infrastructure in place to encourage sustainable transport for future residents.</p>

Neutral <i>(9 August meeting)</i>	The Precinct objects to the removal of the Grosvenor/Young Streets roundabout and recommends the end of the cycle way and proposed bike racks be located to the north of the intersection	See Table 2, Roundabout Removal
Table 3. Precinct motions and council response		

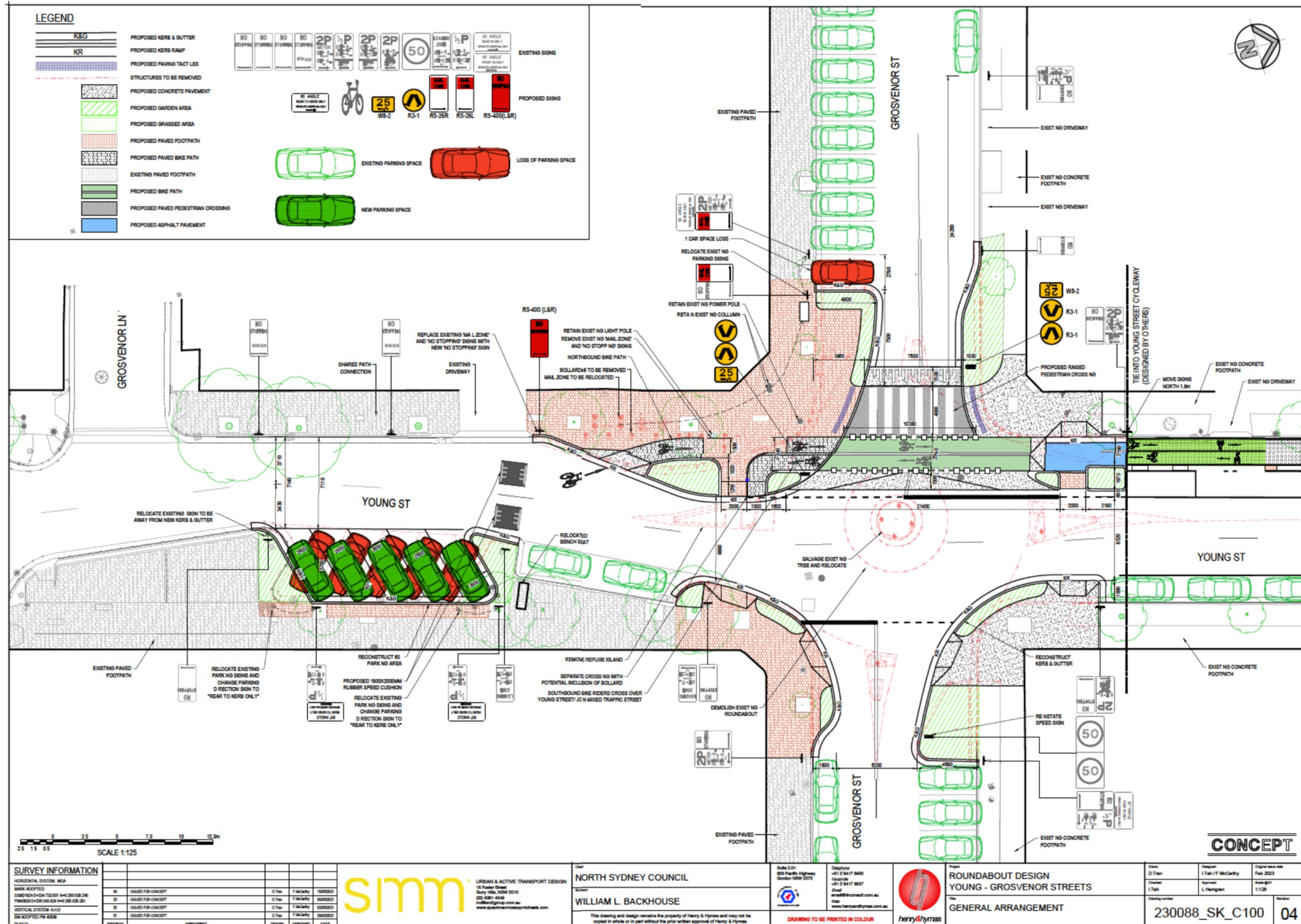
4. References

¹ Transport for NSW, Cycleway Design Toolbox

² Pearson, L., Berkovic, D., Reeder, S., Gabbe, B., & Beck, B. (2023). Adults' self-reported barriers and enablers to riding a bike for transport: A systematic review. *Transport reviews*, 43(3), 356-384.

³ Nabavi Niaki, M., Wijnhuizen, G.J., & Dijkstra, A. (2021). Safety enhancing features of cycling infrastructure: Review of evidence from Dutch and international literature. *SWOV - Institute for Road Safety Research*.

⁴ Hamidi, S. (2023) A national investigation on the impacts of lane width on traffic safety. *John Hopkins Bloomberg School of Public Health*.



SURVEY INFORMATION			
PROPOSAL DESIGN NO.			
DATE ADOPED	18	05/2023	18/05/2023
DESIGNED FOR CONCEPT	18	05/2023	18/05/2023
ENGINEERED FOR PERIOD 144-200 (20-25)	18	05/2023	18/05/2023
ENGINEERED FOR PERIOD 144-200 (25-30)	18	05/2023	18/05/2023
ENGINEERED FOR PERIOD 144-200 (30-35)	18	05/2023	18/05/2023
ENGINEERED FOR PERIOD 144-200 (35-40)	18	05/2023	18/05/2023
ENGINEERED FOR PERIOD 144-200 (40-45)	18	05/2023	18/05/2023
ENGINEERED FOR PERIOD 144-200 (45-50)	18	05/2023	18/05/2023
ENGINEERED FOR PERIOD 144-200 (50-55)	18	05/2023	18/05/2023
ENGINEERED FOR PERIOD 144-200 (55-60)	18	05/2023	18/05/2023
ENGINEERED FOR PERIOD 144-200 (60-65)	18	05/2023	18/05/2023
ENGINEERED FOR PERIOD 144-200 (65-70)	18	05/2023	18/05/2023
ENGINEERED FOR PERIOD 144-200 (70-75)	18	05/2023	18/05/2023
ENGINEERED FOR PERIOD 144-200 (75-80)	18	05/2023	18/05/2023
ENGINEERED FOR PERIOD 144-200 (80-85)	18	05/2023	18/05/2023
ENGINEERED FOR PERIOD 144-200 (85-90)	18	05/2023	18/05/2023
ENGINEERED FOR PERIOD 144-200 (90-95)	18	05/2023	18/05/2023
ENGINEERED FOR PERIOD 144-200 (95-100)	18	05/2023	18/05/2023

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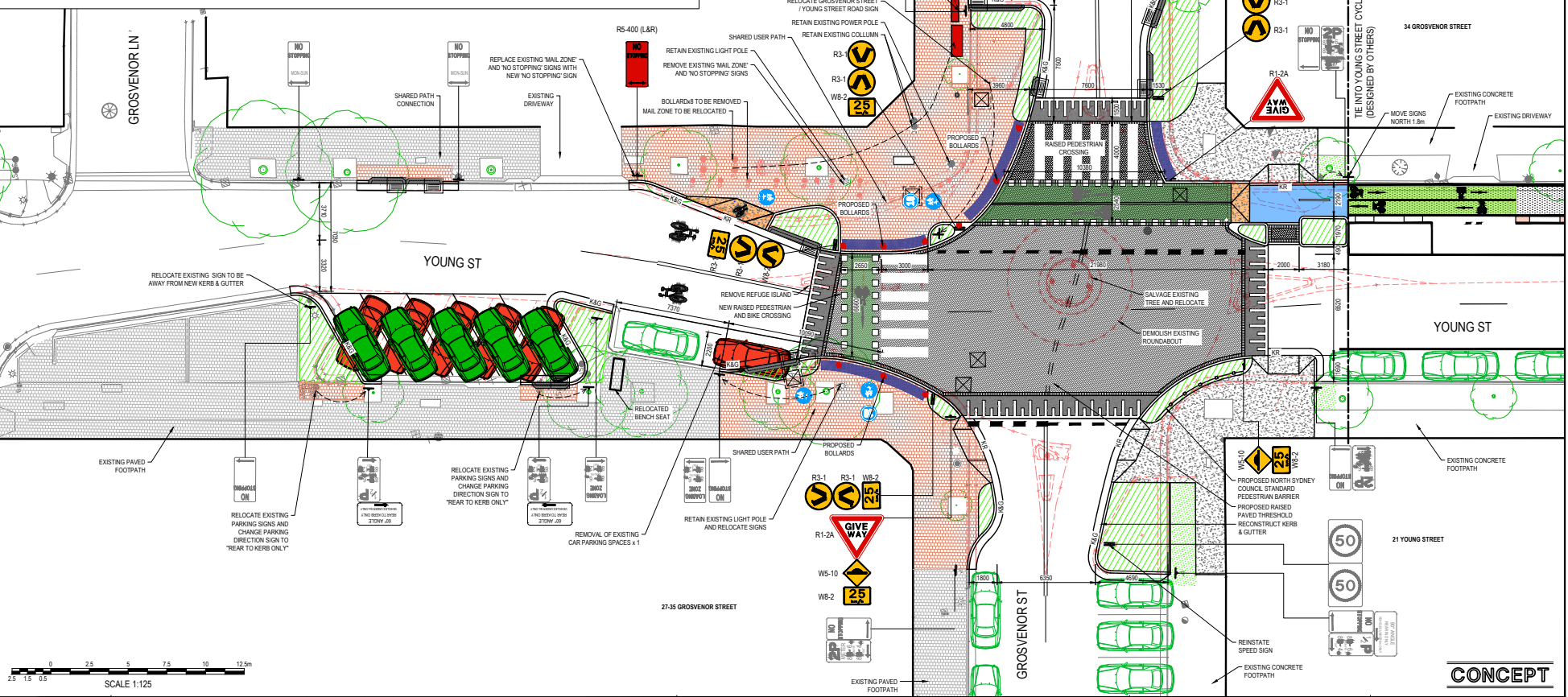
harrythomas
 ROUNDABOUT DESIGN
 YOUNG - GROSVENOR STREETS
 THE GENERAL ARRANGEMENT

Drawn: G.Tien
 Checked: L.Tah
 Design: L.Tah / T. McCarthy
 Date: Feb-2023
 Revision: 1:128
 Drawing Number: 230088_SK_C100
 Sheet: 04



LEGEND

	PROPOSED KERB & GUTTER		PROPOSED KERB RAMP		EXISTING SIGNS
	STRUCTURES TO BE REMOVED		PROPOSED PEDESTRIAN BARRIER		PROPOSED SIGNS
	PROPOSED PAVING TACTILES		PROPOSED CONCRETE PAVEMENT		PROPOSED BOLLARD
	PROPOSED GARDEN AREA		PROPOSED GRASSED AREA		EXISTING PARKING SPACE
	PROPOSED PAVED FOOTPATH		PROPOSED PAVED BIKE PATH		LOSS OF PARKING SPACE
	EXISTING PAVED FOOTPATH		PROPOSED PAVED RAISED CYCLEWAY CROSSING		NEW PARKING SPACE
	PROPOSED PAVED RAISED THRESHOLD		PROPOSED ASPHALT PAVEMENT		
	PROPOSED SEALED JUNCTION PIT		PROPOSED KERB INLET PIT (SINGLE)		
	PROPOSED GRATED PIT				



CONCEPT

SURVEY INFORMATION	
07	ISSUED FOR CONCEPT
08	ISSUED FOR APPROVAL
09	ISSUED FOR CONCEPT
10	ISSUED FOR CONCEPT
11	ISSUED FOR CONCEPT
12	ISSUED FOR CONCEPT
13	ISSUED FOR CONCEPT
14	ISSUED FOR CONCEPT
15	ISSUED FOR CONCEPT
16	ISSUED FOR CONCEPT
17	ISSUED FOR CONCEPT

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NORTH SYDNEY COUNCIL
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Project: 230088_SK_C100_07
 Date: 15 Feb 2023

RAISED THRESHOLD OPTION

230088_SK_C100_07
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YOUNG STREET CYCLING & WALKING UPGRADES



Young Street and Grosvenor Street Intersection

PROJECT BACKGROUND

Council is consulting on the final concept design for Young Street and Grosvenor Street Cycling & Walking Upgrades and seeking feedback from the community. The designs include new raised pedestrian and bicycle crossing, tree relocation and the conversion of the roundabout at Young Street and Grosvenor Street to a four-way intersection. Feedback received from the community will inform the final concept design.

To accommodate various needs and time constraints, we have provided the following opportunities for the community to find out more and have their say on the proposed upgrades

Drop-in information stalls - to provide the opportunity to view the concept plan and ask questions of Council staff.

- Northside Markets - Saturday 15 July & Saturday 5 August
- Corner of Ernest and Park Avenue, Neutral Bay - 8am to 10pm on Tuesday 25 July & 3:30pm to 5:30pm Thursday 3 August
- Grosvenor Lane Car Park - 11am to 2pm Wednesday 7 August

Onsite Walkthrough - to provide the opportunity to meet Council staff to walkthrough the proposal with the opportunity to ask questions and raise any issues.

- Young and Grosvenor Street Intersection - Wednesday 12 July

Online Information Session- to provide a project overview and an opportunity for stakeholders to ask questions.

- Online - Thursday 13 July

Dates, times and bookings are available on the Have Your Say webpage.

PROPOSED IMPROVEMENTS

Young Street Cycling & Walking Upgrades will include the following work:

- cycleway extension along Young Street connecting to the Neutral Bay town centre
- improved pedestrian amenity with new pedestrian crossing, kerb extensions and pram ramps
- enhancement of existing verges and streetscape with new garden beds
- replacement of the existing roundabout with four way intersection

HOW TO PROVIDE FEEDBACK

Feedback on the Young Street Cycling & Walking Upgrades can be provided in the following ways:

1. via the online submission form
2. via the online map (drop a pin to leave a comment)
3. email yoursay@northsydney.nsw.gov.au
4. post submissions to North Sydney Council, PO Box 12, North Sydney NSW 2059

Please note, all submission must be made through the above format. We cannot accept verbal submission unless a specific request is made to accommodate a need (for example, a disability).

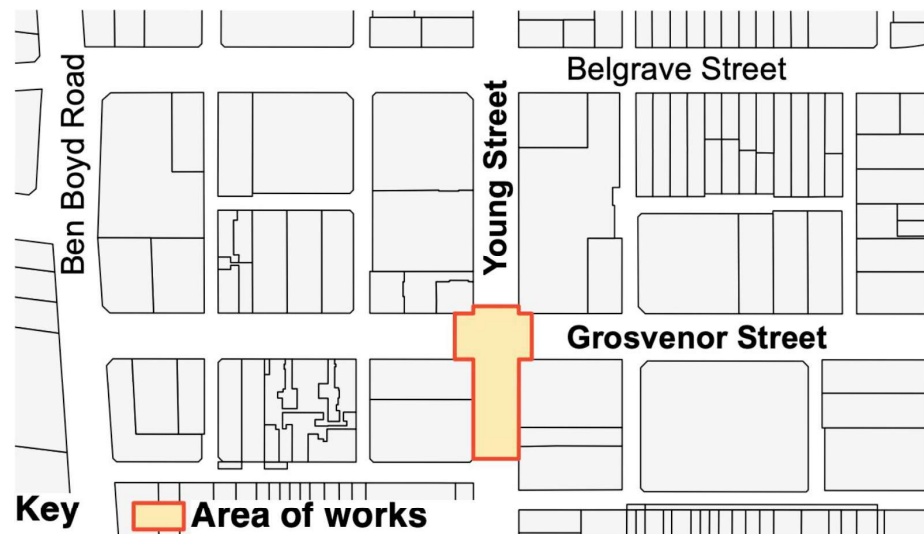
Consultation is open for 42 days, from Tuesday 4 July to Monday 14 August

The Your Say webpage can be accessed via:
Webpage: <https://yoursay.northsydney.nsw.gov.au/west-street>

OR scan the
QR code



Context Map: Young Street Cycling & Walking Upgrades





YOUNG STREET CYCLING & WALKING UPGRADES

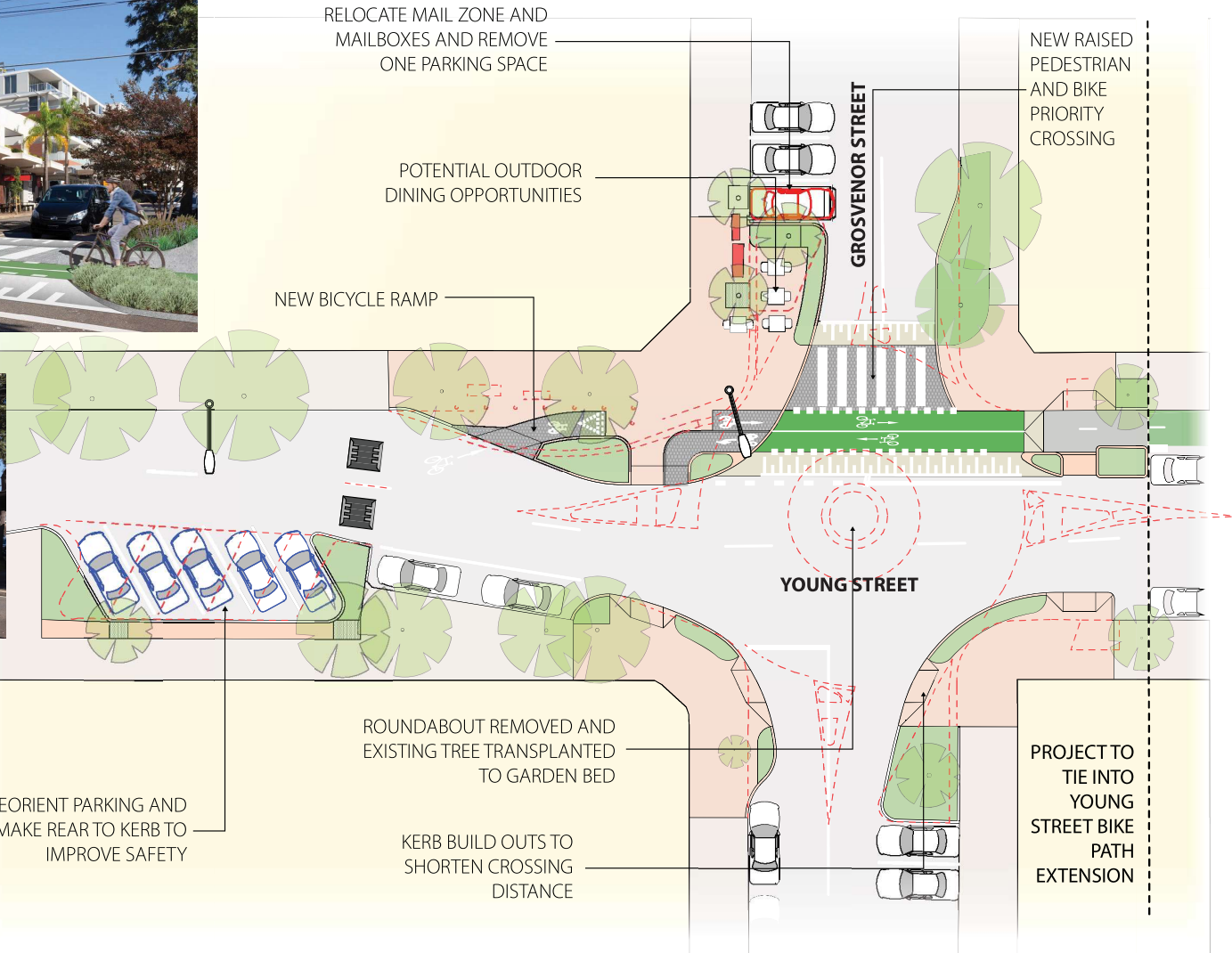
Young Street and Grosvenor Street Intersection



PROPOSED CONDITIONS LOOKING SOUTH WEST AT THE INTERSECTION



EXISTING CONDITIONS LOOKING SOUTH WEST AT THE INTERSECTION



PARKING

LOSS	GAIN	TOTAL
-1	0	-1



TREE COVERAGE

LOSS	GAIN	TOTAL
-1	1	0



Young Street / Grosvenor Street Upgrade

Transport Impact Assessment

Final Report

Prepared for: North Sydney Council


Date: 24 November 2023

Ref: 300305017

Stantec Australia Pty Ltd
Level 9, The Forum, 203 Pacific Highway, St Leonards NSW 2065



Revision

Revision	Date	Comment	Prepared By	Approved By
A-Dr	21 September 2023	Draft	Bernadette Chuan & Connor Hoang	Steve Manton
A	24 November 2023	Final	Bernadette Chuan & Connor Hoang	Steve Manton 

Steve Manton

For and on behalf of

Stantec Australia Pty Ltd

L9, The Forum, 203 Pacific Highway, St Leonards NSW 2065

Acknowledgment of Country

In the spirit of reconciliation, Stantec acknowledges the Traditional Custodians of country throughout Australia and their connections to land, sea and community. We pay our respect to their Elders past and present, and extend that respect to all Aboriginal and Torres Strait Islander peoples.

Limitations

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- Appendix A. Traffic Surveys
- Appendix B. SIDRA Outputs
- Appendix C. Intersection Design Review

1. Introduction

1.1 Background

North Sydney Council (Council) is proposing to convert the Young Street/ Grosvenor Street roundabout located within Neutral Bay town centre to a priority-controlled intersection. The new layout will include a pedestrian crossing and bi-directional cycleway on the western approach (Grosvenor Street leg), which is planned to connect to the Route 2 North Sydney to Mosman cycleway via the Young Street (Cycleway) Extension project that was identified in the *North Sydney Integrated Cycling Strategy 2014* to provide a direct connection to the Neutral Bay town centre.

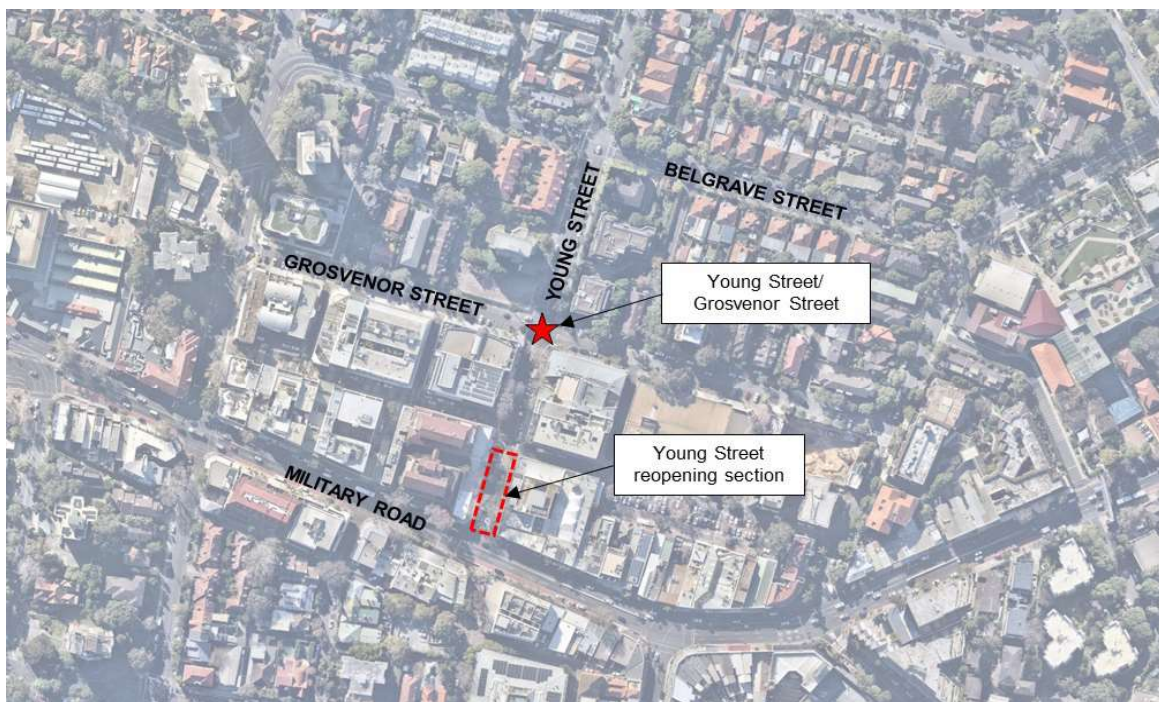
In addition, Council has resolved to open the Young Street plaza to vehicular traffic between Grosvenor Lane and Military Road (about 70 metres south of the Young Street/ Grosvenor Street roundabout), which was previously closed and converted to a pedestrian plaza in December 2020 as part of Council's streetscape upgrade works along Military Road. Stantec has previously conducted extensive traffic assessments investigating the traffic redistribution impacts of reopening this road section under various scenarios on the surrounding road network. The previous assessments completed by Stantec are outlined below:

- *Young Street Temporary Closure and Trial Plaza (Post-Implementation) Transport Impact Assessment* (Stantec, 2021) – following the closure Stantec (formerly GTA Consultants) confirmed the impacts of the road closure and trial pedestrian plaza on the local road network (i.e. post-closure assessment).
- *Young Street, Neutral Bay Reopening Traffic Impact Assessment* (Stantec, 2022) – Stantec investigated the potential impact of reopening the subject section of Young Street to traffic under a two-way operating scenario.
- *Young Street Reopening – Examination of Alternative One-Way Scenarios* (Stantec, 2023) – Stantec investigated the potential impact of reopening the subject section of Young Street to traffic under separate one-way northbound and one-way southbound operating scenarios.

Stantec was commissioned by North Sydney Council in June 2023 to undertake a transport impact assessment for the proposed conversion of the Young Street/ Grosvenor Street roundabout to a priority-controlled intersection. Consideration has also been given to the changes in traffic volumes through the intersection under the various Young Street reopening scenarios (two way, one-way northbound, and one-way southbound). It is noted that this commission does not include direct consideration of the Young Street Extension project.

The location of the Young Street/ Grosvenor Street intersection and surrounding environs is shown in Figure 1.

Figure 1: Subject site and surrounding environs



Base image source: Nearmap



1.2 Purpose of this Report

This report sets out an assessment of the anticipated transport implications of the proposed changes at the Young Street and Grosvenor Street intersection, including consideration of the following:

- existing traffic and parking conditions surrounding the site
- compliance of the proposed intersection layout with relevant Australian Standards
- pedestrian and bicycle requirements
- future operation of the proposed intersection.

1.3 References

In preparing this report, reference has been made to the following:

- an inspection of the site and its surrounds
- North Sydney Council Development Control Plan (DCP) 2013
- Australian/New Zealand Standard, Parking Facilities (AS 2890 series)
- traffic and car parking surveys commissioned by Stantec and North Sydney Council
- plans for the proposed development prepared by SMM Urban & Active Transport Design, date 15 May 2023
- other documents and data as referenced in this report.



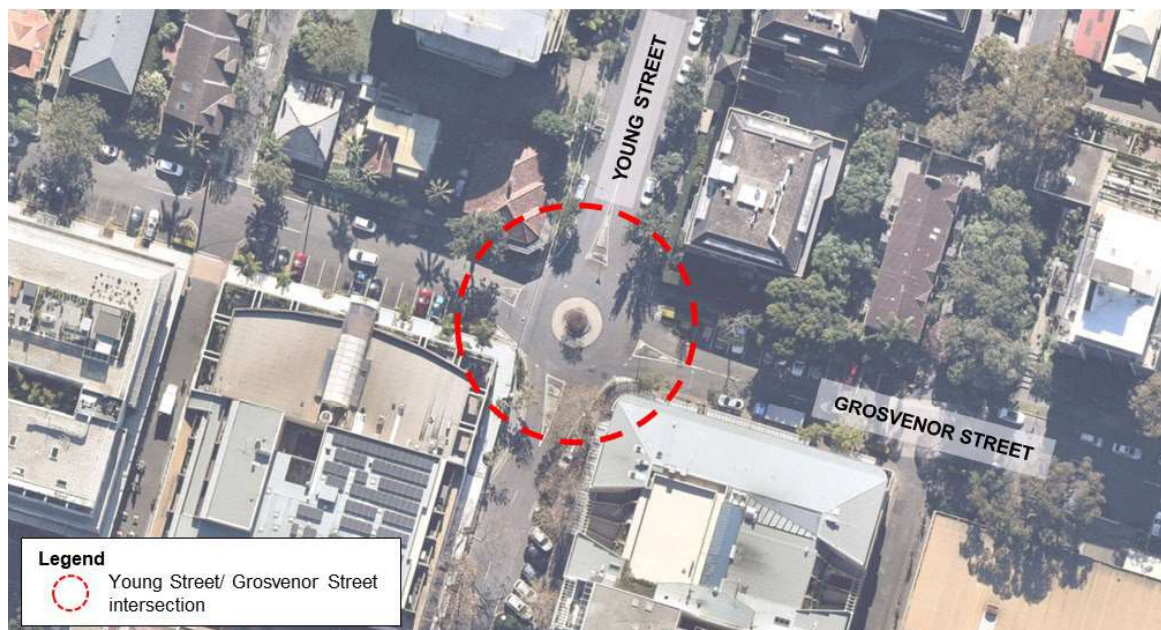
2. Existing Conditions

2.1 Location

The Young Street/ Grosvenor Street roundabout is located within Neutral Bay. The intersection predominantly services vehicles accessing the town centre given its location between residential land uses to the north and retail/ commercial properties to the south. The local road network within the town centre is observed to be set out in a general grid pattern with vehicles accessing the area doing so predominantly via Belgrave Street (to the north) or Military Road (to the south), as shown in Figure 1. Further details of key roads within the study area are provided in Section 2.2.

Figure 2 outlines the intersection analysed as part of this study.

Figure 2: Young Street/ Grosvenor Street intersection



Source: Nearmap

2.2 Road Network

2.2.1 Adjoining Roads

Young Street

Young Street functions as a local road and in the vicinity of the site is aligned in a north-south direction. It is a two-way road configured with one lane in each direction, set within an approximately 20-metre-wide road reserve.

The road is subject to 50 kilometres per hour speed zoning. Kerbside parking is permitted, subject to time restrictions and is ticketed in some sections. Residents' permits allow for unrestricted parking.

Young Street is shown in Figure 3 and Figure 4 (as observed from the Young Street / Grosvenor Street roundabout), and carries approximately 3,500 to 4,500 vehicles per day.

Figure 3: Young Street (looking north)



Figure 4: Young Street (looking south)



Grosvenor Street

Grosvenor Street functions as a local road and in the vicinity of the site is aligned in an east-west direction. It is a two-way road configured with one lane in each direction, set within an approximately 18-metre-wide carriageway.

The road is subject to 50 kilometres per hour speed zoning. Kerbside parking is permitted, subject to time restrictions. A combination of right-angle parking and parallel parking is provided on-street.

Grosvenor Street is shown in Figure 5 and Figure 6 (as observed from the Young Street / Grosvenor Street roundabout), and carries approximately 4,500 vehicles per day.

Figure 5: Grosvenor Street (looking east)



Figure 6: Grosvenor Street (looking west)



2.3 Traffic Volumes

Stantec commissioned traffic movement counts on a typical weekday on key roads in the vicinity of the site in July 2022 during the following peak periods:

- 7:00am to 9:00am
- 4:15pm to 6:15pm.

The weekday AM and PM peak hour vehicular traffic volumes at the Young Street / Grosvenor Street intersection are summarised in Figure 7 and Figure 8 respectively.



Figure 7: AM Peak Hour Vehicle Traffic Volumes

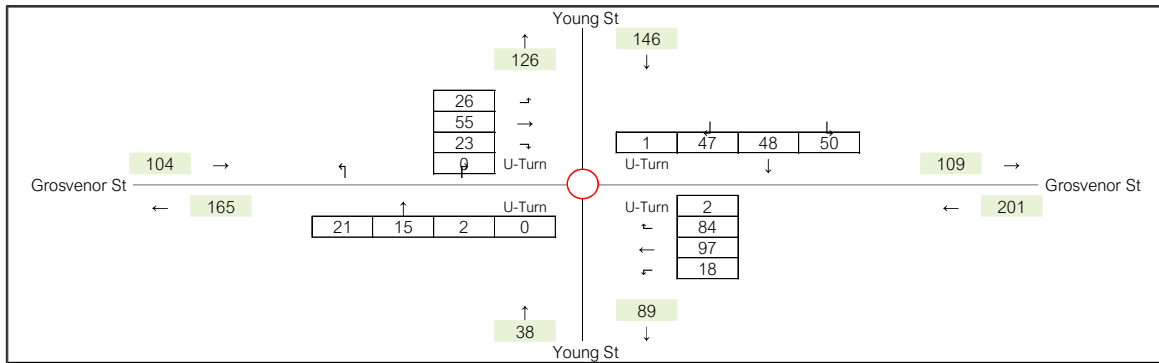
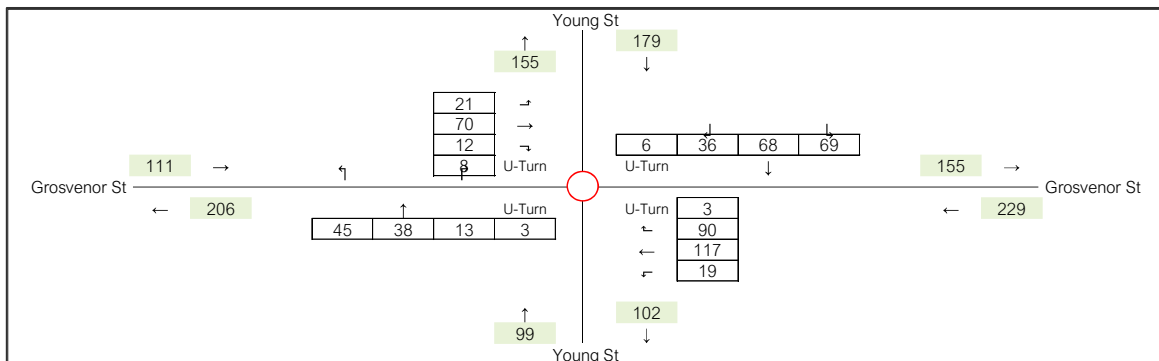


Figure 8: PM Peak Hour Vehicle Traffic Volumes



The AM and PM peak hours for the surveyed road network were found to occur from 7:30am to 8:30am and 4:45pm to 5:45pm respectively during the weekday.

In addition, North Sydney Council has provided pedestrian and cyclist count data from surveys conducted on a typical weekday in June 2023. The AM and PM peak hour volumes for pedestrian/ cyclist movements at the Young Street / Grosvenor Street intersection are summarised in Figure 9 and Figure 10.

Figure 9: AM Peak Hour Pedestrian & Cyclist Traffic Volumes

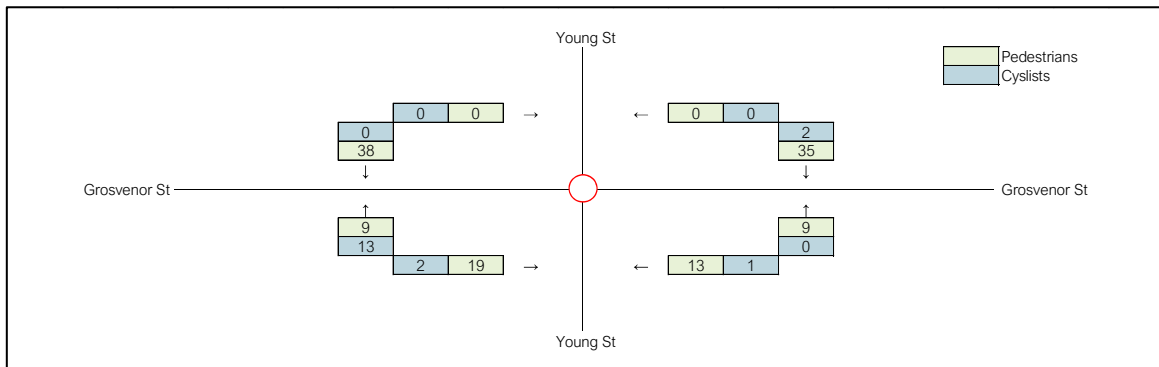
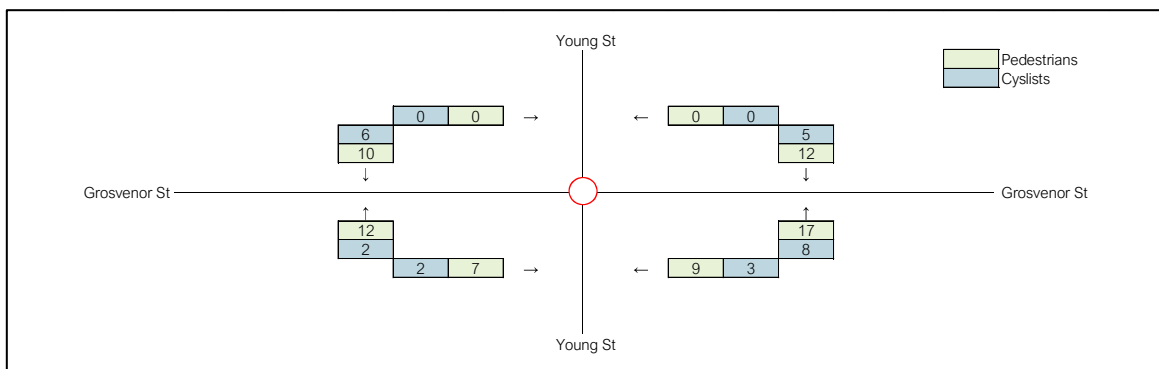


Figure 10: PM Peak Hour Pedestrian & Cyclist Traffic Volumes



Full survey data results are contained in Appendix A.

2.4 Intersection Operation

The existing operation of the Young Street / Grosvenor Street intersection has been assessed using SIDRA INTERSECTION¹, a modelling software package which calculates intersection performance.

The commonly used measure of intersection performance, as defined by TfNSW, is vehicle delay. SIDRA INTERSECTION determines the average delay that vehicles encounter and provides a measure of the level of service.

Table 1 shows the criteria that SIDRA INTERSECTION adopts in assessing the level of service.

Table 1: SIDRA INTERSECTION Level of Service Criteria

Level of Service (LOS)	Average Delay per vehicle (secs/veh)	Traffic Signals, Roundabout	Give Way & Stop Sign
A	Less than 14	Good operation	Good operation
B	15 to 28	Good with acceptable delays and spare capacity	Acceptable delays and spare capacity
C	29 to 42	Satisfactory	Satisfactory, but crash study required
D	43 to 56	Near capacity	Near capacity, crash study required
E	57 to 70	At capacity, at signals incidents will cause excessive delays	At capacity, requires other control mode
F	Greater than 70	Extra capacity required	Extreme delay, major treatment required

Table 2 presents a summary of the existing operation of the Young Street/ Grosvenor Street intersection, with full results presented in Appendix B of this report.

¹ Program used under license from Akcelik & Associates Pty Ltd.

Table 2: Existing Operating Conditions – Young Street / Grosvenor Street roundabout

Peak	Leg	Degree of Saturation (DOS)	Average Delay (sec)	95th Percentile Queue (m)	Level of Service (LOS)
AM	South	0.04	11	1	LOS A
	East	0.19	10	7	LOS A
	North	0.13	10	5	LOS A
	West	0.10	10	4	LOS A
PM	South	0.11	11	4	LOS A
	East	0.21	10	8	LOS A
	North	0.16	10	6	LOS A
	West	0.11	10	4	LOS A

On the basis of the above assessment, it is clear that the intersection currently operates well with minimal queues and delays on all approaches.

2.5 Public Transport

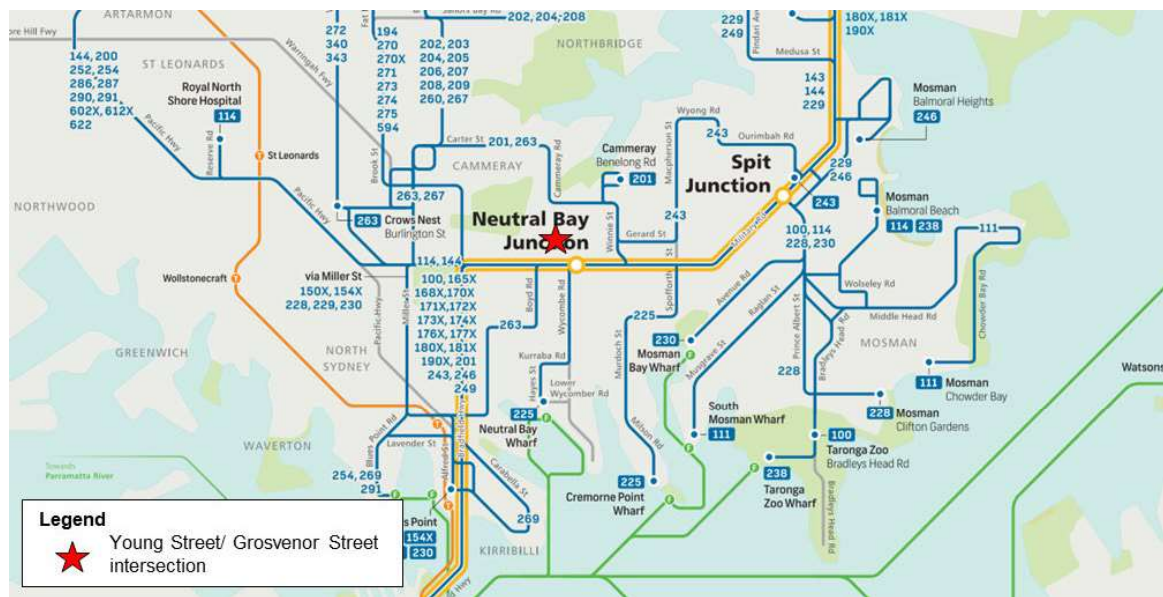
A review of the major bus routes available near the site at Neutral Bay Junction, Military Road is summarised in Table 3 and shown indicatively in Figure 11.

Table 3: Public Transport Provision

Service	Route number	Route description	Frequency on/ off-peak
Bus	B1	B-Line Mona Vale to City Wynyard	6-10 mins/ 15 mins
	100	Taronga Zoo to City QVB (Loop)	5 mins/ 10 mins
	114	Balmoral to RNS Hospital	10 mins/ 15 mins
	144	Manly to Chatswood	10 mins (on and off-peak)
	154X	Milsons Point to Dee Why	5 mins/ 10 mins
	168X	Balgowlah to City Wynyard via North Balgowlah	20 mins (on and off-peak)
	171X	City Wynyard to Balgowlah via Clontarf	30-40 mins (on and off-peak)
	180X	City Wynyard to Collaroy Plateau	5 mins/ 20 mins
	181X	Narrabeen to City Wynyard	10 mins (on and off peak)
	190X	City Wynyard to Avalon Beach	10 mins/ 20 mins
	225	Cremorne Point Wharf to Neutral Bay Wharf	20 mins/ 30 mins
	263	Crows Nest to city Bridge St via Cremorne	15 mins/ 30 mins
	228, 229, 230, 243, 246, 249	Military Road to City	Various



Figure 11: Surrounding Bus Network Map



Base image source: <https://transportnsw.info/document/3953/buses-around-northern-beaches.pdf>

2.6 Walking and Cycling Infrastructure

Young Street and Grosvenor Street provide footpaths on both sides of the road, and the existing roundabout provides pedestrian refuges on all approaches. There are currently no cycling paths on Young Street or Grosvenor Street itself.

In the broader context, footpaths are provided along Military Road and most local streets within the town centre, except some laneways where footpaths are narrow or disconnected. A shared zone is implemented along the full length of Grosvenor Lane between Ben Boyd Road and Waters Road, where the default speed limit is reduced to 10 kilometres per hour and vehicles are required to give way to pedestrians.

Signalised pedestrian crossings are provided on all legs of most intersections within the town centre. However, no pedestrian crossing is provided on the western leg of the Belgrave Street and Waters Road intersection. Pedestrians crossing at this location would need to utilise the crossing facilities on other legs and travel a longer distance.

At the Belgrave Street / Young Street intersection, signalised pedestrian crossings were installed on the north and south legs of the intersection in early 2023 to complement the crossings already provided on the other legs. This was delivered as part of a staged construction of the Young Street Cycleway, between Sutherland Street and Grosvenor Street.

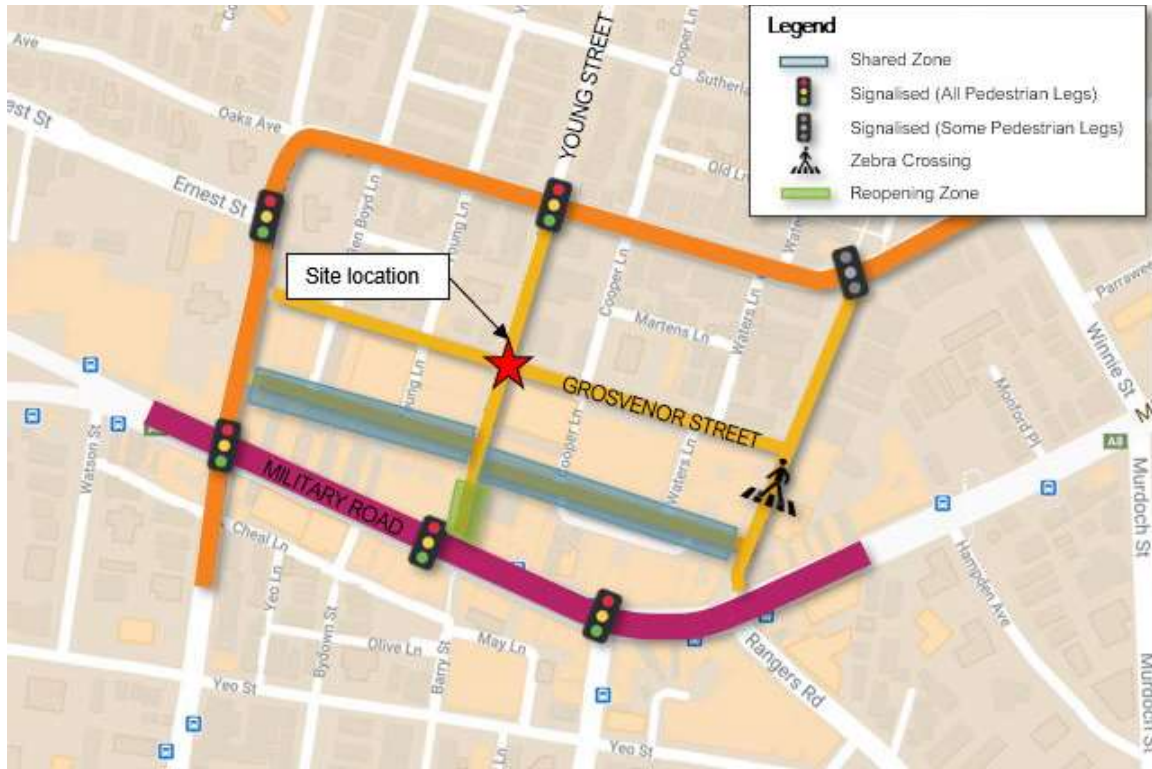
Other facilities within the study area include a pedestrian (zebra) crossing on Waters Road, south of Grosvenor Street. Ben Boyd Road, Young Street and Waters Road all provide north-south access for pedestrians within the study area connecting Military Road. There are also pedestrian laneways and through-building connections between the Grosvenor Lane car park and Military Road.

Young Street is centrally located within the Neutral Bay town centre and attracts the most pedestrian demand and activity amongst the three north-south links. Young Street also intersects with Grosvenor Lane and Grosvenor Street, where high pedestrian activities are already generated by the existing shared zone, on-street and off-street parking and nearby shops.

During both peaks, moderate pedestrian volumes were generally observed, concentrated in the core retail area on and surrounding the Grosvenor Lane car park.

Pedestrian facilities are shown in Figure 12.

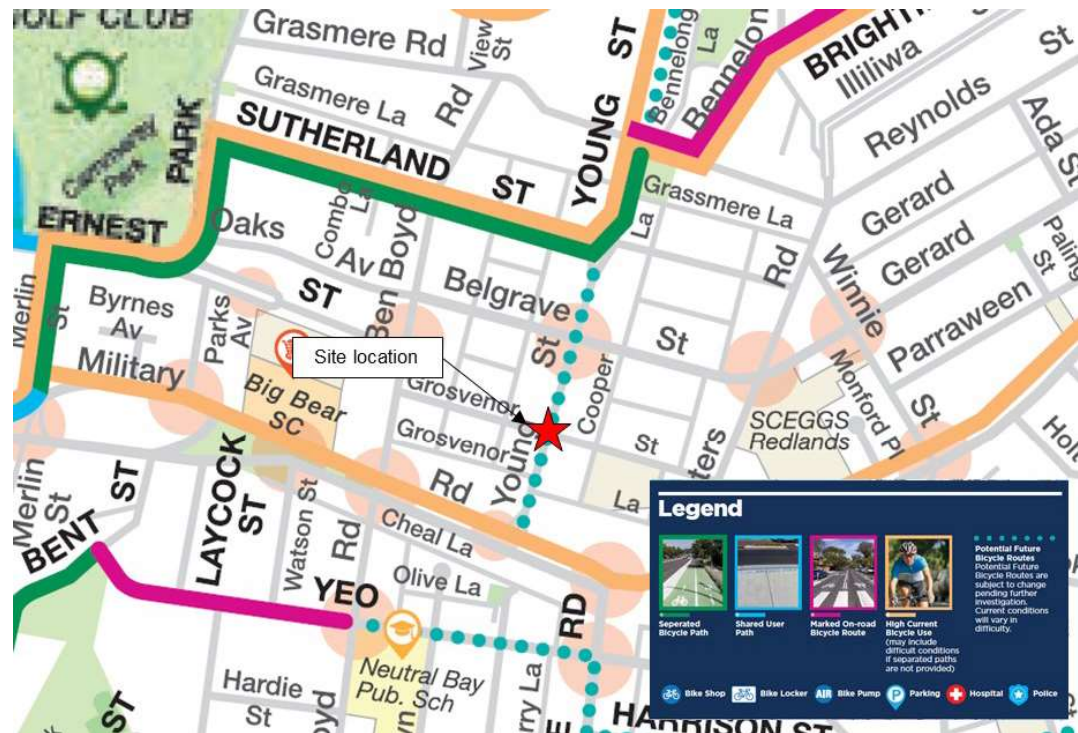
Figure 12: Surrounding Pedestrian Facilities



Base image source: Google Maps

High levels of cycling traffic were observed along Military Road, with only minimal volumes currently present along either Young Street or Grosvenor Street in the vicinity of the site. The surrounding cycling infrastructure is shown in Figure 13.

Figure 13: Surrounding Cycling Network



Source: Northern Sydney Cycling Map, North Sydney Council

3. Development Proposal

3.1 Intersection Layout

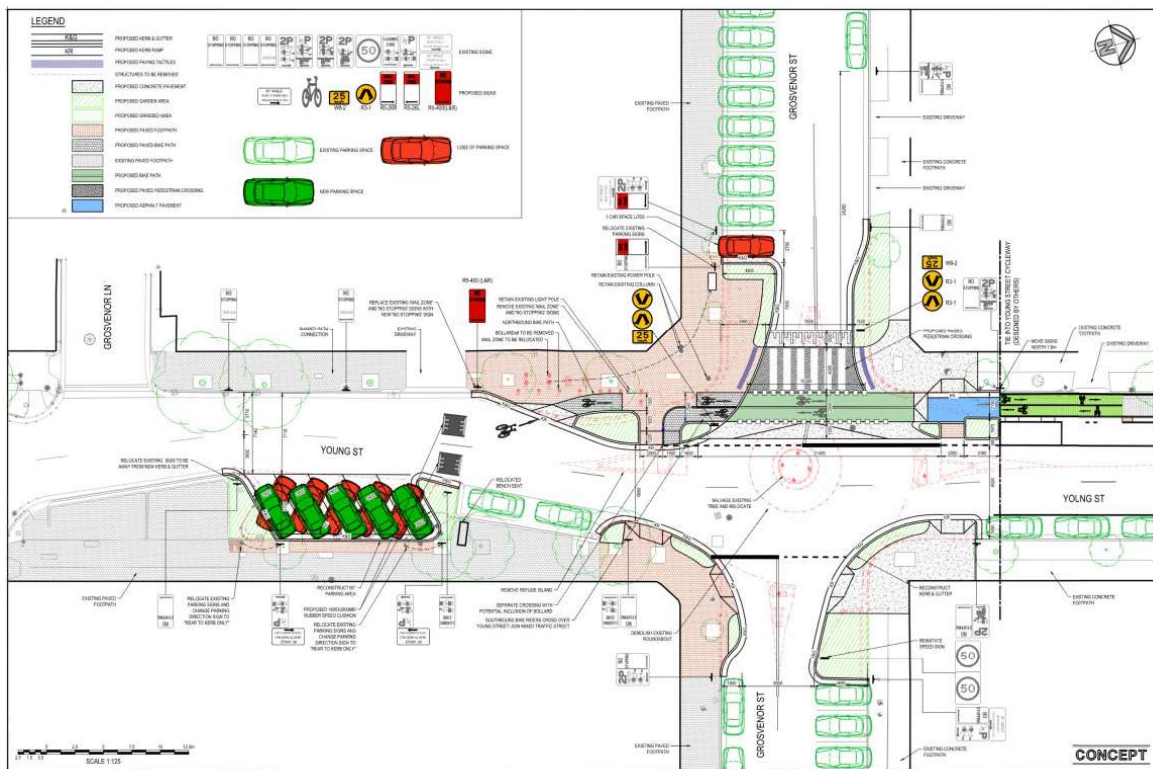
The proposed works involve the conversion of the existing roundabout to a stop-sign controlled intersection with priority given to north-south movements on Young Street. The project would also include construction of a pedestrian crossing and bi-directional cycleway on Grosvenor Street, on the west leg of the intersection.

To accommodate this new pedestrian and cycling infrastructure, the footpath will be widened requiring the relocation of a Mail Zone to Grosvenor Street. This results in the loss of one parking space on the Grosvenor Street western leg.

To improve sightlines, the 60-degree car parking on Young Street, south of the intersection, will also be reconfigured such that it supports rear-to-kerb car parking and 'left out' movements (with no net change to the number of parking spaces provided at this location). This was requested by Transport for NSW.

Figure 14 illustrates the proposed layout and reconfigured car parking.

Figure 14: Young Street / Grosvenor Street General Arrangement



Source: Spackman Mossop Michaels, date 15 May 2023

4. Parking Assessment

4.1 Existing Car Parking Demand

Site inspections conducted in August 2023 during the peak periods provided the opportunity to observe and gain a qualitative appreciation of the parking demand and supply within the commercial centre. Generally, on-street parking within the study area was shown to be well utilised but with some spare capacity, and it is expected that drivers would for the most part be able to find a parking space reasonably close to their desired destination. The public parking lot on Grosvenor Lane experiences high demand, however, with some capacity observed as with other on-street parking.

Due to the short-term nature of some on-street parking, many parking manoeuvres were observed within the study area, slowing traffic circulation for general traffic.

Approximately 10 short-term parking spaces were removed as a result of the Young Street closure, however, as indicated above there is still some spare on-street parking available on a typical weekday within the study area.

Figure 15: General parking restriction



Figure 16: General parking supply- Grosvenor Lane



4.2 Parking Impact

The proposed intersection upgrade ultimately results in the net loss of one parking space. As such, the impact on parking is very minimal and should be easily accommodated by other on-street and at-grade car parking within the town centre. Notwithstanding, additional parking will be available depending on the design of the Young Street reopening.

4.3 Intersection Layout Review

A high-level review of the intersection layout was carried out in accordance with the AS2890.5-2020 requirements. The assessment identified the following additional recommendations for consideration as part of the ongoing design development:

- Provide stop signs adjacent to stop (TF) linemarkings
- Provide speed hump warning signs for the proposed speed cushions south of the intersection on Young Street
- Review the dimensions of the 60-degree car parking area to ensure it complies with the AS2890.5-2020 requirements, namely parking bays to be three metres in width with the distance from the kerb line to the dividing line to be 9.9 metres with a 600mm kerb overhang (assuming that half-hour parking restrictions are maintained.)
- Ensure swept path assessments include appropriate allowance for clearances and a suitable manoeuvring speed for the relevant design vehicles.

The review indicates that the proposed intersection layout is expected to operate satisfactorily, subject to the adoption of the recommendations discussed above. The high-level design review is attached in Appendix C.



5. Traffic Impact Assessment

5.1 Traffic Redistribution

As noted earlier in this report, Council resolved to reopen a small segment of Young Street to vehicular traffic between Grosvenor Lane and Military Road (about 70 metres south of the Young Street/ Grosvenor Street roundabout), which was previously closed and converted to a pedestrian plaza in December 2020 as part of Council's streetscape upgrade works along Military Road. Stantec has previously conducted a number of traffic assessments investigating the traffic redistribution impacts of reopening this road section under various scenarios on the surrounding road network.

The future operation of the Young Street/ Grosvenor Street intersection is dependent on the Young Street reopening scenario selected by Council (two-way, one-way northbound, or one-way southbound). The location of the proposed segment of Young Street to be reopened relative to the subject site was previously shown in Figure 1 and has been reproduced below in Figure 17.

Figure 17: Young Street/ Grosvenor intersection and nearby Young Street reopening segment



Base image source: Nearmap

As discussed in Section 3.1.1 of the *Young Street, Neutral Bay Reopening Traffic Impact Assessment* (Stantec, 2022), WSP commissioned origin-destination surveys on Thursday 14 June and Saturday 16 June 2018 prior to the closure of Young Street. This data was used to identify the trip patterns in the town centre at that time and to predict the redistribution of traffic as a result of the road closure.

For the purposes of the Stantec 2022 assessment, it was assumed that the present-day origins and destinations were effectively the same as in 2018, since no disproportionate development had occurred in the study area between 2018 and 2022 (it is noted that no significant construction has occurred since 2022 either, and therefore redistributions are still accurate for the current scenarios). The redistributions estimated for the road closure can therefore be 'reverse-engineered' to calculate the redistribution of traffic back to Young Street as a result of its reopening.

The redistributed traffic volumes following reopening under each scenario (two-way, one-way northbound and one-way southbound) during the weekday AM and PM peak hours are shown in Figure 18 to Figure 23.



Figure 18: Young Street/ Grosvenor Street AM Peak (Two-Way)

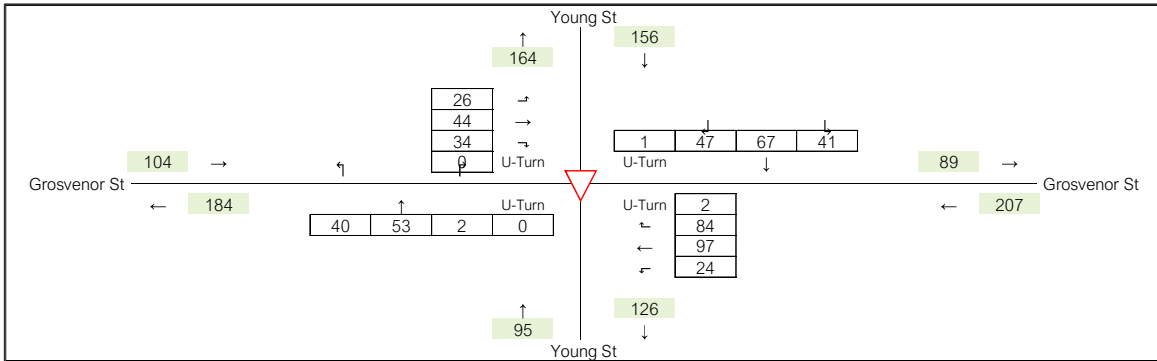


Figure 19: Young Street/ Grosvenor Street PM Peak (Two-Way)

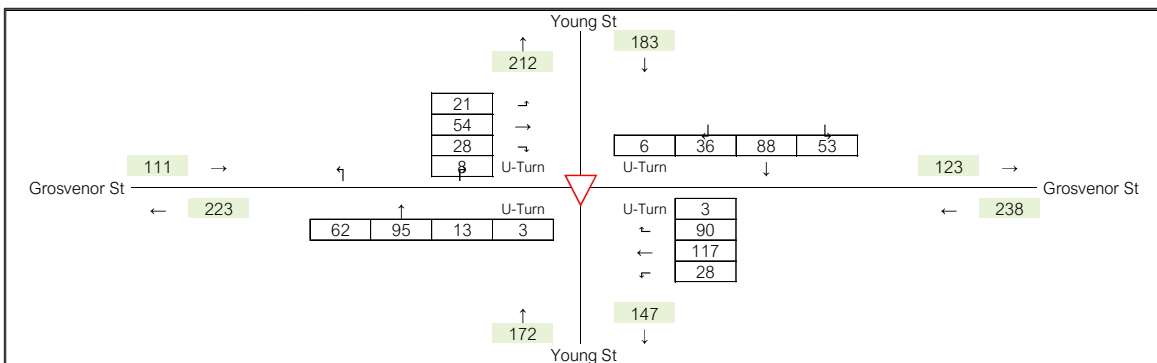


Figure 20: Young Street/ Grosvenor Street AM Peak (One-Way Northbound)

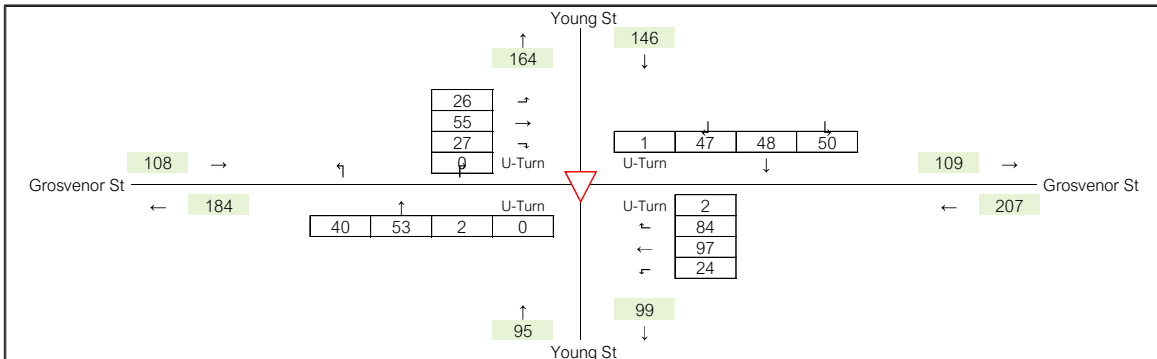


Figure 21: Young Street/ Grosvenor Street PM Peak (One-Way Northbound)

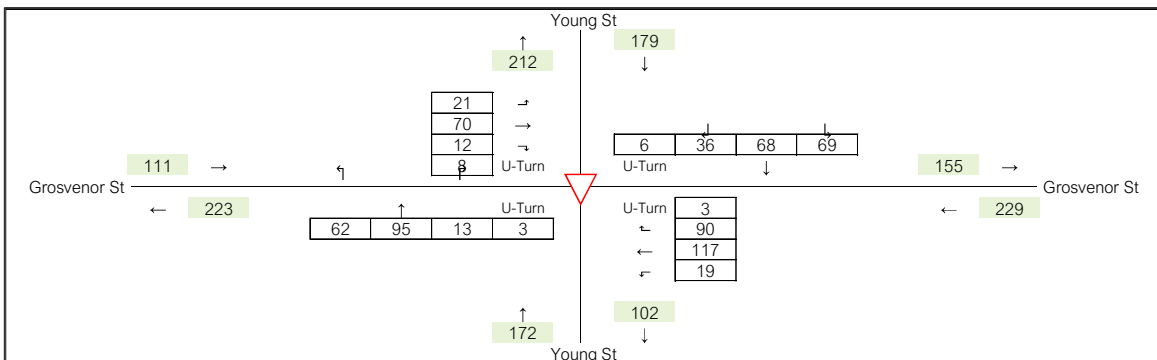


Figure 22: Young Street/ Grosvenor Street AM Peak (One-Way Southbound)

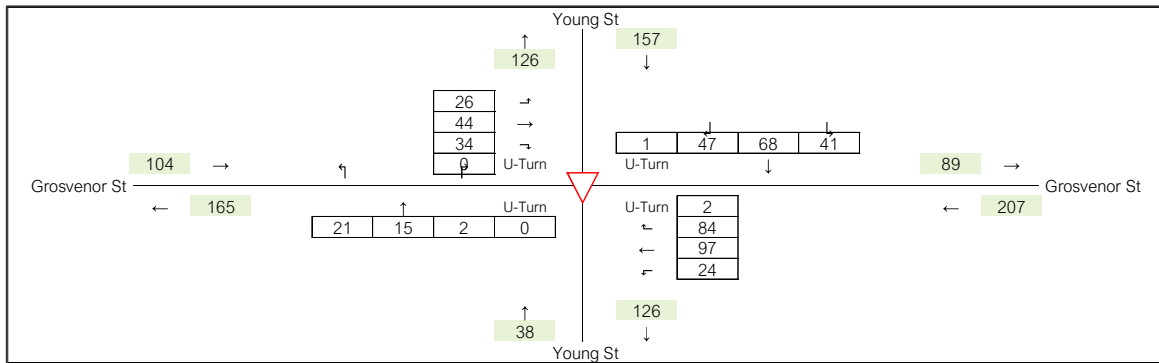
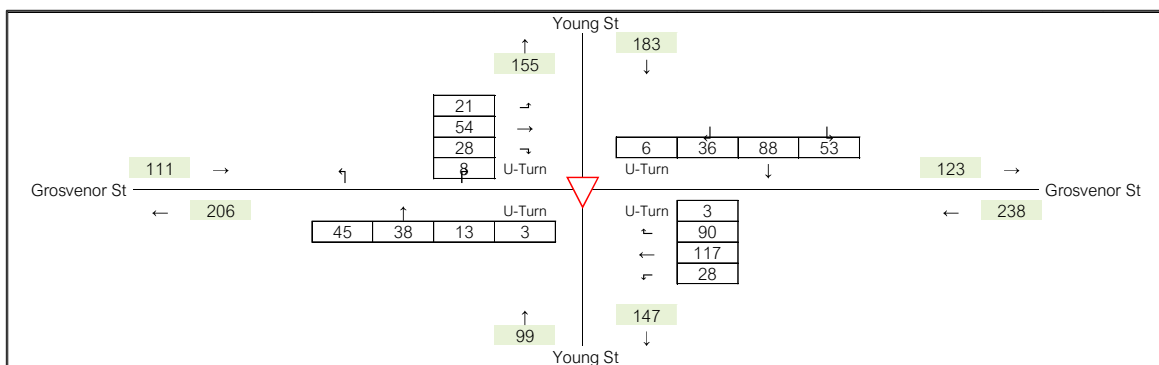


Figure 23: Young Street/ Grosvenor Street PM Peak (One-Way Southbound)



5.2 Background Traffic Growth

It is noted that the 2022 volumes in the town centre were generally observed to be lower than those previously surveyed in 2018 by WSP. As such, no background growth was adopted for the intersections as part of the previous traffic assessments conducted by Stantec in the study area. However, given the development involves conversion to a priority-controlled intersection from a roundabout (which typically can accommodate higher traffic volumes), a conservative background traffic growth rate of 1.5 per cent per annum has been adopted to ensure the design life of the new intersection layout is adequately considered.

5.3 Additional Assumptions

The *North Sydney Integrated Cycling Strategy* prepared by GTA Consultants for North Sydney Council (dated June 2014) found that newly constructed separated cycleways observed an increase in cyclist usage of 60 per cent and 48 per cent in the weekday AM and PM peak periods, respectively, along these routes one year after construction. As such, to account for increased usage of the cycleway following construction of the Young Street Cycleway Extension Project (as a worst case), these growth rates have been applied to the peak hour north-south cycle movements at the intersection.

To account for general background growth in the region, a 1.5 per cent background growth rate (as discussed in Section 5.2) has also been applied to estimate future pedestrian and cyclist volumes. Furthermore, a redistribution of pedestrians/ cyclists from the eastern leg of the intersection to the western leg was assumed, based on the expectation that commuters will utilise the new crossing facilities with their associated safety benefits once the intersection upgrade has been completed.

In addition, as a conservative assessment, the cyclist movements along the cycleway where it crosses the western leg of the intersection (i.e. Grosvenor Street) have been modelled as pedestrian movements within SIDRA INTERSECTION. This was necessary to address modelling limitations within the software, but is considered a worst-case assessment given the slower crossing speeds (and hence increased delays to vehicular movements) exhibited by pedestrians relative to cyclists.

5.4 Traffic Impact

Based on the information and assumptions presented in Sections 5.1 to 5.3 above, SIDRA INTERSECTION modelling has been completed at the Young Street / Grosvenor Street intersection to understand the performance of the proposed priority-controlled intersection layout and potential traffic impacts caused by background growth and the different Young Street reopening scenarios at the time of opening (assumed to be 2024), 10 years, and 20 years post opening.

Table 4 summarises the impacts of the different Young Street reopening scenarios following conversion of the roundabout to a priority-controlled intersection in 2024.

Table 4: Young Street/ Grosvenor Street Intersection 2024 Operating Conditions

Peak	Leg	Degree of Saturation (DOS)	Average Delay (sec)	95th Percentile Queue (m)	Level of Service (LOS)
Young Street Reopening Scenario 1 – Two-Way					
AM	South	0.06	6	0	LOS A
	East	0.26	10	8	LOS A
	North	0.10	6	3	LOS A
	West	0.13	11	4	LOS A
PM	South	0.10	6	1	LOS A
	East	0.33	11	11	LOS A
	North	0.11	6	3	LOS A
	West	0.15	11	4	LOS A
Young Street Reopening Scenario 2 – One-Way Southbound					
AM	South	0.02	6	0	LOS A
	East	0.25	9	7	LOS A
	North	0.09	6	2	LOS A
	West	0.12	10	3	LOS A
PM	South	0.06	6	1	LOS A
	East	0.31	10	9	LOS A
	North	0.11	6	2	LOS A
	West	0.14	10	4	LOS A
Young Street Reopening Scenario 3 – One-Way Northbound					
AM	South	0.06	6	0	LOS A
	East	0.26	10	8	LOS A
	North	0.09	6	3	LOS A
	West	0.13	11	4	LOS A
PM	South	0.10	6	1	LOS A
	East	0.32	11	10	LOS A
	North	0.11	6	3	LOS A
	West	0.14	11	4	LOS A

On the basis of the above results all intersection legs perform well in 2024, with minimal delays and queues and LOS A predicted to occur across the AM and PM peak periods. It should be noted that the right turning movements at all legs are the worst performing movements, due to having longer queues and delay times compared to other movements.

It is also observed that the various reopening scenarios have negligible impact on the intersection operation at Young Street / Grosvenor Street, although the southbound one-way scenario performs slightly better than the other scenarios due to the lower incoming vehicle movements from Military Road travelling through the intersection.

The two-way reopening scenario is the worst performing scenario and accordingly has been adopted for the purpose of assessing the potential traffic impacts in the future assessment years. The predicted operating conditions for the 10-Year and 20-Year Design Horizons are shown in Table 5 and Table 6 respectively.



Table 5: 10-Year Design Horizon (Two-Way Young Street Reopening) 2034 Operating Conditions

Peak	Leg	Degree of Saturation (DOS)	Average Delay (sec)	95th Percentile Queue (m)	Level of Service (LOS)
Young Street Reopening Scenario 1 – Two-Way					
AM	South	0.07	6	0	LOS A
	East	0.32	10	10	LOS A
	North	0.11	6	3	LOS A
	West	0.16	11	4	LOS A
PM	South	0.12	6	1	LOS A
	East	0.41	12	16	LOS A
	North	0.13	6	3	LOS A
	West	0.19	12	5	LOS A

Table 6: 20-Year Design Horizon (Two-Way Young Street Reopening) 2044 Operating Conditions

Peak	Leg	Degree of Saturation (DOS)	Average Delay (sec)	95th Percentile Queue (m)	Level of Service (LOS)
Young Street Reopening Scenario 1 – Two-Way					
AM	South	0.08	6	0	LOS A
	East	0.40	12	15	LOS A
	North	0.13	6	4	LOS A
	West	0.20	12	6	LOS A
PM	South	0.14	6	2	LOS A
	East	0.51	14	23	LOS A
	North	0.15	6	4	LOS A
	West	0.24	13	7	LOS A

On the basis of the above, all intersection legs continue to operate at LOS A across the AM and PM peak hours with minimal queues and delays. Comparatively, there is increased queuing for right turning movements, particularly at the eastern leg on Grosvenor Street during the AM and PM peaks as queues double in length over the 20-year horizon (however still only expected to be up to three vehicles at most). These results are largely expected due to the increased vehicular, pedestrian and cyclist movements, caused by the background growth.

It is noted that the traffic assessment is considered a worst-case assessment due to the adopted background growth. Realistically, unless there is significant future development within the town centre, traffic volumes would not be expected to grow due to following reasons:

- The surrounding road network is currently highly congested (particularly on Military Road) and therefore any potential growth is limited.
- Council is likely to impose other measures to encourage modal shifts towards public or active transport means (such as the subject project).

As such, the intersection is expected to continue to operate well with the proposed pedestrian and cycling upgrades, with the change from a roundabout to a priority-controlled layout expected to have minimal traffic impact for the volumes predicted to occur at this intersection.

Furthermore, the upgraded intersection layout is expected to deliver positive benefits for cyclists/ pedestrians in the town centre including:

- improved accessibility and safety
- allowance for future connectivity to the Route 2 Cycleway Extension Project
- promotion of active transport methods to the town centre, with the potential benefit of reducing private vehicle usage.



6. Conclusion

Based on the analysis and discussions presented within this report, the following conclusions are made:

- The proposal seeks to convert the Young Street/ Grosvenor Street roundabout located within Neutral Bay town centre to a priority-controlled intersection, which will incorporate a pedestrian crossing and bi-directional cycleway on the western approach.
- The traffic assessment and SIDRA modelling indicates that the existing roundabout currently operates well.
- The proposed intersection upgrade results in the net loss of one on-street parking space. This small reduction in parking is expected to be easily accommodated by the surrounding on-street and at-grade car parks within the town centre which currently have some spare capacity. Notwithstanding, additional on-street parking should be available once Young Street between Military Road and Grosvenor Lane reopens to traffic.
- The proposed intersection layout is generally consistent with the dimensional requirements as set out in the relevant Australian Standards (AS 2890 series).
- Upon completion of the proposed works, it is expected that pedestrian and cycle movements along Young Street will be more concentrated at the pedestrian crossing and cycleway on the western leg (Grosvenor Street).
- An annual background growth rate of 1.5 per cent was adopted as a conservative assessment for vehicular, pedestrian and cyclist movements to assess the operation and potential traffic impacts of the proposed intersection layout in future years. Allowance was also made for an increased uptake by commuters using the new cycleway infrastructure once the Young Street Cycleway Extension Project has been completed (as a worst case).
- The analysis considered the different traffic redistributions resulting from three alternative future reopening scenarios (two-way, one-way northbound and one-way southbound) for Young Street between Military Road and Grosvenor Lane. The future modelling assessment indicates that the intersection will continue to operate well at LOS A for all three reopening scenarios. It is apparent that the southbound one-way strategy performs best, however, there is minimal difference between all three scenarios.
- Based on the traffic assessments undertaken as part of this study, the proposed intersection upgrade is not expected to result in any adverse impacts on the performance or operation of the surrounding road network.
- Furthermore, the upgraded intersection layout will deliver positive benefits for cyclists/ pedestrians in the town centre including improved accessibility and safety, allowance for future connectivity to the Route 2 Cycleway Extension Project and the promotion of active transport methods to the town centre (with the potential benefit of reducing private vehicle usage).

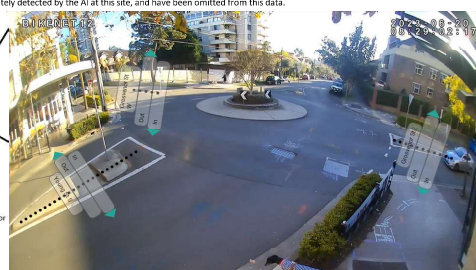
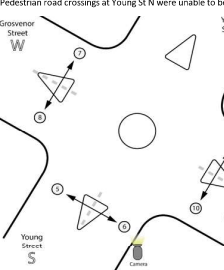
As such, the proposal can be supported from a traffic and transport perspective.



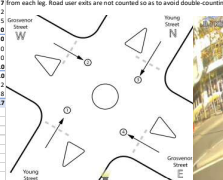
Appendix A. Traffic Surveys



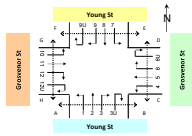
Row Labels	Sum of PEDESTRIAN	Sum of BICYCLE	
==Movement 05	794	10	
==Young St S-Out	794	10	Each possible movement (movements between Movement Labels) have been translated into a 'Movement ID' and is displayed as a number in the graphic on the left.
#17/06/2023	519	7	
#20/06/2023	275	3	The data is organised by Movement ID, date, time and then volume of each individual road user type.
==Movement 06	671	6	6 * Pedestrian road crossings at Young St N were unable to be accurately detected by the AI at this site, and have been omitted from this data.
==Young St S-In	671	6	
#17/06/2023	421	6	
#20/06/2023	250	0	
==Movement 07	346	8	
==Grosvenor St W-Out	346	8	
#17/06/2023	175	1	
#20/06/2023	171	7	
==Movement 08	473	13	
==Grosvenor St W-In	473	13	
#17/06/2023	256	9	
#20/06/2023	217	4	
==Movement 09	496	8	
==Grosvenor St E-Out	496	8	
#17/06/2023	255	6	
#20/06/2023	241	2	
==Movement 10	467	6	
==Grosvenor St E-In	467	6	
#17/06/2023	259	5	
#20/06/2023	208	1	
Grand Total	3247	51	



Row Labels	Sum of BICYCLE	Sum of MIC	Sum of CAB	Sum of LDV	Sum of BUS	Sum of ODV1	Sum of ODV2	
==Movement 1	21	38	1408	67	0	12	0	The screenshot below is how these count lines or count shapes have been created in the AI Software to extract the relevant data. Each movement studied has a 'Movement Label'.
==Young St S-In	21	38	1408	67	0	12	0	0 Each possible movement (movements between Movement Labels) have been translated into a 'Movement ID' and is displayed as a number in the graphic on the left.
#17/06/2023	5	28	721	17	0	3	0	0 The data is organised by Movement ID, date, time and then volume of each individual road user type.
#20/06/2023	16	10	687	50	0	9	0	0 * Due to the tree cover at the centre of the roundabout, the AI is unable to track road users that pass behind it. For this reason we have used count lines to count road users as they enter the roundabout from each leg. Road user exits are not counted so as to avoid double counting.
==Movement 2	6	60	2583	245	0	41	7	
==Grosvenor St W-In	6	60	2583	245	0	41	7	
#17/06/2023	3	34	1178	128	0	27	2	
#20/06/2023	3	26	1405	117	0	14	5	
==Movement 3	14	24	2287	632	0	18	0	
==Young St W-In	14	24	2287	632	0	18	0	
#17/06/2023	9	15	1270	309	0	2	0	
#20/06/2023	5	9	917	323	0	16	0	
==Movement 4	19	85	4188	283	1	31	10	
==Grosvenor St E-In	19	85	4188	283	1	31	10	
#17/06/2023	14	43	2178	130	0	4	4	
#20/06/2023	5	42	1910	153	1	27	6	
Grand Total	60	287	10206	1227	1	182	17	



Job No. : ALN04238
 Client : Stattec Australia Pty Ltd
 Suburb : Neutral Bay
 Location : 33, Young Street / Grosvenor Street
 Day/Date : Wed, 20 July 2023
 Weather : Fine
 Description : Classified Intersection Count
 : 15 mins Data



Classifications: Class 1: Lights, Class 2: Intersecting

Approach	Young St								Grosvenor St							
	Direction 1 (Left Turn)		Direction 2 (Through)		Direction 3 (Right Turn)		Direction 3U (U/Turn)		Direction 4 (Left Turn)		Direction 5 (Through)		Direction 6 (Right Turn)		Direction 6U (U/Turn)	
Time Period	Light	Volume	Weighted Volume	Light	Volume	Weighted Volume	Light	Volume	Weighted Volume	Light	Volume	Weighted Volume	Light	Volume	Weighted Volume	
7:00 to 7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 to 7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 to 7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 to 8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 to 8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 to 8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 to 8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 to 9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM Totals	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15 to 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30 to 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45 to 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 to 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 to 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 to 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 to 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00 to 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 to 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 to 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 to 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Totals	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Approach	Young St								Grosvenor St								Crossing Pedestrians							
	Direction 7 (Left Turn)		Direction 8 (Through)		Direction 9 (Right Turn)		Direction 9U (U/Turn)		Direction 10 (Left Turn)		Direction 11 (Through)		Direction 12 (Right Turn)		Direction 12U (U/Turn)		Class A	Class B	Class C	Class D	Class E	Class F	Class G	Total
Time Period	Light	Volume	Weighted Volume	Light	Volume	Weighted Volume	Light	Volume	Weighted Volume	Light	Volume	Weighted Volume	Light	Volume	Weighted Volume	Light	Volume	Weighted Volume	Light	Volume	Weighted Volume	Light	Volume	Weighted Volume
7:00 to 7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 to 7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 to 7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 to 8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 to 8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 to 8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 to 8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 to 9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Totals	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 to 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 to 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 to 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 to 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 to 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 to 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 to 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 to 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 to 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 to 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 to 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Totals	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Appendix B. SIDRA Outputs



MOVEMENT SUMMARY

Site: 1 [existing_AM_young_st/grosvenor_st (Site Folder: existing)]

Site Category: -
Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
		[Total veh/h	HV veh/h	[Total veh/h	HV %				[Veh. veh	Dist m				
South: Young Street (S)														
1	L2	21	0	22	0.0	0.040	5.3	LOS A	0.2	1.4	0.41	0.54	0.41	45.7
2	T1	15	0	16	0.0	0.040	5.0	LOS A	0.2	1.4	0.41	0.54	0.41	46.4
3	R2	2	0	2	0.0	0.040	7.9	LOS A	0.2	1.4	0.41	0.54	0.41	46.2
3u	U	1	0	1	0.0	0.040	10.5	LOS A	0.2	1.4	0.41	0.54	0.41	49.6
Approach		39	0	41	0.0	0.040	5.4	LOS A	0.2	1.4	0.41	0.54	0.41	46.1
East: Grosvenor Street (E)														
4	L2	18	1	19	5.6	0.186	4.8	LOS A	1.0	7.3	0.33	0.56	0.33	45.3
5	T1	97	5	102	5.2	0.186	4.6	LOS A	1.0	7.3	0.33	0.56	0.33	46.0
6	R2	84	0	88	0.0	0.186	7.4	LOS A	1.0	7.3	0.33	0.56	0.33	45.8
6u	U	2	0	2	0.0	0.186	10.0	LOS A	1.0	7.3	0.33	0.56	0.33	49.2
Approach		201	6	212	3.0	0.186	5.9	LOS A	1.0	7.3	0.33	0.56	0.33	45.9
North: Young Street (N)														
7	L2	50	1	53	2.0	0.129	4.5	LOS A	0.7	4.8	0.26	0.53	0.26	45.7
8	T1	48	0	51	0.0	0.129	4.2	LOS A	0.7	4.8	0.26	0.53	0.26	46.4
9	R2	47	1	49	2.1	0.129	7.2	LOS A	0.7	4.8	0.26	0.53	0.26	46.1
9u	U	1	0	1	0.0	0.129	9.7	LOS A	0.7	4.8	0.26	0.53	0.26	49.6
Approach		146	2	154	1.4	0.129	5.3	LOS A	0.7	4.8	0.26	0.53	0.26	46.1
West: Grosvenor Street (W)														
10	L2	26	1	27	3.8	0.099	4.7	LOS A	0.5	3.7	0.29	0.51	0.29	45.8
11	T1	55	0	58	0.0	0.099	4.4	LOS A	0.5	3.7	0.29	0.51	0.29	46.5
12	R2	23	4	24	17.4	0.099	7.5	LOS A	0.5	3.7	0.29	0.51	0.29	46.0
12u	U	1	0	1	0.0	0.099	9.9	LOS A	0.5	3.7	0.29	0.51	0.29	49.7
Approach		105	5	111	4.8	0.099	5.2	LOS A	0.5	3.7	0.29	0.51	0.29	46.2
All Vehicles		491	13	517	2.6	0.186	5.5	LOS A	1.0	7.3	0.30	0.54	0.30	46.0

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).


HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Project: \\au2019-pfss01\shared_projects\300305017\technical\modelling\sid_230824_5017_youngst_roundabout_upgrade.sip9

MOVEMENT SUMMARY

 Site: 1 [existing_PM_young_st/grosvenor_st (Site Folder: existing)]

Site Category: -
Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Young Street (S)														
1	L2	45	1	47	2.2	0.105	5.6	LOS A	0.5	3.8	0.45	0.58	0.45	45.5
2	T1	38	0	40	0.0	0.105	5.3	LOS A	0.5	3.8	0.45	0.58	0.45	46.2
3	R2	13	0	14	0.0	0.105	8.2	LOS A	0.5	3.8	0.45	0.58	0.45	45.9
3u	U	3	0	3	0.0	0.105	10.8	LOS A	0.5	3.8	0.45	0.58	0.45	49.4
Approach		99	1	104	1.0	0.105	6.0	LOS A	0.5	3.8	0.45	0.58	0.45	45.9
East: Grosvenor Street (E)														
4	L2	19	0	20	0.0	0.211	4.8	LOS A	1.2	8.3	0.35	0.56	0.35	45.4
5	T1	117	1	123	0.9	0.211	4.6	LOS A	1.2	8.3	0.35	0.56	0.35	46.1
6	R2	90	0	95	0.0	0.211	7.5	LOS A	1.2	8.3	0.35	0.56	0.35	45.8
6u	U	3	0	3	0.0	0.211	10.1	LOS A	1.2	8.3	0.35	0.56	0.35	49.2
Approach		229	1	241	0.4	0.211	5.8	LOS A	1.2	8.3	0.35	0.56	0.35	46.0
North: Young Street (N)														
7	L2	69	0	73	0.0	0.161	4.6	LOS A	0.9	6.1	0.30	0.53	0.30	45.8
8	T1	68	0	72	0.0	0.161	4.4	LOS A	0.9	6.1	0.30	0.53	0.30	46.4
9	R2	36	0	38	0.0	0.161	7.3	LOS A	0.9	6.1	0.30	0.53	0.30	46.2
9u	U	6	0	6	0.0	0.161	9.9	LOS A	0.9	6.1	0.30	0.53	0.30	49.7
Approach		179	0	188	0.0	0.161	5.3	LOS A	0.9	6.1	0.30	0.53	0.30	46.2
West: Grosvenor Street (W)														
10	L2	22	1	23	4.5	0.108	5.0	LOS A	0.5	3.9	0.34	0.53	0.34	45.8
11	T1	70	0	74	0.0	0.108	4.6	LOS A	0.5	3.9	0.34	0.53	0.34	46.5
12	R2	12	0	13	0.0	0.108	7.6	LOS A	0.5	3.9	0.34	0.53	0.34	46.3
12u	U	8	0	8	0.0	0.108	10.1	LOS A	0.5	3.9	0.34	0.53	0.34	49.7
Approach		112	1	118	0.9	0.108	5.4	LOS A	0.5	3.9	0.34	0.53	0.34	46.6
All Vehicles		619	3	652	0.5	0.211	5.6	LOS A	1.2	8.3	0.35	0.55	0.35	46.1

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Project: \\au2019-pfss01\shared_projects\300305017\technical\modelling\sid_230824_5017_youngst_roundabout_upgrade.sip9

MOVEMENT SUMMARY

 Site: 101 [two_way_AM_young_st/grosvenor_st (Site Folder: two_way)]

New Site
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Young Street														
1	L2	40	1	42	2.5	0.055	5.6	LOS A	0.0	0.1	0.01	0.26	0.01	56.0
2	T1	53	3	56	5.7	0.055	0.0	LOS A	0.0	0.1	0.01	0.26	0.01	57.6
3	R2	2	0	2	0.0	0.055	5.8	LOS A	0.0	0.1	0.01	0.26	0.01	55.4
Approach		95	4	100	4.2	0.055	2.5	NA	0.0	0.1	0.01	0.26	0.01	56.8
East: Grosvenor Street														
4	L2	24	1	25	4.2	0.253	8.5	LOS A	1.0	7.4	0.34	0.95	0.34	51.2
5	T1	97	5	102	5.2	0.253	9.5	LOS A	1.0	7.4	0.34	0.95	0.34	50.9
6	R2	86	0	91	0.0	0.253	9.5	LOS A	1.0	7.4	0.34	0.95	0.34	50.8
Approach		207	6	218	2.9	0.253	9.4	LOS A	1.0	7.4	0.34	0.95	0.34	50.8
North: Young Street														
7	L2	41	1	43	2.4	0.092	5.8	LOS A	0.3	2.5	0.16	0.31	0.16	55.0
8	T1	67	0	71	0.0	0.092	0.2	LOS A	0.3	2.5	0.16	0.31	0.16	56.5
9	R2	48	1	51	2.1	0.092	5.9	LOS A	0.3	2.5	0.16	0.31	0.16	54.3
Approach		156	2	164	1.3	0.092	3.4	NA	0.3	2.5	0.16	0.31	0.16	55.4
West: Grosvenor Street														
10	L2	26	1	27	3.8	0.125	8.4	LOS A	0.5	3.4	0.24	0.95	0.24	51.1
11	T1	44	0	46	0.0	0.125	9.0	LOS A	0.5	3.4	0.24	0.95	0.24	51.0
12	R2	34	4	36	11.8	0.125	10.5	LOS A	0.5	3.4	0.24	0.95	0.24	50.2
Approach		104	5	109	4.8	0.125	9.3	LOS A	0.5	3.4	0.24	0.95	0.24	50.8
All Vehicles		562	17	592	3.0	0.253	6.6	NA	1.0	7.4	0.22	0.66	0.22	53.0

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Project: \\au2019-ppfss01\shared_projects\300305017\technical\modelling\sid_230824_5017_youngst_roundabout_upgrade.sip9

MOVEMENT SUMMARY

Site: 101 [two_way_PM_young_st/grosvenor_st (Site Folder: two_way)]

New Site
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Young Street														
1	L2	62	1	65	1.6	0.099	5.7	LOS A	0.2	1.1	0.07	0.25	0.07	55.8
2	T1	95	0	100	0.0	0.099	0.1	LOS A	0.2	1.1	0.07	0.25	0.07	57.4
3	R2	16	0	17	0.0	0.099	6.0	LOS A	0.2	1.1	0.07	0.25	0.07	55.2
Approach		173	1	182	0.6	0.099	2.6	NA	0.2	1.1	0.07	0.25	0.07	56.6
East: Grosvenor Street														
4	L2	28	0	29	0.0	0.316	8.6	LOS A	1.4	9.8	0.42	0.97	0.44	50.8
5	T1	117	1	123	0.9	0.316	10.2	LOS A	1.4	9.8	0.42	0.97	0.44	50.5
6	R2	93	0	98	0.0	0.316	10.6	LOS A	1.4	9.8	0.42	0.97	0.44	50.3
Approach		238	1	251	0.4	0.316	10.2	LOS A	1.4	9.8	0.42	0.97	0.44	50.5
North: Young Street														
7	L2	53	0	56	0.0	0.108	5.8	LOS A	0.4	2.5	0.17	0.28	0.17	55.2
8	T1	88	0	93	0.0	0.108	0.2	LOS A	0.4	2.5	0.17	0.28	0.17	56.7
9	R2	42	0	44	0.0	0.108	6.1	LOS A	0.4	2.5	0.17	0.28	0.17	54.6
Approach		183	0	193	0.0	0.108	3.2	NA	0.4	2.5	0.17	0.28	0.17	55.7
West: Grosvenor Street														
10	L2	21	0	22	0.0	0.146	8.4	LOS A	0.5	3.8	0.35	0.95	0.35	51.0
11	T1	54	0	57	0.0	0.146	9.7	LOS A	0.5	3.8	0.35	0.95	0.35	50.7
12	R2	36	0	38	0.0	0.146	10.7	LOS A	0.5	3.8	0.35	0.95	0.35	50.4
Approach		111	0	117	0.0	0.146	9.8	LOS A	0.5	3.8	0.35	0.95	0.35	50.7
All Vehicles		705	2	742	0.3	0.316	6.5	NA	1.4	9.8	0.26	0.61	0.27	53.2

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 101 [one_way_nb_AM_young_st/grosvenor_st (Site Folder: one_way_northbound)]

New Site
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
		[Total veh/h	HV veh/h	[Total veh/h	HV %				[Veh. veh	Dist m				
South: Young Street														
1	L2	40	1	42	2.5	0.055	5.6	LOS A	0.0	0.1	0.01	0.26	0.01	56.0
2	T1	53	3	56	5.7	0.055	0.0	LOS A	0.0	0.1	0.01	0.26	0.01	57.6
3	R2	2	0	2	0.0	0.055	5.8	LOS A	0.0	0.1	0.01	0.26	0.01	55.4
Approach		95	4	100	4.2	0.055	2.5	NA	0.0	0.1	0.01	0.26	0.01	56.8
East: Grosvenor Street														
4	L2	24	1	25	4.2	0.250	8.4	LOS A	1.0	7.4	0.31	0.95	0.31	51.2
5	T1	97	5	102	5.2	0.250	9.4	LOS A	1.0	7.4	0.31	0.95	0.31	50.9
6	R2	86	0	91	0.0	0.250	9.5	LOS A	1.0	7.4	0.31	0.95	0.31	50.8
Approach		207	6	218	2.9	0.250	9.3	LOS A	1.0	7.4	0.31	0.95	0.31	50.9
North: Young Street														
7	L2	50	1	53	2.0	0.087	5.8	LOS A	0.3	2.4	0.16	0.36	0.16	54.5
8	T1	48	0	51	0.0	0.087	0.2	LOS A	0.3	2.4	0.16	0.36	0.16	56.0
9	R2	48	1	51	2.1	0.087	5.9	LOS A	0.3	2.4	0.16	0.36	0.16	53.9
Approach		146	2	154	1.4	0.087	4.0	NA	0.3	2.4	0.16	0.36	0.16	54.8
West: Grosvenor Street														
10	L2	26	1	27	3.8	0.125	8.4	LOS A	0.5	3.4	0.24	0.96	0.24	51.2
11	T1	55	0	58	0.0	0.125	8.9	LOS A	0.5	3.4	0.24	0.96	0.24	51.1
12	R2	27	4	28	14.8	0.125	10.5	LOS A	0.5	3.4	0.24	0.96	0.24	50.2
Approach		108	5	114	4.6	0.125	9.2	LOS A	0.5	3.4	0.24	0.96	0.24	50.9
All Vehicles		556	17	585	3.1	0.250	6.7	NA	1.0	7.4	0.21	0.68	0.21	52.8

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 101 [one_way_nb_PM_young_st/grosvenor_st (Site Folder: one_way_northbound)]

New Site
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Young Street														
1	L2	62	1	65	1.6	0.099	5.7	LOS A	0.2	1.1	0.07	0.25	0.07	55.8
2	T1	95	0	100	0.0	0.099	0.1	LOS A	0.2	1.1	0.07	0.25	0.07	57.4
3	R2	16	0	17	0.0	0.099	5.9	LOS A	0.2	1.1	0.07	0.25	0.07	55.2
Approach		173	1	182	0.6	0.099	2.6	NA	0.2	1.1	0.07	0.25	0.07	56.6
East: Grosvenor Street														
4	L2	19	0	20	0.0	0.307	8.4	LOS A	1.3	9.3	0.41	0.97	0.42	50.8
5	T1	117	1	123	0.9	0.307	10.1	LOS A	1.3	9.3	0.41	0.97	0.42	50.5
6	R2	93	0	98	0.0	0.307	10.5	LOS A	1.3	9.3	0.41	0.97	0.42	50.3
Approach		229	1	241	0.4	0.307	10.1	LOS A	1.3	9.3	0.41	0.97	0.42	50.5
North: Young Street														
7	L2	69	0	73	0.0	0.106	5.8	LOS A	0.4	2.5	0.18	0.33	0.18	54.7
8	T1	68	0	72	0.0	0.106	0.3	LOS A	0.4	2.5	0.18	0.33	0.18	56.2
9	R2	42	0	44	0.0	0.106	6.1	LOS A	0.4	2.5	0.18	0.33	0.18	54.1
Approach		179	0	188	0.0	0.106	3.8	NA	0.4	2.5	0.18	0.33	0.18	55.1
West: Grosvenor Street														
10	L2	21	0	22	0.0	0.138	8.4	LOS A	0.5	3.6	0.34	0.95	0.34	51.2
11	T1	70	0	74	0.0	0.138	9.6	LOS A	0.5	3.6	0.34	0.95	0.34	50.9
12	R2	20	0	21	0.0	0.138	10.4	LOS A	0.5	3.6	0.34	0.95	0.34	50.6
Approach		111	0	117	0.0	0.138	9.5	LOS A	0.5	3.6	0.34	0.95	0.34	50.9
All Vehicles		692	2	728	0.3	0.307	6.5	NA	1.3	9.3	0.26	0.62	0.26	53.1

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 101 [one_way_sb_AM_young_st/grosvenor_st (Site Folder: one_way_southbound)]

New Site
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Young Street														
1	L2	21	1	22	4.8	0.023	5.6	LOS A	0.0	0.1	0.03	0.35	0.03	54.9
2	T1	15	3	16	20.0	0.023	0.0	LOS A	0.0	0.1	0.03	0.35	0.03	56.5
3	R2	2	0	2	0.0	0.023	5.8	LOS A	0.0	0.1	0.03	0.35	0.03	54.5
Approach		38	4	40	10.5	0.023	3.4	NA	0.0	0.1	0.03	0.35	0.03	55.5
East: Grosvenor Street														
4	L2	24	1	25	4.2	0.240	8.5	LOS A	1.0	7.1	0.32	0.94	0.32	51.4
5	T1	97	5	102	5.2	0.240	9.1	LOS A	1.0	7.1	0.32	0.94	0.32	51.1
6	R2	86	0	91	0.0	0.240	9.2	LOS A	1.0	7.1	0.32	0.94	0.32	51.0
Approach		207	6	218	2.9	0.240	9.1	LOS A	1.0	7.1	0.32	0.94	0.32	51.1
North: Young Street														
7	L2	41	1	43	2.4	0.091	5.6	LOS A	0.3	2.3	0.09	0.32	0.09	55.2
8	T1	68	0	72	0.0	0.091	0.1	LOS A	0.3	2.3	0.09	0.32	0.09	56.8
9	R2	47	1	49	2.1	0.091	5.7	LOS A	0.3	2.3	0.09	0.32	0.09	54.6
Approach		156	2	164	1.3	0.091	3.2	NA	0.3	2.3	0.09	0.32	0.09	55.7
West: Grosvenor Street														
10	L2	26	1	27	3.8	0.119	8.2	LOS A	0.4	3.2	0.11	1.00	0.11	51.1
11	T1	44	0	46	0.0	0.119	8.7	LOS A	0.4	3.2	0.11	1.00	0.11	51.0
12	R2	34	4	36	11.8	0.119	10.0	LOS A	0.4	3.2	0.11	1.00	0.11	50.2
Approach		104	5	109	4.8	0.119	9.0	LOS A	0.4	3.2	0.11	1.00	0.11	50.8
All Vehicles		505	17	532	3.4	0.240	6.8	NA	1.0	7.1	0.18	0.72	0.18	52.7

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 101 [one_way_sb_PM_young_st/grosvenor_st (Site Folder: one_way_southbound)]

New Site
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
		[Total veh/h	HV veh/h	[Total veh/h	HV %				[Veh. veh	Dist m				
South: Young Street														
1	L2	45	1	47	2.2	0.058	5.7	LOS A	0.1	1.0	0.12	0.33	0.12	54.9
2	T1	38	0	40	0.0	0.058	0.2	LOS A	0.1	1.0	0.12	0.33	0.12	56.4
3	R2	16	0	17	0.0	0.058	5.9	LOS A	0.1	1.0	0.12	0.33	0.12	54.4
Approach		99	1	104	1.0	0.058	3.6	NA	0.1	1.0	0.12	0.33	0.12	55.4
East: Grosvenor Street														
4	L2	28	0	29	0.0	0.293	8.5	LOS A	1.2	8.7	0.38	0.95	0.38	51.2
5	T1	117	1	123	0.9	0.293	9.5	LOS A	1.2	8.7	0.38	0.95	0.38	50.9
6	R2	93	0	98	0.0	0.293	9.9	LOS A	1.2	8.7	0.38	0.95	0.38	50.7
Approach		238	1	251	0.4	0.293	9.5	LOS A	1.2	8.7	0.38	0.95	0.38	50.9
North: Young Street														
7	L2	53	0	56	0.0	0.106	5.7	LOS A	0.3	2.3	0.12	0.29	0.12	55.4
8	T1	88	0	93	0.0	0.106	0.1	LOS A	0.3	2.3	0.12	0.29	0.12	56.9
9	R2	42	0	44	0.0	0.106	5.8	LOS A	0.3	2.3	0.12	0.29	0.12	54.7
Approach		183	0	193	0.0	0.106	3.0	NA	0.3	2.3	0.12	0.29	0.12	55.9
West: Grosvenor Street														
10	L2	21	0	22	0.0	0.135	8.2	LOS A	0.5	3.5	0.23	0.97	0.23	51.1
11	T1	54	0	57	0.0	0.135	9.2	LOS A	0.5	3.5	0.23	0.97	0.23	50.9
12	R2	36	0	38	0.0	0.135	10.1	LOS A	0.5	3.5	0.23	0.97	0.23	50.6
Approach		111	0	117	0.0	0.135	9.3	LOS A	0.5	3.5	0.23	0.97	0.23	50.8
All Vehicles		631	2	664	0.3	0.293	6.7	NA	1.2	8.7	0.24	0.66	0.24	52.9

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 101 [two_way_AM_young_st/grosvenor_st_2034 (Site Folder: 2034_two_way)]

New Site
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Young Street														
1	L2	49	2	52	4.1	0.066	5.6	LOS A	0.0	0.1	0.01	0.26	0.01	55.9
2	T1	63	3	66	4.8	0.066	0.0	LOS A	0.0	0.1	0.01	0.26	0.01	57.6
3	R2	2	0	2	0.0	0.066	5.9	LOS A	0.0	0.1	0.01	0.26	0.01	55.4
Approach		114	5	120	4.4	0.066	2.5	NA	0.0	0.1	0.01	0.26	0.01	56.8
East: Grosvenor Street														
4	L2	29	1	31	3.4	0.319	8.6	LOS A	1.4	10.0	0.40	0.96	0.41	50.9
5	T1	116	6	122	5.2	0.319	10.1	LOS A	1.4	10.0	0.40	0.96	0.41	50.5
6	R2	102	0	107	0.0	0.319	10.3	LOS A	1.4	10.0	0.40	0.96	0.41	50.4
Approach		247	7	260	2.8	0.319	10.0	LOS A	1.4	10.0	0.40	0.96	0.41	50.5
North: Young Street														
7	L2	49	1	52	2.0	0.111	5.8	LOS A	0.4	3.0	0.18	0.31	0.18	54.9
8	T1	81	0	85	0.0	0.111	0.2	LOS A	0.4	3.0	0.18	0.31	0.18	56.5
9	R2	57	1	60	1.8	0.111	5.9	LOS A	0.4	3.0	0.18	0.31	0.18	54.3
Approach		187	2	197	1.1	0.111	3.4	NA	0.4	3.0	0.18	0.31	0.18	55.4
West: Grosvenor Street														
10	L2	31	1	33	3.2	0.159	8.4	LOS A	0.6	4.4	0.28	0.96	0.28	50.9
11	T1	52	0	55	0.0	0.159	9.4	LOS A	0.6	4.4	0.28	0.96	0.28	50.8
12	R2	41	5	43	12.2	0.159	11.3	LOS A	0.6	4.4	0.28	0.96	0.28	50.0
Approach		124	6	131	4.8	0.159	9.8	LOS A	0.6	4.4	0.28	0.96	0.28	50.5
All Vehicles		672	20	707	3.0	0.319	6.9	NA	1.4	10.0	0.25	0.66	0.25	52.8

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 101 [two_way_PM_young_st/grosvenor_st_2034 (Site Folder: 2034_two_way)]

New Site
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Young Street														
1	L2	74	2	78	2.7	0.119	5.7	LOS A	0.2	1.4	0.09	0.25	0.09	55.7
2	T1	113	0	119	0.0	0.119	0.1	LOS A	0.2	1.4	0.09	0.25	0.09	57.3
3	R2	20	0	21	0.0	0.119	6.1	LOS A	0.2	1.4	0.09	0.25	0.09	55.2
Approach		207	2	218	1.0	0.119	2.7	NA	0.2	1.4	0.09	0.25	0.09	56.5
East: Grosvenor Street														
4	L2	34	0	36	0.0	0.411	9.3	LOS A	2.3	15.9	0.49	1.04	0.62	49.9
5	T1	140	1	147	0.7	0.411	11.7	LOS A	2.3	15.9	0.49	1.04	0.62	49.6
6	R2	112	0	118	0.0	0.411	12.2	LOS A	2.3	15.9	0.49	1.04	0.62	49.4
Approach		286	1	301	0.3	0.411	11.6	LOS A	2.3	15.9	0.49	1.04	0.62	49.6
North: Young Street														
7	L2	64	0	67	0.0	0.130	5.9	LOS A	0.4	3.1	0.20	0.28	0.20	55.1
8	T1	105	0	111	0.0	0.130	0.3	LOS A	0.4	3.1	0.20	0.28	0.20	56.6
9	R2	50	0	53	0.0	0.130	6.2	LOS A	0.4	3.1	0.20	0.28	0.20	54.5
Approach		219	0	231	0.0	0.130	3.3	NA	0.4	3.1	0.20	0.28	0.20	55.7
West: Grosvenor Street														
10	L2	25	0	26	0.0	0.191	8.5	LOS A	0.7	5.1	0.40	0.97	0.40	50.6
11	T1	65	0	68	0.0	0.191	10.3	LOS A	0.7	5.1	0.40	0.97	0.40	50.4
12	R2	43	0	45	0.0	0.191	11.8	LOS A	0.7	5.1	0.40	0.97	0.40	50.1
Approach		133	0	140	0.0	0.191	10.4	LOS A	0.7	5.1	0.40	0.97	0.40	50.3
All Vehicles		845	3	889	0.4	0.411	7.1	NA	2.3	15.9	0.30	0.64	0.35	52.8

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 101 [two_way_AM_young_st/grosvenor_st_2044 (Site Folder: 2044_two_way)]

New Site
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Young Street														
1	L2	56	2	59	3.6	0.077	5.6	LOS A	0.0	0.2	0.02	0.26	0.02	55.9
2	T1	74	4	78	5.4	0.077	0.0	LOS A	0.0	0.2	0.02	0.26	0.02	57.6
3	R2	3	0	3	0.0	0.077	6.0	LOS A	0.0	0.2	0.02	0.26	0.02	55.4
Approach		133	6	140	4.5	0.077	2.5	NA	0.0	0.2	0.02	0.26	0.02	56.8
East: Grosvenor Street														
4	L2	33	1	35	3.0	0.395	9.2	LOS A	2.1	15.3	0.46	1.01	0.55	50.2
5	T1	135	7	142	5.2	0.395	11.1	LOS A	2.1	15.3	0.46	1.01	0.55	49.9
6	R2	120	0	126	0.0	0.395	11.5	LOS A	2.1	15.3	0.46	1.01	0.55	49.8
Approach		288	8	303	2.8	0.395	11.1	LOS A	2.1	15.3	0.46	1.01	0.55	49.9
North: Young Street														
7	L2	57	1	60	1.8	0.129	5.9	LOS A	0.5	3.6	0.20	0.31	0.20	54.9
8	T1	93	0	98	0.0	0.129	0.3	LOS A	0.5	3.6	0.20	0.31	0.20	56.4
9	R2	66	1	69	1.5	0.129	6.0	LOS A	0.5	3.6	0.20	0.31	0.20	54.2
Approach		216	2	227	0.9	0.129	3.5	NA	0.5	3.6	0.20	0.31	0.20	55.3
West: Grosvenor Street														
10	L2	36	1	38	2.8	0.199	8.5	LOS A	0.8	5.6	0.32	0.96	0.32	50.6
11	T1	61	0	64	0.0	0.199	9.8	LOS A	0.8	5.6	0.32	0.96	0.32	50.5
12	R2	48	6	51	12.5	0.199	12.2	LOS A	0.8	5.6	0.32	0.96	0.32	49.7
Approach		145	7	153	4.8	0.199	10.3	LOS A	0.8	5.6	0.32	0.96	0.32	50.2
All Vehicles		782	23	823	2.9	0.395	7.4	NA	2.1	15.3	0.29	0.68	0.32	52.5

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 101 [two_way_PM_young_st/grosvenor_st_2044 (Site Folder: 2044_two_way)]

New Site
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Young Street														
1	L2	86	2	91	2.3	0.138	5.7	LOS A	0.2	1.6	0.09	0.25	0.09	55.7
2	T1	131	0	138	0.0	0.138	0.1	LOS A	0.2	1.6	0.09	0.25	0.09	57.3
3	R2	22	0	23	0.0	0.138	6.2	LOS A	0.2	1.6	0.09	0.25	0.09	55.2
Approach		239	2	252	0.8	0.138	2.7	NA	0.2	1.6	0.09	0.25	0.09	56.5
East: Grosvenor Street														
4	L2	39	0	41	0.0	0.514	10.2	LOS A	3.3	23.4	0.56	1.09	0.84	48.8
5	T1	162	1	171	0.6	0.514	13.4	LOS A	3.3	23.4	0.56	1.09	0.84	48.6
6	R2	129	0	136	0.0	0.514	14.2	LOS A	3.3	23.4	0.56	1.09	0.84	48.3
Approach		330	1	347	0.3	0.514	13.4	LOS A	3.3	23.4	0.56	1.09	0.84	48.5
North: Young Street														
7	L2	74	0	78	0.0	0.152	6.0	LOS A	0.5	3.8	0.22	0.28	0.22	55.0
8	T1	122	0	128	0.0	0.152	0.4	LOS A	0.5	3.8	0.22	0.28	0.22	56.5
9	R2	58	0	61	0.0	0.152	6.4	LOS A	0.5	3.8	0.22	0.28	0.22	54.4
Approach		254	0	267	0.0	0.152	3.4	NA	0.5	3.8	0.22	0.28	0.22	55.6
West: Grosvenor Street														
10	L2	29	0	31	0.0	0.241	8.6	LOS A	0.9	6.5	0.45	0.98	0.45	50.2
11	T1	75	0	79	0.0	0.241	10.9	LOS A	0.9	6.5	0.45	0.98	0.45	49.9
12	R2	50	0	53	0.0	0.241	12.9	LOS A	0.9	6.5	0.45	0.98	0.45	49.6
Approach		154	0	162	0.0	0.241	11.1	LOS A	0.9	6.5	0.45	0.98	0.45	49.9
All Vehicles		977	3	1028	0.3	0.514	7.8	NA	3.3	23.4	0.34	0.66	0.44	52.3

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

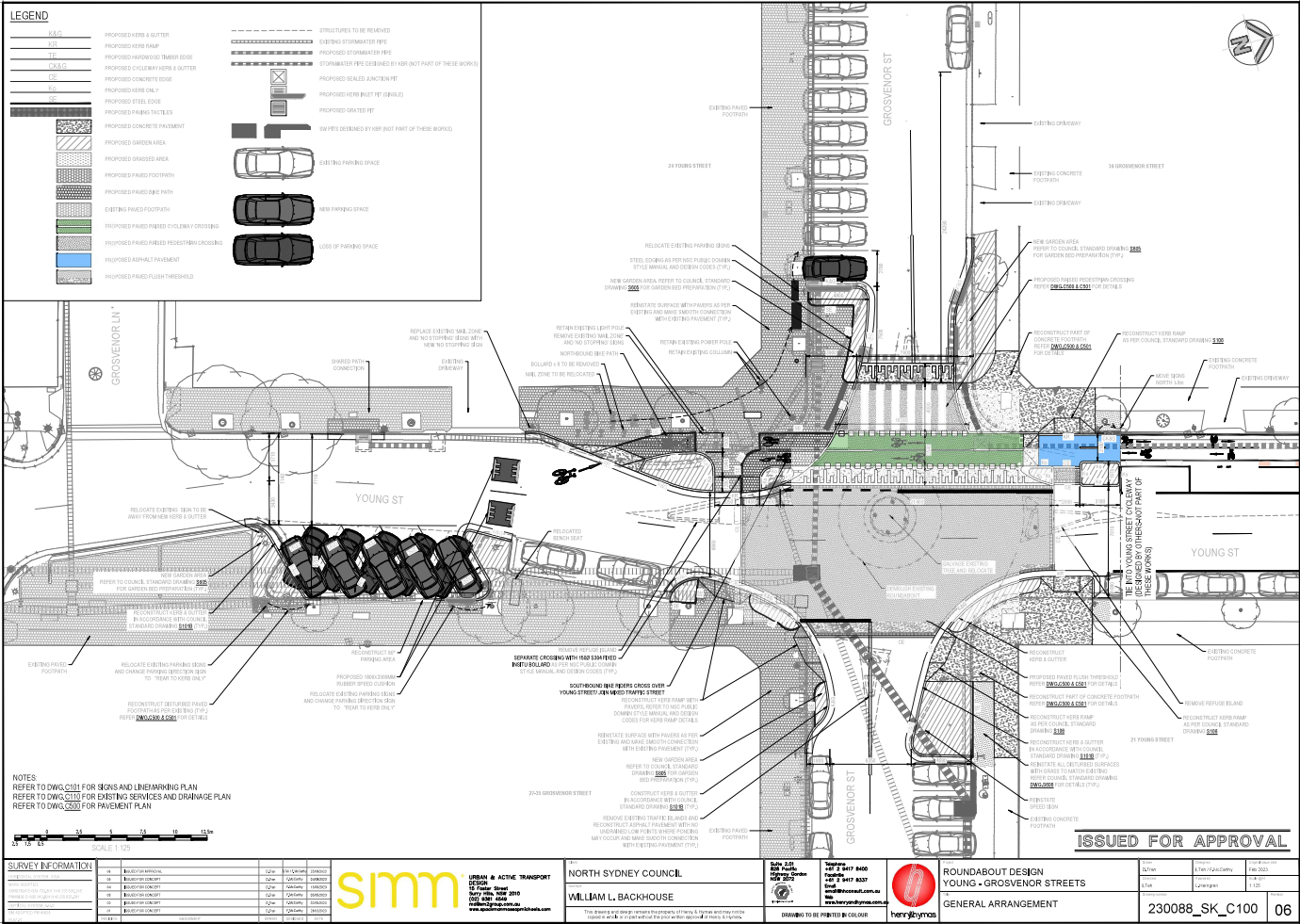
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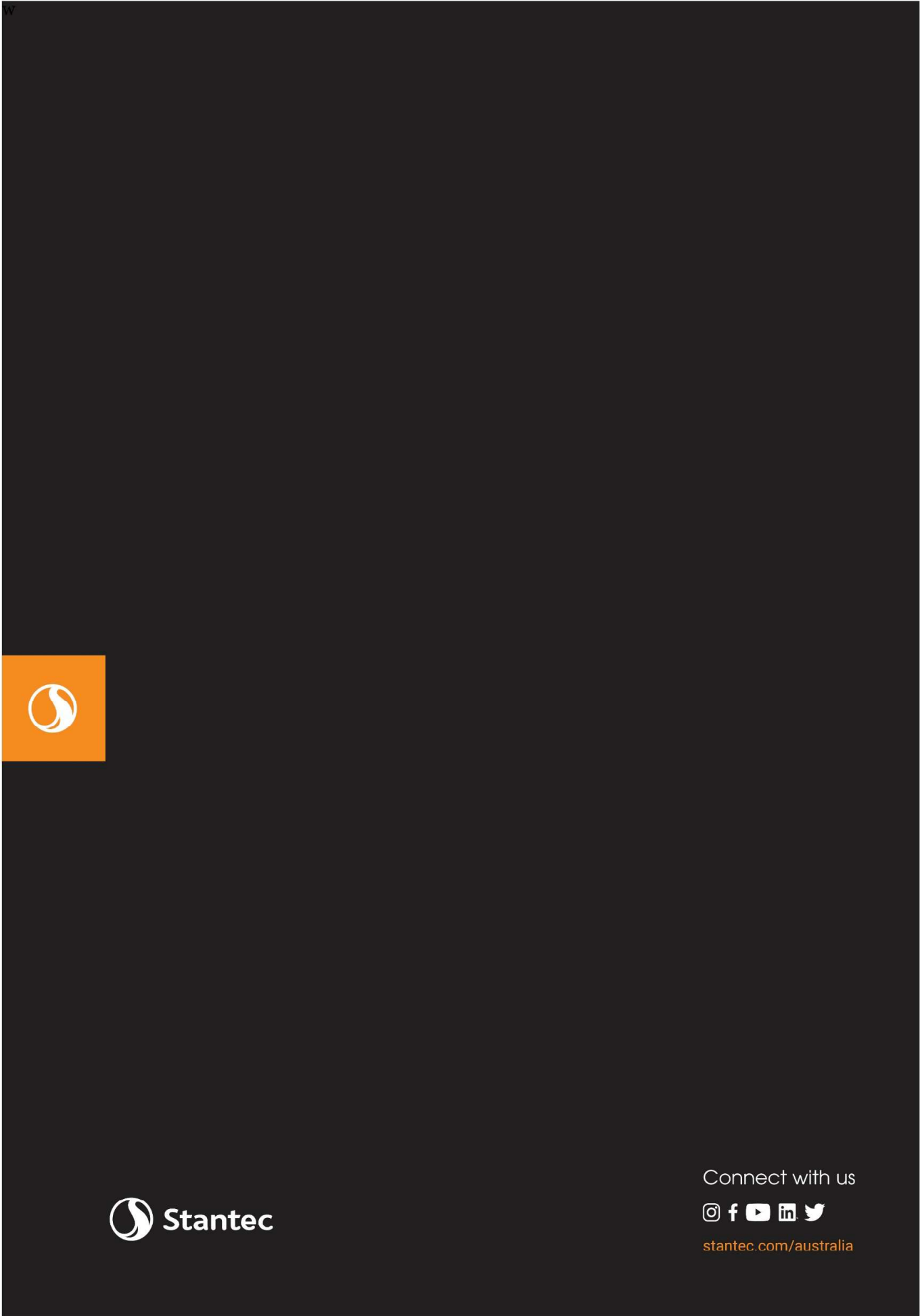
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Appendix C. Intersection Design Review







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COMMUNITY ENGAGEMENT STRATEGY



Young Street Cycling & Walking Upgrades (Young Street and Grosvenor Street Intersection, Neutral Bay)

Prepared 14 February 2023

Councils are required under the *Local Government Act 1993* to inform the community of particular issues that potentially affect their way of life. North Sydney Council is committed both in principle and in practice, to engaging on matters affecting the North Sydney community. Community engagement opportunities will be provided across a range of 'engagement' levels.

1. Introduction

This Community Engagement Strategy outlines the steps Council will take to engage the community on the concept design for Young Street Cycling & Walking Upgrades (Young Street and Grosvenor Street Intersection, Neutral Bay).

1.1. Council's Community Engagement Protocol

This strategy has been prepared in accordance with Council's *Community Engagement Protocol*. The Protocol is used to determine the level of 'level(s) of impact' applicable to this project/decision (proposal). This proposal has been determined as:

LEVEL OF IMPACT	LEVEL OF ENGAGEMENT
High/Local	Inform/Consult

Council used the framework shown below in Table 1.1 to select the most appropriate 'level(s) of engagement' for this proposal to ensure an appropriate range of engagement 'levels' and methods were offered:

LEVEL	DESCRIPTION
Inform	Providing balanced and objective information to help the community understand problems, alternatives, opportunities and/or solutions
Consult	Obtain public feedback on alternatives and/or decisions
Involve	Work directly with the community throughout the process to ensure that public concerns and aspirations are consistently understood and considered
Collaborate	Partner with the public in each aspect of the decision including the development of alternatives and identification of the preferred solution

Table 1.1 Derived from the IAP2 Public Participation Spectrum

2. Background

Young Street Cycling & Walking Upgrades (Young Street and Grosvenor Street Intersection) forms an extension of Route 2 North Sydney to Mosman cycleway outlined in the Council's *North Sydney Integrated Cycling Strategy 2014*, which was constructed in 2017.

Young Street Cycling & Walking Upgrades (Young Street and Grosvenor Street Intersection) Community Engagement Strategy

Page 2

The Young Street Extension (Image 1. dashed red line) has been publicly exhibited to the community, consultation outcomes taken to Council and approved for construction. The Young Street and Grosvenor Intersection (Image 1. red circle) is planned for construction to coincide with or begin immediately after construction of the Young Street extension.



Image 1. Context map Young Street Cycling and Walking Upgrades

3. Community Engagement Strategy

3.1. Who are our community stakeholders?

The Engagement Strategy identifies the following groups to engage within the local community:

- Government agencies - TfNSW, Road and Maritime Services, Sydney Buses, Sydney Water
- Advocacy groups - Bicycle NSW, Bike North, Bike Sydney, North Shore Bicycle Group
- Precinct Committees - Brightmore and Parks
- Residents
- Businesses - within Neutral Bay commercial centre
- Australia Post

2

Young Street Cycling & Walking Upgrades (Young Street and Grosvenor Street Intersection) Community Engagement Strategy

Page 3

3.2. Key Communication Messages

- Council is seeking feedback on a final concept design for the Young Street Cycling & Walking Upgrades. The design includes new plantings, pavement upgrades, separated pedestrian and cyclist crossing, and the extension of the Young Street bi-directional cycleway.
- A protected cycleway and pedestrian crossing through the Young Street and Grosvenor Street intersection will replace the current roundabout, and will significantly improve cyclist and pedestrian safety, as well as accessibility to the Neutral Bay town centre.
- The proposed cycleway is an extension of Route 2 North Sydney to Mosman cycleway which was constructed in 2017 and listed in Council's *Integrated Cycling Strategy* (2014). Young Street is a key connection to the Neutral Bay town centre.
- The community can provide feedback on the concept design through the online feedback form or map (drop a pin), or by email.
- Consultation will close on Monday 14 August. All feedback received will be collated and analysed, and where possible, incorporated into the final design. The designs will be reviewed by the North Sydney Traffic Committee before being reported to Council for adoption. Stakeholders will be kept up to date with progress. Sign up via the Your Say North Sydney webpage to receive updates on upcoming key dates and milestones.
- If approved by Council, construction is due to start in late-2023.

3.3. Timetable

Community and stakeholder engagement will occur at various times during the 42-day consultation period. The key project development phases are outlined in the following table:

PHASE	TIMING
1a. Design consultation (public exhibition)	Tuesday 4 July to Monday 14 August, 2023
1b. Final Design (incorporating feedback)	August, 2023
2. North Sydney Traffic Committee review and endorsement	September, 2023
3. Post Exhibition Report to North Sydney Council and planned adoption	Late September early October, 2023
4. Construction	October, 2023

Note: In accordance with Council's Community Engagement Framework described on page 1, the 'level of engagement' per engagement method is indicated.

3.3.1 Phase 1 - Design Consultation

Between Tuesday 4 July to Monday 14 August, 2023 Council will offer various methods by which community and stakeholders can participate in Phase 1, including face-to-face and online, allowing the community to participate at times that best suit their needs and commitments.

Young Street Cycling & Walking Upgrades (Young Street and Grosvenor Street Intersection) Community Engagement Strategy

Page 4

Not listed in priority order:

Method	Target Stakeholders	Engagement Level	Purpose
Website (includes Your Say web page)	All	Inform	Provide information about the project and direct people to how they can have a say e.g. consultation opportunities.
Flyer (overview of the project)			
Signage onsite	Residents		
Social Media: Facebook, Twitter, Instagram and LinkedIn	Existing followers and local groups with social media accounts		
eNews	Subscribers of Council, Precincts and Business eNews		
Letterbox Drop	In the vicinity of the proposed project and surrounding areas		
Direct emails/letter to key stakeholders	Bicycle Advocacy Groups, Australia Post, Transport for NSW	Inform	
Online Information Session (x1)	All	Inform	Providing project overview and an opportunity for stakeholders to ask questions.
Onsite Walkthrough (x1)	All	Inform	Walkthrough of the project site providing stakeholders the opportunity to ask questions
Drop-in information stall	All	Inform	Council staff to host 3 X pop-up stalls across the LGA to promote the project and provide opportunity to ask questions. This will include a stall at the Northside Produce Markets and locations around the project area
Precinct System	Brightmore and Parks Precinct	Inform/Consult	Encourage Precinct Committees to promote consultation opportunity to their members and/or to make a submission

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Young Street Cycling & Walking Upgrades (Young Street and Grosvenor Street Intersection) Community Engagement Strategy

Page 5

Method	Target Stakeholders	Engagement Level	Purpose
Online Map	All	Consult	Provide location specific feedback via the online map
Submissions	All	Consult	Free form feedback accepted by email or posted letter as well as via online form (series of questions).

Note: In accordance with Council's Community Engagement Framework described on page 1, the 'level of engagement' per engagement method is indicated.

3.3.2 Phase 2 - Post Exhibition Report to Traffic Committee/Council

All feedback received will be collated and analysed, and an outcomes report prepared. This will be submitted to the North Sydney Traffic Committee for review in September 2023. A copy of the consultation report will be included for review.

The post-exhibition report will be submitted to a Council Meeting in late September early October 2023 presenting the collated feedback received during the exhibition period, together with the final design and the Traffic Committee's recommendation for review and endorsement. Submitters will be informed of the outcomes.

3.3.3 Phase 3 - Construction

Council officers will prepare procurement documentation for construction of Young Street Cycling & Walking Upgrades. Assuming Council endorsement, construction is due to commence late-2023. Residents and businesses will be notified of construction and signage installed on site.

4. Opportunity Cost/Rationale

Engaging the community in this proposal may entail financial costs to Council to achieve a high-quality engagement process. If the process is robust, community ownership of the decisions made will ensure efficient outcomes. Insufficient or poor-quality engagement can result in poor long-term decisions requiring further resources to rectify. The aim of a high-quality community engagement process is to make sustainable decisions. The engagement process will help Council staff and/or Councillors to understand the related recommendations rationale.

5. Further Information

For further information please contact Max White, Sustainable Transport Project Coordinator, Traffic and Transport Operations Department:

**Young Street Cycling & Walking Upgrades
(Young Street and Grosvenor Street
Intersection) Community Engagement Strategy**

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Attachment F: Submissions

Name	Submission	Sentiment
		Support /Oppose /Mixed /Neutral (1 /0 /M /N)
Don	<p>I am horrified by the planned changes to Young Street. I can see no gains. The information on the Council website seems to suggest that the removal of the roundabout at the Young St - Grosvenor St intersection is a gain. It is not. There is no problem at the intersection. Removal of the roundabout would create problems (narrowing of Grosvenor Street, confusion about right-of-way). The removal of the one at the intersection of Young St and Grasmere Rd. has made that intersection dangerous.</p> <p>There does not appear to be any demand for extension of the cycle track. I have never seen a cyclist on that part of Young Street.</p> <p>This entire project should be dropped.</p>	0
Irene	<p><u>Cyclists must comply with the same road rules as vehicles</u></p> <p>In NSW, a bicycle is considered a vehicle and riders must comply with same road rules as other vehicles so there is no need to disrupt our small neighbourhoods which already have limited road space for vehicles, verge and footpaths which are used by our pedestrians, pets, and children who actually live in the area.</p> <p><u>Cycle Ways in Cremorne and Neutral Bay are seldom used by Cyclists</u></p> <p>In the areas of Neutral Bay and Cremorne, the Council built narrow Cycle Ways which took away already limited parking spaces for our local community, visitors to our homes and business who rely on customers.</p> <p>The very few confident cyclists who in most cases only ride on the weekends and public holidays continue to ride on the roads and the more nervous cyclists continue to ride on the footpaths.</p> <p>Our community has suffered through the Council's bad decisions and wasting millions of dollars of rate payers' money on achieving nothing more than narrow unused Cycle Ways and angering the community for not understanding the disruption you have caused by doing this.</p> <p>The Council has made ill-informed decisions for the few, rather than the many. Cycleways have narrowed the amount of road space for vehicles and reduced visibility for motorists entering and exiting driveways and has limited pedestrian and animal walking spaces giving priority to cyclists who ride through the area on their way out of it.</p> <p>NSW Bicycle Rules clearly state that when a bicycle lane is marked on the road and has bicycle lane signs, bicycle riders must use it unless it is impracticable to do so.</p>	0

The Cycle Ways you have wasted our money on in our area are IMPRACTICABLE TO USE therefore in the majority the bicycle riders DO NOT USE THEM.

BRING BACK OUR ROUNDABOUTS

Reinstate the Young Street and Grasmere Road Roundabout and do not remove any others as you propose.

Has the Council actually asked the residents what they would like to see in their local area?

Removing the Roundabout from the intersection of Young Street and Grasmere Roads is a failed and dangerous disaster. It has become the most frustrating intersection in our local area. The Council replaced a perfectly functioning roundabout to install STOP SIGNS on Young Street and SPEED HUMPS before the intersection at Young Street on Grasmere Road. The result has been near misses, accidents, pedestrians nearly being run over and so much confusion as to who has right of way that it is dangerous. There is an ongoing sound of car and truck horns blowing because of the conflict and confusion between drivers, making it dangerous for everyone and disrupting a usually quiet neighbourhood.

The Council did investigate at one point but did nothing to fix the problem they created. Why?

Many drivers go around the block to avoid the Young Street and Grasmere Road intersection and many drivers stopped at the Young Street Stop Signs give way to drivers on the opposite side of the intersection because the traffic has banked up for so long they give them right of way. So no one knows who is stopping, who is turning, who is giving way and who should proceed through the intersections. Total CONFUSION.

Bus Safety

Due to the Grasmere Road roundabout being removed to make room for the unused Cycle Way, the local buses on this route (which carry passengers) now have to bounce on the speed humps before turning and negotiate a very tight turning circle into Young Street. Where is the logic and safety here?

Cyclist and Driver Integration

The Cyclists use the roads and footpaths to ride on because the Cycle Way is TOO NARROW. How do you not see nor understand this.

When they do ride, they like to ride two abreast and that will never happen in a narrow, dedicated, residential area Cycle Way. Cycle Ways which are part of the road structure should be integrated into the infrastructure of new road systems and should be sharing existing roads with motorists. Particularly in suburban streets and neighbourhoods.

Our Small Businesses are Closing Down

Residents and businesses have advocated and opposed the development of Cycle Ways, particularly at the top of Young Street because it prevents access to cafes, services and restaurants. Please inspect the vacancy rate due to the lack of parking and access.

We live in our neighbourhood every day of the year. We have pay the rates for our neighbourhood not the transient cyclists

	who DO NOT RIDE IN THE CYCLE LANES anyway but taken up our beautiful and usable community spaces making it for us an impractical and incongruous environment for us to enjoy.	
Melinda	<p>Hi, I live in the local area, ride a bike to work and have young children (so use pedestrian access alot as well). I remember well the removal of the roundabout at Young and Grasmere in order to do a bikepath instillation there and I categorically DO NOT support making the same change at young and grosvenor. The issues are:</p> <ul style="list-style-type: none"> • there are significant safety risks for both cars and pedestrians (still - after 2 years) at the intersection on young and grasmere. This is despite much lower volumes of both cars and pedestrians. Cars still struggle to anticipate who is taking right of way and I still see near miss accidents all the time. This will be repeated in the design you have for young and grosvenor, only in greater volume and with greater consequence (given the larger number of pedestrians who stand to be injured). • the bike path is very unlikely to be used given its so short and doesn't align with any routes that are currently being used by cyclists. • The design with a pedestrian crossing on grosvenor will create absolute havoc with busy-day's traffic (such as on the weekend). Pedestrians are likely to stream across the crossing with no regard to how many cars are banked up in either direction. Its an extremely poor way of introducing additional pedestrian safety when the existing roundabout with refuge islands works perfectly well. • Please don't make the same mistake you made further down young street. Just leave the access as it is. Cyclists do perfectly well with the existing pathways and using the road on grosvenor street (given cars travel so slowly on that street anyway). If you really want to do something meaningful, just block a whole lane off military road up to the spit bridge. 	0
Grahame	<p>I am registering my objection to the removal of the roundabout at the intersection of Grosvenor Street and Young Street Neutral Bay.</p> <p>What exists is an efficient and safe way to distribute traffic during busy times, which isn't always peak hour and in particular relates to the time between 6pm and 7.30pm when people are trying to locate parks for their dining choices.</p> <p>During this time, the congestion can be frustrating. Adding a 4 way stop sign intersection will only further impact that frustration and misguided challenges to people's rights of way.</p> <p>Bicycles are infrequent users of this area, presumably as a result of the traffic from the Woolworths car park and trucks servicing the Woolworths supermarket, including the property development challenges that have been ongoing for a number of years.</p> <p>The proposal doesn't appear to have been supported by any specific site research, or other relevant traffic reports.</p> <p>This proposal appears to be a costly exercise that isn't promoting traffic or pedestrian safety, doesn't take on board site specifics and is not a benefit to local businesses, or the community.</p>	0
Jane	I would like to register my concerns about the possibility of the above roundabout being removed.	0

	<ul style="list-style-type: none"> • A roundabout such as this is an excellent traffic calming measure. • It allows cars to slowly and safely enter and exit both streets. • It alleviates any need for a car to attempt a three-point turn if they want to return the way they came. <p>Please don't take away another roundabout on Young Street.</p>	
Marilyn	<p>The roundabout with its beautiful Crepe Myrtle softens the corner of Young and Grosvenor Streets in Neutral Bay. Removing the roundabout would be a downgrade so please oh please don't do that!</p> <p>My residence overlooks the Bourke Street Bakery where cyclist happily grab coffee and sweets on Sundays. Removing the roundabout would not effect their Sunday rituals.</p> <p>Our restaurants say they do not need wider outdoor dining sidewalks.</p> <p>All that said please do not remove the Young and Grosvenor Streets roundabout and its Crepe Myrtle! How about installing "Yield" signs for car drivers instead.</p>	0
Jan	<p>Thank you for the information and the opportunity to comment on this proposal. It is my belief that</p> <ol style="list-style-type: none"> 1. The replacement of the Young street roundabout, with a 4 way intersection is a backward step in traffic flow. This already busy intersection will become a driving navigation nightmare as drivers contend with constant give way concerns. 2. This proposed project should only be considered within the total plan for the Young Street precinct . Council have previously considered re opening Young Street back into Military Road for traffic. I believe this should be a total plan, not just a piecemeal project that may need to be redesigned should the re-opening of this intersection go ahead. 3. Large delivery trucks currently use this intersection for deliveries into the Woolworths car park. Rather than assist with traffic flow, the propose 4-way intersection for traffic will be slowed as these vehicles navigate the intersection. 4. Whilst the inclusion of garden beds is attractive, this will only narrow the traffic lanes in this already busy area. 5. Bike riders are a minority in this area. I find it difficult to believe that Council wishes to spend such a large amount of money to prioritise the needs of bike riders . 6. It is motorists that pay the licence fees, car registration fees etc, thus contributing to the coffers of the NSW government. These are the people that should be prioritised. 7. Improved pedestrian crossings can be incorporated around this area without new bicycle ramps and widened kerb build outs. These build outs may shorten crossing distance, however this will be to the detriment of the traffic flow. 	0
Su	<p>I strongly object to the upgrade.</p> <p>I am working at the young street and come/go everyday here in Neutral Bay.</p> <p>Please see below for some reasons that I disagree with the proposal.</p>	0

	<ul style="list-style-type: none"> • This proposal prioritises bicycles over cars and trucks (especially ,delivery trucks) to service to the town centre. • Proposal is dangerous as it proposes changing an established roundabout to a 4 way stop sign, which may cause car accidents due to the fact that people do not know the rules for. • Prioritizing bicycles is ridiculous as hardly any bicycles use this route. • Roads are slow and quiet in the area and roads are wide it is ok for bicycles and cars to share the road as we do now. <p>Hope these points are clear to understand.</p>	
Philip	<p>I am an office worker in Young St.</p> <p>I object to the proposed upgrade on the following grounds:</p> <ul style="list-style-type: none"> • The community has not been provided with a traffic plan dealing with the precinct as a whole, in particular the long-term plan for the entire block from Young St to Bay St. • The roundabout functions well, the measures proposed will create more congestion. A four-way intersection is a retrograde initiative. • Grosvenor St is already too narrow, any further reduction is not warranted. <p>Please reject the proposed upgrade.</p>	0
Margaret	<p>I would like to make some comments about the proposal for the Young and Grosvenor Street intersection. I currently live at ## Young Street, so drive or walk through this intersection almost on a daily basis.</p> <ol style="list-style-type: none"> 1. Which road will have right of way, Young Street or Grosvenor Street? The current roundabout allows for fairly free flowing traffic and I will be sorry to see it removed. 2. I think the pedestrian crossing is on the wrong side of the Grosvenor Rd and Young St intersection. From my many visits to this intersection, most people cross Grosvenor Street at this intersection on the eastern side of Young Street as if they are coming from Woolworths area etc, rather than crossing on the western side of Young St. 3. I have rarely seen cyclists near this intersection so I am struggling to understand why there is a need to extend the cycle path. 4. Please don't plant any tall trees etc close to the intersection as all the vegetation does is block your view of pedestrians, cyclists etc when driving. Why not use very low shrubs instead? <p>When the current cycle path in Young Street was created and the roundabout removed from the intersection of Young St and Grasmere Rd, I noticed that most cyclists still use the road and not the cycle path. When returning from the North Sydney Product Markets on Saturday 15th July there were 5 cyclists in a group travelling down Young Street in a northerly direction and turning right into Grasmere Rd. Not one of those cyclists used the cycle path and this is very common for cyclists turning right into Grasmere Rd. I have concerns that this same situation will occur at the Young St and Grosvenor Rd intersection. So if cyclists are travelling in a southerly direction on Young St and want to turn left into Grosvenor St they will travel on the road</p>	0

	<p>and not use the cycle path. As an aside – is there any proposal to change the Stop Signs currently at the intersection of Young St and Grasmere Rd? On removal of the roundabout and placement of Stop Signs on Young Street at this intersection, the traffic flow has been interrupted. There is a lot of traffic which travels in a southerly direction up Young St and turns left into Grasmere Rd. The Stop Sign on the northern end of Young Street is mostly ignored by this traffic. Despite the changes to this intersection occurring some time ago, some drivers travelling in a westerly direction down Grasmere Rd still stop at the intersection despite having right of way. I am aware that Council has reviewed this intersection and was wondering what has happened as a result of that review. Can the roundabout be put back please!</p>	
<p>Rowan</p>	<p>I'm a resident of Young Street and I am extremely concerned about the over-development of the Young Street & Grosvenor Street intersection. The increased height of the proposed development will reduce the sense of space & light in the area. This is currently a 3-storey area & high-rises will cast the area into shadow. It is disgraceful that the council would grant "owner's consent" to Coles to incorporate the council car park & surrounding lanes in a future development application, prior to receiving the results of the Neutral Bay Planning Study. This appears to be serving the needs of big business without waiting for resident consultation. Taking 3-4 years for any such development to be complete would be detrimental to the surrounding shop keepers & community alike. One only has to look at the hardships faced by shop owners affected by the light rail construction in the city. Underground parking suits Coles but reduces access to existing businesses, also making it difficult for people with mobility issues. The parking area in Grosvenor Lane, can park up to 60 cars, it is a level walk to the shops & is safe & well lit. People are more inclined to use this area instead of an underground car park that is dark, requires a lift to gain access to the shops and a long walk. Opening Young St to traffic would be a disaster. It is currently a well-used area throughout the day, from residents walking dogs early in the morning & late at night, & children using the playground. It offers great amenity to the local community & businesses. Creating a safe pedestrian area. Since Covid the area has changed with more people working from home & more people are utilising this area. Many people say that this is one of their favourite spots, with outdoor dining areas such as outside Against the Grind. Again, this seems to be to suit big business (Coles) & not the needs of local residents & small business. Military Rd is a clearway, traffic is moving quickly making it unsafe for vehicles to turn into Young Street & causing more traffic to back up on Military Rd. They can turn left safely at Ben Boyd with lights or Waters Rd. Replacing the Roundabout with a four-way junction will mean the street parking is reduced. It will make turning right difficult & hinder traffic flow causing traffic to back up in busy periods. The proposed Cycle path is dangerous, cyclists move very quickly with little regard for pedestrians & don't slow down or ring their bell, I'm in my 80's & have had a near miss on recently walking down to Cammeray Golf Club. I am firmly against this Development Proposal.</p>	<p>0</p>

Gerhard	I do not agree to removing the roundabout. I use it everyday and foresee more traffic issues if it is removed.	0
Robert	<p>I'm against any extension to the cycleway at Young and Grosvenor Streets.</p> <p>The suburb is already overwhelmed with traffic restrictions. Look at Sutherland Street - it's a disaster. It's now so narrow that it's dangerous to use it. It's rare to see a bike using the bike lane. Service vehicles, e.g. garbage, completely dominate the street prohibiting vehicles passing.</p> <p>If you want to enhance Young Street, remove that eye-sore that blocks it off from Military Road (I can't even begin to describe what that wasted space is) and re-open access to Military Road. Wasn't it part of your election campaign to remove that impediment installed by your predecessor?</p>	0
Maureen	This new intersection is dangerous and unsuitable. You'll have cars stopping on the cycle path to try and enter the intersection. Cars will also have to stop on the pedestrian cross to enter the intersection. This won't work and is very dangerous.	0
Catherine	<p>No changes should be made to the Young /Grosvenor St intersection until plans for the reopening of Young St at Military Rd and traffic studies for the Coles redevelopment are available.</p> <p>Removal of the roundabout and replacement with a pedestrian crossing will further promote the use of Grosvenor Lane as a faster shortcut from Ben Boyd Rd to Young St and the current Council carpark and Woolworths carpark .</p>	0
Name withheld	<p>The existing bike lanes in the Young St vicinity eg Sutherland St, Young St, Park Avenue and Ernest Streets are hardly used and have ruined the streetscape for local residents. The local residents are the people that matter and whose views should be listened to.....not idealistic Council planners on a bike lane "cause" who do not live in the area!!!!!!!!!!</p> <p>There is no need to make another local suburban street narrower. To think people are going to ride up a hill to go to the supermarket to do their grocery shopping is fanciful and WRONG. Very few people have bikes in the area and will drive or walk to the shops up Young Street.....They will not ride and balance their groceries on their pushbike no matter what Council planners wish.</p> <p>Bike lanes make the streets unsightly and narrower which is more dangerous or all that the status quo.</p> <p>Pedestrians are often happy to walk to the shops up Young Street (they have a footpath already) but bike riders will not use this new proposed bike lane in any volume.</p> <p>Bike lanes and pedestrians walking to the shops are different modes of getting to the shops but Council surveys often incorrectly group them together when considering whether people want to ride bikes or walk to the shops rather than drive a car.</p> <p>Please save Council's/OUR money and do not ruin more of OUR local streets for your CAUSE.</p> <p>North Cremorne is a hilly area and the local residents never wanted bike lanes to ruin the area (which most of the existing bike lanes have done)</p>	0

	<p>Council imposed the bike lanes on us in what were once wide streets which were already safe for bike riders should they chose to ride in the local streets.</p> <p>Please do NOT proceed with this project and listen to the residents</p>	
Name withheld	<p>The roundabout should stay. It provides traffic calming and provides equal opportunity for all road users to circulate . In removing it, cyclists riding up Young Street on the roadway would have to sit in the middle of the busy main thoroughfare waiting for traffic to clear in order to turn right into Grosvenor. Cyclists approaching from Grosvenor, will have to start from a standing stop to 'go' at full pelt to get across the large intersection.</p> <p>I suggest instead that there be one pedestrian crossing on Grosvenor on the upside of the road (sorry dont know east / west / north / south) for safe pedestrian crossing but that is all.</p> <p>no cyclist is going to use the area of 'shared pathway' for such a short distance when it then plonks them directly into oncoming traffic. why would a cyclist do that when s/he could just ride straight up young street on the left hand side of the road, with the traffic and travel in a straight line.</p> <p>council officers said at the walk through that this was to assist families. well families with children under 16 can already use the footpath so there is no need to make any changes for them.</p> <p>especially as the final outcome of the closure of young street at military road is not yet known, it seems very premature and wasteful of council's time and money to be considering this upgrade at this time.</p>	0
Robyn	<p>I object to the roundabout being removed. My suggestion is to extend the cycle way up hill from Sutherland st along Young street to the Grosvenor st intersection and terminate it there. This would save Council a substantial portion of the funds allocated to this project and avoid a major disruption to motor vehicles traffic in this sensitive area.</p>	0
Penelope	<p>The removal of the roundabout is unwise as it is a very busy intersection, and a 4-way system is likely to lead to accidents. Make more evident the pedestrian crossing / cycleway routes but leave the roundabout there</p>	0
Philip	<p>I travel through this intersection as both a pedestrian and motorist numerous times a day.</p> <p>Whilst I don't object to the creation of safer bike paths for cyclists in general terms, I do object to these specific upgrade works. Frankly, the removal of the Roundabout from this intersection will be a safety disaster. The roundabout is well established, familiar to the local community, and by far the safest way for traffic to navigate this extremely busy junction.</p> <p>Locating a stop sign at the Young St / Grosvenor St junction with a Bike Path and Pedestrian Crossing located BEFORE the unbroken line (as you travel eastward down Grosvenor St) will create a major safety hazard for pedestrians, cyclists and motorists alike. Motorists will have to wait across the Bike Path and Pedestrian Crossing to be able to see whether it is safe to cross the intersection. Given the significant number of cars that travers this intersection, this proposal creates a major hazard whereas the current roundabout remains the most prudent way to manage traffic flow.</p>	0

	<p>Furthermore, the narrowing of Young St, which serves semi-trucks making deliveries to Woolworths (Loading Dock on Grosvenor Ln) will only add to creating a less safe environment. Not only will this narrow already tight access ways, but it will hold up traffic, causing delay and potentially causing greater hazards to pedestrians and cyclists as motorists seek to traverse this intersection and Young St.</p> <p>In summary, I strongly object to this proposal on the grounds of community safety and urge that Council reconsider.</p>	
Name withheld	<p>The proposed redesign of the Young st intersection seems based on improving the Cycle safety and traffic flow with the intent to increase these numbers. After observing this intersection for a considerable number of weeks, I have seen zero bicycles trying to negotiate the intersection so the addition of 1 would seem to justify a 100% increase and the considerable cost of the redevelopment? And once the expected flood of traffic eventuates (5 or 6? No numbers re expectations provided), where are they to park/store their steeds while shopping and eating? I am assuming that there have been requests from persons wanting to travel by bike to this area but the design is quiet on what this number is. And how many would it have to be to justify the expense?</p> <p>The traffic flow will not be improved (as stated). Roundabouts are added to achieve this end, not removed. Traffic coming down Grosvenor st will not be able to see whether it is safe to proceed across the intersection from the position indicated for the stop sign and will therefore queue across the intersection, and the cycleway, and the pedestrian crossing. Hardly beneficial to any involved.</p> <p>My objection is not to the provision of a cycleway. It is where this is proposed, it is what is the justification for the expense and disruption that will be caused and what is the overall benefit, to locals, cyclists and motorists.</p>	0
Name withheld	<p>I disagree with the plan to redesign the intersection to include a cycleway because the stated concept to improve traffic flow cannot be met with the design published. Traffic along Young st may be improved but at considerable cost to the predominant traffic flowing along Grosvenor, feeding and supporting shops and restaurants in the area. Traffic moving East on Grosvenor will end up across the proposed Pedestrian crossing and cycleway as they will not be able to see traffic coming up Young st from their left.</p> <p>The Cycleway may be justified for the future but it would seem that providing access via Waters rd, passing the school to encourage students to cycle, would be easier, cheaper and more effective.</p> <p>Traffic around Grosvenor st, including traffic into and out of the commercial areas, is already challenged. Removing the roundabout will eventually require the installation of traffic control lights just to get anything through there, surely not the optimum solution envisaged.</p>	0
Deborah	<p>To remove the roundabout, is both dangerous and shortsighted. It is a major shopping hub for local residents and the roundabout allows for a good and safe traffic flow. A pedestrian crossing at a four point intersection makes no sense. I would question why the bike path needs to run that way, making it even more difficult for pedestrians.</p>	0

Marisa	<p>Please do not remove roundabout. Please provide safety assessment. I think this is a big mistake way worse than Young and Grasmere which is terrible.</p> <p>Reorientation of the 5 car spaces is good. Where are the bikes going once they cross Grosvenor?</p>	0
Simon	<p>I can not believe that the council is considering such an irresponsible and dangerous change. My issues are:</p> <ol style="list-style-type: none"> 1. Bike path finishes straight on to young st. 2. Young st to be opened from Military Road creating a "rat run" from Military Road to Belgrave St with no need to slow down until the lights. 3. Grosvenor St, will slow down and bank up, will drive more traffic down Grosvenor Lane. 4. Drivers stuck in Grosvenor St will have to "push" through Young St, will have to wait on pedestrian crossing or bike path to get around. 5. Pedestrians will have to wait for no traffic in both directions to cross Young st, once opened to Military Rd this will be even harder. 6. Bikes have no where to go ride, once they come up Young st then stuck waiting for Young st to be free of traffic, this is a danger especially for younger riders. 7. Where are bikes to be stored/parked. 8. Based on the level of bikes using the roads instead of the existing pathways can't see the value. 9. Statement that current pedestrian islands not big enough, fix that size not remove roundabout. 10. Speed is more dangerous to pedestrians than roundabouts this proposal will increase the speed in Young st not reduce. <p>I walk around NB several times a week, this will be less safe and I would bring my car rather than walk.</p> <p>Can not believe that the council is considering such a dangerous change to traffic conditions in a high pedestrian area.</p>	0
Deanne	<p>Why do we need another cycle way. I regularly travel along Sutherland Street and have yet to see a cyclist using the cycle way. The road is narrow and if a large truck is coming the opposite direction, it is difficult to negotiate. Round abouts are great and I do not see the need to remove the Grosvenor Street one. Leave as is and upgrade Young Street near Military Road.</p>	0
Louis	<p>I am a pedestrian, motorist and cyclist. I frequently use the facilities of the area, probably most often on my bicycle. I agree to the cycleway being extended along Young Street uphill from Sutherland Street to Grosvenor Street and terminated there. Cyclists should then join the normal flow of traffic on the roundabout. There should be no changes to the existing Young/Grosvenor roundabout at all, certainly not as outlined in your project, which I strongly oppose in its current form. My proposal is cost effective. The existing over engineered proposal will be viewed widely as a wanton waste of ratepayer resources lavished on un-deserving cyclists. As a cyclist, I don't want it in the first place and even less want to be blamed for it. Keep the roundabout unchanged.</p>	0
Nicole	<p>No removal of the roundabout at this stage. Any changes to the road facilities at this location should be considered in conjunction with the future of Young Street between Grosvenor Street and Military road.</p>	0

	No use to start building "bits and pieces" without any flow-through and harmony, which will have to be removed and replaced at ratepayers' expense by something else later on. Think it through properly from start to finish before the first shovel goes in.	
Sharon	<p>I am objecting to this cycleway.</p> <p>The Sutherland Street cycleway is very, very rarely used (complete waste of money).</p> <p>The intersection that replaced the roundabout at Young Street/Sutherland Street is extremely dangerous.</p> <p>The roundabout should NOT be removed for this proposed cycleway (Young Street/Grosvenor Street).</p> <p>Roundabouts are safe and prove to work for traffic flow.</p> <p>This is all about "Climate Change" and getting people riding bikes and out of their cars.</p> <p>A short piece of cycleway here is a complete waste of money.</p> <p>What do motorists do driving up Young Street towards Military Road? Stop and wait for cyclists?</p> <p>Bikes/scooters/skateboards use the footpaths.</p> <p>Fix that issue and make the footpaths safer for pedestrians.</p>	0
John	<p>I object to the extension of the cycleways in Young Street and in particular the proposed removal of the existing "roundabout".</p> <p>As a regular walker around this area, I believe that removing the roundabout will likely result in increase accidents for both motorists and pedestrians.</p>	0
Patricia	<p>This proposal is another 'idea bubble' to improve Neutral Bay Town Centre - I think not! We DO NOT need a cycleway at this end of Young Street and we certainly DO need to retain the roundabout at this intersection. Losing more road space to a cycleway that will possibly never be used the same as the rest of Young Street - I have yet to see a cyclist use the designated lane, rather they are always on the road. Please do not try and 'improve' OUR Neutral Bay with yet another unwelcome proposal!</p>	0
Catherine	<p>Thank you for the opportunity to comment on the above project.</p> <p>The Young Street Cycling & Walking Upgrades are to include the following work:</p> <ul style="list-style-type: none"> • cycleway extension along Young Street connecting to the Neutral Bay town centre • improved pedestrian amenity with new pedestrian crossing, kerb extensions and pram ramps • enhancement of existing verges and streetscape with new garden beds • replacement of the existing roundabout with four way intersection <p>It is this last point, the removal of the existing roundabout, which is of concern.</p>	0

	<p>As someone who frequently turns right into Young Street from Grassmere Road and left into Grassmere Road from Young Street in a car, I can attest to the resulting interruption to the traffic flow at that intersection following the removal of the roundabout there to accommodate a cycleway.</p> <p>This disruption to the traffic flow is evidenced by the number of cars coming up Young Street, who are supposed to adhere to the stop sign but seldom do, while those coming down Young Street who are supposed to adhere to the stop sign often fail to give way to the traffic coming up Young Street. The removal of the roundabout at this intersection has made a once workable intersection dangerous because the stop signs and requirement to give way are frequently ignored.</p> <p>The intersection of Young Street and Grosvenor Street is a busy one and my concern is that the same problem will occur if the roundabout here is removed. Not only will the flow of busy traffic be interrupted causing backups but it highly likely the traffic rules will be ignored.</p> <p>I am aware that there were many complaints to Council following the removal of the roundabout at Young Street and Grassmere Road. It remains a bone of contention today.</p> <p>In the circumstances I am surprised that the council would even consider removing a successful and well used traffic device and create an unsatisfactory alternative as has happened at Young Street and Grassmere Road</p>	
Name withheld	Strongly object to removal of roundabout, which works very well - we have been residents for 30 years and have a business in Grosvenor Street. The removal of the roundabout on the corner of Young St & Grassmere Road has resulted in many near accidents, long queues of traffic in all directions and is confusing and dangerous. Furthermore, we rarely see cyclists use the very costly bike lane which we pass on our daily walk or drive from Tobruk Avenue to Grosvenor Street office. Finally, the public space at the top of Young St near Military Road is a visual abomination and puts further traffic pressure on the north side of Ben Boyd Road as well as Waters Road.	0
Martin & Rebecca	<p>We whole heartedly object to the Young and Grosvenor St intersection cycling and walking upgrades for the following reasons:</p> <ol style="list-style-type: none"> 1. The existing round-about works well by slowing traffic in a very busy pedestrian intersection particularly with many families young and old actively using the intersection. Hence for pedestrian safety reasons a re-opening of the intersection would be a mistake. 2. Like the Cammeray bike paths they seem to hardly be used and seems to be a huge waste of rate payers funds. It would be good for Council to release bicycle traffic usage to justify (or not) the proposal as it seems only a very small cohort uses the bike paths. Note the very low and declining usage of bike paths in the Sydney Council, area (CBD). 3. Construction of cycle paths significantly reduces street capacity for the ever-increasing vehicle traffic and result in traffic jams. There is no evidence that building bicycle paths encourages drivers to switch to bicycle usage as an alternative transport method. 4. There are many projects that surely are of a higher priority for rate payers funds to be utilised that could be invested/spent on before this project, which seems to satisfy a very small cohort of users. Such examples would be greater concentration of the quality of roads, keeping community parks and playgrounds better maintained and cleaner, this benefits the broader community (families and grandparents alike) and additional planting of trees. 	0

Lesley	<p>I object to the proposed plans for the following reasons:</p> <ul style="list-style-type: none"> • The removal of the roundabout. <ul style="list-style-type: none"> ○ The roundabout slows vehicles down ○ The roundabout gives all traffic entering the intersection a fair go and regulates traffic flow • The cycleway delivers cyclists to the intersection of Young and Grosvenor Street, and then dumps them onto the roadway, as follows: <ul style="list-style-type: none"> ○ South-bound cyclists wanting to go east onto Grosvenor Street, leave the cycleway on the northern side of Grosvenor Street, and wait, obstructing the cycleway, at a Stop/Give Way/Yield line, and then cross Young Street ○ South-bound cyclists wanting to go west onto Grosvenor Street, stop in the middle of the cycleway to let pedestrians across the raised pedestrian crossing, then turn right and continue on the roadway ○ South-bound cyclists wanting to continue south on Young Street towards Military Road, cross Grosvenor Street. At the south-west corner of the intersection, the cycleway empties onto the roadway, and the cyclist crosses to the eastern side of Young Street and then continues south on the roadway ○ North-bound cyclists south of Grosvenor Street are required to stop a couple of metres after joining the cycleway to give way to pedestrians crossing Young Street. Very few cyclists would bother using the cycleway on this short section but join it north of Grosvenor Street. • There is no plan for the cycleway from Grosvenor Street to Military Road. Surely this should be considered at this stage. • Location of the proposed Stop/Give Way/Yield line in Grosvenor Street East at Young Street <ul style="list-style-type: none"> ○ With the removal of the roundabout, a vehicle stopped at the line will obstruct the crossing for pedestrians, making it less safe than currently. ○ Grosvenor Street East will also have a large increase in traffic if the Coles' proposed development goes ahead in its current form, with not only the entry/exit to the much larger carpark in Grosvenor Street, but also the entry/exit to the loading dock. There is the potential for traffic to bank back significantly along Grosvenor Street East. • The timing of the project, to proceed before the following, which will all affect traffic movements at the intersection: <ul style="list-style-type: none"> ○ before the proposed re-opening of Young Street at Military Road ○ before Neutral Bay Town Centre Planning Study and Neutral Bay Alive consultations are concluded ○ before the plans for a plaza on the Grosvenor Lane carpark are determined ○ before the plans for the Coles' site are determined • The lack of a pedestrian crossing on the eastern side of Young Street 	0
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	<p>If a cycleway has to be built between Belgrave Street and Grosvenor Street, please consider:</p> <ul style="list-style-type: none"> Moving the cycleway to the eastern side of Young Street, which has NO driveways along its entire length. By comparison, the western side, where the new cycleway is planned (a distance of about 100 metres), there are 4 driveways, 3 servicing approximately 40 apartments and 1 driveway for the new development on the corner of Young & Grosvenor which will have 15 car spaces <p>This would totally eliminate conflicts for cyclists with vehicles entering/exiting driveways.</p> <p>I hope you will take these points into consideration when making your decision.</p>	
Name withheld	<p>I object to North Sydney Council taking any action on this cycleway extension, removal of roundabout and pedestrian walkway until the Young St reopening and the impact of the Coles redevelopment can be assessed.</p> <p>I request that any action incorporates the assessment of the impact made after Young Street is reopened and when the Coles development has been finalised.</p> <p>There will be significant impact on pedestrians, cyclists and vehicles in the area.</p>	0
Anita	Fantastic idea! Would love to see more bike paths in Sydney.	1
Maree	I fully support strategies to implement and improve cycling opportunities in North Sydney. The design and initiatives for Young Street project are the start (welcomed) of this greatly needed evolution	1
Fergus	I support initiatives to reduce car traffic and increase walking and bike riding. I like the design proposed for Young Street	1
Garth	As a bike rider I fully support the proposed cycling + walking upgrades. I will definitely be using the cycleway	1
Tim	I support bike lanes and the proposed change to Young Street	1
Alex	Anything to improve bike infrastructure and add bike facilities, I support	1
Luke	This is great, why wasn't it done years ago?	1
Ivan	Absolutely positive. The more we can calm these streets the better	1
Mikayla	I agree with the proposal.	1
Caroline	Yes, I agree. Great proposal	1

Kathryn	I think it's wonderful that the council is taking sustainable transport seriously. The changes to Young Street are a positive step - more cyclists and pedestrians will use the safer modes of transport if the infrastructure is there - property values will rise for those in the vicinity.	1
Sam	Just an obvious improvement to the area all round	1
Hannah	Great idea!! People already use it as a crosswalk	1
Thomas	I do support the proposed changes	1
Sarah	I 100% endorse this project. This is a really important upgrade to the intersection. I fully support the removal of the roundabout and the addition of a raised wombat crossing for bikes and pedestrians, as well as landscaped beds and kerb extensions. It would be even better if raised crossings were provided across all 4 legs of the intersection to support safe access from all directions. I commute through the area using the existing Young Street bike path and I would value easier access to the shops and Military Road.	1
Graham	I support the extension of the existing cycleway into the Neutral Bay shopping village. I have concerns about the proposed path termination point on the wrong side of Young Street and just up from an intersection that funnels cars towards the proposed termination point. Cyclists (and pedestrians) won't have any right of way to cross. This is an issue that needs to be fixed by continuing the cycleway and pedestrian crossing across Young Street.	1
Arthur	Safe movement of people can only happen when actions are taken to ensure people are safe. For pedestrians and cyclists, this is protected infrastructure. A connection between the bridge and west St would help too.	1
John	I write in my capacity as a stakeholder travelling through the North Sydney LGA by bicycle, private motor vehicle, and public transport user, and as a person who advocates for a more people-friendly urban environment. Besides being a board member at Bicycle NSW, at which I chair the Advocacy Committee, I am a founding member of the Better Streets movement in Sydney. I support the implementation of the plan as displayed. As living density increases we need to provide more room for alternatives to the motor private vehicle for mobility. Current motor vehicle usage rates are not sustainable if we wish to avoid crippling congestion as the population increases, and more space-efficient transport modes must be prioritized. By prioritized, I mean appropriate complete safe transport networks physically delivered. Partial networks, or those broken by critical missing links do not count. Concern about risk from collisions with motor vehicles is the biggest single inhibitor for the uptake of space-efficient active travel. This is evidenced by the heavy skewing of gender participation rates, where the current bicycle user population is overwhelmingly male, compared to other jurisdictions where bicycle user safety is given greater priority. This is because female users have lower risk tolerance. Urban planning and travel policies should not have such sexist outcomes.	1

	<p>The inclusion of this new facility inclusive of pedestrian- and cyclist-priority intersection treatments is essential to development of the complete network. It is essential that we do not let short-sighted NIMBY objections derail the creation of the network or cause key sections to go missing or be compromised, throwing users back into motor traffic. Unless users can have a safe journey for the full length of the journey, they will be discouraged from undertaking the journey in the first place and will revert to other means such as their car, which we are seeking to avoid.</p> <p>It is interesting to note that the recent Streets as Shared Spaces changes to The Strand at Dee Why led to a 6% increase in retail turnover among establishments on that street, despite (or perhaps because of) traffic flow being restricted to one way, speed limits reduced to 30km/hr, and a dual lane protected cycleway being installed. Assertions of loss of business turnover from bicycle lane installation are nearly always unfounded. Typically, the opposite occurs.</p> <p>Concerns about the loss of private motor vehicle parking in public spaces should not be heeded. Streets are for moving people and goods, not for storing private assets. Why should the council continue to fund this privilege?</p> <p>Business owners typically overestimate customers arriving by motor vehicles by a multiple of 3. Homeowners typically experience a comparative lift in the value of their dwellings compared to those without a cycleway going past, due to the quieter street and the increased buffer space to passing motor traffic.</p> <p>This section should go ahead immediately, with the remaining sections to be implemented as soon as technically feasible. There have been far too many delays already.</p>	
Nash	A great active transport project. Please implement more of these!	1
Jonathan	I support these improvements for cyclists and pedestrians alike. The North Sydney LGA is woefully behind with safe cycling measures. Time to improve.	1
Martin	Extremely good idea to finish this important piece of infrastructure.	1
Lucy	I welcome the change and look forward to it.	1
Carolyn	<p>I support the proposal to remove the roundabout at Young and Grosvenor Street intersection and replace it with a pedestrian and bicycle crossing. Roundabouts are not suitable in areas like Neutral Bay village as they are designed to improve traffic flow rather than calming traffic, deprioritise pedestrians and are unsafe for bike riders.</p> <p>This project cannot though be considered the final stage as it does not provide support for the other legs of the intersection, and it leaves the bike rider stranded with no support on a car park access road. At the very least a crossing of Young Street is required on the southern side of the intersection.</p> <p>Ultimately, unless the southern section of Young street is converted to a low vehicular, quiet street, a bike path is required to continue to the road closure.</p>	1

Pete	<p>I very much support this project. Great to see Council doing more to protect our most vulnerable road users and increase the use of active transport! Or streets should be a place for everyone to enjoy, not just cars to get from a to b via.</p> <p>Intersections are typically the most dangerous part of any cyclists journey, having clear priority with this continuous footpath / cycle path treatment type is really great to see.</p> <p>Additional traffic calming measures to slow vehicles as they move towards the intersection could be considered e.g., flat top speed humps on approach to intersection, WOMBAT's on all 4 intersection legs, raise the entire intersection, or at the very least zebra crossings on each leg to facilitate priority pedestrian movement across Young St. Would a 30km/hr speed limit be adopted too?</p> <p>Love the kerb build outs to slow turning vehicles and plantings.</p> <p>Please ensure that there is an appropriate turning radii of the south-bound bike path as merges with Young Street - cargo bikes find it particularly hard to navigate narrow turning radius's. Please also consider safe crossing for bike users at this merge point with Young St - noting they will need to cross Young St to continue south bound. Could a WOMBAT with continuous bike path, or zebra with continuous bike path be placed here to assist this desire line?</p> <p>Very excited to see this project developed and hopefully delivered! As well as the extension to Young St bike path.</p>	1
Jennifer	<p>Great initiative to make the crossing designed for people rather than cars. This part of neutral bay could be really pleasant (off military road) if it was safe for pedestrians (and bike riders). I live a long walk or a short cycle away, and I would be MUCH more likely to come and shop or eat here if it wasn't such a car focused place. Please make sure this connects really well with the existing fabulous bike infrastructure in the area, to make it safer and easier for all.</p>	1
David	<p>As a general bike rider for the purposes of commuting, social activity and exercise, I encourage all progress on improving cycleways. Having lived and cycled around Stockholm and Canberra, I'm convinced that Australians can benefit mentally and physically by having safe and extensive cycleways as a serious option for transport. We have a long way to go with only a small existing network.</p>	1
Blair	<p>I fully support this project as proposed. I can't wait to use it when built.</p>	1
Roberto	<p>I support this project</p>	1
Adam	<p>I support the proposed plan. It will make it much easier & safer for cyclists & pedestrians to cross this street.</p>	1
Phillip	<p>Bike North strongly supports the extension of the existing Young Street cycleway southbound to connect the existing Cammeray-Cremorne-Spit cycling route to the Neutral Bay Shopping Village and wish to congratulate the council for demonstrating the courage to remove the existing roundabout at Grosvenor Street and Young Street and narrowing all the existing general traffic lanes. We have made a number of suggestions on how to improve the proposed design for people walking and cycling - in particular an additional prioritised crossing of Young Street.</p>	1

<p>Rob</p>	<p>North Sydney is a _pretty_ liveable area, but a lot more can be done to advance the quality of life of the area.</p> <p>As a father to a young 2 year old, I wish our streets were more active transport friendly. He's a joyful little one, and when he play runs on our walk from Harris Farm in Cammeray I wish I didn't have to fear his safety as we walk alongside a major road where cars are coming head on at >60 km/ph. And when we walk to Hamilton Reserve where we planted 7 trees, I wish I had the confidence to let him cycle there.</p> <p>We haven't yet turned right to go to Neutral Bay. And when we do, I look forward to see the great work that this upgrade will deliver to the area.</p> <p>I applaud all Max and the Sustainable Transport team does to improve our community's liveability.</p> <p>Also congratulations for helping advance the bike ramp in Milson's Point (ref: https://www.transport.nsw.gov.au/projects/current-projects/sydney-harbour-bridge-cycleway-access-program). It's a key barrier to cycle adoption for more everyday commutes. My friend couldn't lift her Lug & Carrie Tern bike up the current solution. So it limits access. Having cycled from the Boroughs of London, along the lakes of Toronto, and from Brooklyn to Manhattan... there's still a long way to go for Sydney. But congratulations on the wins along the way.</p>	<p>1</p>
<p>Name withheld</p>	<p>I support the Young Street pedestrian and cycleway upgrade proposal. It will allow me to safely drop in and visit the Neutral Bay village shops while using the existing CammerayCremorneMosman cycle route along Sutherland St and Ellalong Rd etc. It will also allow everyone that lives north of the Neutral Bay village (who all live a maximum of 1.5km away from the shops) to shift their shopping trips from car to ebike/ecargo bike. While Young Street north of Sutherland is supposed to be a cycle route, it is extremely dangerous - particularly going uphill - due to parked cars on both sides of the road and fast moving car lanes that are just wide enough to encourage illegal close passes from incompetent motorists. I'm a very experienced cyclist, I don't like it and I would never let my children ride up there. As a result, very few people feel comfortable to ride bicycles along there and everyone drives their car to the shops instead. The area is already choked with car congestion because of flow on effects from the WFU construction works so mode-shifting as many trips as possible away from cars is critical. Car parking is already a hassle at the village because of so few spaces and short time limits. Shifting some of those short, local car trips to ebikes and ecargo bikes also means more potential customers can visit the shops at once and stay longer too. That's a boon for struggling local businesses. When I was at the shops today, the bike rack on Waters Lane was completely full of ebikes and the other bicycle parking hoops at the edge of the car park was half full of ebikes so there is clearly already demand and that's only going to grow with this new path - provided it connects safely and conveniently into the village. I recommend the installation of further bicycle hoop parking be installed as part of this project to deal with the increase in ebike parking demand. Please use the hoops rather than the rack style on Waters Lane which you can't use a D-lock on unless on the outside of the rack. The cable locks required to use the inside of the rack are easily cut with bolt cutters.</p> <p>I strongly support the removal of the Young St/Grosvenor roundabout. This helps to prioritise movement of people outside of cars which is critical in a shopping village area. I also support the raised pedestrian and cycling crossing on the western side of the intersection. I do have big concerns with the termination point of the cycleway immediately south of the intersection and on the wrong side of the road though. This road is the funnel for all car traffic to head into the existing car parking area. It's also making it dangerous for inexperienced cyclists to try and jump across 2 lanes of traffic to get to the correct side of the road -</p>	<p>1</p>

	<p>particularly when some of the cars entering the street will be coming from behind the cyclist. The 2 speed cushions further up the road will do little to mitigate this danger. Any re-opening of the Young St plaza to Military Rd will also amplify this danger even more. I recommend a second crossing of Grosvenor Street to allow cyclists to get to the correct side of the road before the path terminates. Ideally the crossing would be on the south side but it could plausibly work on the north side too. I understand that there are flooding concerns with putting raised crossings on the south and eastern parts of the intersection and note the irony that global warming which makes these flooding events occur more frequently is being worsened by people using their cars to drive short distances to the shops - because it isn't safe to use micro-mobility.</p> <p>I also note that the 4 small pedestrian islands have been removed as part of this project with the western one being significantly upgraded. While I acknowledge that the road has been narrowed in all these sections, it is still arguably a downgrade for the sides that don't have a crossing installed. I would support full pedestrian crossings on all sides of this intersection - although this will likely lead to a small reduction in car parking spots. If the loss of a couple of car parking spaces is unacceptable then I recommend implementing a 30kmh speed limit along Young St (south of Belgrave St) and the whole of Grosvenor St which would align with the new NSW Speed Limit Guidelines released last month since this area is part of the Town Centre and has a high place function with high numbers of pedestrians and low traffic movement function.</p> <p>With North Sydney Council's population allocated to increase 500-600 people every year to 2036 and likely beyond, it's simply not possible to continue to have private cars dominate the mode share of local trips to shopping villages like Neutral Bay like they do now. The fact that not many people currently feel safe to cycle to Neutral Bay shopping village isn't a reason to not build the path. It's literally the main reason it needs to be built. Sustainable transport infrastructure like this project is critical to deal with the inevitable personal transport changes that will need to be made with the rapid population growth that we're already experiencing.</p>	
Name withheld	<p>I am ##. I am 2. I am nearly 3. I like riding with daddy because I can wave to [my friend] Louisa and see doggies and brush turkeys and go faster than the big bad wolf when he's chasing me. I like bikeways because cars are loud and scare me. I like going to the red slippery slide park [Grasmere Children's Playground]. I like the red slippery slide because mummy and daddy can slide with me. I like jumping on [the] mushrooms. I like [to eat] strawberries and blueberries at the park. I want ice-cream [from the Neutral Bay Village shops] but it's not safe. Can you build the bikeway to the ice-cream [shop]? [What's the magic word?] Pleeese. Then I can eat ice-cream. And see doggies and brush turkeys.</p> <p>[Context from parents - It is now possible to cycle from West Street to Grasmere Children's Playground entirely off road (Ridge St, St Leonards Park, Warringah Freeway overpass, Merlin St, Ernest St, Sutherland St, Young St) including past numerous other parks and playgrounds. Continuing the Young Street cycleway up the hill and into the Neutral Bay Village will open up the shopping village to more potential customers - including those looking for ice-cream - who don't need to worry about finding a car parking spot or how long they're allowed to park for. Alexandra hasn't actually eaten ice-cream yet but seems to have learnt about it from daycare.]</p>	1
Martin	<p>Designs look quite good.</p> <p>Only concerns are:</p>	1

	<ul style="list-style-type: none"> The queuing area seems smallish at the end of the cycleway where it merges back onto the road after crossing Grosvenor street and goes back on to young st. Is there room for a couple of bikes (like for a family). What are the plans for young st plaza? Will the road reopen and if so pedestrian crossing options between military road and Grosvenor may need to be considered along with the potential for significantly increased vehicular traffic. 	
Name withheld	<p>I support this new pedestrian and cycling infrastructure which will make it possible for me to have a coffee after taking my child to the park. I can currently cycle from West Street to Cremorne along cycleways but I don't feel safe to continue up Young Street without a cycleway there. When my kids are a bit older, I would love for them to be able to ride to the shops to meet friends and meeting up after playing sport at Primrose Park as an example.</p> <p>I would really like to see bigger crossings on all sides Grosvenor and Young Street intersection - and not just the big new one on the western side. As a mum who has often walked with a pram or stroller, the easier it is to crossroads, the better. I'm also worried about where the new cycleway finishes on the wrong side of the road. I don't think I'd feel safe riding a bike with kids across a road like that. It would be much better to have another crossing to get you onto the correct side of the road.</p>	1
Janine	<p>Thank you for your letter - I received it yesterday and have been onto the North Sydney website for more information this morning.</p> <p>I am very happy with the bicycle track as this is needed. However removing a roundabout that works extremely well would be detrimental. I feel this does need to be addressed as Grosvenor Street has a bottle neck with the small amount of parking and at certain times of the day (evenings) this does cause problems. Luckily the roundabout means the traffic moves quickly and disperses. I feel your four way intersection would cause major traffic jams, backing up of cars esp with bicycles and people trying to cross there. It would then be effecting Ben Boyd Road too.</p> <p>I live on young street and myself and my family all use this roundabout every day, some of use it numerous times a day, and we were just remarking on how efficient it is in our area.</p> <p>So please rethink removing something that is not broken. It is the best solution here for now. I would be happy to come into council to discuss further, as I feel it's better to sort out these things rather than before then after as they have done in Curl Curl.</p> <p>Maybe you should set up a table outside woolies - Grosvenor side - and really asking people for their opinions.</p>	M
Lindy	First - open the top end of Young Street then see what's feasibly-either a roundabout or a crossing.	M
Jay	<p>We strongly support the council efforts to improve the area by increasing the footpath and outdoor dining.</p> <ol style="list-style-type: none"> We don't see the need for bicycle lane. We will soon be seeing deliveroo and menulog scooters zoom past at 100kmph on that bicycle lane. Can a speed limit for bicycle be applied to that path? Please consider not doing a cheap or temporary job like the young street play / sit down area. That's so poorly done. Hope it's not final. Please endeavour to keep the beautiful tree on Grosvenor Street or in Neutral Bay (please disclose the location). 	M

	4. We fear that this pedestrian crossing might make the traffic on Grosvenor street very bad, would you consider banning trucks using west side of the Grosvenor street?	
Amy	<p>Whilst the proposal prioritises pedestrians and cyclists which I favour, it appears to create a more dangerous environment for the intersection of cars. Cars traveling east on Grosvenor will likely need to pull up on the crossing blocking the pedestrian and cyclists in order to safely see the intersection. Cars traveling west along Grosvenor may also end up on the crossing after they proceeded into the intersection which is free of cars, only to have pedestrians or a cyclist come onto the crossing at the last minute.</p> <p>There is also a conflict for pedestrians needing to navigate the cyclists crossing their path on the south west corner. It seems to prioritise cyclists when it should prioritise pedestrians.</p> <p>It also prioritises Young Street and doesn't take into account the large volume of traffic on Grosvenor, (which appears to narrow) and is used to get back to Ben Boyd from the Town Centre. Evidence of why this is safer than a roundabout should be provided.</p> <p>Additionally, is there a masterplan of the wider precinct with proposals of the 'Coles' development that this integrates with? This should be considered wholistically and not constructed in isolation.</p>	M
Catherine	I support a zebra crossing on any street including here but oppose the removal of the roundabout. It is a highly pedestrianised area and the roundabout helps to slow down the traffic. The removal of the roundabout on the corner of Young and Sutherland has increased the speed that cars can and do travel. I also query the need for this extension and suggest you do an audit of the use of the bike path on Young Street. We live on this street where the bike path currently is and it is rarely used by cyclists, most of whom much prefer to use the road.	M
Elaine	We live and work in ## young street and although we welcome the bike lanes, we definitely opposed removing the roundabout. There is a lot of traffic build up on young street, Grosvenor Street caused by the one way street on cooper lane and also the woolies truck backing into the tight loading bay causing a huge traffic jam on Grosvenor lane and Cooper lane. Everyone is heading for the free council parking. And our Carpark entrance into the building is on Cooper Lane. Very very bad traffic and numerous car accidents on Grosvenor Street with people parking REar in. Please consider traffic before removing round a bout. More people will be injured. Including my husband who rides in his bike daily.	M
N	<p>Grave concerns re pedestrian safety crossing Grosvenor St on east side of Young/Grosvenor junction</p> <p>I walk daily up Young St and cross Grosvenor at and am deeply concerned re removal of crossing island on east side of this junction. The majority of pedestrians including a significant number of school children, walk up the east side of Young and hence will not benefit from the pedestrian crossing on west side of the junction.</p> <p>PLEASE PLEASE PLEASE can a painted pedestrian crossing be included for crossing Grosvenor on the east side of this junction. Cars currently tear around this corner and it is already hazardous to cross with the crossing island. I am worried for all the</p>	N

	schoolchildren and mothers with prams who already battle crossing here. It is not fair to make them divert to the west side of the junction for the sake of the paltry number of cyclists who actually use the cycle way. Most cyclists just ride on the road....	
Joan	<ul style="list-style-type: none"> • prefer roundabout back • Cycle trails not used 	N
Christina	Rangers Road and Yeo Street pedestrian crossing benefit from being a level crossing. Don't know if people ride their bikes. Car parking on Grosvenor Streety too small for big cars. Don't like small speed bumps/. Pedestrian crossing good.	N
Reyn	Support plaza at Grosvenor Car Park and Young Street pop-up	N
Sarah	We leave on young st with garage access onto young st and cycle way will pose a higher risk when exiting our garage park. Plus there is no point having the cycle way going to nowhere, it should only go head it in connects at both ends.	N
Barry	I would like to have a copy of the data that Max White indicated at the Brightmore Precinct meeting on Wednesday 09 August.2023 that was the basic of the that the proposed cycleway proposal so that I can provide a response.	N

5.2. Parking Changes – Car Share

AUTHOR: Max White, Sustainable Transport Project Coordinator

ENDORSED BY: Gary Parsons, Director Open Space and Infrastructure

ATTACHMENTS:

1. Attachment A Community Engagement Strategy New Car Share Applications. [5.2.1 - 5 pages]
2. Attachment B Proposed Car Share Signage [5.2.2 - 16 pages]
3. Attachment C Submissions [5.2.3 - 25 pages]

PURPOSE:

The purpose of this report is to review proposed parking changes related to fourteen (14) dedicated car share applications and detail the outcomes of community engagement for each bay.

EXECUTIVE SUMMARY:

- The Car Share providers GoGet and Popcar have proposed fourteen (14) dedicated car share spaces.
- The car share providers submitted applications for the locations, which included three months usage data and memberships within a 250-metre radius of each location.
- North Sydney Council support Car Share schemes as they reduce the level of private vehicle ownership, reduce pressure on parking, as one car/space can cater for many residents and reduce traffic congestion caused by drivers who are traffic 'cruising' as they look for parking.
- Proposed dedicated car share bays are aligned with the North Sydney Car Share Policy and Dedicated Car Share Community Engagement Strategy.

FINANCIAL IMPLICATIONS:

There will be no financial implications to Council.

RECOMMENDATION:

1. **THAT** the Committee endorse the reallocation of parking in the following locations as "Authorised Car Share Vehicles Excepted Area 100":
 - a. On the northeastern side of Nicholson Street, Wollstonecraft between the points 25.0 metres and 31.0 meters (1 car space) south of Oxley Street as "Authorised Car Share Vehicles Excepted Area 100" to be attributed to GoGet.
 - b. On the northern side of Albany Street, Crows Nest between the points 8.0 metres and 14.0 meters (1 car space) east of Zig Zag Lane as "Authorised Car Share Vehicles Excepted Area 100" to be attributed to GoGet.

- c. On the southern side of Atchison Street, Crows Nest between the points 16.0 metres and 22.0 meters (1 car space) east of Willoughby Road as "Authorised Car Share Vehicles Excepted Area 100" to be attributed to GoGet.
- d. On the western side of Waters Road, Neutral Bay between the points 21.0 metres and 27.0 meters (1 car space) south of Belgrave Street as "Authorised Car Share Vehicles Excepted Area 100" to be attributed to GoGet.
- e. On the western side of Edward Street, North Sydney between the points 6.0 metres and 12.0 meters (1 car space) north of Lord Street as "Authorised Car Share Vehicles Excepted Area 100" to be attributed to GoGet.
- f. On the western side of High View Avenue, Neutral Bay between the points 7.0 metres and 13.0 meters (1 car space) north of Lindsay Street as "Authorised Car Share Vehicles Excepted Area 100" to be attributed to Popcar.
- g. On the eastern side of Spruson Street, Neutral Bay between the points 6.0 metres and 12.0 meters (1 car space) north of Phillips Street as "Authorised Car Share Vehicles Excepted Area 100" to be attributed to Popcar.
- h. On the western side of Premier Street, Neutral Bay between the points 6.0 metres and 12.0 meters (1 car space) south of Yeo Street as "Authorised Car Share Vehicles Excepted Area 100" to be attributed to Popcar.
- i. On the southern side of 88 Bays Road, Waverton between the points 10.0 metres and 16.0 meters (1 car space) east of Carr Street as "Authorised Car Share Vehicles Excepted Area 100" to be attributed to Popcar.
- j. On the western side of Nicholson Street, Wollstonecraft between the points 6.0 metres and 12.0 meters (1 car space) south of Lamont Street as "Authorised Car Share Vehicles Excepted Area 100" to be attributed to Popcar.
- k. On the western side of Paling Street, Cremorne between the points 0.0 metres and 2.5 meters (1 car space) north of Parraween Street as "Authorised Car Share Vehicles Excepted Area 100" to be attributed to Popcar.
- l. On the northern side of Lavendar Street, McMahons Point between the points 16.0 metres and 22.0 meters (1 car space) west of Miller Street as "Authorised Car Share Vehicles Excepted Area 100" to be attributed to Popcar.
- m. On the western side of Harriot Street, Waverton between the points 6.0 metres and 12.0 meters (1 car space) south of Crows Nest Road as "Authorised Car Share Vehicles Excepted Area 100" to be attributed to Popcar.
- n. On the northern side of Hardie Street, Neutral Bay between the points 6.0 metres and 12.0 meters (1 car space) east of Premier Street as "Authorised Car Share Vehicles Excepted Area 100" to be attributed to Popcar.

LINK TO COMMUNITY STRATEGIC PLAN

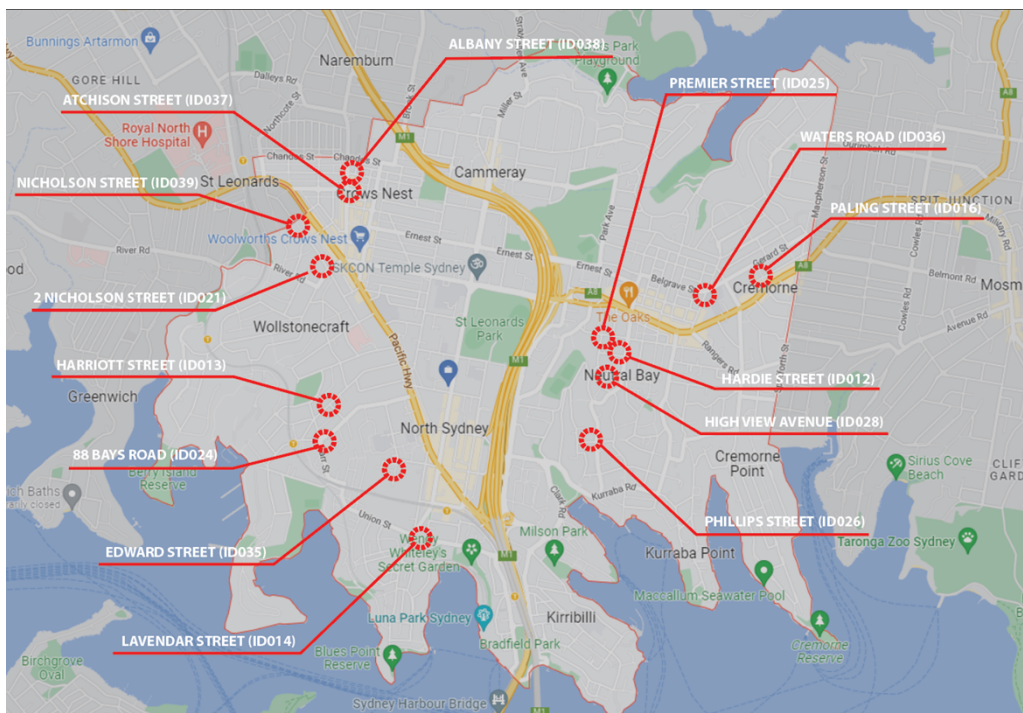
The relationship with the Community Strategic Plan is as follows:

- 2. Our Built Infrastructure
- 2.3 Prioritise sustainable and active transport
- 2.4 Efficient traffic mobility and parking

BACKGROUND

The North Sydney Community Strategic Plan North Sydney Vision 2040 ('CSP') sets a target to increase the number of car share membership in the North Sydney LGA. The expanded provision of on-road dedicated car share spaces in appropriate locations is required to achieve this target. In line with the CSP, this report recommends the proposed dedicated parking spaces in:

- Nicholson Street, Wollstonecraft (ID039)
- Albany Street, Crows Nest (ID038)
- Atchison Street, Crows Nest (ID037)
- Waters Road, Neutral Bay (ID036)
- Edward Street, North Sydney (ID035)
- Highview Avenue, Neutral Bay (ID028)
- Phillips Street, Neutral Bay (ID026)
- Premier Street, Neutral Bay (ID025)
- 88 Bays Road, Waverton (ID024)
- 2 Nicholson Street, Wollstonecraft (ID021)
- Paling Street, Cremorne (ID016)
- Lavendar Street, North Sydney (ID014)
- Harriot Street, Waverton (ID013)
- Hardie Street, Neutral Bay (ID012)



Map. Location of proposed dedicated car share bays

Car Share schemes provide benefits to the community, not just scheme members as they:

- reduce the level of private vehicle ownership.
- reduce pressure on parking, as one car/space can cater for many residents.

- reduce traffic congestion caused by drivers who are traffic 'cruising' as they look for parking.

Car share schemes also provide a transport option for residents and community members who don't or can't own their own car.

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.

Relates to ECM No: 9117697, 9117706, 9117710, 9117730, 9124085, 9124107, 9124122, 9124132, 9124183, 9237685, 9237688, 9237696, 9237700, 9237703

Standard or Guideline Used: TTD 2018/001 Guidelines for on-street fixed space car share parking

Signs & Lines Priority: Low

Precinct and Ward: Precinct: Wollstonecraft, Euroka, Waverton, Lavendar Bay, Holterman, Hayes, Neutral, Brightmore. Wards: St Leonards, Cammeraygal.

Impact on Bicycles: None

Impact on Pedestrians: None

Impact on Parking: 14 timed parking spaces to be changed to 'Authorised Car Share Vehicles Exceeded Area 100'

DETAIL

Car Share operators seeking to install a new dedicated car share space are required to submit an application to Council that contains information relevant to the criteria set out in the North Sydney Car Share Policy, and a justification for the installation of the space.

Applications are subject to a fee outlined in the North Sydney Fees and Charges.

The application process includes the following steps:

1. Application
2. Community Consultation
3. Traffic Committee
4. Installation

Further details on the community consultation process are outlined in Attachment A Community Engagement Strategy New Car Share Applications.

Consultation

Consultation was conducted in line with the Community Engagement Strategy New Car Share Applications (Attachment A). The strategy specifies new car share applications must be exhibited to the community for 14 days consultation. Promotion includes onsite signage and mail out to residents within 100 metres of the location.

Full submissions are available Attachment C Submissions.

Feedback on the 14 applications closed Thursday 4 May 2023.

Consultation Submissions

The main concern raised by submitters was the loss of parking. Council acknowledge that parking is a concern for residents and difficulty locating parking can cause issues with access.

On-street parking is a finite resource and additional on-street parking is rarely possible. This means Council must use this resource more efficiently and Car Share is one tool that can free up on-street parking. Car Share can have significant benefits for residents in alleviating parking capacity issues.

Car share has been shown to reduce strain on parking. In a recent annual survey of GoGet, customers in North Sydney reported a steep decrease in car ownership after residents joined. The survey found that 30% of members had given up a car entirely since joining GoGet, combined with customers that already did not own a car, this results in 63% of North Sydney members no longer owning a car. These members reported that joining cars share enabled them to defer the purchase of a car.

The following table summarises the consultation feedback, identifies community suggestions and Council staff recommendations. Locations, existing parking restrictions and proposed parking restrictions can be found in Attachment B Proposed Car Share Signage.

Nicholson Street, St Leonards (ID039)

A total of 10 submissions were received for the dedicated Car Share on Nicholson Street. Of these submissions, 6 (60%) opposed and 4 (40%) supported the location.

Themes

Support

- improved access
- reduced traffic congestion
- improved air quality
- accessibility
- convenience

Oppose

- loss of parking
- existing Car Share bays nearby

Recommendation

Proceed with proposed dedicated car share bay.

Albany Street, Crows Nest (ID038)

A total of 8 submissions were received for the dedicated Car Share on Albany Street. Of these submissions, 4 (50%) supported, 3 (37.5%) opposed and 1 (12.5%) was neutral.

Themes

Support

- convenience

Oppose

- Loss of parking
- Business impacts

Neutral

N/A

Suggestion

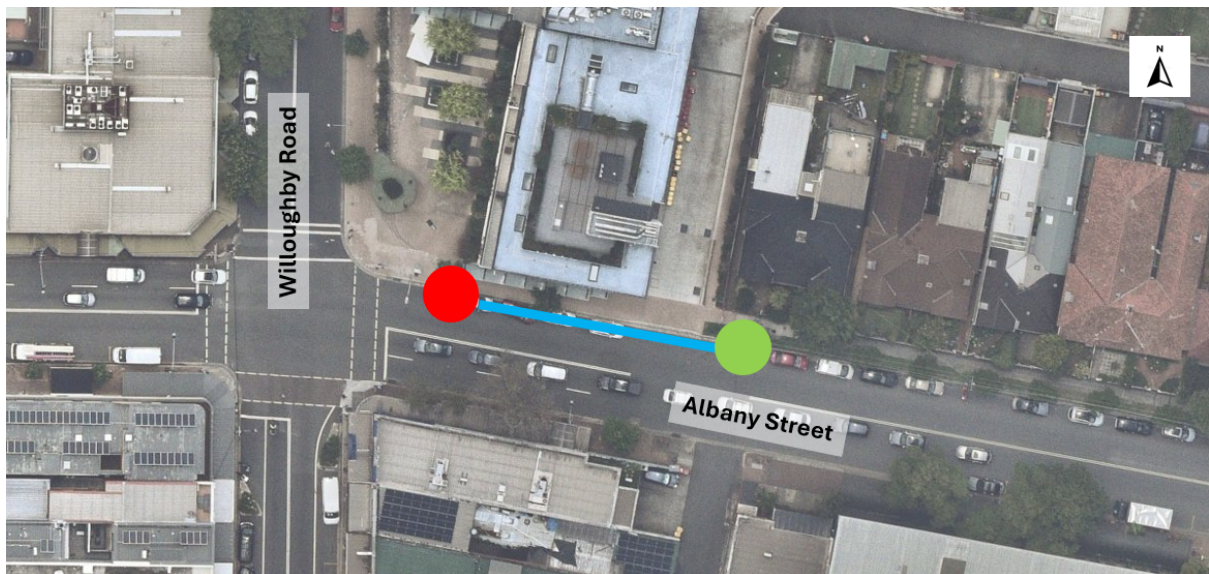
- moving the location further east down Albany Street to accommodate childcare drop off.
- Using car share payments to subsidise parking permits

Response

- Car share bay to be relocated 35 metres further east to accommodate childcare drop-off.
- Car Share providers pay for car share spaces and yearly permits in line with the North Sydney Fees and Charges

Recommendation

Bay to be relocated to outside 78-80 Albany Street, approximately 35 metres east of the original location to accommodate childcare drop off.



Map. Existing proposal red circle, updated location green circle, distance blue line.

Atchison Street, Crows Nest (ID037)

There were no submissions received for the Atchison Street location.

Recommendation

Proceed with proposed dedicated car share bay.

Waters Road, Neutral Bay (ID036)

A total of 15 submissions were received for the dedicated Car Share on Waters Road, Neutral Bay. Of these submissions, 10 (66%) opposed and 5(33%) supported the location.

Themes

Support

- Convenience

Oppose

- Loss of parking

Recommendation

Proceed with proposed dedicated car share bay.

Edward Street, North Sydney (ID035)

A total of 15 submissions were received for the dedicated Car Share on Waters Road, Neutral Bay. Of these submissions, 10 (66%) opposed and 5(33%) supported the location.

Themes

Support

- Demand for existing car share

Oppose

- Loss of parking
- existing Car Share bays nearby

Suggestion

- moving the location to Mount Street
- using EVs rather than petrol vehicles

Response

- there is no clear rationale for why the car share space would be more preferred or effective on Mount Street. The location was selected by the provider for close access for customers.
- EV Car Share would require EV charging stations. This will be considered in future applications

- address issues with school drop-off and pick up
- This is outside the scope of the car share consultation

Recommendation

Proceed with proposed dedicated car share bay.

High View Avenue, Neutral Bay (ID028)

A total of 26 submissions were received for the dedicated Car Share on High View Avenue. Of these submissions, 22 (85%) opposed, 2 (7.5%) supported the location, and 2 (7.5%) were neutral.

Themes

Support

- general support

Oppose

- loss of parking
- accessibility
- existing Car Share bays nearby

Suggestion

- suggested relocating the bay to the far south section of High View Avenue to prevent access issues for property.
- reserve a car space for emergency vehicles

Response

- the dedicated bay would not hinder access to the adjacent property
- this is not within the scope of the consultation

Recommendation

Proceed with proposed dedicated car share bay.

Phillips Street, Neutral Bay (ID026)

A total of 22 submissions were received for the dedicated Car Share on Phillips Street, Neutral Bay. Of these submissions, 19 (86%) opposed and 3 (3%) supported the location.

Submissions included a petition from residents, which has been included in the submission total.

Themes

Support

- General support

Oppose

- loss of parking

- accessibility

Suggestion

- relocate bay due to disability parking, bus zone and existing car share near proposed bay.
- requests for compensation for parking loss and car share spaces

Response

- due to specified constraints, the dedicated bay to be moved outside 15-17 Spruson Street.
- car share providers pay a yearly amount for the dedicated bay and permits.

Recommendation

Bay to be relocated to outside 15-17 Spruson Street, approximately 100 metres west of the original location.



Map. Existing proposal red circle, updated location green circle, distance (in meters) blue line.

Premier Street, Neutral Bay (ID025)

A total of 7 submissions were received for the dedicated Car Share on Premier Street, Neutral Bay. Of these submissions, 11 (79%) opposed and 3 (21%) supported the location.

Themes

Oppose

- loss of parking
- commercializing public land
- noise impacts from late night activity
- existing car share nearby

Recommendation

Proceed with proposed dedicated car share bay.

88 Bays Road, Waverton (ID024)

A total of 5 submissions were received for the dedicated Car Share on Bays Road, Waverton. Of these submissions, 3 (60%) supported and 2 (40%) opposed the location

Themes

Support

- Reduces traffic congestion.
- convenience

Oppose

- Loss of parking

Recommendation

Proceed with proposed dedicated car share bay.

2 Nicholson Street, Wollstonecraft (ID021)

A total of 2 submissions were received for the dedicated Car Share on 2 Nicholson Street, Wollstonecraft. Of these submissions 2 (100%) opposed the location

Themes

Oppose

- Loss of parking

Suggestion

- Relocate bay to empty spaces in the paid parking further along Nicholson Street

Response

Car Share providers select parking that provides proximity to members and maximises visibility of the space. The parking space selected is the preferred location considering these factors.

Recommendation

Proceed with proposed dedicated car share bay.

Paling Street, Cremorne (ID016)

A total of 19 submissions were received for the dedicated Car Share on Paling Street, Cremorne. Of these submissions 12 (63%) opposed and 7 (37%) supported the location.

Themes

Oppose

- Loss of parking

Support

- General support

Suggestion

- using EVs rather than petrol vehicles
- remove metered parking

Response

EV Car Share would require EV charging stations. This will be considered in future applications

Car Share providers select parking that provides proximity to members and maximises visibility of the space. The parking space selected is the preferred location considering these factors.

Recommendation

Proceed with proposed dedicated car share bay.

Lavender Street, North Sydney (ID014)

A total of 6 submissions were received for the dedicated Car Share on Lavender Street, North Sydney. Of these submissions 4 (66%) opposed and 2 (33%) supported the location.

Themes

Oppose

- loss of parking
- already car share nearby
- commercialisation of public space

Support

- reduce car dependency

Recommendation

Proceed with proposed dedicated car share bay.

Harriott Street, Waverton (ID013)

A total of 7 submissions were received for the dedicated Car Share on Harriot Street, Waverton. Of these submissions 7 (100%) opposed the location.

Themes

Oppose

- loss of parking

Suggestion

- Relocate bay to Crows Nest Road, Waverton.
- Car share on council owned property.
- Change existing timed parking from 1 hour to 2 hours.

Response

- no clear rationale for why the car share space should be moved to a nearby location.
- Council is in discussion with Car Share providers to utilise space in Council owned car parks.
- This is not within the scope of the project.

Recommendation

Proceed with proposed dedicated car share bay.

Hardie Street, Neutral Bay (ID012)

A total of 3 submissions were received for the dedicated Car Share on Hardie Street, Neutral Bay. Of these submissions 2 (66%) opposed and 1 (33%) supported the location.

Themes

Oppose

- Loss of parking
- Traffic congestion
- Low existing use of car share

Support

- Improve sustainability of community

Recommendation

Proceed with proposed dedicated car share bay.

COMMUNITY ENGAGEMENT STRATEGY



New Car Share Applications

Prepared June 2022

Amended September 2022

Councils are required under the *Local Government Act 1993* to inform the community of issues that potentially affect their way of life. North Sydney Council is committed both in principle and in practice, to engaging on matters affecting the North Sydney community.

The purpose of this project-specific Community Engagement Strategy is to outline the ways stakeholders can be involved in the decision-making process. Community engagement opportunities will be provided across a range of 'engagement' levels.

1. Introduction

Council is committed to engaging the community to ensure adequate opportunity is provided for feedback on proposed car share locations. Council supports car share schemes as they are identified in the *North Sydney Community Plan* and the *North Sydney Transport Strategy (2018)* to encourage sustainable transport. Car share schemes provide potential benefits to the community, not just scheme members as they can:

- reduce the level of private vehicle ownership
- reduce pressure on parking, as one car/space can cater for many residents
- reduce traffic congestion caused by traffic 'cruising' to find parking.

Car share schemes also provide a transport option for residents and community members who don't or can't own their own car.

1.1 Council's Community Engagement Protocol

This strategy has been prepared in accordance with Council's *Community Engagement Protocol*. The Protocol is used to determine the level of 'level(s) of impact' applicable to this project/decision (proposal). This proposal has been determined as:

LEVEL OF IMPACT	LEVEL OF ENGAGEMENT
Low/Local	Inform and Consult

1.2 Relevant Legislation, Policies and Plans

This Engagement Strategy is informed by the following Council policies and plans:

- Car Share Policy
- Community Strategic Plan
- Compliance and Enforcement Policy
- Parking Management and Enforcement Policy
- Resident Parking Permit Policy

New Car Share Applications Community Engagement Strategy

Council used the framework shown below in Table 1.1 to select the most appropriate level(s) of engagement for this proposal to ensure an appropriate range of engagement levels and methods were offered:

LEVEL	DESCRIPTION
Inform	Providing balanced and objective information to help the community understand problems, alternatives, opportunities and/or solutions
Consult	Obtain public feedback on alternatives and/or decisions
Involve	Work directly with the community throughout the process to ensure that public concerns and aspirations are consistently understood and considered
Collaborate	Partner with the public in each aspect of the decision including the development of alternatives and identification of the preferred solution

Table 1.1 Derived from the IAP2 Public Participation Spectrum

2. Background

Council's *Car Share Policy* was introduced in August 2005. In August 2013, Council adopted a new process for notifying the community of proposed car share installation prior to the matter being referred to the North Sydney Traffic Committee. The Policy was amended in September 2022 to include the requirement that once the application fee is received, that Council notifies the community of the proposed location. The period for providing feedback on each proposed location is a minimum of two (2) weeks i.e. no less than 14 days.

Initially, Council's Traffic & Transport Operations Department assess the appropriateness of a proposed car share location. If the location is deemed appropriate, a temporary sign is placed next to the proposed location indicating that the location is being considered for a car share parking space. Notification letters are distributed to residents and businesses within a 100m radius and opportunities for feedback are provided through letter, email and online form hosted via the Your Say North Sydney webpage.

The signs are installed at each location for a minimum of two (2) weeks. An example of the sign is provided below.



New Car Share Applications Community Engagement Strategy

3. Community Engagement Strategy

3.1 Who are our community stakeholders?

The Engagement Strategy identifies the following groups to engage with in the local community:

- residents
- businesses
- related car share provider (applicant).

3.2 Key Communication Messages

Per application received:

- Car share benefits the community as it can reduce the level of private vehicle ownership, reduce pressure on parking as one car/space can cater for many residents, and reduce traffic congestion caused by traffic 'cruising' to find parking. Car share schemes also provide a transport option for residents and community members who don't or can't own their own car.
- The community will be notified of each new car share application, giving a minimum of 14 days to provide feedback on the proposal.
- All feedback received will be collated and analysed and used to inform the recommendation. A recommendation to proceed (or not) with the car share location will be reported to the Traffic Committee. Approval of a car share location occurs after the Traffic Committee has approved the location and minutes of the Traffic Committee meeting have been reported to Council.
- The car share provider will be informed whether their application has been successful, and an invoice issued for the signage fee.
- Signage indicating the parking changes will be installed for a minimum 14 days before the car share signage is installed.

3.3 Assessment and Notification Process

The following table outlines the assessment process per application. Stakeholder engagement will occur as noted at Step 2.

STEP	DESCRIPTION
1. Car Share Provider Application	<p>A car share provider applies to Council via the Sustainable Transport Project Coordinator.</p> <p>Applications for new car share spaces must demonstrate that there are multiple potential users in the immediate area, and that there are no existing alternatives that service this demand.</p>

New Car Share Applications Community Engagement Strategy

STEP	DESCRIPTION
2. Community Consultation	<p>An invoice is issued to the car share provider to pay the application fee as outlined in Council's annual Fees & Charges Schedule.</p> <p>Once the application fee is received, Council notifies stakeholders and seeks feedback on the appropriateness of the proposed location. The feedback is not voting as such, but it will assist in determining support for the proposed car share locations.</p> <p>The feedback period will be for a minimum of two (2) weeks (i.e. 14 days).</p> <p>Signage is erected at the site outlining the proposal to install car share parking, and letters are sent to residents and businesses within a 100m radius of the site.</p> <p>Feedback can be provided via:</p> <ul style="list-style-type: none"> • email to yoursay@northsydney.nsw.gov.au (include reference to location) • letter posted to North Sydney Council, PO Box 12, North Sydney NSW 2059 (include reference to location) • online feedback form via the Your Say North Sydney site <p>Council's Sustainable Transport Project Coordinator is available via phone call, however formal submissions must be made through the above methods.</p> <p>After the notification period has ended, submissions are collated and assessed, and submissions summary is prepared.</p>
3. Traffic Committee Approval	<p>If the site is deemed appropriate for car share, a recommendation to install the car share space is reported to the next available North Sydney Traffic Committee.</p> <p>The Traffic Committee may:</p> <ul style="list-style-type: none"> • approve the car share application and proceed with installation • request further consultation to assess the need for the car share location; or • reject the car share application. <p>Submitters will be informed of the outcome. A temporary sign will also be erected onsite a minimum of 14 days prior to the change in restriction, advising that the parking restrictions at this location will change and the signage will be replaced, indicating that this space will be reserved for car share parking.</p>
4. Signage Fee	<p>If the car share location is approved, the car share provider will be informed and issued with an invoice for the installation of signage. After payment is received, Council's Sustainable Transport Project Coordinator submits a Signage and Lines Instruction form to Council's Works Engineering</p>

New Car Share Applications Community Engagement Strategy

Page 5

STEP	DESCRIPTION
	Department.
5. Signage	The temporary signage at Step 3 will be replaced with the permanent new sign stating the new restriction.

The following methods will be used to notify and seek feedback on each proposal. Not listed in priority order.

METHOD	ENGAGEMENT LEVEL	PURPOSE
'Have Your Say' Web Page	Inform	Inform the community of the proposed car share location and provide ease of access to all information regarding the proposal. Includes FAQs.
Letterbox Drop/Direct Letter	Inform	Distributed to properties (residents and businesses) within a 100m radius of each application informing of the proposal and opportunity to provide feedback
Onsite Signage	Inform	Inform the general community of the proposed car share location and opportunity to provide feedback
eNewsletters - Council eNews, Business eNews, Precinct eNews	Inform	Inform subscribers of the proposed car share location and opportunity to provide feedback
Submissions	Consult	Free form feedback accepted by email or posted letter as well as via online form.

4. Opportunity Cost/Rationale

Engaging the community in this proposal may entail financial costs to Council to achieve a high-quality engagement process. If the process is robust, community ownership of the decisions made will ensure efficient outcomes. Insufficient or poor-quality engagement can result in poor long-term decisions requiring further resources to rectify. The aim of a high-quality community engagement process is to make sustainable decisions. The engagement process will help Council staff and/or Councillors to understand the related recommendations rationale.

5. Further Information

For further information contact Council's Max White, Sustainable Transport Project Coordinator, Traffic & Transport Operations Department:

Phone: 9936 8100
 Email: yoursay@northsydney.nsw.gov.au
 Website: www.northsydney.nsw.gov.au



Proposal

(ID039) Nicholson Street, St Leonards– Proposed Dedicated Car Share Bay



Existing

■ ■ ■ ■ ■ "1P 8:30am-10am Mon-Fri PHE Area 18"

Proposed

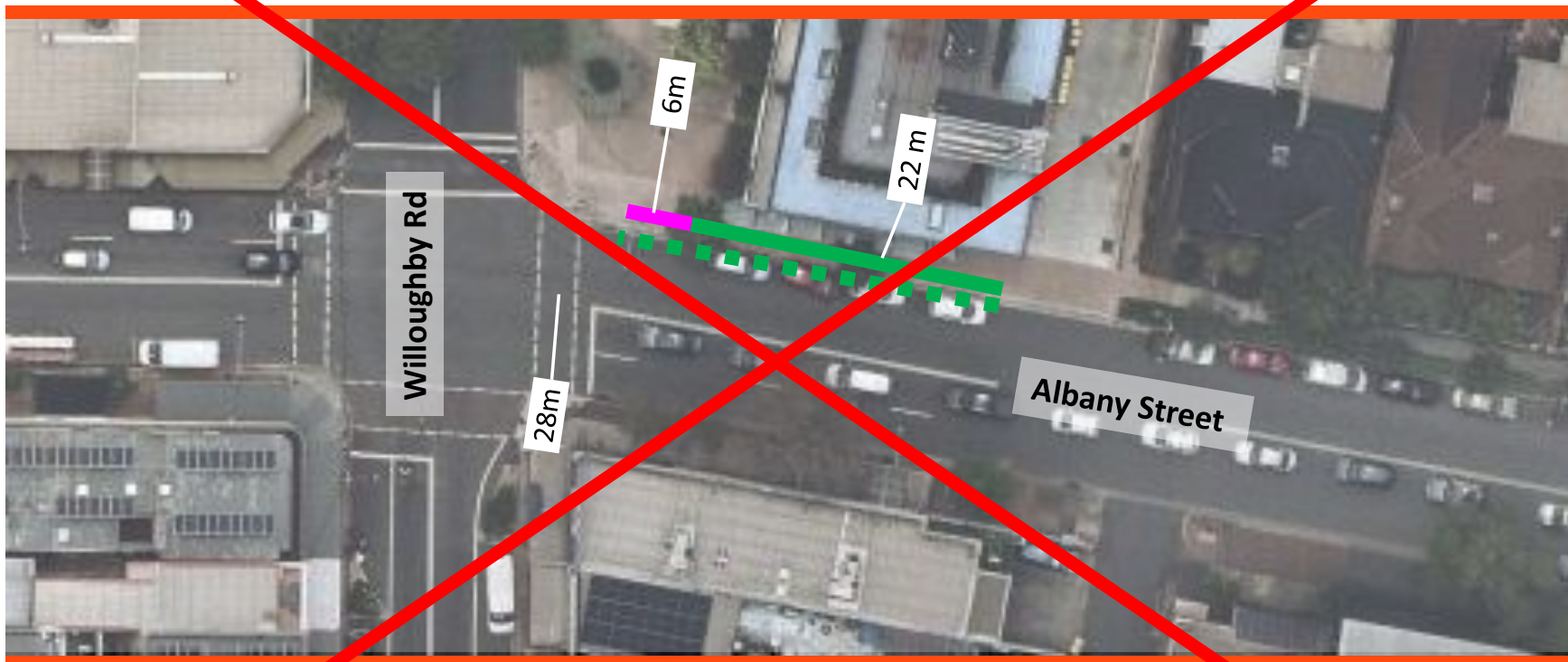
— "1P 8:30am-10am Mon-Fri PHE Area 13"

— "Authorised Car Share Vehicles Excepted"



RELOCATED IN RESPONSE TO SUBMISSIONS

(ID038) Albany Street, Crows Nest– Proposed Dedicated Car Share Bay



Existing

■ ■ ■ ■ ■ "2P 8:30am-6pm Mon-Fri
2P 8:30am-12:30pm Sat"

Proposed

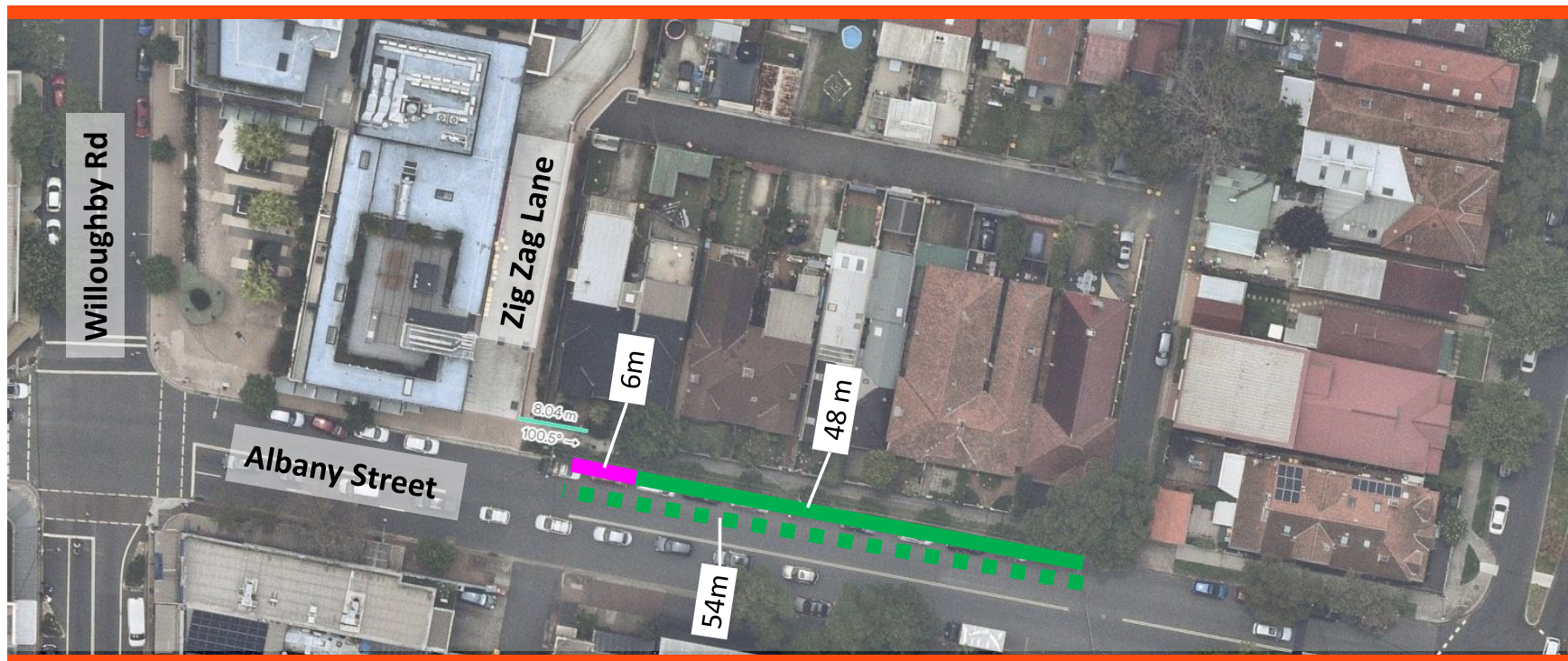
■ "2P 8:30am-6pm Mon-Fri
2P 8:30am-12:30pm Sat"

■ "Authorised Car Share Vehicles Excepted"



Proposal – relocated in response to submissions

(ID038) Albany Street, Crows Nest– Proposed Dedicated Car Share Bay



Existing

■ ■ ■ ■ ■ "2P 8:30am-6pm Mon-Fri, Permit Holders Excepted Area 19"

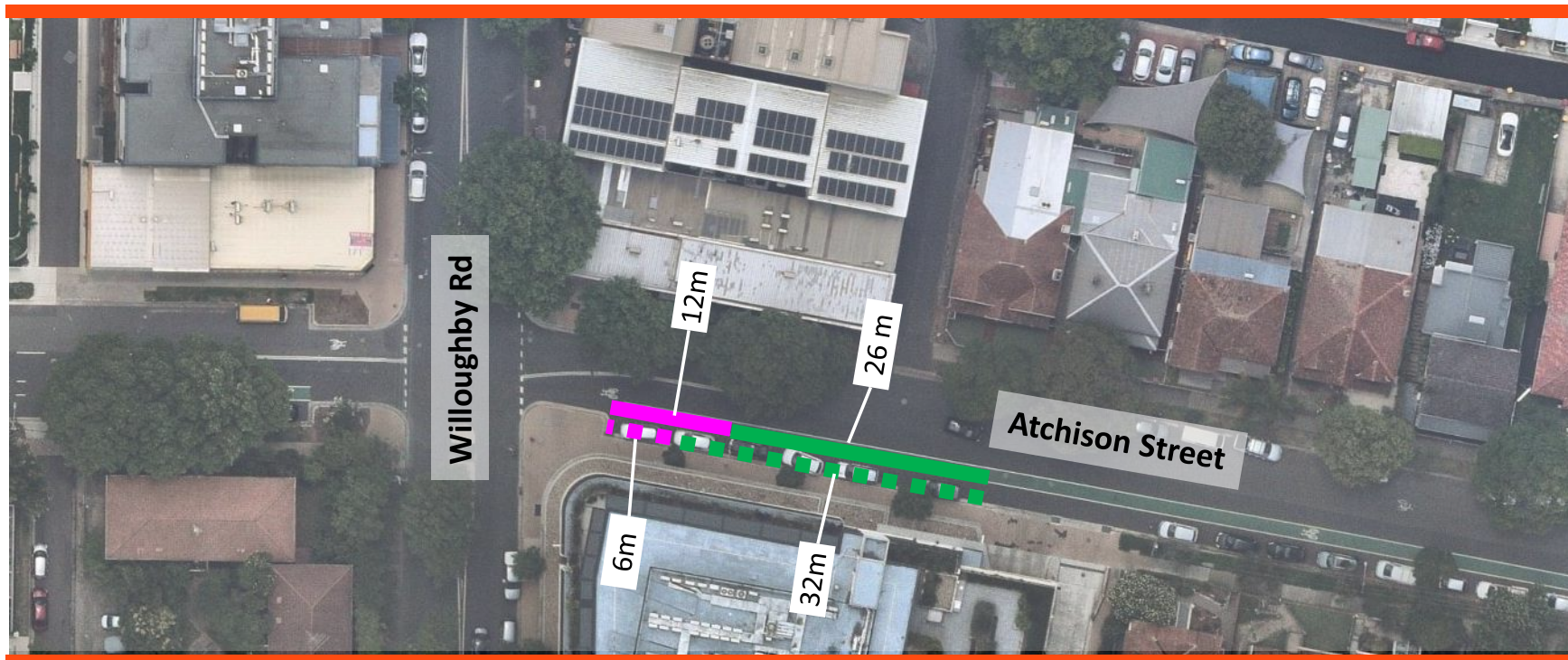
Proposed

— "2P 8:30am-6pm Mon-Fri, Permit Holders Excepted Area 19"
 — "Authorised Car Share Vehicles Excepted"



Proposal

(ID037) Atchison Street, Crows Nest– Proposed Dedicated Car Share Bay



Existing



"2P 8:30am-6pm Mon-Fri
2P 8:30am-12:30pm Sat"



"Authorised Car Share Vehicles Excepted"

Proposed



"2P 8:30am-6pm Mon-Fri
2P 8:30am-12:30pm Sat"

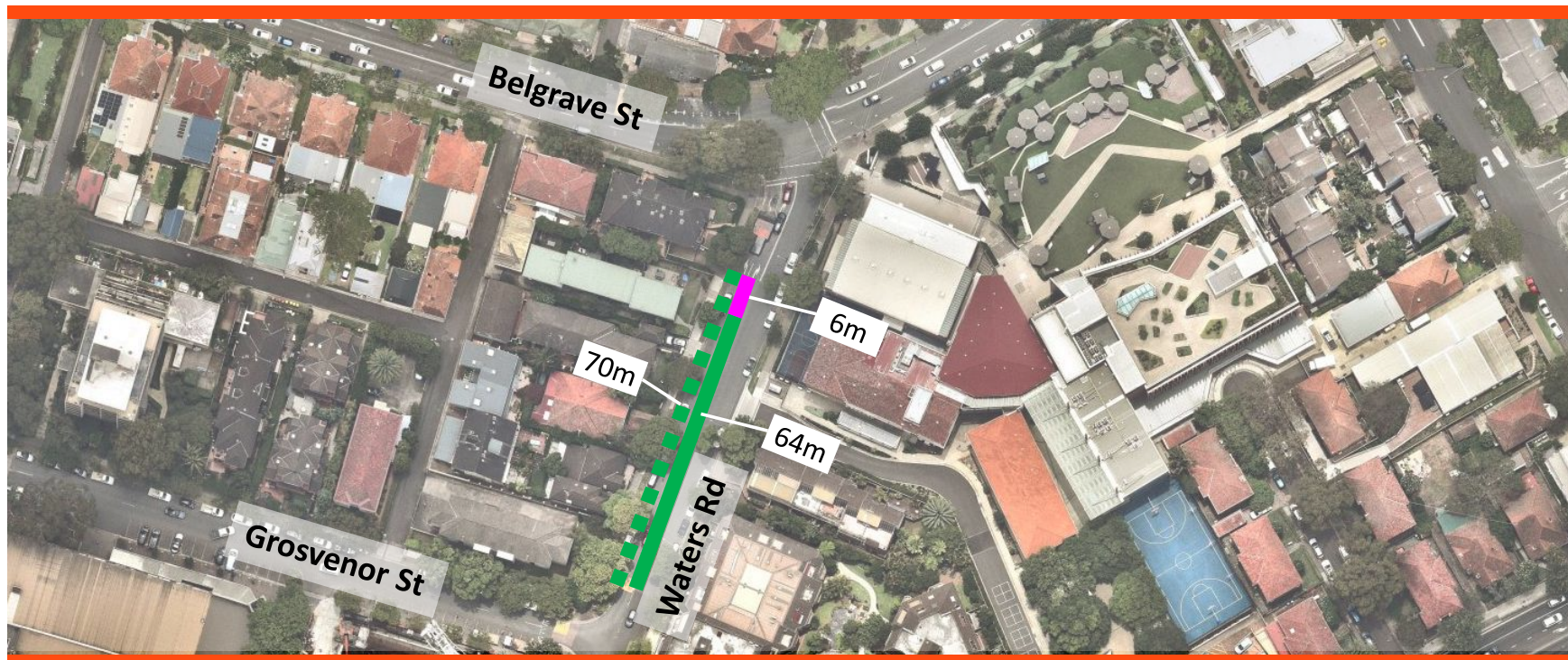


"Authorised Car Share Vehicles Excepted"



Proposal

(ID036) Waters Road, Neutral Bay– Proposed Dedicated Car Share Bay



Existing



“1P 8:30am-6pm Mon-Fri
1P 8:30am-12:30pm Sat, Permitted
Holders Excepted Area 27”

Proposed



“1P 8:30am-6pm Mon-Fri
1P 8:30am-12:30pm Sat, Permitted Holders
Excepted Area 27”



“Authorised Car Share Vehicles Excepted”



Proposal

(ID035) Edward Street, North Sydney– Proposed Dedicated Car Share Bay (ID035)



Existing



“2P 8:30am-6pm Mon-Fri, Permitted Holders Excepted Area 9”

Proposed



“2P 8:30am-6pm Mon-Fri, Permitted Holders Excepted Area 9”



“Authorised Car Share Vehicles Excepted”



Proposal

(ID028) High View Avenue, Neutral Bay– Proposed Dedicated Car Share Bay



Existing



“2P 8:30am-6pm Mon-Fri, Permitted Holders Excepted Area 30”

Proposed



“2P 8:30am-6pm Mon-Fri, Permitted Holders Excepted Area 30”

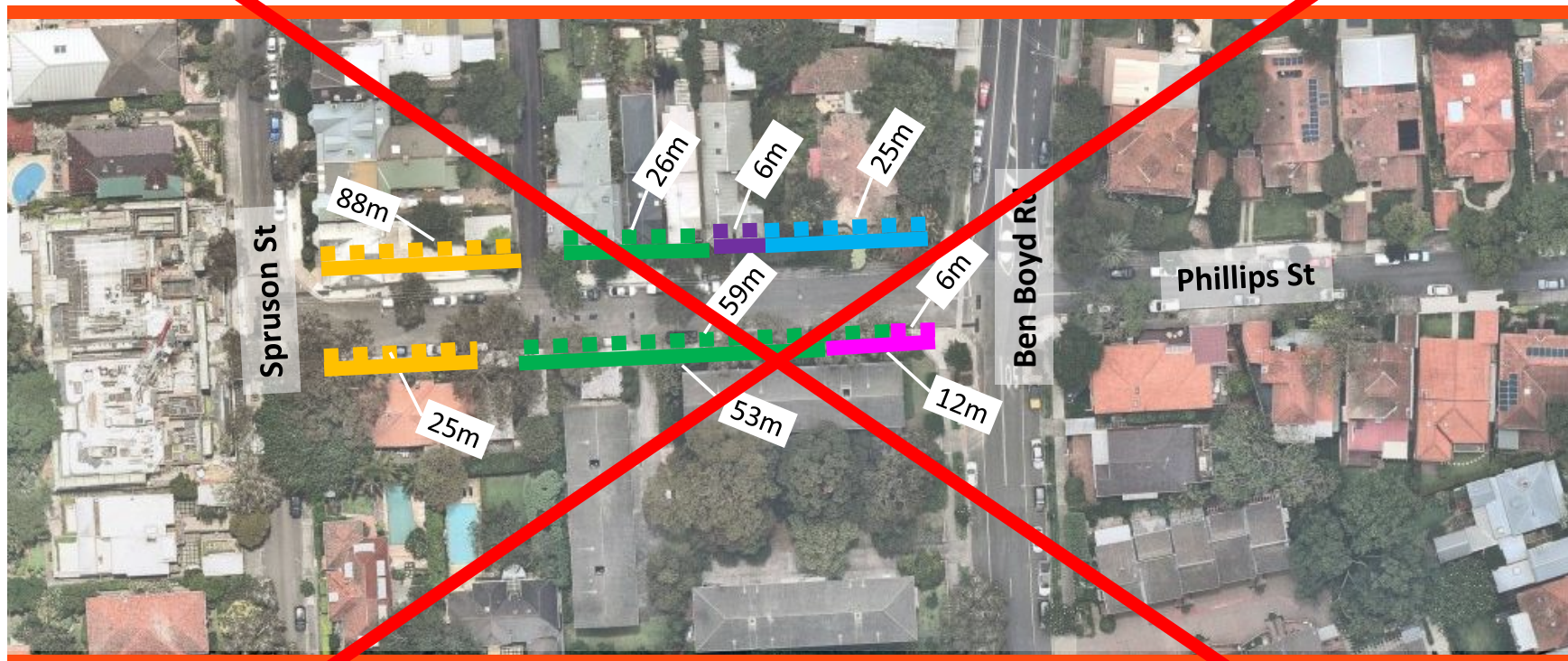


“Authorised Car Share Vehicles Excepted”



RELOCATED IN RESPONSE TO SUBMISSIONS

(ID026) Phillips Street, Neutral Bay – Proposed Dedicated Car Share Bay



Existing

- "2P 8:30am-6pm Mon-Fri, Permitted Holders Excepted Area 30 + 31"
- "Authorised Car Share Vehicles Excepted"
- "Bus Zone"
- Disabled Parking
- Not Signposted

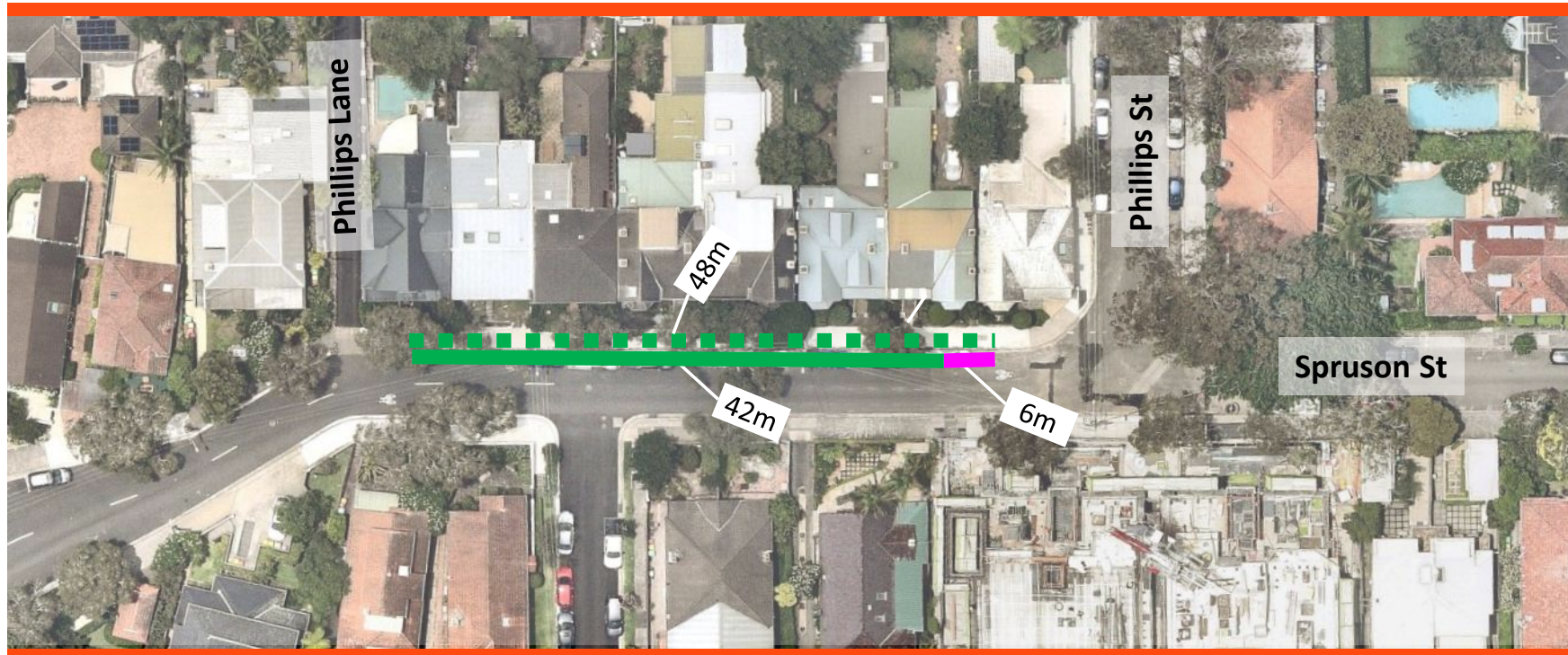
Proposed

- "2P 8:30am-6pm Mon-Fri, Permitted Holders Excepted Area 30+ 31"
- "Authorised Car Share Vehicles Excepted"
- "Bus Zone"
- Disabled Parking
- Not Signposted



Proposal - relocated in response to submissions

(ID026) Phillips Street, Neutral Bay – Proposed Dedicated Car Share Bay



Existing

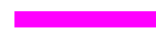


"2P 8:30am-6pm Mon-Fri, Permitted Holders Excepted Area 30"

Proposed



"2P 8:30am-6pm Mon-Fri, Permitted Holders Excepted Area 30"

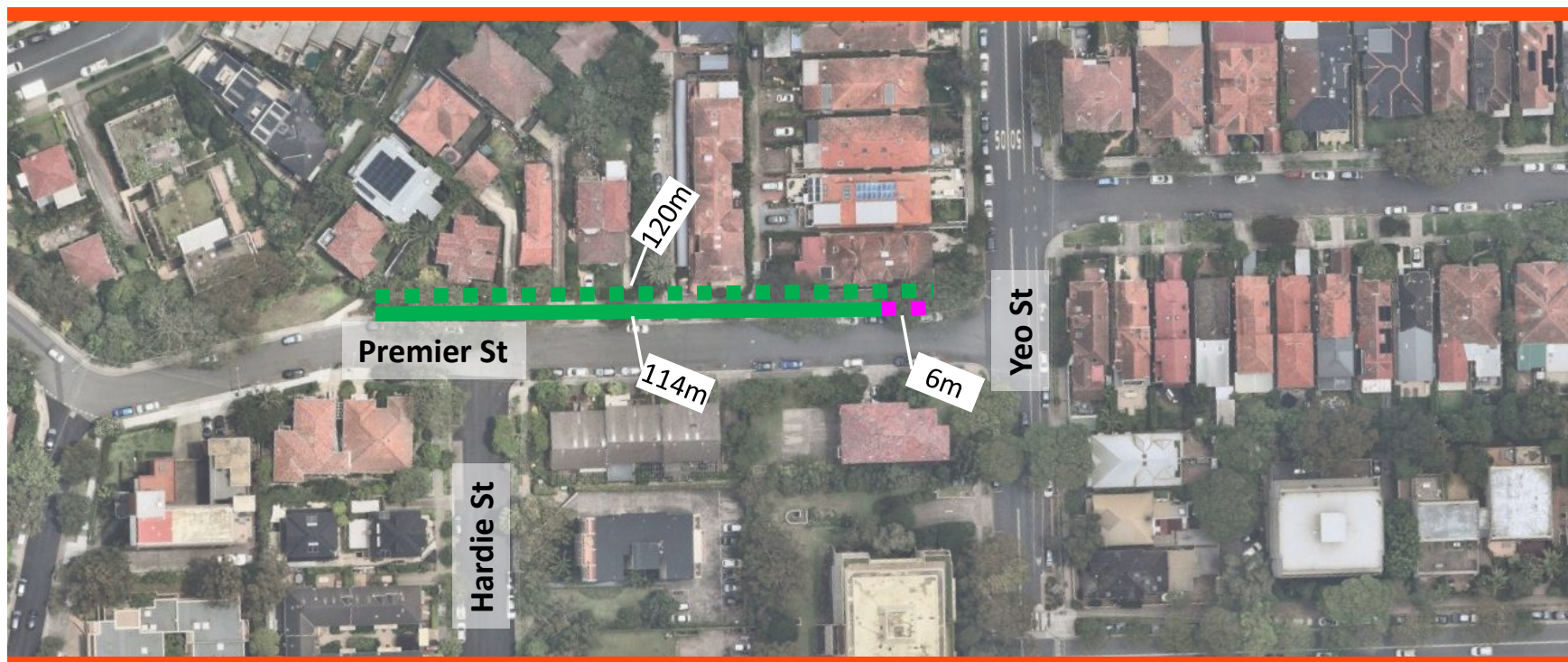


"Authorised Car Share Vehicles Excepted"



Proposal

(ID025) Premier Street, Neutral Bay– Proposed Dedicated Car Share Bay



Existing

- "2P 8:30am-6pm Mon-Fri, Permitted Holders Excepted Area 29"
- "Authorised Car Share Vehicles Excepted"

Proposed

- "2P 8:30am-6pm Mon-Fri, Permitted Holders Excepted Area 29"
- "Authorised Car Share Vehicles Excepted"



Proposal

(ID024) 88 Bays Road, Waverton– Proposed Dedicated Car Share Bay



Existing



"2P 8:30am-6pm Mon-Fri, Permitted Holders Excepted Area 10"

Proposed



"2P 8:30am-6pm Mon-Fri, Permitted Holders Excepted Area 10"

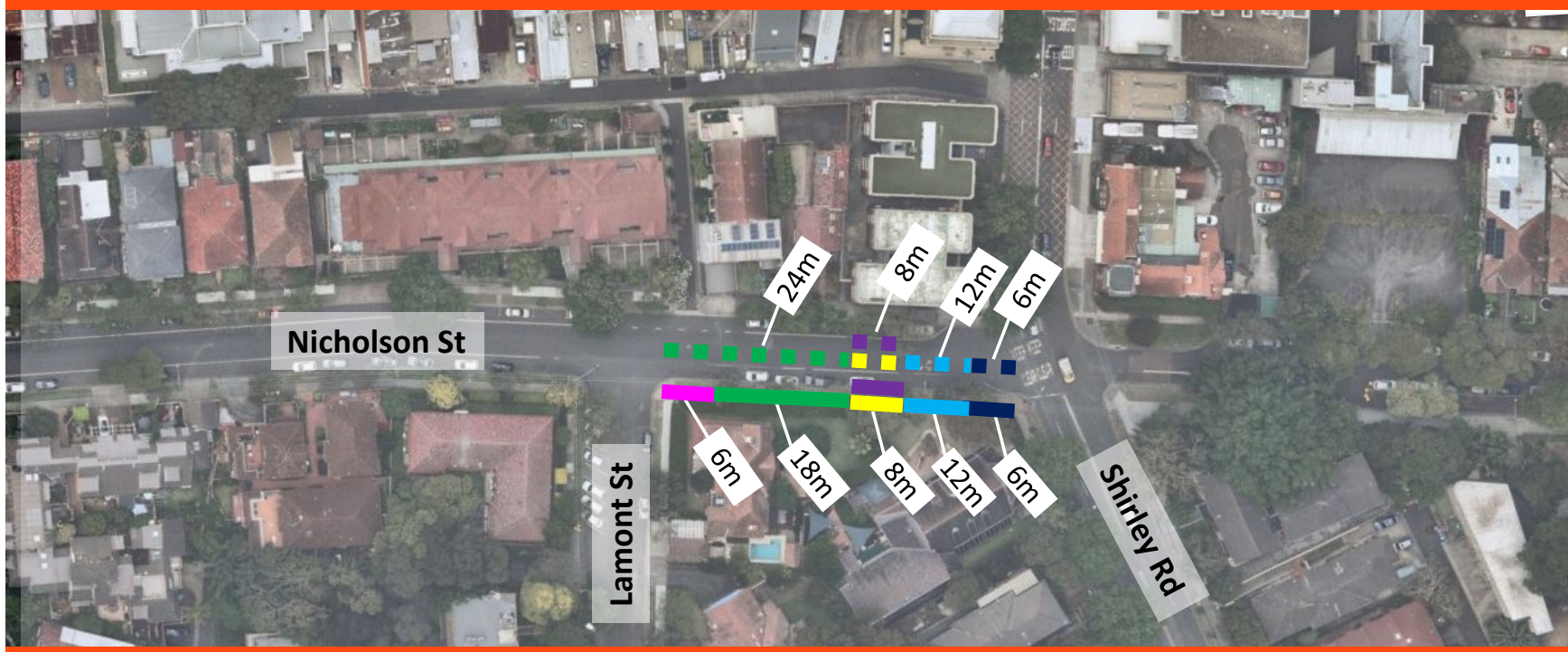


"Authorised Car Share Vehicles Excepted"



Proposal

(ID021) 2 Nicholson Street, Wollstonecraft– Proposed Dedicated Car Share Bay



Existing

- ■ ■ ■ "1P 8:30am-10am & 3:30-10pm Mon-Fri, 8:30am-12:30pm Sat. Permitted Holders Excepted Area 13"
- ■ ■ ■ "1P 10am-2:30pm & 3:30-10pm Mon-Fri, 8:30am-12:30pm Sat. Permitted Holders Excepted Area 13"
- ■ ■ ■ "P10 mins"
- ■ ■ ■ "P10 mins 8:30am-10am & 2:30-3:30pm Mon-Fri"
- ■ ■ ■ Disabled Parking

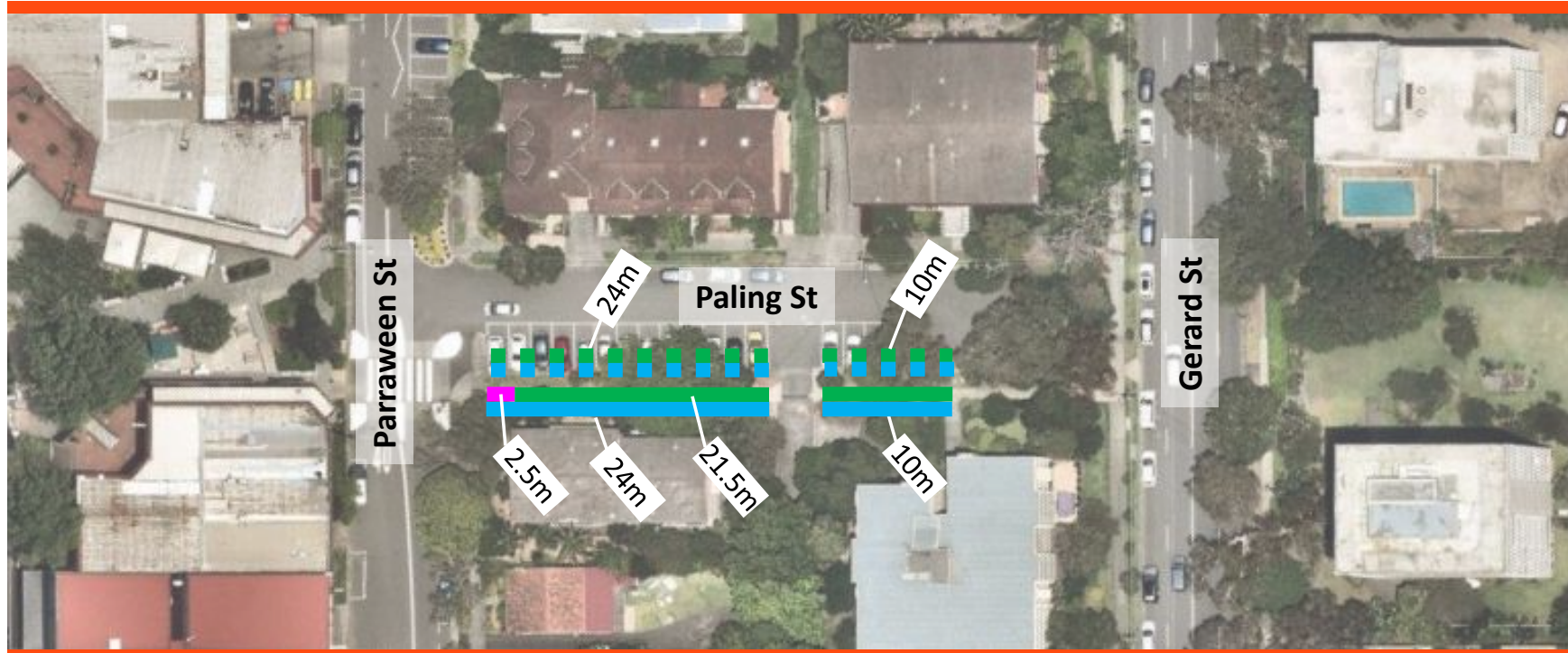
Proposed

- ■ ■ ■ "1P 8:30am-10am & 3:30-10pm Mon-Fri, 8:30am-12:30pm Sat. Permitted Holders Excepted Area 13"
- ■ ■ ■ "1P 10am-2:30pm & 3:30-10pm Mon-Fri, 8:30am-12:30pm Sat. Permitted Holders Excepted Area 13"
- ■ ■ ■ "P10 mins"
- ■ ■ ■ "P10 mins 8:30am-10am & 2:30-3:30pm Mon-Fri"
- ■ ■ ■ Disabled Parking
- ■ ■ ■ "Authorised Car Share Vehicles Excepted"



Proposal

(ID016) Paling Street, Cremorne– Proposed Dedicated Car Share Bay



Existing

- ■ ■ ■ "2P 8:30am-6pm Mon-Fri"
- ■ ■ ■ "90-degree Angle Parking Front Or Rear In, Vehicles Under 6 Metres Only"

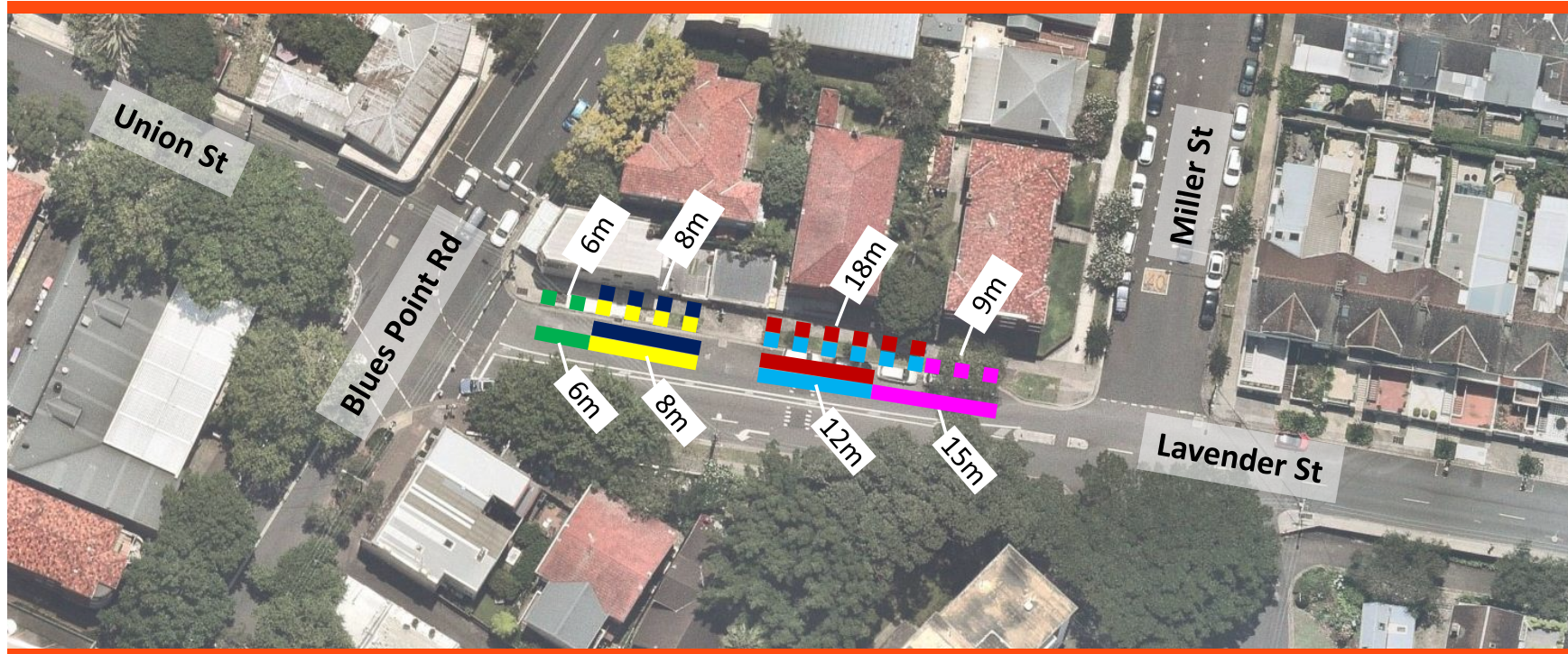
Proposed

- "2P 8:30am-6pm Mon-Fri"
- "90-degree Angle Parking Front Or Rear In, Vehicles Under 6 Metres Only"
- "Authorised Car Share Vehicles Excepted"



Proposal

(ID014) Lavender Street, North Sydney– Proposed Dedicated Car Share Bay



Existing

- ■ ■ ■ "No Parking 7am-8pm Mon-Fri"
- ■ ■ ■ "Loading Zone 8:30am-6pm Mon-Fri"
- ■ ■ ■ "2P 8:30am-6pm Sat-Sun, Permit Holders Excepted Area 6"
- ■ ■ ■ "2P 6pm-Mid Night Mon-Sun, Permit Holders Excepted Area 6"
- ■ ■ ■ "1P 8:30am-6pm Mon-Sun, Permit Holders Excepted Area 6"
- ■ ■ ■ "Authorised Car Share Vehicles Excepted"

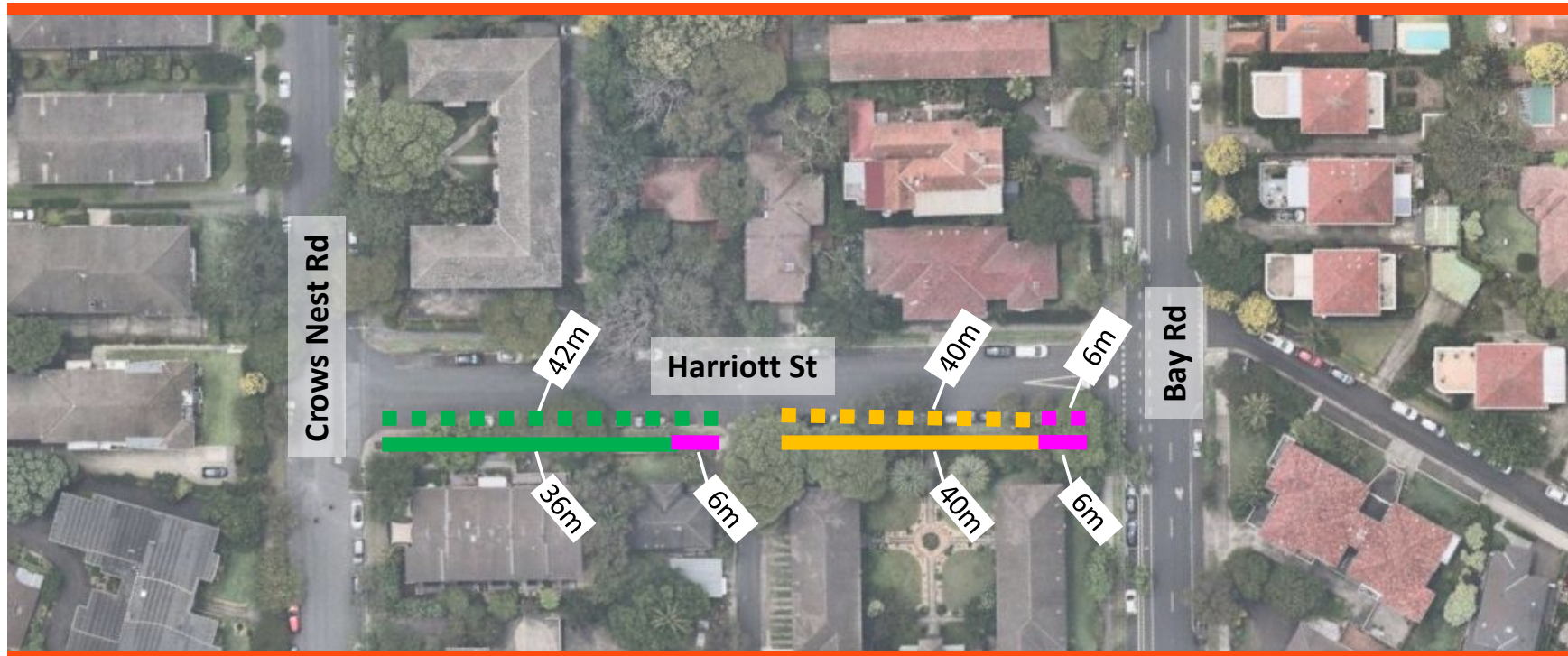
Proposed

- ■ ■ ■ "No Parking 7am-8pm Mon-Fri"
- ■ ■ ■ "Loading Zone 8:30am-6pm Mon-Fri"
- ■ ■ ■ "2P 8:30am-6pm Sat-Sun, Permit Holders Excepted Area 6"
- ■ ■ ■ "2P 6pm-Mid Night Mon-Sun, Permit Holders Excepted Area 6"
- ■ ■ ■ "1P 8:30am-6pm Mon-Sun, Permit Holders Excepted Area 6"
- ■ ■ ■ "Authorised Car Share Vehicles Excepted"



Proposal

(ID013) Harriott Street, Waverton– Proposed Dedicated Car Share Bay



Existing

- ■ ■ ■ "2P 8:30am-6pm Mon-Fri, Permit Holders Excepted Area 10"
- ■ ■ ■ No restrictions
- ■ ■ ■ Authorised Car Share Vehicles Excepted"

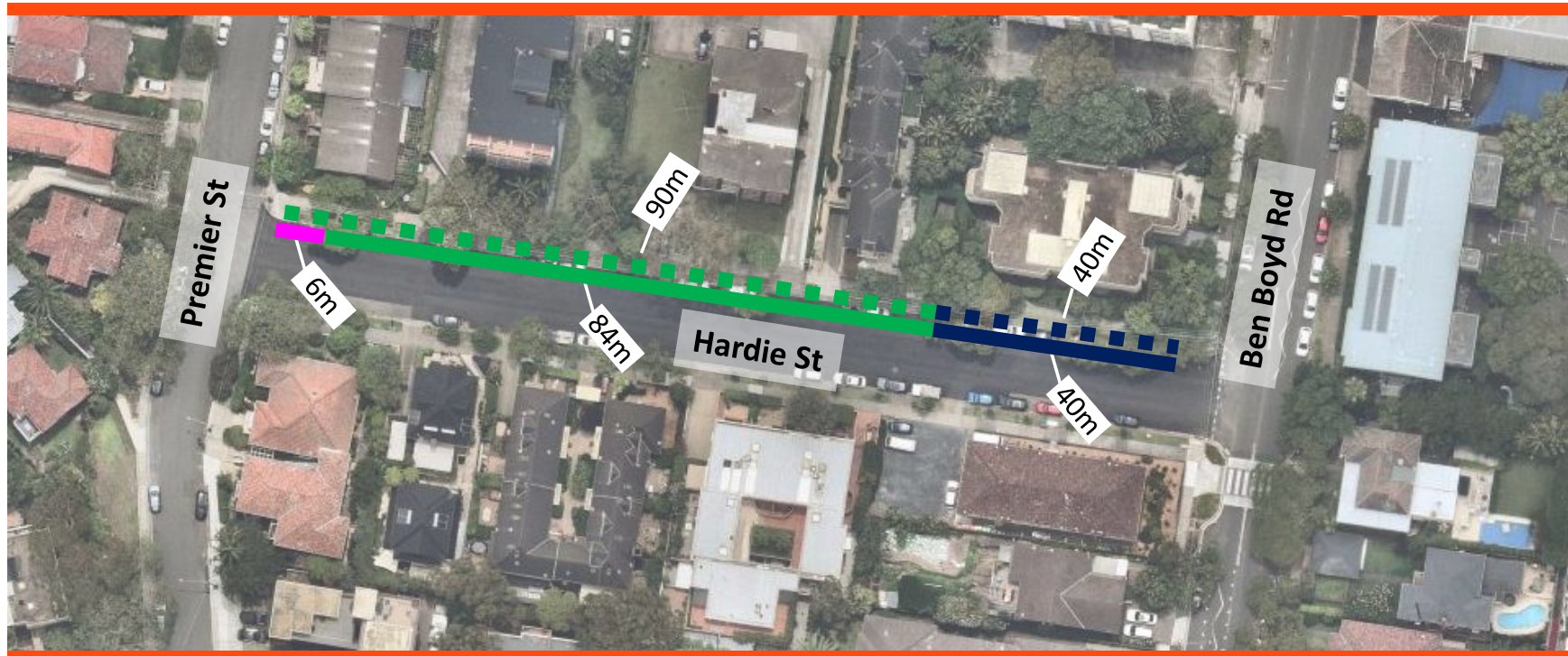
Proposed

- ■ ■ ■ "2P 8:30am-6pm Mon-Fri, Permit Holders Excepted Area 10"
- ■ ■ ■ No restrictions
- ■ ■ ■ Authorised Car Share Vehicles Excepted"



Proposal

(ID012) Hardie Street, Neutral Bay– Proposed Dedicated Car Share Bay



Existing

- ■ ■ ■ "2P 8:30am-6pm Mon-Fri, Permit Holders Excepted Area 29"
- ■ ■ ■ No restrictions

Proposed

- "2P 8:30am-6pm Mon-Fri, Permit Holders Excepted Area 29"
- No restrictions
- "Authorised Car Share Vehicles Excepted"

Attachment C: Submissions

Car Share ID	Name	Submission	Sentiment Support /Oppose / Neutral (1 /0 /N)
ID039 Nicholson Street	Name withheld	The proposed share park space is located outside the property own & occupy. I am 100% against this space being allocated to a share car space. The reason is that none of the semis in the row behind this car space have off street parking. We all pay for resident parking & having one less space will have a huge impact. This is THE premium space that the residents of these semis use for unloading shopping, kids & overnight parking as it is right next to the steps as our properties are not at road level. The footpath is a short set of steps down & this space is the closest to those steps. This end of Nicholson St is already in high demand but not for reasons that a share car space will alleviate. There is a very large Fitness First gym with extended open hours till 10pm 7 days/week on the other side of the walk through cul-de-sac & as a result gym patrons park in this end of Nicholson street very regularly but for short stays as they can walk through the reserve (couple of metres wide) into Oxley St & the gym. This gym also has a pool with learn to swim for kids (and adults) and this vital service is used by parents with kids and their own cars. They need to park close by to the gym on a short term basis. These parents with kids & swim gear are not the target market for shared car use. It would better serve the desired outcomes of the shared space to move the space to Hume St or further away from the gym & residents with no off street parking to an alternate nearby location. I would propose the share space be allocated on Hume St between Nicholson St & Pacific Hwy. There is less impact for residents as there are no private house frontages & the units have off street parking. The parking in this area is designated as 2 hour ie less in demand whereas Nicholson St in the proposed car share space is 1 hour parking. The desired outcomes of the car share space can be achieved with lesser impact to your rate paying residents by moving the space to Hume St. It feels like I just paid close to \$100 to park on the street close to the front of my property (when available) only to have one of the very few car spaces available now proposing to be on-sold by the council. In summary this is not the right place for the share space - the same outcome can be achieved with lower impact by relocating to Hume St. Proximity to the new metro & Crows Nest shops will be ideal in Hume St & it is closer to Woolworths supermarket & avoids the uphill walk to the shops.	0
ID039 Nicholson Street	Anthony	I am not against car share - great idea but please move the proposed space to further up Nicholson or on Hume St near the highway. The impact on local residents is too high in the proposed location. In the cul-de-sac in Nicholson St the units & townhouses have off street parking but the all the houses addresses 4 Nicholson St through to 24 Nicholson St have NO parking. These properties are below road level so unable to add driveways. Please do not take away one of the very few available car spaces used by local residents. The gym users also use this space but it is managed by the 1 hour parking limit so there is a reasonable shared use between gym & residents. There are better locations for the share space nearby such as corner of Nicholson & Hume St. Located opposite 27 Hume St would be ideal. It would be better for the car share user as well as it avoids the uphill back to Crows Nest shops & metro (next year). Please consider your residents & relocate nearby to lower impact.	0

ID039 Nicholson Street	Calan	Great idea. Make it two spaces either end of Nicholson sst	1
ID039 Nicholson Street	Nicholas	<p>I am writing in support of the new car share car parking spot proposed for our neighborhood. As a resident of this community, I believe that this new addition will bring many benefits to our area.</p> <p>Car sharing is an increasingly popular alternative to car ownership, and for good reason. It can reduce the number of cars on the road, which in turn can decrease traffic congestion and improve air quality. Additionally, car sharing can be a more affordable and convenient option for individuals who may not want to own a car or only need a vehicle occasionally.</p> <p>The proposed location for the new car share car parking spot is ideal. It is in a central location that is easily accessible for residents and visitors alike. Additionally, the lack of available parking in our neighborhood has been a concern for many years. By adding a car share car parking spot, we can help to alleviate some of the parking issues in our area.</p> <p>I understand that some may have concerns about the impact of a new car share car parking spot on our community. However, I believe that the benefits far outweigh any potential drawbacks. By reducing the number of cars on the road, we can create a safer, more sustainable, and more livable community.</p> <p>I urge the council to approve the application for the new car share car parking spot. Thank you for considering my feedback.</p>	1
ID039 Nicholson Street	Mark	The row of semi-detached housing at this end of Nicholson St do not have off street parking. Parking is already limited; this will add to the problem. A better option would be to consider a site in Hume St (between Nicholson St and Pacific Hwy) or in Oxley St.	0
ID039 Nicholson Street	Joseph	Ive been a local resident for over 10 years, and during this time, access to GoGet has been a lifesaver. Having just a single small vehicle, I often call upon GoGet's larger vehicles and vans to do things like moving furniture, purchasing larger items, etc. I believe broader GoGet Access would alleviate some of the pains of medium to higher density living we have in the area.	1
ID039 Nicholson Street	Ryan	I support this initiative to include more bays for car share in the area. I do not own a car and do frequent using these services when I need them. This will help keep me car free and give me options when I need a vehicle such as a van for moving, SUV for longer trips and smaller cars for short trips.	1
ID039 Nicholson Street	Kate	<p>I am writing to oppose the application for a car share parking space on Nicholson Street, near Lamont Street for the following reasons –</p> <p>There is already a car share parking space one block away on the corner of Nicholson Street and Hume Street. From my observation, this is very rarely used as the car always seems to be parked there.</p> <p>Parking for residents around Nicholson and Lamont Streets and their visitors is already extremely limited due to the close proximity to the restaurants, cafes and shops in Crows Nest. I often see staff from the restaurants and shops parking in these streets and returning to their cars several times a day to check whether they have been booked. They obviously aren't booked very often as they keep parking in the area.</p> <p>My visitors often cannot find parking within a couple of blocks of my apartment on the corner of Nicholson and Lamont Streets, which is extremely frustrating.</p>	0

<p>ID039 Nicholson Street</p>	<p>Alida</p>	<p>I'm writing to express my concern regarding the letter sent to residents about the proposed Car Share Parking at the bottom of Nicholson Street Wollstonecraft. This letter is extremely misleading as the North Sydney council has failed to disclose the fact that there is ALREADY a Car Share Parking space less than 50 metres from the proposed space. This is highly unethical and not the type of behaviour I would have expected from such a council. This is a very dangerous precedent to approve another Car Share Parking in such close proximity to each other. There are other places to ensure fair distribution of these precious car spot in other surrounding street. Perhaps the council should consider converting one of the metered spots on Oxley Street???</p> <p>I am a resident of Nicholson street for close to 20 years and am a rate payer and have paid for parking permits for all that time. We already experience parking issues due to Fitness First clients, workers from the metro building sites and the other business close by. On a day to day basis we find it difficult to find parking spaces that we have paid for and already have lost one to Car Sharing some years ago and the council is considering another revenue generating initiative within the SAME STREET! The other ridiculous aspect of this proposal is that on one hand the council is singing the praises of Car Share and its benefits which encourages the use of motor vehicles and this new Car Share proposal is also less tha 50 metres from the Metro station which is trying to encourage people to NOT EVEN USE CARS!! How ironic that the council would even propose this! I intend to call to discuss.</p> <p>I also note that is sign was put up at the proposed car share spot which once again FAILS to indicate there is already a car share spot just up the road. Totally ridiculous and misleading.</p>	<p>0</p>
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<p>ID039 Nicholson Street</p>	<p>Name withheld</p>	<p>Nicholson Street Car Share Application (ID039) Rejection. Hello, my name is (name withheld) and I wish to submit my rejection of Nicholson Street Car Share Application (ID039). The reasons for my rejection are as follows, and I wish for my details to remain private and not be disclosed to the applicant of the application. Nor any other. I have lived in the vicinity Of the proposed application for eleven years. I regularly sit in Nicholson Street many times a day watching the passing by of people and traffic. And have done since moving back to Crows Nest in 2011. I have also studied and worked in the Security and Private Investigations fields. So I am very confident of my words in this submission to council. Nicholson Street is used by people as an alternative to parking in any of the local car parks, or on any of the other streets close to the shops. I see people park here every day and have done for years. Then take their shopping bags out and head of to the shops. They do this because there is already limited parking and assumingly don't wish to cross Pacific Highway and get stuck having to drive around the blocks to get back on Shirley Road to go home. Or to park in one of the carparks. They just park here and go do their shopping or visit one of the restaurants or coffee shops. The vehicles regularly stay longer than the time for parking that is allowed. This happens all day, every day. Rain, hail, or shine. The allotted parking time in Nicholson Street is one hour. Yet they regularly never return within this time. This is including those people that work in the area and use the street as somewhere to park whilst they go to work. It is also including the mother's who drop off and pick up their children from Shirley Road Preschool. Many of whom stay there longer than an hour and feel privileged to park there because they are going to child care. They drop off or pick up their children then go to the shops and don't return for hours. There are paid parking spots in front of the Housing Commission units on Nicholson Street that are vacant nearly all day, every day. And it's been like that for years. Spaces that are desperately needed by residents and are left vacant because people don't want to pay for parking. And if you put in the car share spot, then there's another parking space gone for residents. Spaces we desperately need. Personally, I've been recently diagnosed with Multiple Sclerosis and have some mobility issues. In my building there are also elderly residents who need care givers. Then you have those residents of the Housing Commission units that need care givers. And also the patients of the Chiropractor and Dentist. There are far better positions to place a car share spot. Like in a Council owned carpark where the vehicle can be safely located and more fees charged. Or on Willoughby Road or Alexander Street where access is more amenable to car share. I reject the application of the Nicholson Street Car Share Application (ID039) on the above grounds.</p>	<p>0</p>
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ID038 Albany Street	Clement	<p>As a local business owner I oppose this proposed location for car share company to occupy this space.</p> <p>Reason 1: Heavy traffic flow around this location, people who use car share may take a lot longer standing at a busy street getting into or lock up the car for admin purpose also driving in and out parking because they are not familiar with the car and cause disruption of traffic flow.</p> <p>Reason 2: It is opposite the Pharmacy where patient have been complaining that they can't get parking for a quick stop to pick up their urgent medication. eg. COVID antiviral. Parking limit should be at P15.</p> <p>Reason 3: It is outside ATM & Comm bank. Security bank truck need parking to stop to pick up & drop off cash etc... Bank customer may need to park quickly to get cash or deposit money via ATM.</p> <p>Reason 4: It is nearby driveway, opposite is Zig Zag Lane where cars can be waiting to turn thus lots of cars turning and pedestrian crossing again people who use car share may not familiar with the car and may cause some safety issues.</p> <p>Reason 5: There are a lot more parking space further down in the back street area where there are less traffic and pedestrian around will be a lot safer, where they can take their time.</p> <p>Reason 6: Not need train station where the car share customer can connect with public transport.</p>	0
ID038 Albany Street		The area is struggled with parking already, don't want it to get worse	0
ID038 Albany Street	Beatriz	We are a family and use car share. This spot will greatly benefit us considering how popular is the one already located there. We have a baby and prefer to use car randomly	1
ID038 Albany Street	Brigitte	I am in favour of the submission	1
ID038 Albany Street	Henryk	Payments by car share companies for these spaces should reduce the cost of parking permits	N/A
ID038 Albany Street	Name withheld	I do not approve of the proposed car share parking. Parking in crows nest is already limited and with all the additional construction going on will only get worse. Parking should be reserved for residents with cars and their guests. Adding an additional car share parking will only place more strain on locals.	0
ID038 Albany Street	Name withheld	<p>Car share is a wonderful option for households to avoid owning a second car and the hassle of finding off street parking. I have lived in Ernest at and Aitchison st and now Albany st and been a regular user of Go Get. I can confirm there are less car share spaces on the eastern side of Willoughby Rd.</p> <p>I therefore strongly support the application for a car share space on Albany street. There should be more. Crows best will soon have two train stations along with the many bus options giving residents multiple public transport options.</p>	1
ID038 Albany Street	Tanya	<p>I'm writing in regards to the ride share proposal for Albany St.</p> <p>The ride share is placed in a very popular car spot for child care drop off and the bank.</p> <p>It would be great if it was a little further down the road, past the truck entry to Coles.</p>	1
ID036 Water Road	James	Removes parking flexibility options for residents on waters road. This takes away limited spaces remaining for residents for spots that do not have restrictions limiting their use on waters road. For example, there are large number of spots restricted to 5 minute parking school days or for reserved for emergency vehicles. This would remove limited spaces remaining.	0

ID036 Water Road	Jean	I object. I use this spot regularly when bringing my father over as it he has limited mobility and is the closet space to my home. There are very few spots available on waters road and this would prevent this space being used for non share car user.	0
ID036 Water Road	Yee	I am against this proposal. This proposal further restricts parking options for residents on waters road. I often prefer to use this spot as many other spots have additional restrictions which are not suitable for me.	0
ID036 Water Road	Elaine	I do not approve. Add additional restrictions to parking on waters road.	0
ID036 Water Road	Richard	This should not be approved as it it takes away parking options for waters road. Share cars are not suitable for all people and this takes way a spot that could otherwise be available to residents.	0
ID036 Water Road	Peter	I object	0
ID036 Water Road	Andy	We are long standing residents of Waters Rd. While we understand that Car sharing has some benefits, taking space that is already limited from residents is wrong. There is already a Car sharing space in the Woolworths car park next to Tebroc Hairdressers. It would make more sense to simply add another spot next to this one which is more central to the main road etc.	0
ID036 Water Road	Name withheld	I disagree with the application of a car share parking. The location is a residential area and the parking spots are already quite limited on this road. It will be difficult for visitors or residents to find a parking spot when needed.	0
ID036 Water Road	David	I do not agree with taking away one free car space for the local residents, local businesses and families collecting their children from the school opposite in favour of a car share company who will be making money out of this venture. Removing a space will also cause further traffic congestion by driver's who are forced to "traffic cruise" to find an alternate parking space in this already congested area. There is a car share space only 100m away from this location in Waters Lane just off Waters Road near Woolworths.	0
ID036 Water Road	Helen	I do not support the addition of a car share space on Waters Road. I use this service occasionally and there are plenty of local options in the area on less busy roads. Waters Road is very busy, especially around school drop off and pick up times. I have a garage and drop curb onto Waters Road and my access is often blocked for short periods of time because of the lack of parking spaces available on Waters Road, exasperated by the local construction currently ongoing. This will only get worse with the proposed car share space, therefore I object on the basis that this will be a detrimental change for local residents and traffic management.	0
ID036 Water Road	Alison	We live at (Address withheld) and would like to give our full support to a new car share parking space in this location. As regular users of the Go Get car share scheme we would be very keen to see a space close by and so convenient. There are numerous parking spaces on this road so I do not believe the loss of one will be detrimental to private car users. The road is busy with parking at school drop off and pick up times but I would hope this is NOT taken into consideration at the expense of local residents who use car sharing and therefore provide benefits to all road users.	1
ID036 Water Road	Janet	Fantastic- need more	1

IDO36 Water Road	Ken	Support	1
IDO36 Water Road	Emanda	I would love to have a spot reserved for car share - it will make owning a vehicle less necessary and there are a lot of people in the immediate vicinity that would benefit and it is close to public transport options also.	1
IDO36 Water Road	Justina	Great idea, we should have more of these car share facilities in our community	1
IDO36 Water Road	John	Dear sir, Further to your email dated 20/4/2023 requesting feedback on the above parking proposal, I can confirm that my wife and I strongly support the proposal, given demand for on-road parking will likely increase significantly into the foreseeable future. We would however, appreciate feedback on just how the share ride system will operate if approved. Acknowledgement of receipt of our email would be appreciated.	1

<p>ID036 Water Road</p>	<p>Nadine</p>	<p>I am writing to express my strongest objection to the proposed removal of street parking from Waters Road Neutral Bay for "car share" to enrich the car share companies at the expense of ratepayers. Street parking is not an asset for the Council to dispose of at its whim to vested interests, to satisfy the neuroses of anti-car activists and fanatics within and outside the Council, ignoring the requirements of the thousands of us who actually pay the rates. Street parking is part of the collective assets of the community. There is already a care share spot in Grosvenor Lane, for which no-one was consulted and which delivers no net benefit to the community. To the Council's statements in the flyer: 1. "Council is committed to balancing car share parking with the parking needs of the community". "Balancing"? Why? The community has never requested nor approved this policy approach. The community wants only to be able to park their cars and those of visitors with ease. The only people who seek car share facilitation are the car share companies, which are very obviously duchessing council employees to force through this ugly, unwanted policy against the will of ratepayers. 2. There are no "Benefits to the community" of reducing car ownership, unless the community overwhelmingly supports that premise. The community does not, nor does the Council have any evidence to the contrary. Simply because a tiny number of Green-Left activists and car share entrepreneurs have been in your ear about such issues, does not reflect the values of the whole community. 3. People "who don't own or can't own their own car", have multiple options with easy and plentiful Taxi and Uber access, and the busiest bus route system in Sydney. 4. How dare the Council propose this with only one argument "The benefits of care share" without also addressing the disadvantages of car share. As a Council you are meant to represent all points of view, and we as ratepayers deeply resent being coerced and gaslighted by the Council, whose wages and expenses we pay from our own pockets. I speak for many of my neighbours in the building in which I live, who are appalled to see this creeping, undesired intrusion upon our local amenity. For such an ugly, unwanted proposal to land in our letterboxes makes it very obvious where this initiative has originated, from car share companies. If this proposal proceeds, we will be writing to the ICAC to request immediate investigation into the personal finances of those involved in this appalling infringement upon ratepayers' rights. That would uncover what inducements could have been made to get such a wretched, inappropriate proposal onto the official agenda. It must be rejected. If it isn't, those responsible can anticipate their coming years dealing with an investigation process.</p>	<p>0</p>
<p>ID036 Water Road</p>	<p>Dick</p>	<p>I fully support the proposal to provide a car share parking space at the corner of Waters Rd outside #32. If the proposal is accepted I'd be tempted to make use of the share car when next my own car rego & insurance comes around.</p>	<p>1</p>

ID035 Edward Street	Rebecca	The location of this current carspace allows visitors to residents, the surrounding schools, university and Mary MacKillop chapel 2 hours of free parking during the week. By making this a car share space you are denying a large group of people access to parking for a small minority who choose to use car share. I note that the Council isn't giving up one of the metered parking spaces and see this as an exercise in revenue raising. You need to be transparent as to the revenue raised from these schemes and the usage rates of car share in North Sydney. From our household the vote is a resounding No	0
ID035 Edward Street	Sara	We are support the new car share space on Edward Street. We are frequent users of a car sharing scheme and would welcome an additional option in the area because cars are often unavailable (booked out). The reason we do not have a car is because we have access to car sharing and public transport options. These schemes are great - they reduce costs, traffic (if you have a car you tend to use it more) and parking congestion and are more environmentally friendly compared to every household having a car.	1
ID035 Edward Street	Joerg	We are immediate neighbours of the proposed pod and already use a car sharing scheme. Nearby cars are often booked at popular times more options would be very welcome. We don't currently own a car but are considering buying one - an additional car share option may prevent us from having to do so. So strong support from us.	1
ID035 Edward Street	Troy	Support the addition of a share parking spot here.	1

<p>ID035 Edward Street</p>	<p>Steve</p>	<p>I am the owner/occupier of (address withheld) and have the following concerns in regard to allocating one of the current car spaces outside of our home to a scheme member. They are as follows:</p> <p>1) The shortage of car parking spaces in the vicinity of our home will only increase by allocating one of the current car spaces to a scheme member. Our household currently has 2 cars (required for our work). However, I often find it challenging to gain a car parking spot in the vicinity of our home due to the adjacent school and tradespeople utilising the car spaces. The adjacent school (Shore) uses both Edward and Lord St as a thoroughfare and parking zone for daily pick up and drop offs for their children. There are also frequent after hours school events, meetings and sports on weekends where the residents of Lord St in particular, find it difficult to find a parking spot for their own vehicle for which they pay the full annual parking fee. This sentiment is shared by our neighbours. As a household, the car share is not an option, and of no benefit to us. Hence, this does not reduce the pressure on parking for the residents of our household as proposed in your letter. I believe this will not reduce traffic congestion caused by drivers cruising to find a park. In fact, this will only perpetuate the problem in an already congested area, as we lose a parking space to a Car Share scheme member.</p> <p>Perhaps a solution may be to move the proposed Car Share Parking spot elsewhere. may we suggest Mount St outside of the school, or further up on Edward St outside the Catholic university, where the residents and owners of property in North Sydney will not feel that it is directly impacting their ability to park close to their own property (should they not have a car space of their own). Perhaps there should be a survey to find which community members are likely to sign up to the Car Share option, and place the car where it will provide the greatest benefit to the residents who will actually utilise the service.</p> <p>2) Reduction of a free timed car space, penalises our visitors from using this space when parking permits are not available. As busy full time working professional parents with long working hours, we require full time care for our children. Given we are only allocated a limited amount of parking permits a year, our carers or visiting family must incur the additional cost of parking when the permits run out if there is not free space. This is a large expense when full time care is required. We believe that allocating one of the free car spaces to a scheme member, will only place our household and visitors at a greater disadvantage.</p> <p>3) Car Share schemes for petrol cars, does not seem like a sustainable idea for parking. A suggestion would be to promote electric vehicle charging stations for electrically powered cars that may offer the option of car share.</p>	<p>0</p>
<p>ID035 Edward Street</p>	<p>Andy</p>	<p>I have no objection to the proposed car share parking space on Edward Street. However this is not the major traffic problem on Edward and Mount Streets. The stream of anxious parents dropping off and collecting their children from the Shore Junior school in Edward Street causes frequent traffic jams on both Edward and Mount. It would be difficult for emergency vehicles to gain access to this area at these times. There are often 2 or 3 or even 4 coaches parked on Mount Street dropping off or collecting students from Shore Senior School. They stand for long periods with their engines running which causes both air and noise pollution - not to mention the contribution to global warming. Appeals to the council and the NSW government have achieved nothing to date. Please address this issue urgently.</p>	<p>N/A</p>

IDO28 High View Avenue	Amelia	I oppose as there are a very large amount of apartments in Highview Ave and surrounding streets making parking difficult to come by at all hours. There are also a large number of commuters who park to catch buses who take up parking spaces during the working day. When there are events at Neutral Bay Public School, it is impossible to find a parking space. The taking away of a parking spot would be highly detrimental to all residents of Highview Ave and their visitors. Please consider placing a car share on Premier Street and/or Montpellier Street instead as there are many less apartments and much more housing, as I can appreciate and support the environmental advantages of car share.	0
IDO28 High View Avenue	Name withheld	NO to car share in Highview avenue as residents are already struggling to park without taking another car spot away to be used by randomly under a car share scheme	0
IDO28 High View Avenue	Claudia	Please choose a different location for car sharing. HighView Ave doesn't have enough parking for its residents. That location is crucial for disabled residents and families with young kids who need to go up and down the stairs as the majority of buildings don't have an elevator and street parking is safer. Suggest other locations such as Ben Boyd road, Lindsay street, Premier street.	0
IDO28 High View Avenue	Derek	Agree car share is a good thing as long as it takes a restricted car space not an open one.	1
IDO28 High View Avenue	Lia	While I appreciate what Council is trying to do, I find it hard to understand that Council is reducing the amount of car spaces required in new buildings and then having the cars park on the streets! New units need to have adequate parking - yes people still have cars. I visit friends in the Highview Street area, and finding parking is already difficult. Please give car owners a fair go - treat all car owners the same and let us all find suitable parking - NO FAVOURITISM!!!	0
IDO28 High View Avenue	Lynette	Submission 1. Profusely object there is little space for residents in the street and as a council rates power I do not want any more traffic here. Submission 2. I don't support this application. Residents and visitors need parking on HighView avenue. We have many disabled people who desperately need parking on this street that is densely populated. A car sharing dedicated spot will make parking much more inconvenient. Please do not approve this request. Thank you	0
IDO28 High View Avenue	Name withheld	I oppose the proposal for Car Share parking on Highview Avenue Neutral Bay. Local residents already experience parking stress due to more people moving into the area without off street parking available. To take away even one car space for the exclusive use of a Car Share company would be highly unfair to the local residents and their visitors. Everyone is entitled to on street parking without restrictions. In addition, a new residential building will be constructed near by, introducing more residents and visitors into this area. DA 86/22. Therefore every single on street car space on Highview Ave is needed.	0

IDO28 High View Avenue	Jane	Regarding Highview Avenue, Neutral Bay car share application. I DO NOT SUPPORT the proposed car share application. There is not enough permanent parking now. Two residences (12 and 24 Premier St) have applied to Council to erect off street parking and Council has repeatedly refused which is just ridiculous. People drive from other areas in park in Premier St and surrounding streets to access the ferry and go to work in North Sydney. There has been constant construction in Premier St since around 2016 and there is more planned and approved for Premier St and Ben Boyd Road. Tradies park in the allotted 2hr spaces and don't move their vehicles.	0
IDO28 High View Avenue	James	I do not think our area needs another space allocated to car share parking. There are already 2 spaces allocated in Ben Boyd Rd. about 120 metres from your proposed site in Highview Ave. The area is heavily parked out each day by owners, tenants and general public and we do not want a reduction of available parking.	0
IDO28 High View Avenue	Judie	Not endorsing this as HighView Avenue is a very small street and densely populated. There's no enough car spaces on the street for residents and visitors and a shared car space will make it even more difficult. Many Buildings on HighView Ave don't have elevator and street parking is essential to carry goods in and out. Car sharing should be allocated in major streets nearby, including Lindsay street or Ben Boyd road.	0
IDO28 High View Avenue	Alex	Please don't go ahead with the approval of this application. The proposed car sharing spot is just in front of 2 small building block with no elevator. Residents with kids or with impairments need that spot for safety and security when accessing the premises. That spot is also used from lots of trades who service the buildings on HighView ave. Main streets such as ben Boyd road would be more appropriate for car sharing.	0
IDO28 High View Avenue	Lisa	I support the proposed car share parking space in Highview Avenue Neutral Bay.	1
IDO28 High View Avenue	Lynne	I have a great deal of concern about this site being considered by council. Highview already takes overflow traffic from parents to: neutral bay public school which is crazy before and after school , also after recent excessive development in Premier st , we have ever growing overflow from residents , trades and bistro that street , coming into Highview . Please see reason this location is ridiculous	0
IDO28 High View Avenue	Rose	I don't agree with car sharing there. We visit often our relatives with disabilities and there's no enough parking already. Please pick another spot on other streets nearby.	0
IDO28 High View Avenue	Michael	There is an apparent high ownership of vehicles in the street and consequently removing ONE car spot will add to the difficulty in parking.	0
IDO28 High View Avenue	Mahesh	The car share place is right in front of our apartment and impinges on our rights to the use the apartment for our needs. It is the logical place for our visitors and tradesmen to park. To use it as a restricted parking place is inappropriate. This will also impact on the value of the apartment and its saleability. A more appropriate space near the apartment will be more logical than this spot.	0

IDO28 High View Avenue	Anthony	I don't endorse this. HighView Ave is not the right street for car sharing which would be best placed on bigger streets	0
IDO28 High View Avenue	Paul	I don't want the car share parking space as this streets has already limited parking. Perhaps a car share parking space on Ben Boyd road should be considered	0
IDO28 High View Avenue	Roxana	I don't think that HighView ave is suitable for car sharing. Please don't proceed with approval	0
IDO28 High View Avenue	Sebastian	I do not agree with the proposal to add a car share space on high view ave. Parking is scarce for residents in this area at the best of times and current amount of parking space should be maintained. Furthermore, there is already a car share space about 110m away from the proposed location on Ben Boyd Rd near Lindsay st.	0
IDO28 High View Avenue	shalhevet	No. The street is busy with residents and every parking spot is significant .	0
IDO28 High View Avenue	Steve	The current parking in highview ave is extremely limited and we take all the excess from premier st developments. All the mums parking in the street to pick up there children from neutral bay public school. Better location would on Ben Boyd Rd itself Even the cnr of Ben Boyd and highview, Ben Boyd and undercliff, Raymond rd would be a better location as well. Highview in that suggested spot doesn't make sense at all	0
IDO28 High View Avenue	Steve	High View Avenue has limited parking spots for visitors and residents. Suggest Ben Boyd Road as a more suitable street which could result being more convenient for the residents of the area.	0
IDO28 High View Avenue	Troy	I oppose as there are all ready too many apartment blocks without enough off-street parking, causing an excess of parked cars throughout the day and especially of an evening. There are also a number of cars parked in the area for commuters catching public transport to work	0
IDO28 High View Avenue	Dougal	I would like to make a suggestion that a car space be kept available for emergency vehicles.	N/A
IDO28 High View Avenue	Yaron	Would like to oppose the car sharing spot in highview ave There are very few available slots as is, and we constantly have guests coming over circling around for 10 min looking for q spot.	0
IDO28 High View Avenue	Frances	In reference to your letter of 20 April regarding a parking space for a Car Share company in Fairview Ave, corner of Lindsay Street, I would like to suggest that the reserved space might be moved further along Fairview Ave to the far / southern side of the driveways used by residents of 3 Lindsay Street. Your proposed space is at the pedestrian access of 3 Lindsay Street and as such is used by our visitors, delivery persons, and occasionally, ambulance and community nurses. The suggested space would not cause the inconvenience of losing the use of the space at our pedestrian access.	N/A

IDO26 Phillips Street	Name withheld	I currently utilise the car share located on the corner of Phillips Street and Ben Boyd Road provided by GoGet. Based on the picture, it appears that this is the location of the application for the car share. It is unclear if this is an application to simply change the service provider of the car share company (GoGet) or if it is an application for an additional car share service directly opposite the current car share. If it is a change of provider, I oppose any change in care share provider as there are membership fees paid upfront and then monthly to the current GoGet provider, and any change may cause more cost to residents currently utilising the GoGet ride share service in this location. If it is an additional ride share for this location, I strongly object as the current car share is underutilised and an additional car share allocation will take up premium parking required for residents and deliveries made in the area.	0
IDO26 Phillips Street	Beatriz	I use the car share already parked there and is popular, which hardens its use. Car share here will benefit us significantly as a family of 3	1
IDO26 Phillips Street	Bob	There is already a car share spot there. Why does there need to be 2nd spot on the same st? Recently council got rid of 1 spot already on Phillips st to allow buses to turn. Council have been unable to stop boats parking on Phillips st for months at a time further limiting parking. Due to building works on spurson st 2 spots are now unavailable Please choose a different location.	0
IDO26 Phillips Street	Name withheld	At present, there is not adequate parking available here for the residents - it is very common to see cars parked in each and every slot of public parking available. In addition, the pressure of the nearby construction projects has only exacerbated this issue, with spaces either blocked off for civil engineering vehicles, or occupied by the workers who are here on a daily basis from elsewhere in the city. In addition, there have been innumerable occasions where delivery/ car-share drivers have not only blocked entrances to premises by parking illegally, I have also had to suffer the ignominy of unknown person(s) damaging my legally parked vehicle under-cover on-premises (this has been recorded duly with the Police). Given that this issue is not being addressed from a residents' perspective (hire-cars can be parked anywhere without needing a special parking slot - it only requires a paper permit to be displayed!), reducing the already-low number of public parking slots does not make any sense.	0
IDO26 Phillips Street	Ella	I think the car sharing is a great idea. Would like more public EV charging available.	1

<p>IDO26 Phillips Street</p>	<p>Eugene</p>	<p>Should not go ahead. There already is a car share spot on Phillips st in the exact spot council is proposing. We have the least amount of off street parking as it is. I live between (address withheld) meaning I live in one of the houses without offsteet parking. We already struggle to get a park and often have to park on spruson. None of the three houses from Phillips lane to Ben Boyd have off street parking. Furthermore the council, for very little reason authorized a large development on spruson and Phillips (replacing 2 bedroom apartments with 3 but only circa 1 spots per apartment in the building) which will result in more parking issues and currently, while the development is happening, an entire work zone was given to the developer further impacting our parking for the next year or two (development still in its demolishing stage). If there is to be a car share spot in this area, put it on Ben Boyd or spruson, where everyone has off street parking or put it on the other side of Phillips (ie the other side of Ben Boyd) where everyone had off street parking. Don't put it on the street opposite tue three houses with no off street parking - two of which have young families with 2 children and one that had an elderly couple and their adult son who cares for them. The large apartment block on Phillips street only has one carpark per apartment and each apartment had 1 - 2 bedrooms meaning that it's perfectly feasible that each apartment has 1-4 adults, all of whom have cars and rely on the unlimited parking on Phillips and spruson street. Having a car share spot here will negatively impact these people. Having a car share spot in a limited parking spot like Ben Boyd, will not adversely impact these people. I further want to reiterate that this proposal seems somewhat ridiculous based on the fact that the picture points to almost the exact spot where there is already a car share spot. Did the council overlook this or is this proposal a proposal to renew that existing car share spot? If not, is the council seriously proposing to have 2 car share spots on Phillips st right next to each other. I Hope the council visit Phillips Street on a weekday evening to see just how parked out it already is. Please don't make it worse</p>	<p>0</p>
<p>IDO26 Phillips Street</p>	<p>Helen</p>	<p>Consideration should be given to the increasing limited availability of street parking on this short section of Phillips St. We bought Unit here in 1997 and at the time were unable to afford unit with garage. In the meantime we have paid not insignificant Council Rates. Current on street parking is limited by bus stop, Go Get car space, as well as a dedicated disabled park spot. Further limitations have been 2 hour parking and changes to parking on Spruson St. People have left abusive notes on our car if they perceive 'a pig park' - always due to subsequent movement of other cars. As an older woman I don't feel safe having to park further away at night. Getting grandchildren into and out of car seats further away is not ideal. I am not opposed to car sharing per se but really consider that Phillips St has enough limitations already.</p>	<p>0</p>
<p>IDO26 Phillips Street</p>	<p>Karen</p>	<p>I think this is a good idea as a lot of people in the area are renting and need a car for occasional use. If they purchase their own often they dont have access to offstreet parking and have to.park a distance from their home. It is already very crowded with people who live in the area and have two or three cars and have not considered where they are going to.put them as well as people who use their garages for storage and park their cars on the street</p>	<p>1</p>

ID026 Phillips Street	Matt	Given the parking situation on this section of Phillips Street is already very challenging and likely to get worse with a large townhouse development on Spurson St under construction, removing another on-street parking spot is the last thing we need. The owners/occupiers of (address withheld) rely heavily on easy and convenient access to on-street parking. There are currently approx 12 spots available on this section of the street and to take away another one for car sharing would be to the detriment of many residents. It would be preferable if other options were explored for the new car share space including along Ben Boyd Road.	0
ID026 Phillips Street	Sameera	There are endless number of car share parking spots already available in the area. The public transport is one of the best anywhere in Sydney. There is no need for any more car share parking spots around Phillips Street.	0
ID026 Phillips Street	Chris	<p>In response to the above car share application. I would like to draw your attention to the already limited parking for residents without a dedicated garage/car port/space within their own property boundaries much like ours at (address withheld).</p> <p>I notice in the letter it is mentioned this application is to reduce pressure on parking. At the moment the lower half of Ben Boyd road is the only section of road within at least a kilometer that has NO time restrictions on parking during the week. Time limits, consistent with the rest of the area, would do a lot more to ease the pressure on parking for local council residents than losing another space to a car share company.</p> <p>'Free' parking on the lower part of Ben Boyd Road has made it a destination for many people outside of the local council to park here all day, everyday.</p> <p>Every morning, people drive to this part of Ben Boyd Road, park their cars before work and either board the bus at the Philips Street/Ben Boyd Road junction as it's one of the final stops before the city, or walk down to the Neutral Bay ferry stop. We have even seen people park, unload suitcases, and jump into car ride services (ie Uber) and leave their cars for 1-2 weeks, presumably as they are away and it's a safe area.</p> <p>There is the additional issue of local residents who do have private parking spaces on their properties but park on Ben Boyd Road as they are either part of a multi car household, or have additional business vehicles (mainly trades) which they don't use all the time.</p> <p>All of these circumstances create the issue of limited parking for local residences.</p> <p>Having a restricted time limit for parking, much like the rest of the area, would EASILY solve the pressure of parking for local residents much more than an additional car-share space. In fact, as there are no parking restrictions, car-share company cars are freely able to park on this stretch of Ben Boyd Road lawfully anyway. As you can see from the attached image, this GO Get has been sitting on Ben Boyd Road for the last 2 weeks in a residential spot rather than a dedicated car share space.</p> <p>I understand much of this may all seem trivial, however as local homeowners, with one car and a young family comprising of a 2 year old toddler and a 10 week old baby with no garage/parking space on our property, we need to use street parking and, on occasion, my wife has needed to park a kilometer away with the children on board as there is no local street parking available. This is a consistent topic of conversation for many families on this lower stretch of Ben Boyd Road in a similar situation.</p>	0

ID026 Phillips Street	Christine	<p>Further to your letter dated 20 April 2023 I strongly object to the proposed car share space in Phillips Street.</p> <ol style="list-style-type: none"> 1. There is already one in Phillips Street. We don't need another one. 2. There is a very limited number of parking spaces which should be available for family friends and other people, including tradesmen. 3. The street is very narrow and does not need another permanently parked car. Also when the car is used no one else can use the spot. 4. Philips street is too small for car share. <p>I am sure you could find a better spot on Ben Boyd Road.</p>	0
ID026 Phillips Street	John	<p>As a unit owner without a parking space I am Strongly OPPOSED to an additional car space being provided to a car share provider in Phillips St. At the moment it is already extremely difficult to find parking in the street. There is a disabled parking space, a designated car share space and the removal of parking at the end of the street. Parking is already severely limited.</p> <p>In addition new units are being built which will further add stress on parking to an already difficult parking situation. You can be assured that if you try to find a park after 7 pm you will be in for a walk.</p> <p>Please don't approve this additional car space.</p>	0
ID026 Phillips Street	Christine	<p>Petition: PROPOSED CAR SHARE PARKING - Council Circular dated 20*'' April 2023 Petitioner: Christine (last name withheld) (mobile withheld)</p> <p>We the undersigned residents of Phillips and Spruson Streets. Neutral Bay submit the following petition voicing our objection to North Sydney Council's proposal to instal a second dedicated car share parking space in Phillips St. (as outlined in the council's circular dated 20*'' April 2023), for the following reasons:</p> <p>Since 2000, there has been a gradual removal of unrestricted parking in both Phillips and Spruson Streets and Phillips Lane and a reduction in parking spaces available to residents as follows;</p> <ul style="list-style-type: none"> • 2-hour parking restrictions introduced in Phillips and Spruson Sts., two 4-hours in Phillips Lane • a reduction in spaces available due to street signage installed by the RTA further from street corners than is the requirement.* • a dedicated 'disabled parking' spots allocated to each of Phillips St and Phillips Lane, (of necessity). • a dedicated 'Go Get' hire car spot allocated by council to Phillips St., (not necessary) • removal of at least seven parking spaces at the intersection of Spruson and Phillips Sts. to allow for busses turning in and out of these streets (263 bus route - of necessity). • a 'no parking' sign installed in Phillips Lane, 21 metres from the corner of Phillips St. (more than the required distance), which effectively removes yet another parking spot. <p>Phillips Street has five residences on the Northern side, 3 of which have no off-street parking. Occupants of these are either young families requiring nearby parking to load and unload young children, shopping, prams etc. or older residents who rely on outside services which require parking nearby.</p> <p>The residents of two three-story unit blocks on the Eastern side of Phillips St. and two unit blocks fronting Ben Boyd Rd. and backing onto Phillips Lane compete for parking spaces in the immediate area.</p>	0

		<p>Parking on Phillips and Spruson Sts. Is further impacted by the trucks and commercial traffic associated with the building of multi-storey apartments at the intersection of these streets. This construction is expected to take up to two years to complete.</p> <p>To be clear there is no issues with those in need having dedicated disabled parking or to making bus access to the streets easier. The objection is to what seems to be the random removal of street parking without consideration of what might be done to compensate the loss of space for residents, such as moving signage to acceptable limits so as to create more space or maybe relocating the existing 'Go Get' vehicle space to a main street in the same area such as Ben Boyd Road. Now council is considering inflicting yet another car share space on this small, densely populated area. Should the proposal go ahead, this will result in more restricted parking signage being installed and removal of more parking spaces.</p> <p>Thank you for reading our submission. We ask that council will give consideration to supporting the needs of residents and rate-payers over those of a commercial business operator by locating the car-share spot in a less densely occupied location where such a spot does not already exist.</p> <p>Signed:</p> <p>Richard (last name withheld) – (address withheld) Stephanie (last name withheld) – (address withheld) Eugene (last name withheld) – (address withheld) Lisa (last name withheld) (address withheld) Robyn (last name withheld) (address withheld) Susan (last name withheld) (address withheld) Val (last name withheld) (address withheld) Jann (last name withheld) – (address withheld) Linsa (last name withheld) (address withheld) Christine (last name withheld) (address withheld)</p>	
ID025 Premier Street	Cha-May	<p>There is little enough access to parking some days and to give more up for a commercial venture I do not believe benefits the area - what will they offer in return - if local residents got a discount on the car share there but there is no resident benefit otherwise</p> <p>There is limited benefit to the residents for them to give up a parking spot when there are often not enough. This is a commercial venture that need to show need it to the residents not the company</p>	0
ID025 Premier Street	Onder	<p>There is too many shared service car spots available on yeo street and as far as I observe they are not much in use. Usually vehicles sits on the spots all the time.</p>	0
ID025 Premier Street	Rosemary	<p>See attached (no attachment)</p>	N/A

ID025 Premier Street	Ian	I strongly object to using this location for profit making car share operations in this location. I live in Premier St 50 metres south of the proposed location and present parking is a nightmare with commuters leaving cars all day. As a pensioner I pay Council \$70 per annum for a resident parking permit and have 2 hour parking limit signs outside my house. This is totally disregarded by commuters and Council Rangers do not police the street and act against offenders which I would expect them to do. Please respect the rights of long time residents in the area in question and reject this proposal	0
ID025 Premier Street	Gwenda	This proposed location for paid car share is strongly opposed by me. The site on the corner of Hardy Street is directly opposite my residence in Premier St and is a spot that I am often forced to park in due to lack of parking closer to my home, this, despite the fact that we pay for a Council Parking permit and there is a 2 hour parking limit on our side of Premier Street which is totally ignored by city commuters who park all day protected by the fact that there is no policing by Council Rangers. Look after your residents not traffic offenders please.	0
ID025 Premier Street	Jane	Regarding Premier Street, Neutral Bay car share application. I am TOTALLY AGAINST the proposed car share application. There is not enough permanent parking now. Two residences (12 and 24 Premier St) have applied to Council to erect off street parking and Council has repeatedly refused which is just ridiculous. People drive from other areas in park in Premier St and surrounding streets to access the ferry and go to work in North Sydney. There has been constant construction in Premier St since around 2016 and there is more planned and approved. Tradies park in the allotted 2hr spaces and don't move their vehicles.	0
ID025 Premier Street	Charlene	I am writing to express my strong objection to the proposed installation of Car Share spaces in Neutral Bay. As a resident of the area, I believe that this proposal is highly problematic and should not be implemented. 1. The proposal effectively amounts to the council providing free and private parking spaces for a private company that is profiting from this service at the expense of residents. This is unfair to the community and can lead to reduced availability of parking spaces for local residents. 2. Private car share services can lead to an increase in traffic congestion, noise pollution, and environmental impact, especially if vehicles are frequently being picked up or dropped off late at night or early in the morning. These issues can have a negative impact on the quality of life for residents in the area. 3. Parking is already a major issue in the area, with many residents struggling to find suitable parking spots for their vehicles. The proposed installation of a private car share space will only exacerbate this problem, making it even more difficult for residents to park in their own neighborhood. 4. There is very little transparency about this matter. As a resident, I have not been consulted or informed about the proposal until recently, and it appears that the council has not adequately considered the potential impact of this decision on local residents. Given these concerns, I strongly urge the council to reconsider the proposed installation of the private car share space on my street. I believe that this decision is not in the best interests of local residents and could have significant negative consequences for the community as a whole.	0

ID025 Premier Street	John	<p>Herewith I am lodging my objection to the proposed car share sites in the following locations: Hardie Street Premier Street &the one adjacent to Lindsay street.</p> <p>Already we the ratepayers & tenants in the area have difficulty parking close to our residents & the situation is often worse for visitors. Those Car Share spaces already in existence are seldom used, so why create more. I have never seen the car space, already in existence at the bottom of Premier street , ever utilized,& as for the new proposals I believe there is already on very close by in Yeo street & this is seldom occupied. It would appear that, while North Sydney Council is allowing 1 bedroom Units to be built in this area without providing parking thus creating a need to more residential parking in the nearby streets. At the same time removing usable car spaces from existing residents What next, only care share spaces for Electric cars & subsidised recharging electricity being provided by the rate payers of North Sydney?</p>	0
ID024 1 Bay Road	Tom	Excellent idea, reduces traffic and benefits the environment at the same time	1
ID024 1 Bay Road	Robyn	The proposed location for the ridesharing is supercongested already and would take away essential car parking that is at a premium already given the medium density housing, the railway station and the village shops. Please find an alternative location say in the village or behind the railway station	0
ID024 1 Bay Road	Matt	The parking in the area is so limited, because people are using their garages as storage and not for their cars. Recently I read, that North Sydney council is also considering for new development no longer requiring visitor parking space. Providing space for cars share companies is the wrong approach. The cars take needed parking space away and I am not supportive of this application.	0
ID024 1 Bay Road	Lee	Happy to have another car share spot though it's right next to people's front windows. Across the street would be almost better as the properties are set back from the road	1
ID024 1 Bay Road	Janelle	I am in favour of the proposal to install a new car share parking space on Harriott St, Waverton. There used to be one there closer to Bay Road and because I live on the corner of Bay Road and Waverton Lane I noticed that it was used quite regularly. So it seems that it would be of service to the community generally.	1
ID021 1 Nicholson Street	Jane	I would like to object to the car share space being placed on Nicholson street Wollstonecraft. This street is already difficult to get a park in for the 9 residences that do not have off street parking. We already have a car share car space on Nicholson street (just over a Hume street). It would make more sense to have the space in Oxley street near the station that is currently being built so that people coming to a Crows Nest from the station can easily access it.	0

IDO21 1 Nicholson Street	Laurie	<p>As a local resident I oppose this submission for the following reasons:</p> <ol style="list-style-type: none"> 1. Parking in that area is already quite scarce for residents of (address withheld). With no offstreet parking, this will further restrict our options. 2. Parking in that area is largely taken up by short-term parking by non-local residents who are visiting Crows Nest, the church or the local daycare. Such users will not switch to car share. Anecdotally, I notice further along Christie street where parking is paid, less casual parking occurs, so I think the parking competition is largely due to the fact that the parking in that area is free for 1-2 hours and not because of local residents. Removing a car space does not help this kind of usership. 3. Having been a user of a car share scheme in the past, I do not believe they are a suitable alternative to car ownership. You cannot guarantee a car is available when you need it, for example in an emergency. It has been my experience that when desperately needed, car shares are not available reliably, even where there are several in a location. 4. As mentioned in point 2. there is plenty of empty spaces in the paid parking further along Nicholson St. Why not put the car share there? <p>Thank you for considering the reasons for objecting.</p>	0
IDO16 Paling Street	Demetrius	I am in support of this proposal and highly encourage the council to look at EV carshare companies to service this car park.	1
IDO16 Paling Street	Stephen	I want Carshare in Paling St.	1
IDO16 Paling Street	Kim	I agree with a car share in Paling St	1
IDO16 Paling Street	Alan	Agree with proposed space	1
IDO16 Paling Street	John	Paling st is one of the only parking areas for rate paying residents to park where street parking is the only alternative. Often times there are no places available for the current demand. A car share space will place more stress on the limited parking currently available. The majority of residents don't choose to use car share and the majority should be the Council's priority.	0
IDO16 Paling Street	Tony	As residents in the area we are against this proposed car share parking as we need every car space in our street See attached (no attachment)	0
IDO16 Paling Street	Ashleigh		
IDO16 Paling Street	Peter	I support the provision of a car share parking space on Paling St. I consider that car share schemes are a benefit to the general community.	1
IDO16 Paling Street	Melinda	My building doesn't have any visitor parking and in peak times it can often be very difficult to find a park along Parraween & Paling street so I would vote no for a car share space to take up already full spaces.	0
IDO16 Paling Street	Debra	I believe this concept is a very good one, but I must stress, the process should be strictly monitored as to effectiveness and appropriate use. There is very limited parking in Paling Street and Parraween Street so parking for residents is at a premium, given the number of units in this area.	1

IDO16 Paling Street	Leanne	I don't agree with taking up a valuable parking spot for car share. The cremorne area surrounding Paling street is a high people traffic area due to its proximity to restaurants, cafes, movie theatre and other public accessible venues. We need all the street parking possible for such a high people traffic suburb. Please move the car share parking option to a lower public access location. We have a parking issue as it is and we should not lose any available parking spots.	0
IDO16 Paling Street	Chloe	Look at the area you're proposing this in. No one is going to dispose of their private vehicles in favour of a share care which then just takes up valuable parking space in an area with restaurants, bars and a cinema. Don't disagree with the principle, but would be more appropriate in a more residential area.	0
IDO16 Paling Street	Joshua	I do not want a car share only space here. There is not enough space to park during weeks nights, reducing the available parking will only add to the problem. Ada St has had its parking spaces reduced by no stopping signs being placed 10 metres from access road corners effectively removing 4 safe and viable car spaces from this quiet back street. Trying to find street parking Thursday through to Sunday night is near impossible, reducing the already slim pickings for parking will only cause more traffic in the area as residents/visitors to the local area look for parking.	0
IDO16 Paling Street	Peter	Instead of removing one of the few 2 hour "free" parking spots permanently why not utilise one of the metered spots in Parraween St. You could also combine an existing free motorbike spot (which are hardly used) with half a metered spot. There are better ways than punishing local residents by removing their free parking.	0
IDO16 Paling Street	Keris	Paling street is not the right location to remove a public parking space and allocate a carshare space. There are not enough parks available now to enable parking for people visiting the shops and services at Cremorne Plaza. Especially since the b- line and no stopping on military rd started, parking as gecine more difficult. Paling street parking is at a premium. Perhaps locate parking for carsharing at the other end if Paraween street down by the council carpark. I therefore object to a carshare parking space in Paling street.	0
IDO16 Paling Street	Name withheld	2 hours free parking is a premium feature for customers of local service based businesses.Paling St offers 2 hours free. The free council parking is frequently full. I have many customers who try & park on Paling for an hour. Losing 1 park there is significant. Metered parking has many empty spaces on Parraween. Could one of these be used instead?	0
IDO16 Paling Street	Michael	As a resident in Parraween St in Cremorne, I would like to give my feedback on the proposed Car Share Parking application for Paling St Cremorne. I understand the benefits of car Share parking, however could council please reconsider the position be allocated to Parraween St. Reasons for this is that non-metered parking is already rare for residents of the immediate area who have more than one car. My individual situation is that my partner and I have 2 cars, both of which are required for our employment and trying to find a parking spot is quite competitive and already rather difficult to find. Having lived in this area for many years overlooking Parraween St parking, many metered spots are unused and constantly available most days of the week. Limiting the number of spaces for residents in Paling St I believe to be quite unfair to residents like us trying to safely park within reasonable distance from our homes. Thank you for considering my feedback.	0
IDO16 Paling Street	Paul	NO to the proposal and what the Councils says are the 'Benefits of Care Share 'are fictious and without substance. Council has its own Parraween Street car park and Council may wish to forfeit one (1) of its rented car spaces for the proposed purpose.	0

ID016 Paling Street	Carolyn	Please – we do not have enough parking in this street as it is. Those who don't have a vehicle have close access to transport from Military Road. I firmly object to a parking space being allowed to be rented by Council as a way of making revenue. There is already a car share vehicle taking up space in Winnie Street just 20 metres away.	0
ID016 Paling Street	Margaret	I refer to your notice circulated on 20 April re the proposed car share space in Paling Street. I am in favour of the provision of ONE ONLY car share space at the entry to Paling Street, at Parraween Street.	1
ID014 Lavendar Street	Kayla	I would support more car share spaces in the local area as they are very useful for those of us who do not own cars but need to drive every so often.	1
ID014 Lavendar Street	Jonas	I write to you to protest the installment of an additional carshare parking space at 2 Lavender Street. The spaces in front of the building are regularly used by the residents of the building including myself and it is already difficult enough to find a space during the week. Seeing as there are already 2 carshare spaces at the proposed location and an additional 3 within 100m up the road on Miller street, I believe this to be unfair to the residents of the building who are paying for residential parking. I would like to emphasize once more that most parking spaces are always occupied during the day from Monday to Friday and also heavily used on Weekends by patrons of the Commodore hotel, and other venues in the Area. I am happy to discuss this further over the phone (mobile withheld) or in person if required. I thank you kindly for taking my comments into consideration and you have my permission to forward this on to the necessary parties involved.	0
ID014 Lavendar Street	Brett	I am a regular car sharing user and support having a space allocated at this location. The space is regularly unoccupied and would be better used for car sharing.	1
ID014 Lavendar Street	Will	Strongly against converting public street parking into car spaces for exclusive private enterprise use. Car share spaces do not encourage residents to share cars rather than buy cars- particularly in areas such as North Sydney/Lavender Bay where the ratepayers are affluent. This proposed car space is too close to the corner on a busy intersection and too close to the other share car space outside 161 Blues Point Road. Moreover, people should be more encouraged to take public transport which is plentiful and accessible from that location.	0
ID014 Lavendar Street	Adam	I service the area and there is not enough parking spots currently available. Dedicated ride share parking will make it more difficult!	0
ID014 Lavendar Street	Scott	Not supportive	0
ID013 Harriott Street	Name withheld	I do not support an additional car share parking space on Harriott Street. This is a small residential street with limited parking. It is often difficult for visitors to park due to the heavy demand for spaces by residents of several unit blocks with addresses on Bay Road and Crows Nest Road. This is compounded by commuters who work in the North Sydney CBD or study at ACU who frequently occupy the small number of unrestricted spaces. I also note that there is already	0

		one car share spot on the street, which is often empty, and further spots on Crows Nest Road near the corner of Harriott Street.	
ID013 Harriott Street	Michael	Hi, I rent a unit at (address withheld) near this proposed car share space. I run a lawn mowing business and often need to tow a trailer to run my business. As I cannot park a trailer in the small garage of the unit I need to park on the street and often end up in Harriot St. I object to the car share space being created here. If it does go ahead, it would be great if you can put it at the end of a parking section (I.e. first park from the lane) to keep as much long continuous parking area so I can get a car and trailer in and out and have more chance of finding a long enough spot.	0
ID013 Harriott Street	Matt	The parking in the area is so limited, because people are using their garages as storage and not for their cars. Recently I read, that North Sydney council is also considering for new development no longer requiring visitor parking space. Providing space for cars share companies is the wrong approach. The cars take needed parking space away and I am not supportive of this application.	0
ID013 Harriott Street	A	There is already a car sharing spot reserved on Harriet st used for a van which seems to only be used infrequently. Rather than adding another spot and reducing parking for others it be car sharing company should consider converting to a vehicle which is more commonly booked	0
ID013 Harriott Street	Name withheld	I am not in favour of 1-car space proposed on Bay Rd Waverton. This is in Zone 10 and the zone is more restrictive to residents in regard to on street parking permits when compared to neighbouring zones. It is already difficult for residents and their visitors of Zone 10 to park on street in Zone 10, coupled with limited spaces. Removing one more space would compound the issue. Hence I recommend the 1-car share car space is moved to a neighbouring zone that offers greater on street allocations for residents, for example, Crows Nest Rd Waverton close to the junction of Bay Rd Waverton. I further recommend the car share is taken from a 1-hour parking space instead of a 2-hour parking space because very little can be achieved parking in a 1 hour space other than 'kiss and drop' tasks and therefore the uses of a 1-hour space are limited. Re-allocating the car share space to an existing 1-hour space will increase frequency of use of a 1-hour space. An alternative recommendation if it exists: instead of removing any existing car spaces, is the creation of a new purposeful car space on council property in Waverton.	0
ID013 Harriott Street	Nicola	I am against the installation of a car share parking space on Harriott Street on the basis that there is already insufficient parking on that road. It is already challenging to find parking on Harriott street due to the number of apartments and lack of off street parking. This is further exacerbated by the resident parking permit zones. For example, residents of 1 Harriott street with a parking permit can only park along half of Harriott street as only half of the street is within the relevant permit zone. Placing a car share space on Harriott street will reduce available space es even further and render it more difficult for residents to park within their parking zone without having to park several streets away. In addition, Harriott street is a relatively short street off two long bustier streets with limited parking. There is also already a share car parking space on Harriott Street and so it is not appropriate for a second one. Any additional shared car spaces should be placed on bay road or crows nest road, which are longer, busier streets that would be more appropriate.	0

ID013 Harriott Street	Oliver	Object to the car share due to minimal existing public parking and proximity to trains	0
ID012 Hardie Street	David	I do not agree with taking away one free car space for the local residents in favour of a car share company who will be making money out of this venture. Removing a space will also cause further traffic congestion by driver's who are forced to "traffic cruise" to find an alternate parking space.	0
ID012 Hardie Street	Elliott	Car share schemes (and their car spaces) are great at reducing the need for every adult to own a car, and in turn encourages people without a car to also use public transport more often. This is especially so in higher density areas like the North Sydney Council area. As share cars and public transport move to electric, we'll progress to an even more positive ecological situation. I think we should encourage more share cars, more share car companies (for competition) and less car ownership in our area.	1
ID012 Hardie Street	John	Herewith I am lodging my objection to the proposed car share sites in the following locations: Hardie Street Premier Street &the one adjacent to Lindsay street. Already we the ratepayers & tenants in the area have difficulty parking close to our residents & the situation is often worse for visitors. Those Car Share spaces already in existence are seldom used, so why create more. I have never seen the car space, already in existence at the bottom of Premier street , ever utilized,& as for the new proposals I believe there is already on very close by in Yeo street & this is seldom occupied. It would appear that, while North Sydney Council is allowing 1 bedroom Units to be built in this area without providing parking thus creating a need to more residential parking in the nearby streets. At the same time removing usable car spaces from existing residents What next, only care share spaces for Electric cars & subsidised recharging electricity being provided by the rate payers of North Sydney?	0

5.3. Traffic Delegations

AUTHOR: Narelle Lamond, Traffic Operations Officer

ENDORSED BY: Gary Parsons, Director Open Space and Infrastructure

ATTACHMENTS:

1. 5.3.1 Attach Traffic Delegations [5.3.1 - 6 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

2. Our Built Infrastructure

2.3 Prioritise sustainable and active transport

2.4 Efficient traffic mobility and parking

3. Our Innovative City

3.1 Our commercial centres are prosperous and vibrant

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
561 th TRAFFIC COMMITTEE – 15 March 2024**

No	Street	Location	Precinct, Ward, Electorate	Issue	Recommendation	Appr	Date	ECM	Comments
Resident Parking									
Nil									
Temporary Road Closures									
23-108	Clarke Street & Hume Street	Crow's Nest Metro	Willoughby	Temporary Road Closure	<p>1.THAT 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>2.THAT 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, subject to Police Permit approval.</p>	Yes	13.12.2023	9801737	15-16/12/2023
23-109	Greenway Drive	4 Ennis Road, Milsons Point	Bradfield, North Shore, Cammeragyl	Temporary Road Closure	<p>1.THAT the committee endorses/raises no objection to the temporary road closure of May Lane in Neutral Bay on 18.01.24 & 22.02.24, from 7am-3pm for remove and replacing decommissioned lifts, as per the</p>	Yes	16.01.2024	9843235	18/01 & 22/02/2024

**ENDORSED FOR PROJECTS UNDER
DELEGATED AUTHORITY TO THE TRAFFIC OPERATIONS OFFICER
561 th TRAFFIC COMMITTEE – 15 March 2024**

					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. 2.THAT 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.				
23-110	Upper Pitt Street	47 Upper Pitt, Kirribilli	Kirribilli, North Shore, Cammeragyl	Temporary Road Closure	1.THAT Council endorses the temporary road closure of Upper Pitt Street, Kirribilli on 24.01.24 from 7am-7pm for the purpose of dismantling tower crane with mobile crane, 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. 2.THAT committee endorses & raises no objection if Council receives an application for an	Yes	22.01.2024	9865227	24/01/2024

**ENDORSED FOR PROJECTS UNDER
DELEGATED AUTHORITY TO THE TRAFFIC OPERATIONS OFFICER
561 th TRAFFIC COMMITTEE – 15 March 2024**

					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				
24-004	Waters Lane	12-14 Waters Lane	Neutral Bay, Willoughby	Temporary Road Closure	<p>1.THAT Committee endorses & raises no objection to the temporary road closure of Waters Lane between Grosvenor Street and Grosvenor Lane for 04.03.24-06.03.24, from 7am-5pm, for the purpose of Sydney Water Sewer Drainage, 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>2.THAT should Committee 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, subject to Police Permit approval.</p>	Yes	02.02.2024	9876948	Permit # 40/24
24-008	Blues Point Rd	Blues Point Rd	McMahons Point, North Shore, Cammeragyl	Temporary Road Closure	<p>1.THAT Council endorses the temporary road closure of Blues Point Road, Milsons Point on 23.02.24 from 7am-12pm for the</p>	Yes	20.02.2024	9880882	23/02/2024 Permit #50/24

**ENDORSED FOR PROJECTS UNDER
DELEGATED AUTHORITY TO THE TRAFFIC OPERATIONS OFFICER
561 th TRAFFIC COMMITTEE – 15 March 2024**

					<p>purpose of filming Top Gear, 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>2.THAT committee endorses & raises no objection if Council receives 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, subject to Police Permit approval.</p>				
24-010	Hayberry Lane	62-64 Hayberry Lane	Willoughby	Temporary Road Closure	<p>1.THAT Committee endorses & raises no objection to the temporary road closure of Hayberry Lane between Bernard Lane and Alexander Lane for 26.03.24-27.03.24, from 7am-5pm, for the purpose of sewer and stormwater connection, 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>	Yes	21.02.2024	9902037	26/03-27/03/24 Permit # 92

**ENDORSED FOR PROJECTS UNDER
DELEGATED AUTHORITY TO THE TRAFFIC OPERATIONS OFFICER
561 th TRAFFIC COMMITTEE – 15 March 2024**

					2.THAT should Committee 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, subject to Police Permit approval.				
Special Zones									
Regulatory Signs									
24-001	Wycombe Road	58 Wycombe Road, Kurraba Point NSW 2089	Kurraba, Cammeragyl, Willoughby	Install 15 Metre Works Zone	THAT the Committee endorses the Installation of a 15 metre Work Zone at the frontage to 58 Wycombe Road, Kurraba Point NSW 2089	Yes	02.02.2024	9870125	
24-002	Ben Boyd Road	171-175 Ben Boyd Road, Neutral Bay NSW 2089	Kurraba, Cammeragyl, Willoughby	Install 15 Metre Works Zone	THAT the Committee endorses the Installation of a 15 metre Work Zone at the frontage to 171-175 Ben Boyd Road Neutral Bay NSW 2089.	Yes	02.02.2024	9884277	
24-003	Langley Avenue	4 McPherson Street, Cremorne NSW 2090	Cremorne, Willoughby,	Install 8.5m Works Zone	THAT the Committee endorses the installation of an 8.5 metre works zone rear of property No.4 Macpherson Street, Cremorne (on Langley Avenue) NSW 2090.	Yes	29.01.2024	9877670	
24-007	McLaren Street	Phase 1- Harnett St Phase 2 - McLaren St	CBD, North Sydney, North Shore	Phase 1 install 15 Metre Works Zone Phase 2 Install an 18 Metre WZ on McLaren Street	THAT the Committee endorses the installation of a 15 metre works zone (s): Phase 1: Install a 15 metre works zone Harnett St, North Sydney NSW 2060 Phase 2: Install a 18 metre works zone at the frontage of 41 McLaren Street, North Sydney NSW 2060	Yes	09.02.2024	9893614	

**ENDORSED FOR PROJECTS UNDER
DELEGATED AUTHORITY TO THE TRAFFIC OPERATIONS OFFICER
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Signs Across Driveways									
24-005	Bogata Avenue	11 Bogota Avenue CREMORNE POINT NSW 2090	Cremorne, Willoughby	Driveway line marking	THAT Committee endorses the installation of driveway line markings to 11 Bogota Avenue CREMORNE NSW POINT 2090	Yes	02.02.2024	9883673	
Warning Signs									
Nil									
Construction Management Plan									
Nil									
Australian Road Rules Compliance Signs									
Nil									
Traffic Facilities									
Nil									
Council Decisions									
Nil									

5.4. Kyngdon Street, Cammeray – Proposed No Parking

AUTHOR: {Pragya Sharma}, {Transport Engineer}

ENDORSED BY: Gary Parsons, Director Open Space and Infrastructure

ATTACHMENTS:

1. Attachment - Kyngdon Street, Cammeray - Proposed No Parking [5.4.1 - 1 page]

PURPOSE:

It is proposed to remove one (1) existing 4.8m long on-street parking space which is signposted as, '2P 8:30am-6pm Mon-Fri Permit Holders Excepted Area 18' north of 21-23 Kyngdon Street, Cammeray and replace it with 'No Parking' restriction to improve access to 21-23 Kyngdon Street.

EXECUTIVE SUMMARY:

Council has received requests from a resident of 21-23 Kyngdon Street, Cammeray regarding frequent overhang of vehicles at the existing parking space just north of 21-23 Kyngdon Street driveway.

Site investigations revealed that the existing parking space is 4.8m long and not compliant with the AS 2890.5:2020 minimum car space requirement. Additionally, Kyngdon Street in front of the property is narrow and limits the ability for drivers to enter and exit their driveway. Therefore, it is proposed to remove the parking space and install a 'No Parking' restriction.

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 reallocation of kerbside restrictions on the eastern side of Kyngdon Street, Cammeray between the points 48 metres and 52.8 metres (1 car space) south of Palmer Street as "No Parking".

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: AS 2890.5:2020

Precinct and Ward: Bridgeview / St Leonards

Impact on Bicycles: Nil

Impact on Pedestrians: Nil

Impact on Parking: Nil

DETAIL

Residents of 21-23 Kyngdon Street, Cammeray have raised concerns about vehicles overhanging their driveway as the parking space is too short to accommodate a car, limiting vehicle access to their property.

Kyngdon Street, along the site frontage, accommodates one-way southbound traffic. The street is approximately 4.4 metres wide including both traffic and on-street parking on the eastern side. Additionally, a fence borders the streets edge to the west.

Accessing the property requires travelling past the parked vehicles. Application of AS 2890.5 indicated that the existing parking space is 4.8m long and does not comply with the minimum requirement of 5.4m.

In response, a notification letter was sent out to the community for the change of the existing on-street car space to four (4) motorbike parking space. However, the community raised concerns about noise, difficulties with manoeuvrability, and no demand for motorbike parking in this area. Therefore, it is proposed to replace the existing on-street car parking space with a No Parking restriction.

COMMUNITY FEEDBACK

Notification letter was sent out to the community on second week of February 2024. Approximately 71 letters were sent to 14 properties in the surrounding area. The proposed recommended the implementation of a short section of Motorbike Only parking.

A total of 2 responses were received in opposition to the proposal.

COMMENTS RECEIVED

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

Theme	Community Comments	Office Comments
Parking	The guttering is falling into the road and for the residents on 21-23 Kyngdon when this space is occupied by a large vehicle it often prevents residents leaving their driveway easily because the positioning of the lines are too close to their driveway making it very hard to proceed without risking hitting the parked vehicle.	Noted.
	No requirements for motorcycle parking in the area.	Noted. The proposal has been amended to recommend a No Parking restriction.
Manoeuvrability	Four (4) Motorbike spaces will make the manoeuvring difficult.	Noted. The proposal has been amended to recommend a No Parking restriction.
Noise	Motorbikes are loud and disruptive and we request this space isn't dedicated to motorbikes as a result. We would however be endorsing of a 'no parking' sign in this space as it will offer a solution to the residents of 21-23 Kyngdon with ease in using their driveway without the space attracting unnecessary noise from motorbikes.	Noted. The proposal has been amended to recommend a No Parking restriction.

CONCLUSION

Given the proposed works will facilitate the access to 21-23 Kyngdon Street driveway, it is recommended that the Committee endorse the reallocation of kerbside restrictions on the eastern side of Kyngdon Street, Cammeray between the points 48 metres and 52.8 metres (1 car space) south of Palmer Street as "No Parking" restriction shown on the attached plan.



Proposal

21-23 Kyngdon Street, Cammeray
Proposed Parking Change



Existing

- Yellow squares: "No Stopping"
- Green squares: "2P 8:30am-6pm Mon-Fri PHE Area 18"
- Blue squares: "No Parking"

Proposed

- Blue bar: "No Parking"

5.5. Temporary Delegation to Council

AUTHOR: Brin Baskaran, Traffic & Transport Engineer

ENDORSED BY: Gary Parsons, Director Open Space and Infrastructure

ATTACHMENTS:

1. 5.5 Temporary Delegation [5.5.1 - 2 pages]

PURPOSE:

To report to the Committee in regard to the items which are to be approved under temporary delegation to Council. Transport for NSW (Transport) has issued a temporary delegation of its powers under the Roads Act 1993, to give councils an alternative approval pathway (separate from the Local Traffic Committee process) for specified low-risk works to make streets more liveable, and support walking and cycling.

EXECUTIVE SUMMARY:

Attached is a list of projects given approval under the temporary delegation to Council.

The temporary Delegation gives Councils an option to carry out works on unclassified roads without prior referral to the Local Traffic Committee, provided other conditions are met. The temporary Delegation is in place until 30 June 2026 unless revoked prior to this date.

FINANCIAL IMPLICATIONS:

The cost for these projects can be funded from Traffic's LATM budget and Traffic and Transport Operation teams 2023/2024 signage budget.

RECOMMENDATION:

1. **THAT** the information regarding Temporary Delegation to Council items be received.

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 is not required.

Community consultation was not required as there are no negative impacts from these projects. However, the community has been notified of these projects with no response received from the community.

**ENDORSED FOR PROJECTS UNDER
TEMPORARY DELEGATION TO COUNCIL
561 th TRAFFIC COMMITTEE – 15 March 2024**

Location	Suburb	Precinct, Ward, Electorate	Issue	Recommendation	Benefits
Pedestrian Refuge Upgrade and Kerb Buildout					
King Street at Hazelbank Road	Wollstonecraft	Wollstonecraft, St Leonards, North Shore	The existing pedestrian refuge at the intersection of King Street and Hazelbank Road, Wollstonecraft does not meet the current Technical Direction and it is unsafe for a pedestrian to cross this intersection.	THAT Council raises no objection to the proposed upgrade of the existing pedestrian refuge and kerb buildouts installation at the intersection of King Street and Hazelbank Road	The proposed works will increase visibility of approaching drivers, slow down traffic, reduce the crossing distance and improve pedestrian safety. Further, there will be a net gain of one parking space.
Florence Street at Spofforth Street	Cremorne	Harrison Bennett, Cammeraygal, Northshore	The existing pedestrian refuge at the intersection of Florence Street and Spofforth Street, Cremorne does not meet the current Technical Direction and it is unsafe for a pedestrian to cross this intersection.	THAT Council raises no objection to the proposed upgrade of the existing pedestrian refuge and kerb buildouts installation at the intersection of Florence Street and Spofforth Street	The proposed works will increase visibility of approaching drivers, slow down traffic, reduce the crossing distance and improve pedestrian safety. Further, there will be a net gain of one parking space.
Continuous Footpath Treatment					
Shellcove Road at Billong Street	Kurraba Point	Kurraba, Cammeraygal, North Shore	Pedestrian safety - as part of the 2023/24 implementation of <i>Local Area Traffic Management (LATM) Action Plans</i>	THAT Council raises no objection to the proposed construction of a continuous footpath treatment at the intersection of Shellcove Road and Billong Street	The proposed works will improve pedestrian safety and slow down traffic.
Park Avenue at Military Road	Neutral Bay	Parks, St Leonards, Willoughby	Pedestrian safety - as part of the 2023/24 implementation of <i>Local Area Traffic Management (LATM) Action Plans</i>	THAT Council raises no objection to the proposed construction of a continuous footpath treatment at the intersection of Park Avenue and Military Road	The proposed works will improve pedestrian safety and slow down traffic.
Parking Restriction					
Balls Head Drive	Waverton	Waverton, Cammeraygal, North Shore	The existing two (2) disabled parking spaces on Balls Head Drive, Waverton near the Coal Loader does not meet the current guideline. The Balls Head Drive accessibility	THAT Council raises no objection to the proposed reallocation of parking on the southern side of Balls Head Drive, Waverton as follows: 1. Between 96 metres and 108 metres west of Balls Head	The work is being undertaken to make the current accessibility parking bays more accessible and conform with the current Australian Standard. Further, the relocation of the disabled parking

**ENDORSED FOR PROJECTS UNDER
TEMPORARY DELEGATION TO COUNCIL
561 th TRAFFIC COMMITTEE – 15 March 2024**

			parking bays are being upgraded as part of Council's access in inclusion plan.	Road, as "4P 8:30am-5pm Mon-Fri PHE Area 17" restriction. 2. Between 118 metres and 130 metres west of Balls Head Road, as 'Disabled Parking' restriction	space will have a net gain of two parking spaces.
Lindsay Street	Neutral Bay	Neutral, Cammeraygal, North Shore	The Council has received a request regarding the "No Parking Wedding or Funeral Vehicles Excepted" restriction outside the Holy Family Catholic Parish Mosman to be altered to accommodate residents parking. Currently, "No Parking Wedding or Funeral Vehicles Excepted" restriction is 24/7.	THAT Council raises no objection to the proposed reallocation of parking on the northern side of Lindsay Street, Neutral Bay between 29.5 metres and 43 metres west of Barry Street, as "No Parking Wedding or Funeral Vehicles Excepted 8am – 6pm"	The proposed change will improve the parking amenity for all road users.

5.6. Change to Meeting Date

AUTHOR: Ian Curry, Manager Governance

ENDORSED BY: Luke Harvey, Director Corporate Services

ATTACHMENTS: Nil

PURPOSE:

To propose a change in the date for the April Committee meeting.

EXECUTIVE SUMMARY:

The 2024 Committee meeting schedule provides for a meeting on Friday 26 April. As this is the day after Anzac Day, it is proposed to move the meeting date forward a week to Friday 3 May 2024.

FINANCIAL IMPLICATIONS:

There are no financial implications arising from this report.

RECOMMENDATION:

1. THAT the date of the May Traffic Committee Meeting be changed from Friday 26 April to Friday 3 May 2024.

LINK TO COMMUNITY STRATEGIC PLAN

The relationship with the Community Strategic Plan is as follows:

5. Our Civic Leadership

5.3 Community is engaged in what Council does

BACKGROUND

At its meeting on 27 November 2023, Council adopted a meeting schedule for 2024, which provided for a meeting to be held on Friday 26 April.

CONSULTATION REQUIREMENTS

Community engagement is not required.

DETAIL

Friday 26 April is the day after Anzac Day, and it is proposed to move the meeting date forward a week to Friday 3 May 2024.

Prior to reporting this proposal to Council, the Committee is being asked to concur with the change.

The Audit Risk and Improvement Committee was also due to meet on this date and the meeting has been moved to Friday 19 April 2024.

6. Informal Items for Consideration

Nil

7. Local Development Advisory Committee Items for Consideration

Nil

8. General Business

9. Closure