

5.1. Raised pedestrian crossings and footpath widening - Fitzroy Street, Kirribilli

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ATTACHMENTS	1. Fitzroy Street and Jeffreys Street - Map [5.1.1 - 1 page]
CSP LINK	<p>2. Our Built Infrastructure</p> <p>2.1 Infrastructure and assets meet diverse community needs</p> <p>2.3 Prioritise sustainable and active transport</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 two raised pedestrian crossings at the intersection of Fitzroy Street and Jeffreys Street in Kirribilli.

EXECUTIVE SUMMARY:

- In development of the Local Area Traffic Management Plan for Kirribilli and North Sydney, Council received concerns about road safety for pedestrians including students crossing at the intersection of Fitzroy Street and Jeffreys Street. The Council adopted actions in the Local Area Traffic Management Plan 2019 (LATM) included the redesign of the intersection to improve pedestrian safety.
- Council has also received safety concerns that the footpath is too narrow to accommodate the number of students waiting at the southeastern corner of the intersection of Broughton Street and Fitzroy Street.
- In response to the concerns raised, Council is proposing to construct two raised pedestrian crossings at the intersection of Fitzroy Street and Jeffreys Street and remove the garden bed at the corner of Broughton Street and Fitzroy Street to widen the footpath.

RECOMMENDATION:

- 1. THAT** the Committee endorse the installation of two raised pedestrian crossings across Jeffreys Street, just south of Fitzroy Street and across Fitzroy Street just west of Jeffreys Street in Kirribilli.
- 2. THAT** the Committee endorse the installation of a kerb extension on the southern side of Fitzroy Street, Kirribilli between the points 0 metres and 10 meters east of Jeffreys Street.

- 3. THAT** the Committee endorse the installation of a kerb extension on the western side of Jeffreys Street, Kirribilli between the points 10 metres and 17 meters south of Fitzroy Street.
- 4. THAT** the Committee endorse the installation of a kerb extension on the eastern side of Jeffreys Street, Kirribilli between the points 8.5 metres and 14.8 meters south of Fitzroy Street.
- 5. THAT** the Committee endorse the reallocation of parking on the eastern side of Jeffreys Street, Kirribilli between the points 14.8 metres and 20.8 meters south of Fitzroy Street as “No Parking Authorised Car Share Vehicles Excepted Area 100”.
- 6. THAT** the Committee note the provision of a wider footpath and removal of low level landscaping in the road related area on the southeastern corner of Broughton Street and Fitzroy Street.

Background

In 2019, North Sydney Council approved the Local Area Traffic Management (LATM) Action Plan for Area 7, which addresses concerns submitted from the community regarding pedestrian safety, particularly for children, at the intersection of Fitzroy Street and Jeffreys Street. The adopted plan includes an action to redesign this intersection to enhance pedestrian safety.

TfNSW Centre for Road Safety crash statistics have identified that there has been one pedestrian seriously injured while crossing the intersection of Fitzroy Street and Jeffreys Street in the last five years of available data.

Additionally, Council has received concerns from representatives of the nearby St Aloysius College and Loreto Kirribilli about the amount of space for pedestrians waiting at the southeastern corner of the intersection of Broughton Street and Fitzroy Street. The narrow footpath at this corner cannot accommodate the large number of pedestrians, particularly students waiting to cross Broughton Street during the afternoon peak hour.

TfNSW Centre for Road Safety crash statistics have identified that there has been one pedestrian fatality and one minor pedestrian injury at the corner of Broughton Street and Fitzroy Street in the last five years of available data.

Report

To improve safety for pedestrians crossing at the intersection of Fitzroy Street and Jeffreys Street in Kirribilli, it is proposed to construct two pedestrian crossings at the western and southern arms of the intersection.

It is also proposed to provide kerb extensions on the southern side of Fitzroy Street, just east of Jeffreys Street and on the southern side of the crossing across Jeffreys Street. The kerb extensions will physically prevent drivers from parking in an area that would be prohibited as it would obstruct visibility of pedestrians using the pedestrian crossing.

As part of this proposal, two parking spaces on Jeffreys Street are proposed to be removed to comply with Technical Directions for sightlines. An existing car share space is proposed to be relocated to the adjacent space directly to the south. The relocation of the car share space is in line with Councils policy to support car share as facilitating multiple drivers using one vehicle reduces the pressure on on-street parking.

To address the inadequate footpath space on the southeastern corner of Broughton Street and Fitzroy Street, it is proposed to reduce the area dedicated to low level landscaping to provide increased footpath width. The change will increase the space for pedestrians to wait on the footpath and help address the pedestrian safety issues at the intersection. There is a significant tree located within the existing landscaped area which will not be impacted by the works. As these works are within the road related area and do not impact the regulation of parking or traffic, there is no requirement for endorsement by Committee for the works to occur.

The proposals aim to reduce vehicle speeds and create a safer crossing environment for pedestrians and improve overall road safety.

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 28th August 2024 to 23rd October 2024. Approximately 139 letters were delivered to the 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 2 responses from outside the survey area.

The results indicated 37.5% support and 62.5% opposition for the proposal. The results of the survey are shown in table below:

I support the proposed installation of Raised Pedestrian Crossings and Footpath Widening at Fitzroy Street in Kirribilli	Response				
	Yes		No		Total
	Qty	%	Qty	%	
Within Survey area: <ul style="list-style-type: none"> • Fitzroy Street • Jeffreys Street 	1	17	5	83	6
Outside Survey area: <ul style="list-style-type: none"> • Peel Street • Alexander Street 	2	100	0	0	2
Grand Total	3	37.5	5	62.5	8

Public Consultation

Theme	Community Comments	Office Comments
Pedestrian Safety and Active Transport	Highly supportive of pedestrianizing and increasing walkability and reducing reliance on private cars. The respondent also requested Council do a lot more to improve bicycling in the area suggesting further removal of car parking and reducing the speed limit.	Council places a high priority on improving walkability and active transport. Council is currently developing a new Bike Plan to prioritise actions in areas which would have the greatest impact to the safe access and uptake for road users travelling by bicycle. Council supports lower speed limits to improve safety, the

		decision on posted speed limits is determined by Transport for NSW (TfNSW).
	St Aloysius' College has identified they are highly supportive of this proposal as it will improve pedestrian safety for students and staff, many of whom use this intersection as they walk to and from Milsons Point Railway Station. In addition, the removal of the garden bed to increase the size of the pedestrian waiting area is also very practical due to the high volume of student numbers who gather on this corner from both Loreto Kirribilli and St Aloysius' College.	Noted.
Biased Proposal	Concern that the proposal benefits privileged schools and their visitors in the area at the expense of rate paying owners. St Aloysius Building was definitely a 60's eyesore but at least it was somewhat contained. Then the school started buying up property. Two beautiful sandstone footed bungalows with lovely gardens torn down to accommodate a gymnasium and car park, flowed by further renovations in the last year or so. None of this work ever enhances the area, it just detracts.	The infrastructure changes are proposed in response to an ongoing safety issue in the area. The proposal aims to reduce the frequency and severity of crashes in the area, reduce vehicle speeds and make it safer to be a pedestrian, reducing the reliance on access by vehicle. As all community members are impacted by the safety of their environment, the proposal aims to benefit the community as a whole.
No Safety Concerns	Resident concern raised that for as long as they have lived here, no safety issues have been observed at the intersection. While the area does become crowded due to its proximity to the school, it appears that pedestrians have the common sense to navigate the intersection safely as it currently exists.	In addition to representations from the two nearby schools, data provided by the Centre for Road Safety shows that there has been a serious injury to a pedestrian at the intersection of Fitzroy Street and Jeffrey's Street and a fatality and minor injury at the intersection of Broughton Street and Fitzroy Street.

		The proposed changes address concerns raised in the adopted Local Area Traffic Management Plan to address road safety in the area.
Concerns about Submission Process	<p>The submission process is perceived as flawed due to inconsistent messaging between Council's website and letter to residents. The website mentions pedestrian safety concerns in general, while the letter specifies concerns about the safety of students.</p> <p>Residents argue that these are two distinct issues—general pedestrian safety versus school-related traffic—and should be handled through separate submission processes with clearer, unified communication from the Council.</p> <p>They request that Council restarts the submission process with consistent messaging.</p>	<p>The proposal aims to provide a safer and more accessible road environment for all pedestrians crossing at the intersections of Fitzroy Street and Jeffreys Street and at the intersection of Broughton Street and Fitzroy Street.</p> <p>Students, while walking on public roads are pedestrians and as such the proposal would also improve safety for school students who choose to cross at these intersections.</p>
Opposition to the Proposal	<p>The residents expressed strong opposition to the proposed raised pedestrian crossing and road narrowing on Jeffreys Street, as well as the additional pedestrian crossing on Fitzroy Street.</p> <p>They believe these proposals are poorly conceived and will negatively impact local residents, particularly those living near the proposed crossings. Residents question the necessity of the proposed crossings, stating that pedestrian traffic at the corner is minimal outside of school hours.</p> <p>They argue that there is no community-driven need for pedestrian crossings at this location and consider the infrastructure an unnecessary use of Council funds.</p>	<p>This proposal is part of the LATM plan, which has been adopted by the Council following consultation with the community.</p> <p>The primary aim of this proposal is to enhance road safety in the area.</p> <p>If approved the project would be funded by TfNSW Towards Zero Road Safety Program.</p> <p>The intent of the proposal is to create safer conditions for all road users, including pedestrians, particularly during peak school hours when foot traffic and safety issues are more prevalent.</p>
Alternative Routes	Has anyone actually looked at the other routes available? Students could walk down Broughton Street cross at the lights and then turn left	Pedestrians tend to walk along the most direct route. Attempts to redirect pedestrians through infrastructure placement or

	<p>into Pitt Street and cross Jeffrey Street at the quiet one way end which takes them to some stairs and directly to the school building.</p> <p>They could also cross at the lights at Broughton Street turn left into Fitzroy Street and stay on that side of the road, continue down Jeffrey Street and then cross at the same quiet end of the street just past Pitt Street. This again would deliver the students straight to the school building. Both these options would keep the foot traffic to the mostly commercial areas of the streets leading to the school.</p>	<p>barriers tends to result in ineffective infrastructure and results and would result in existing road safety issues not being addressed.</p>
<p>Noise concerns</p>	<p>Residents state that they already tolerate daily congestion, noise, and other impacts caused by Aloysius students and parents. They accommodate the school's needs during special events, such as noisy sports events or by adjusting construction work around school hours. However, the noise from large groups of students passing by their homes can be unbearably disruptive, especially for residents who work shifts or from home, where the noise can be deafening. While there is laughter, residents also report frequent yelling, screaming, and swearing, which they find offensive and intrusive. They believe it is unfair and poorly considered to concentrate this noise along a single route, and they feel that the school and Council should show reciprocal consideration for residents' needs, rather than introducing infrastructure that would increase student traffic near their homes.</p>	<p>The project originated as part of the LATM initiative and has since been adapted by Council to address identified road safety concerns along a well-established pedestrian desire line.</p> <p>While it is acknowledged that high pedestrian volumes and associated noise are already present in the area, this proposal is intended to enhance safety for vulnerable road users by providing improved infrastructure to facilitate safer crossing.</p>

<p>Proposals Authenticity</p>	<p>It appears that the decision regarding this matter has already been made, as evidenced by the scoping of the area and the painted drafts on the footpaths indicating where the proposed changes are intended to be implemented. This gives the impression that the proposal is a foregone conclusion. It is concerning that such an approach has been taken, and many feel that it undermines the transparency and consultative process that should be expected in matters affecting the community.</p>	<p>While this proposal is funded by Transport for NSW (TfNSW) and has undergone consultation. Construction will only begin after the project receives approvals and the design is finalised.</p> <p>No works related to the crossing have occurred on site at the time of this meeting.</p>
<p>Crossing's Location and Traffic Congestion</p>	<p>Residents believe that traffic congestion around St. Aloysius during school drop-off and pick-up times is already significant. They argue that directing all school-related traffic through the narrow Fitzroy Street and the short northern end of Jeffreys Street only exacerbates the congestion, leading to daily bottlenecks. Residents urge North Sydney Council to explore alternative solutions to alleviate this congestion rather than intensifying it.</p> <p>The proposed addition of two pedestrian crossings near the school is viewed as potentially worsening traffic flow issues. Their proposed locations—near a frequently used turning point and adjacent traffic lights—are likely to cause gridlock if both crossings are in use during peak pedestrian hours. Heavy foot traffic from students and other pedestrians could obstruct vehicle movement, resulting in longer delays and increased congestion.</p>	<p>Congestion is a significant issue faced by all urban communities. Council cannot build more capacity into the road network and attempts to do so require the removal of footpaths, parking and open space. Instead, Council aims to create safer and more accessible environments to walk to provide alternative options to relying on private vehicles.</p> <p>Currently, pedestrians cross these streets at multiple points near the intersection. To address this concern, the two crossings have been strategically positioned along key pedestrian desire lines to provide clear and designated crossing areas. This design aims to direct foot traffic safely toward bus stops, train stations, and local shops.</p>

	<p>Residents note that most pedestrians, including students and local residents, tend to walk further east on Fitzroy Street and cross near the corner of 31B Fitzroy Street, rather than using both Fitzroy and Jeffreys Streets. In light of this behaviour, residents suggest implementing a single pedestrian crossing on the eastern arm of Fitzroy Street. This change would allow pedestrians to cross only once, reducing the likelihood of traffic disruptions and facilitating smoother vehicle movement between Fitzroy and Jeffreys Streets.</p> <p>There are concerns that additional infrastructure on an already constrained corner will create further bottlenecks. Residents believe that the proposed changes will not only fail to alleviate existing congestion but may also worsen it, particularly given the limited space and current traffic challenges in the area. They feel that the Council should prioritize solutions that effectively address existing congestion rather than introducing measures that could exacerbate traffic issues.</p>	
<p>Impacts of Construction</p>	<p>This work will create a worse situation that can be dealt with by existing infrastructure during construction. There is no clear plan to ensure it will be constructed quickly and will be bad if school kids are trying to navigate the area while construction is occurring. The works will be loud and disruptive to neighbours and as a resident of 31B Fitzroy Street would have to consider ending my lease since living on top of a construction site will be extremely unpleasant.</p>	<p>Construction is anticipated to take 3 weeks. While the design and construction program are not complete, the works are planned to occur during school holidays.</p> <p>Any construction impacts during school term will require appropriate traffic management will be implemented to ensure the safety of all pedestrians. Construction activity, with the exception of painting line marking will occur during the day.</p>

Parking Concerns	There is also already insufficient parking for residents of surrounding buildings and a reduction in parking will increase congestion which makes the supposed safety benefits likely redundant anyway.	The current proposal involves the removal of two parking spaces. While there is an impact on parking, the works are required to addressing a road safety issue.
Flower Bed	There is no need to remove the existing flower beds at Broughton Street, this is pointless.	The existing footpath at the corner of Broughton Street and Fitzroy Street is too narrow to safely accommodate the large number of pedestrians, particularly during peak school hours. In the past five years, there have been three crashes at this intersection, two involving pedestrians, with one incident resulting in a fatality. While Council aims to preserve green spaces, pedestrian safety is the priority in this case. Increased landscaping will be incorporated into the kerb buildout at the proposed crossing at the Fitzroy Street and Jeffreys Street intersection.
Traffic Committee Engagement	Residents would like an opportunity to discuss the proposal further, asking if there is a traffic committee meeting where they can raise their concerns in person and seek alternative solutions that consider the needs of both students and residents.	Members of the public are welcome to attend Traffic Committee and speak to any item on the agenda.
40km speed signs	A resident has expressed concerns relating to traffic safety on Fitzroy Street and Jeffreys Street. The resident highlighted that Fitzroy Street east of Broughton Street is a perpetual 40 km/h speed zone but lacks clear speed signs and markings to indicate this. They noted that while there is a sign at the 60-meter mark indicating the speed limit, it can easily be missed by drivers focused on the narrow road, especially since a nearby tree obscures it.	The proposed crossings aim to enhance pedestrian safety in the area. Installation and maintenance of speed signs fall under the jurisdiction of TfNSW. The request for improved signage will be referred to TfNSW for their consideration and action.

	<p>At the T-junction with Jeffreys Street, the resident mentioned there is adequate warning, but confusion can arise as this spot marks the beginning of a school hours 40 km/h zone. The resident emphasized the high pedestrian activity in the area, particularly from students at nearby schools, raising concerns about speeding motorists.</p> <p>They shared a personal experience as a junior doctor, recounting a tragic incident involving a pedestrian hit by a bus, which underscored their fear that a similar event could occur with a school child. This would have a tremendous impact into the family and into a school filled with impressionable young people. They strongly urged for safety improvements, such as cross-hatching the road over approximately 90 meters and erecting clear signs at the intersection to prevent potential accidents.</p>	
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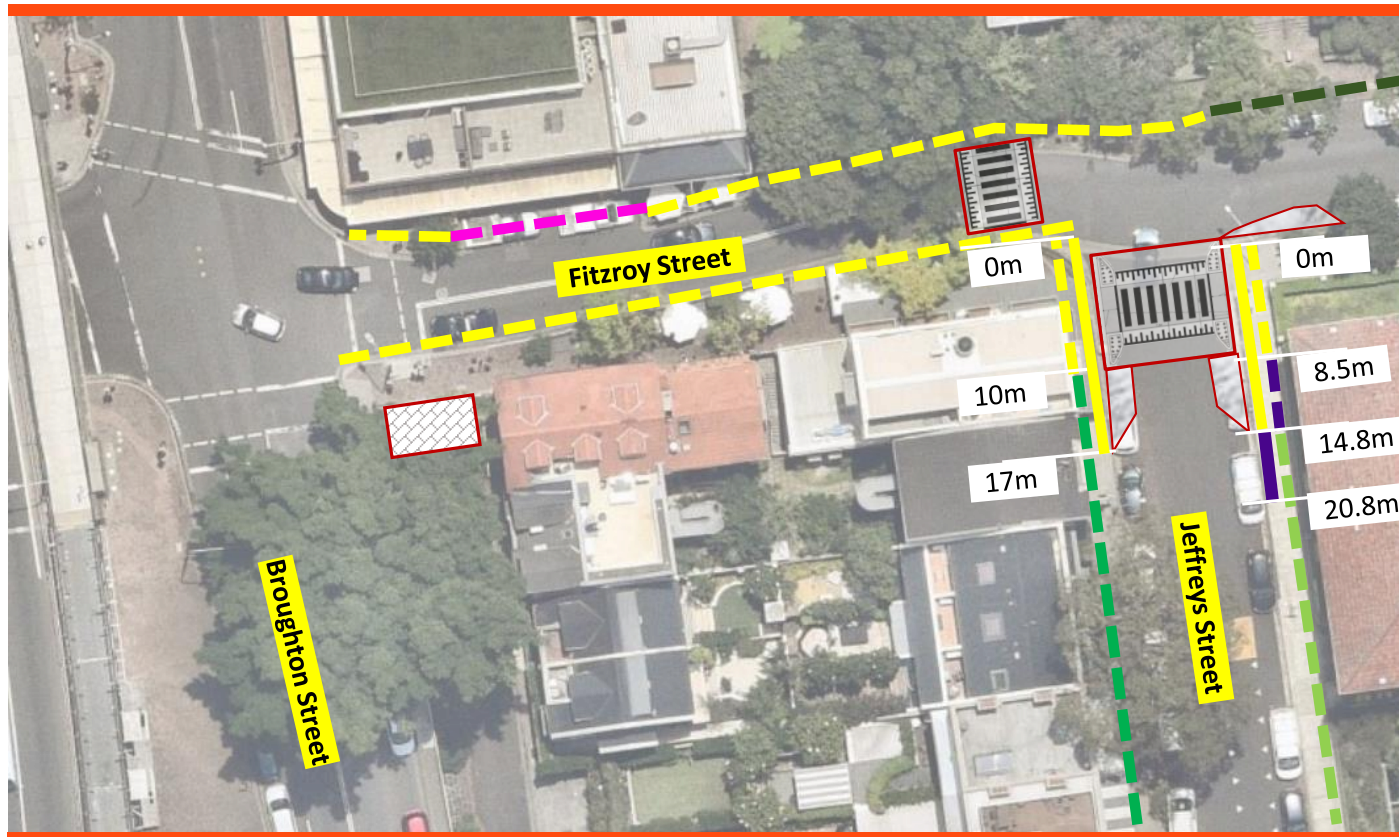
Financial/Resource Implications

The proposal is fully grant funded by TfNSW Towards Zero Road Safety Program.



Proposal

Fitzroy Street and Jeffreys Street, Kirribilli – Proposed Pedestrian Crossings and Footpath Widening



- Existing**
- "No Stopping"
 - "Authorised Car Share Vehicles Excepted Area 100"
 - "1P 8:30am-10pm Mon-Sun, PHEA 3"
 - "2P 8:30am-6pm Mon-Fri, PHEA 3"
 - "2P 8:30am-6pm Mon-Fri"
 - "Loading Zone 6am-11am Mon-Fri", "1/4 P 11am-10pm Mon-Fri"
- Proposed**
- Removal of Existing Garden Bed for Footpath Widening
 - Pedestrian Crossing with Kerb Buildouts
 - Pedestrian Crossing
 - Kerb Buildouts
 - "No Stopping"
 - "Authorised Car Share Vehicles Excepted Area 100"