



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 18 October 2024.

The agenda is as follows.

Therese Cole
CHIEF EXECUTIVE OFFICER



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1. Confirmation of Minutes

The Minutes of the previous meeting held on 30 August 2024, copies of which had been previously circulated, were taken as read and confirmed.

2. Disclosures of Interest

Nil.

3. Matters Arising from the Minutes

Nil.

4. Matters Arising from Council Resolutions

Nil.

5. Items for Consideration

5.1. Parking - No Stopping - East Avenue, Cammeray

AUTHOR	Jasmine Wong, Transport Engineer
ENDORSED BY	Duncan Rennie, Acting Director Open Space and Infrastructure
ATTACHMENTS	1. Amended Proposal - East Avenue, Cammeray [5.1.1 - 1 page]
CSP LINK	2. Our Built Infrastructure 2.4 Efficient traffic mobility and parking

PURPOSE:

The purpose of this report is to address concerns raised about vehicle access and visibility issues on East Avenue, Cammeray. The report recommends the implementation of “No Stopping” restrictions to clarify the existing NSW Road Rules at intersections, improve safety and vehicle access while minimising loss to on-street parking.

EXECUTIVE SUMMARY:

- Council has received concerns regarding vehicle access and visibility on East Avenue, particularly when vehicles are parked on both sides or within 10 metres of the intersection.
- Community consultation on the original proposal, which included converting unrestricted parking to "No Parking" and clarifying "No Stopping" restrictions, showed only 33% support. The original plan would have resulted in the loss of three on-street parking spaces.
- An amended proposal removing one car parking space is proposed. The amended proposal would address the initial access concerns while considering community feedback.

RECOMMENDATION:

1. THAT the Committee endorse the reallocation of kerbspace on East Avenue, Cammeray at the following points north of Pine Street as “No Stopping”:

- a. On the western side between the points 0.0 metres and 15 metres;
- b. On the eastern side between the points 0.0 metres and 10 metres;

2. THAT the Committee endorse the reallocation of kerbspace on the northern side of Pine Street, Cammeray between the points 0.0 metres and 10 metres east and west of East Avenue as “No Stopping”.

Background

Council has received community concerns about limited visibility at the intersection of Pine Street and East Avenue and difficulty for drivers travelling into and out of East Avenue due to drivers parking on both sides of the narrow street.

Report

In response to concerns from residents regarding vehicle access and sightline issues, Council consulted on a proposal to change parking restrictions on the western side of East Avenue, Cammeray to “No Parking” and to install the “No Stopping” at the intersection for East Avenue and Pine Street

Under NSW Road Rules 173(3), drivers are not permitted to park within 10 metres of an unsignalised intersection. As this restriction is part of the existing road rules there is no requirement to signpost the restriction. The proposed change would include the implementation of “No Stopping” restrictions at the intersection to clarify the existing NSW Road Rules.

In addition, NSW Road Rules 208(7), requires drivers to position their vehicle so there is at least 3 metres of the road alongside the vehicle that is clear for other vehicles to pass. East Avenue is approximately 6.4m wide and as such, two parked vehicles on opposite sides of the street are unlikely to retain the required 3m of travel to comply with the NSW Road Rules.

In response to the consultation, Council received objections to the proposal stating that the removal of all parking the length of East Avenue was not required and requesting that the proposal be amended to remove only one space beyond the 10metre requirement on the western side of East Avenue.

Based on the responses and as East Avenue is a short dead-end street with a very low frequency of drivers travelling to the end of the street, it is considered that the removal of parking for the entirety of the street would provide limited benefit to access.

Based on these comments the proposal was amended as follows:

- The “No Stopping” restriction is proposed in line with the NSW Road Rules for parking at intersections.
- “No Stopping” restriction is proposed to be extended from 10 metres to 15 metres on the western side of East Avenue.

These changes are expected to improve visibility for drivers accessing East Avenue and provide sufficient space for vehicles to pass safely.

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.

Public Consultation

Community consultation on the original proposal took place between 25 July 2024 and 5 September 2024. A total of 34 letters were sent to properties located within 50 metres of the extent of the proposal. Further, an online survey was available through Council’s “Have Your Say” webpage.

The original proposal consisted of:

- Full-time “No Parking” restriction on the western side of East Avenue, Cammeray, and;
- A clarification of “No Stopping” restrictions at the intersection of East Avenue and Pine Street, in accordance with NSW Road Rules, which prohibit stopping within 10 metres of an intersection without traffic lights.

A total of 11 responses were received, including 2 responses from outside the survey area.

The results indicate 33% support from the survey area for the original proposal and results of the survey are shown in the table below:

I support the proposed “No Parking” restriction on East Avenue, Cammeray	Response				Total
	No		Yes		
	Qty	%	Qty	%	
Within Survey Area	6	67%	3	33%	9
Outside Survey Area	1	50%	1	50%	2
Within + Outside Survey Area	7	64%	4	36%	11

Comments Received

Council consolidates community feedback into major themes as opposed to including every individual submission. Responses to the submissions are also outlined in the table below and considers the amended proposal.

Theme	Submission	Response
Speed Limit	It would be better to reduce the speed limit to 40km/h if there are any safety concerns when exiting East Avenue.	Council does not have the authority to make changes to speed limits. No changes to speed limits are proposed.
Limited On-Street Parking	<p>Some dwellings own more than two vehicles, contributing to the parking congestion.</p> <p>There are 13 dwellings on the Pine Street Steps and the East Avenue Steps with no off-street parking. Parking is tight for these residents.</p> <p>Removing 3 parking spaces will leave many residents on East Avenue and Pine Street steps with nowhere to park in the near vicinity.</p>	<p>On-street parking is in high demand across the entire North Sydney local government area, and we acknowledge that finding an available on-street parking space can be difficult.</p> <p>The amended proposal responds to recurring issues with vehicle access and sight line concerns at the East Avenue and Pine Street intersection.</p> <p>Further, the amended proposal reduces the number of on-street parking loss than originally proposed.</p>
Application of NSW Road Rules	If drivers abide by the Road Rules, there is at least a 3- metre gap between cars if they are parked on both sides of East Avenue in the zone proposed for No Parking signage. This is the legal requirement for passage. Any infringement of this should be an issue of enforcement by Council.	<p>The revised proposal addresses ongoing vehicle manoeuvrability concerns where issues are sustained.</p> <p>Under NSW Road Rule 208 (7), vehicles would technically be prohibited from parking above the driveway at 53 Pine Street when another vehicle is parked opposite on East Avenue.</p> <p>Hence, the amended proposal consists of the conversion of 5 metres of unrestricted parking to “No Stopping”.</p>
Service Vehicle Access	There has never been an issue picking up the rubbish by collectors.	Noted. It is unlikely that waste collection trucks will reverse down East Avenue due to space constraints.

		The revised proposal has been developed with the assumption that trucks will not need to reverse down East Avenue.
“No Stopping” Restriction	We fail to understand why the 10m rule should not be applied on both sides as requested by the community.	The amended proposal consists of “No Stopping” signs and yellow line marking on both sides of East Avenue and Pine Street in compliance with the NSW Road Rules.
Infrastructure Changes	The architect for 53 Pine Street was responsible for vehicle access design. Removing three parking spaces would unfairly affect residents without off-street parking. A better option may be to remove the small footpath to widen the road, as there's already one on the opposite side.	Existing footpaths are essential for supporting walking as a mode of transport, so their removal is not considered at this stage. The amended proposal addresses ongoing vehicle manoeuvrability and sightline issues while minimising the impact on parking availability.
Construction Vehicle Access	If construction vehicles have issue accessing East Avenue on occasion, that is an issue for Development Approval, and the application for a Works Zone parking permit. Permanent loss of resident parking opportunity should not be made instead of the temporary removal of residents cars for construction purposes.	The amended proposal has not been developed to maximise construction vehicle access.

Conclusion

It is recommended that the Committee endorse the attached amended proposal to install “No Stopping” restrictions on East Avenue to address visibility and access concerns on the street.

Financial/Resource Implications

Nil.

Legislation

The amended proposal has been developed having regard for NSW Road Rules 2014.



Amended Proposal

East Avenue, Cammeray – Proposed Changes to On-street Parking



Existing

- ■ ■ ■ ■ Unrestricted
- ■ ■ ■ ■ No Stopping

Proposed

- "No Stopping" signage and line-marking

5.2. McHatton Street and Pacific Highway, North Sydney - Continuous Footpath Treatment

AUTHOR	Pragya Sharma, Traffic and Transport Engineer, Traffic and Transport Operations
ENDORSED BY	Duncan Rennie, Acting Director Open Space and Infrastructure
ATTACHMENTS	1. Mc Hatton Street at Pacific Highway - Plan [5.2.1 - 1 page]
CSP LINK	<p>2. Our Built Infrastructure</p> <p>2.1 Infrastructure and assets meet diverse community needs</p> <p>2.4 Efficient traffic mobility and parking</p> <p>4. Our Social Vitality</p> <p>4.1 North Sydney is connected, inclusive, healthy, and safe</p> <p>5. Our Civic Leadership</p> <p>5.3 Community is engaged in what Council does</p>

PURPOSE:

The purpose of this report is to seek committee endorsement for the installation of a continuous footpath treatment across McHatton Street just west of the Pacific Highway, North Sydney.

EXECUTIVE SUMMARY:

- Council has received safety concerns regarding pedestrians crossing McHatton Street at the Pacific Highway. This issue has been identified and listed in the North Sydney Council Local Area Traffic Management Plan 2019 (LATM).
- In response to the concerns raised, Council is planning to construct a continuous footpath treatment across McHatton Street at its intersection with the Pacific Highway to improve pedestrian safety, accessibility, and reduce vehicle speeds.

RECOMMENDATION:

- 1. THAT** the Committee endorse the installation of a continuous footpath treatment across McHatton Street at the intersection with Pacific Highway, North Sydney.
- 2. THAT** the Committee endorse the reallocation of kerbspace on the northern side of McHatton Street between the points 10 metres and 27 metres west of the Pacific Highway as “No Stopping”.

Background

In 2019, North Sydney Council approved the Local Area Traffic Management (LATM) Action Plan for Area 1. The plan includes an action to install a crossing at McHatton and Pacific Highway, adjacent to North Sydney Demonstration School.

No parking spaces are proposed to be removed as part of this project. The planned works aim to improve driver visibility, reduce vehicle speeds, and create a safer crossing environment for pedestrians.

Report

North Sydney Council is enhancing pedestrian safety at the McHatton Street and Pacific Highway intersection by installing a continuous footpath treatment. This design extends the footpath on Pacific Highway across McHatton Street.

The TfNSW Technical Direction for Continuous Footpath Treatments (TDT 2013/05) states that continuous footpath treatments are only applicable for intersections carrying no more than 45 vehicles per hour and the driveway layback is no wider than 7 metres. Traffic counts undertaken on 18th September 2024 recorded 103 vehicles and 182 pedestrians crossing McHatton Street during the afternoon school peak hour. While the surveyed vehicle numbers are above the TfNSW guidelines, given the high number of pedestrians recorded and that benefit to pedestrian safety and accessibility, it is recommended that the proposal proceed.

The crossing point would comply with TfNSW technical directions, maintaining a width of no more than 7 metres. The continuous footpath treatment will not impact local parking or traffic flows. However, to comply with NSW Road Rules, the “No Stopping” restriction is required to be extended to at least 10 metres from the intersection. Given the existing driveways, the No Stopping restriction is required to be provided on the western side of the driveway. The extended “No Stopping” restriction will not impact the number of available parking spaces as the adjacent restrictions are No Stopping during peak hours with No Parking at other times.

Under the road rules, a footpath is a road related area. When entering, or crossing, a road related area from a road, drivers must give way to any pedestrian or other road users on the road related area. Similarly, when turning at an intersection, drivers are required to give way to pedestrians crossing the road. As such, the introduction of a continuous footpath treatment reinforces the road rules.

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.

Public Consultation

Community consultation on this proposal took place from 2nd August 2024 to 13th September 2024. Approximately 43 letters were delivered to 33 households in the surrounding area and the survey was available online through Council’s ‘Have Your Say’ webpage. A total of 8 responses were received including 4 responses from outside the survey area.

The results indicated 87.5% support and 12.5% opposition for the proposal. The results of the survey are shown in table below:

I support the proposed installation of Continuous Footpath Treatment across McHatton Street at the intersection of Pacific Highway in North Sydney	Response				
	Yes		No		Total
	Qty	%	Qty	%	
Within Survey area: <ul style="list-style-type: none"> • McHatton Street • Pacific Highway 	3	75	1	25	4
Outside Survey area: <ul style="list-style-type: none"> • Belmont Avenue • Alexander Street 	4	100	0	0	4
Grand Total	7	87.5	1	12.5	8

Comments Received

Theme	Community Comments	Office Comments
Pedestrian Safety and visibility	There are a lot of pedestrians using that junction, particularly as there is a school close by. It can be difficult to cross the road as the cars turning in off the Pacific Highway do not have particularly good visibility. If the crossing encourages cars to slow down and drive more cautiously that is much safer for the pedestrians, many of whom are children.	Noted. The CFT aims to address these issues.
Walkability	It would be great if North Sydney Council would continue improving pedestrian infrastructure to make our area more walkable for people of all ages and abilities. Installation of continuous footpath should become more prevalent on local residential roads, especially around schools.	Noted. Council will continue working on the initiatives outlined in our LATM.

Active Transport	Need to disincentive cars driving and doing short distance trips. Need to prioritise pedestrians and slow/active transport - cyclists	Council is promoting public and active transport by prioritising pedestrians and cyclists through continuous footpath treatments, bike lanes, and traffic calming measures. The recently developed Metro in our LGA further supports public transport use, helping to reduce short car trips and create safer, more accessible spaces for all road users.
Raised Infrastructure	It should be a new standard that pedestrian crossings are raised and hence are safer to encourage more people walking and vehicles moving slower and giving priorities to pedestrians.	All new pedestrian infrastructures are raised where feasible, and Council is actively working to upgrade existing crossings to raised ones whenever possible.
Turn Safety	I would encourage Council to consider additional measures to deal with vehicles turning right out of McLaren Street and then attempting to turn left into McHatton Street from the centre lane of Pacific Highway.	Right turns onto Pacific Highway are permitted from two lanes on McLaren Street. Vehicles intending to turn left onto McHatton Street should use the leftmost lane on McLaren Street when turning right onto Pacific Highway, allowing them to efficiently merge into the left lane of the highway and make the left turn onto McHatton Street.
Speed and Safety	McHatton is a quiet street, busy only during school drop-off and pick-up times, so there is no significant safety concern. Vehicles approach McHatton Street at 40 km/h during school peak hours and are regulated by two sets of traffic lights at the Pacific Highway, ensuring speed is not an issue. Outside of school peak times, pedestrian traffic is very low.	Council has received safety concerns regarding pedestrians crossing McHatton Street at the Pacific Highway, which has been listed in our LATM. While the street is quiet outside of school drop-off times, the proposed continuous footpath treatment (CFT) prioritises pedestrian safety and addresses community concerns, ensuring safer crossings for students and families. By implementing the CFT, Council seeks to create a

		safer environment and mitigate any potential risks.
Traffic Management	If pedestrians are to have a right of way at McHatton Street because the proposal proceeds then I consider it should be a condition of the proposal that during the school drop off times there is a lollypop person who is controlling the flow so there is not a build up of traffic down the Pacific Highway or in McLaren street attempting to turn right into the Pacific Highway then left into McHatton street as there sometimes is now. This would create very serious traffic concern issues, albeit limited to the time when the school drop offs occur.	Under the road rules, a footpath is a road related area. When entering, or crossing, a road related area from a road, drivers must give way to any pedestrian or other road users on the road related area. The introduction of a continuous footpath treatment is intended to reinforce the road rules, particularly as McHatton Street is close to the school, where many students cross during peak times. The proposal aims to prioritise and protect vulnerable road users, Regarding, the need for a school supervisor, this responsibility falls under the school and relevant authorities.
Intersection risk	Turning right from either McLaren Street or Bay Road onto the Pacific Highway carries significant risk because cars coming down the Pacific Highway from Crows Nest often fail to stop at the red light. I believe part of the issue is that drivers focus on one set of lights when they are green, rather than the relevant set when they are red. I have personally experienced near misses when attempting to turn right onto the highway with a green light, only to be stopped by a car running the red light. I've witnessed this happen to others regularly as well. I think locals are aware of the risk and proceed with great caution when turning out of McLaren Street or Bay Road, looking up the highway for cars that may run the red light.	We acknowledge your concerns about the safety of turning right from McLaren Street or Bay Road onto the Pacific Highway. While Council supports red-light camera installation, this responsibility lies with Transport for NSW (TfNSW).

	<p>I'm unsure how this risk can be effectively managed or minimized. While I am not a fan of red-light cameras, I do wonder if placing one near the intersection of the Pacific Highway and West Street could help. I do not know whether there have been any accidents due to this issue, but I am certain it's only a matter of time before a serious accident occurs.</p>	
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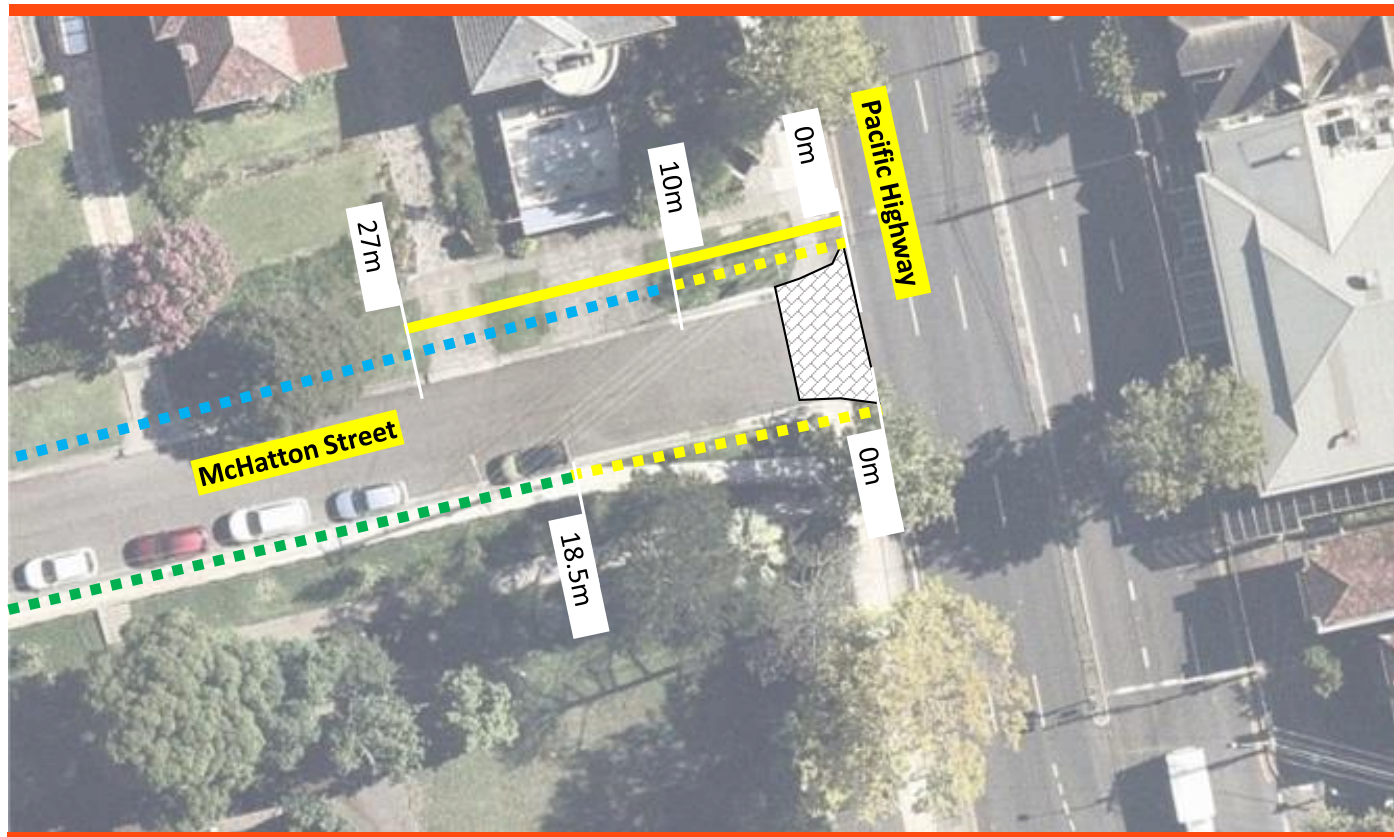
Financial/Resource Implications

The proposal is fully grant funded by TfNSW Active Transport Program.



Proposal

McHatton Street at Pacific Highway , North Sydney – Proposed Continuous Footpath Treatment



Existing

- - - - "No Stopping"
- - - - "No Stopping 6:30-9:30am, 2:30-3:30pm School Days", "No Parking Other Times"
- - - - "5 minutes Parking 8:30-9:30am, 2:30-3:30pm, Mon-Fri, School Days", "2P 9:30am-2:30pm Mon-Fri"

Proposed

- Continuous Footpath Treatment
- - - - "No Stopping"

Example of Continuous Footpath Treatment



5.3. Out-of-Session Endorsements

AUTHOR	Narelle Lamond, Traffic Operations Officer
ENDORSED BY	Duncan Rennie, Acting Director Open Space and Infrastructure
ATTACHMENTS	<ol style="list-style-type: none"> 1. Traffic Delegations [5.3.1 - 2 pages] 2. Traffic Delegation Sketches [5.3.2 - 3 pages]
CSP LINK	<ol style="list-style-type: none"> 1. Our Living Environment <ol style="list-style-type: none"> 1.2 Environmentally sustainable community 2. Our Built Infrastructure <ol style="list-style-type: none"> 2.3 Prioritise sustainable and active transport 2.4 Efficient traffic mobility and parking 3. Our Innovative City <ol style="list-style-type: none"> 3.2 North Sydney is smart and innovative 4. Our Social Vitality <ol style="list-style-type: none"> 4.1 North Sydney is connected, inclusive, healthy and safe 5. Our Civic Leadership <ol style="list-style-type: none"> 5.2 Strong civic leadership and customer focussed services

PURPOSE:

To report to the Committee matters approved out-of-session with concurrence of Transport for NSW, NSW Police, and local State Members and under delegated authority to the Service Unit Manager for Traffic & Transport Operations.

EXECUTIVE SUMMARY:

Attached is a list of approved proposals under North Sydney Councils Delegations of Authority to the Traffic Engineer. Approval was given with concurrence of Transport for NSW, the NSW Police, and the local State Members.

RECOMMENDATION:

1. THAT the information regarding the approved changes under Delegated Authority 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 community needs
 - 2.4 Improved traffic and parking management
- 3. Our Future Planning
 - 3.5 North Sydney is regulatory compliant.

CONSULTATION REQUIREMENTS

Community engagement is not required.

FINANCIAL/RESOURCE IMPLICATIONS

There are no direct financial implications arising from this report.

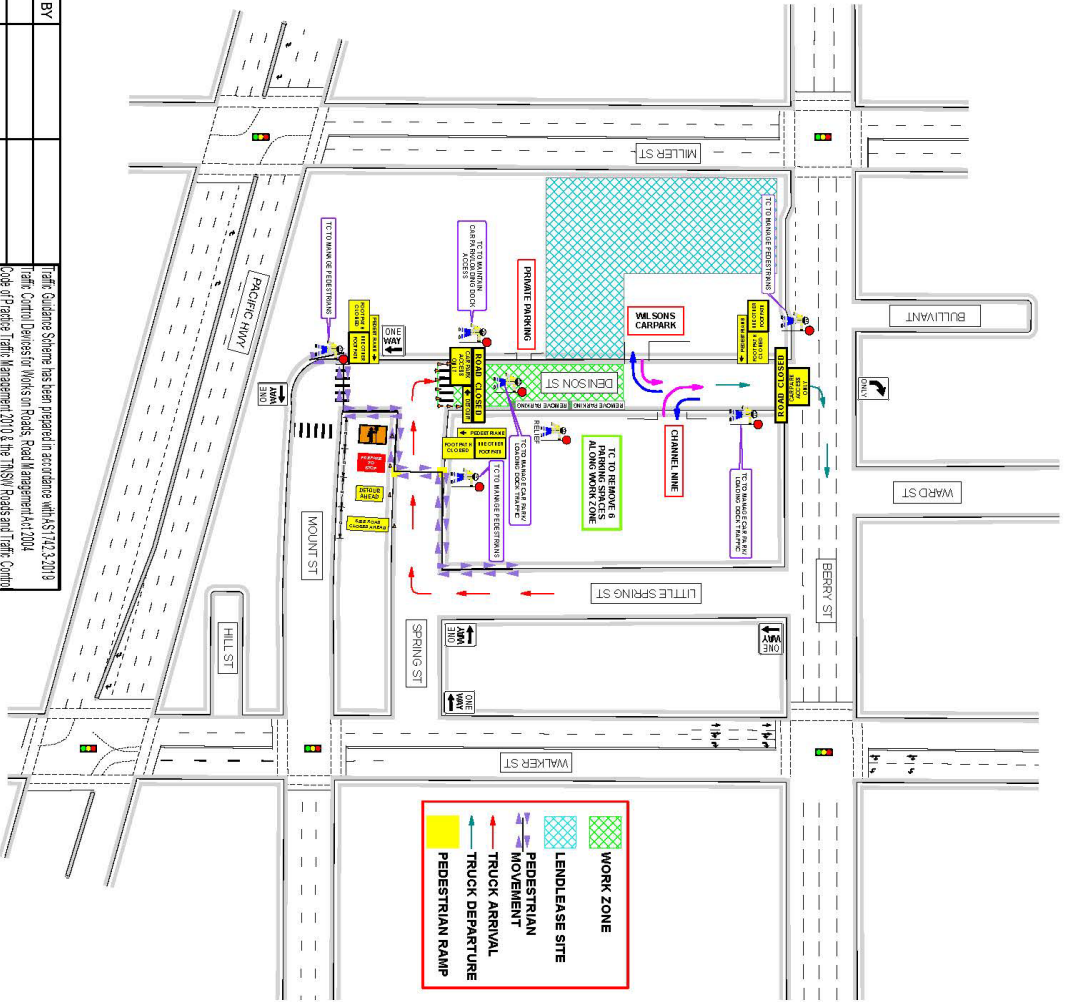
**ENDORSED FOR PROJECTS UNDER
OUT OF SESSION ITEMS REPORTED TO THE TRAFFIC
COMMITTEE 566th TRAFFIC COMMITTEE – 18 October 2024**

No	Street	Location	Precinct, Ward, Electorate	Issue	Recommendation	Appr	Date	ECM	Comments
Resident Parking									
Nil									
Temporary Road Closures									
24-057	Denison Street	Denison Street, North Sydney NSW 2060	North Shore, CBD, Cammeragyl	Partial Closure of Denison Street	<p>THAT the Committee endorse a temporary for closure for the road painting works on Denison Street, North Sydney, between Berry Street and Mount Street initially scheduled for 17 and 18 August 2024.</p> <p>Site: Victoria Cross Metro at Denison Street, North Sydney 2060</p> <p>New Date: Saturday, 24 August 2024, 5:00 AM to Sunday, 25 August 2024, 7:00 AM</p> <p>Type of works: Road painting works on Denison Street</p>	Yes	23.09.2024	10124991	<p>New Date: Saturday, 24 August 2024, 5:00 AM to Sunday, 25 August 2024, 7:00 AM</p>
Special Zones									
24-058	Ben Boyd Road	98 Ben Boyd Road	Neutral Bay, Street Leonards, Cammeragyl	Install 14 metre works zone	<p>THAT the Committee note the approval of the allocation of kerb space on the western side of Ben Boyd Road, Neutral Bay between the following points south of High View Avenue:</p> <p>A) 52 metres and 57.5 metres as “No Parking”; and</p> <p>B) 57.5 metres and 71.5 metres as “Works Zone 7am-5pm Mon-Fri; 8am-1pm Sat”</p> <p>Site Location:96-98 Ben Boyd Street</p>	Yes	27.08.2024	10128165	

**ENDORSED FOR PROJECTS UNDER
OUT OF SESSION ITEMS REPORTED TO THE TRAFFIC
COMMITTEE 566th TRAFFIC COMMITTEE – 18 October 2024**

					Neutral Bay, NSW 2089 Development Application: DA86/22 Duration: Initial period of 51.3 weeks				
24-059	Waruda Street	20-22 Waruda Street, Located in Beulah Street	Kirribilli, CBD, North Shore	Install 12.5 metre works zone	THAT the Committee note the approval of the allocation of kerb space on the eastern side of Beulah Street, Kirribilli between the points 13.5 metres and 26 metres as “Works Zone 7am-5pm Mon-Fri; 8am-1pm Sat” Site Location: 22 Waruda Street, Kirribilli, NSW 2089 Development Application: DA358/22 Duration: Initial period of 26 weeks	Yes	10.09.2024	10141587	
Regulatory Signs									
Signs Across Driveways									
24-056	Abbott	25 Abbott Street Cammeray NSW 2062	Cammeray, Willoughby, Cammeragyl	Driveway line markings	THAT the Committee endorses the Installation of driveway line markings at the frontage to 25 Abbott Street, Cammeray NSW 2062	Yes			
Warning Signs									
Nil									
Construction Management Plan									
Nil									
Australian Road Rules Compliance Signs									
Nil									
Traffic Facilities									
NIL									
Council Decisions									
Nil									

		TRAFFIC GUIDANCE SCHEME	
DATE: 11/01/2023 CUSTOMER: LENDLEASE - VICTORIA CROSS STH TOS No.43	NAME: Sarah Gayum License No. TCT10100928	<small>THIS DOCUMENT CONTAINS INFORMATION OF THE PUBLIC TO WHOM IT IS AVAILABLE AND IS NOT TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF THE TRAFFIC ENGINEER.</small>	
CAR PARK AND LOADING DOCK ACCESS TO BE MAINTAINED AT ALL TIMES			



AMENDED BY		Traffic Guidance Scheme has been prepared in accordance with AS1742.3:2019
CERT #		Traffic Control Devices for Work on Roads, Road Management Act 2004
TIME		Code of Practice Traffic Management 2010 & the NSW Roads and Traffic Control Work Sites (OWAS) Manual V6.1
DATE		

DATE: 27/05/2024 Comments: Approved Project: Case 581 - Victoria St	TABLE 4.2 VALUE OF DIMENSION D
Speed of Traffic km/h	Dimension D m
45 or less	0 to 5
46 to 55	15
56 to 65	45
Greater than 65	Equal to speed of traffic, in km/h

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Proposal 96-98 Ben Boyd Road Neutral Bay NSW 2089 – Installation of Works Zone



Existing

- ■ ■ ■ ■ "No Stopping"
- ■ ■ ■ ■ "Unrestricted Parking"

Proposed

- "Works Zone 7am-5pm Mon-Fri; 8am-1pm Sat"
- "No Parking"



Proposal 20- 22 Waruda Street Kirribilli NSW 2090 Located on Beulah Street - Proposed Works Zone



Existing

- "2P 8.30am-6.00pm Mon-Fri PHEA 4"
- "No Stopping"
- Motorbike parking

Proposed

- "Works Zone 7am-5pm Mon-Fri; 8am-1pm Sat"
- "No Stopping"

6. Informal Items for Consideration

Nil

7. Local Development Advisory Committee Items for Consideration

Nil

8. General Business

9. Closure