



AGENDA

A **Meeting of the Traffic Committee** will be held on Cammeraygal Land at the Council Chambers, 200 Miller Street, North Sydney at 10:00 AM on Friday 7 February 2025.

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 29 November 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. Aubin Street, Neutral Bay - No Parking

| | |
|--------------------|---|
| AUTHOR | Jasmine Wong, Transport Engineer |
| ENDORSED BY | Gary Parsons, Director Open Space and Infrastructure |
| ATTACHMENTS | 1. Aubin Street, Neutral Bay - Plan [5.1.1 - 1 page] |
| CSP LINK | 2. Our Built Infrastructure 2.4 Efficient traffic mobility and parking |

PURPOSE:

This report seeks committee endorsement for the installation of a 4.8 metre long “No Parking” restriction from the eastern edge of the driveway on Aubin Street of Cranbrook Care located at 58A Wycombe Road, Neutral Bay.

EXECUTIVE SUMMARY:

- The proposal to remove parking is to address concerns about service vehicles being unable to safely exit the driveway of Cranbrook Care at 58A Wycombe Road, Neutral Bay due to parking on both sides of Aubin Street.
- In response to these concerns, Council undertook community consultation on a proposal to install a “No Parking” restriction adjacent to the Aubin Street driveway.

RECOMMENDATION:

1. THAT the Committee endorse the reallocation of kerb space on the northern side of Aubin Street, Neutral Bay between points 29 metres and 33.8 metres, west of Wycombe Road, Neutral Bay as “No Parking”.

Background

Council received a submission regarding service vehicles unable to safely egress from the Aubin Street driveway at 58A Wycombe Road, Neutral Bay without colliding with vehicles parked on-street.

Report

Aubin Street, Neutral Bay is a 7 metre wide road restricted to one-way vehicle movements travelling eastbound. Parking is provided on northern and southern sides of the street.

A 6.4 metre long Small Rigid Vehicle can enter the driveway, however drivers of a Small Rigid Vehicle turning out of the driveway are unable to complete the turn when a vehicle is parked next to the driveway.

As a result, Council recommends reallocating 4.8 metres of unrestricted parking east of the driveway to “No Parking” to assist with the safe egress of a service vehicle from the Aubin Street driveway of Cranbrook Care.

This change would result in a loss of one on-street parking space.

Following community consultation, Council received majority support for the proposal. It is noted that objections to the proposal received did not outline any justification.

Consultation Requirements

Community engagement has occurred in accordance with Council’s *Community Engagement Protocol*. This report provides the outcomes from the engagement for Council to consider prior to adoption.

Public Consultation

Community consultation of the proposal took place between 7 November and 20 December 2024. A total of 24 letters were delivered 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.

Five responses were received, including three responses from outside the survey area.

The results indicate 60% support from the submissions received for the proposal.

Results of the survey are shown in the table below:

| I support the proposed “No Parking” restriction on Aubin Street, Neutral Bay. | Response | | | | Total |
|---|----------|-----|-----|-----|-------|
| | No | | Yes | | |
| | Qty | % | Qty | % | |
| Within Survey Area | 1 | 50% | 1 | 50% | 2 |

| | | | | | |
|-------------------------------------|---|-----|---|-----|---|
| Outside Survey Area | 1 | 33% | 2 | 67% | 3 |
| Within + Outside Survey Area | 2 | 40% | 3 | 60% | 5 |

Submissions

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.

| Theme | Submission | Response |
|------------------------------------|--|--|
| Support for the Removal of Parking | We need less on-street parking. This is a good measure. Make the street less friendly for private cars and encourage public transport, walking and cycling. | The intention of the proposal is to provide safer egress from the Aubin Street driveway for service vehicles which would result in a loss of 1 on-street space. Nonetheless, Council remains committed to implementing changes that support active and public transport. |
| Support for the Proposal | I agree it's difficult to turn left out of their driveway. This often means cars parked opposite the driveway are in danger of getting a scrape! | The proposal aims to address this issue by removing 4.8 metres of on-street parking on the eastern side of the driveway. |
| Other Concerns | Can we also get red sections of "No Stopping" marked on the road? It would be very handy for safe exit from Aubin Street onto Wycombe Road as it is difficult to see adequately. | This concern does not relate to the proposal. Nonetheless, it is noted that there is an existing Road Rule (Reg 170) which outlines that drivers must not stop on a road within 10 metres of an unsignalised intersection. As Road Rules are enforceable, any additional signage or line-marking is not required. |

Conclusion

It is recommended that the Committee endorse the proposed "No Parking" restriction on Aubin Street.

Financial/Resource Implications

The cost of undertaking proposed changes to parking restrictions will be covered by Council's Operating Expenditure budget.



Proposal

Aubin Street, Neutral Bay – Proposed No Parking Restriction



Existing

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

Proposed

- "No Parking"

5.2. Yeo Street at Rangers Road, Cremorne - Raised Pedestrian Crossing Upgrade

| | |
|--------------------|---|
| AUTHOR | Jasmine Wong, Transport Engineer |
| ENDORSED BY | Gary Parsons, Director Open Space and Infrastructure |
| ATTACHMENTS | 1. Yeo Street at Rangers Road, Cremorne - Plan [5.2.1 - 1 page] |
| CSP LINK | 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 |

PURPOSE:

The purpose of this report is to seek committee endorsement for the upgrade of the raised pedestrian crossing on Yeo Street at Rangers Road in Cremorne.

EXECUTIVE SUMMARY:

- Following plans to remove an existing tree located in the roadway on the northern side of Yeo Street at Rangers Road, due to its poor form, it is proposed that the existing raised pedestrian crossing be upgraded to further address pedestrian safety and visibility concerns.
- Council has adopted the action items in Council’s Local Area Traffic Management Plan for Zone 6, including Item T.76 to improve the existing pedestrian crossing at Yeo Street near Rangers Road in Cremorne.
- Council undertook community consultation to redesign the existing pedestrian crossing to meet current Technical Directions and to provide adequate visibility. 75% of the submissions were in support of the proposal.

RECOMMENDATION:

1. THAT the Committee endorse the raised pedestrian crossing across Yeo Street, Cremorne, just south of Rangers Road.

2. THAT the Committee endorse 2.5 metre wide kerb extensions on the western side of Yeo Street, Cremorne between the points 0 meters and 15 meters, south of Rangers Road, Cremorne.

3. THAT the Committee endorse 2.5 metre wide kerb extensions on the eastern side of Yeo Street, Cremorne between the points 0 meters and 24 meters, south of Rangers Road, Cremorne.

4. THAT the Committee endorse the reallocation of kerb space on the northern side of Yeo Street, Cremorne between the points 5 metres and 15 metres, south of Rangers Road, Cremorne as “No Stopping”.

5. THAT the Committee endorse the zig-zag line-marking on Yeo Street between points 30 metres and 44 metres, and between the points 54 metres and 89 metres, south of Rangers Road.

Background

In 2019, North Sydney Council approved the Local Area Traffic management (LATM) Action Plan for Zone 6. The plan includes an action to improve the existing pedestrian crossing on Yeo Street at Rangers Road in Cremorne in response to pedestrian safety and visibility concerns raised from the community.

In February 2022, North Sydney Police identified that the existing "No Stopping" restrictions near the pedestrian crossing are inadequate in ensuring sufficient visibility for drivers approaching from Yeo Street, particularly when vehicles are parked next to the crossing. Concerns with visibility associated with the tree in the roadway were raised in a subsequent correspondence in November 2023.

In 2023, one crash was recorded on Yeo Street at Rangers Road which involved a pedestrian and resulted in minor injury. Council has also received concerns from the community about obstructions to visibility at the crossing.

Report

In response to concerns about pedestrian safety and visibility concerns at the pedestrian crossing on Yeo Street at Rangers Road in Cremorne, Council undertook community consultation on a proposal to upgrade the existing raised pedestrian crossing.

The crossing point will be designed in accordance with Transport for New South Wales' (TfNSW's) Stopping and Parking Restrictions at Intersections and Crossings (TDT 2002/12c). As a result, a section of "Motorbikes Only" and "1P METER 8:30am – 6pm Mon-Fri, 8:30am – 12:30pm Sat" would be converted to "No Stopping" to meet TfNSW requirements. Hence, this change would result in a loss of two on-street motorcycle spaces and one car space on the northern side of Yeo Street.

To increase opportunities for landscaping and to physically prevent drivers parking within the No Stopping area, kerb extensions are to be provided the extent of the 'No Stopping' restriction. There is driveway providing access to the property at 13 Rangers Road on the southern side of Yeo Street which is also proposed to be extended to align with the length of the existing "No Stopping" restriction, physically preventing drivers parking in front of the driveway.

To address concerns about visibility for drivers on Yeo Street approaching the crossing, zig-zag line marking is proposed on Yeo Street on approach to the pedestrian crossing to alert drivers to the upcoming crossing so drivers can be prepared to stop for pedestrians.

Under NSW Road Rules, a driver approaching a pedestrian crossing must drive at an appropriate speed which allows them to slow down and stop as necessary before the crossing. Further, a driver must give way to any pedestrian on a pedestrian crossing.

Following community consultation, Council received majority support for the proposal. Submissions that expressed their objection outlined concerns about the proposed loss of parking and the removal of the tree.

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 of the proposal took place between 7 November and 20 December 2024. A total of 203 letters were delivered 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 proposal consists of an upgraded raised pedestrian crossing with kerb extensions, zig-zag line marking, and the extension of the driveway of 13 Rangers Road. These proposed works are located on Yeo Street at Rangers Road, Cremorne.

Eight responses were received, including three responses from outside the survey area.

The results indicate 75% support from the submissions received for the proposal. Results of the survey are shown in the table below:

| I support the proposed upgrade to the raised pedestrian crossing on Yeo Street, Cremorne | Response | | | | Total |
|--|----------|-----|-----|-----|-------|
| | No | | Yes | | |
| | Qty | % | Qty | % | |
| Within Survey Area | 1 | 20% | 4 | 80% | 5 |
| Outside Survey Area | 1 | 33% | 2 | 67% | 3 |
| Within + Outside Survey Area | 2 | 25% | 6 | 75% | 8 |

Submissions

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.

| Theme | Submission | Response |
|--------------------------|--|--|
| Extended Driveway Access | I would like to see more information on the impact to accessing the property at 13 Rangers Road, via the | The driveway extension is proposed to maintain access to the property at 13 Rangers Road when the southern |

| | | |
|-------------------|--|---|
| | <p>driveway on Yeo St. Other than extending the kerblines, are there any other expected modifications? Will the blue areas shown be vegetated?</p> | <p>kerb extension is extended to align with the existing "No Stopping" restrictions on Yeo Street.</p> <p>Any new vegetation proposed within the kerb extensions will be assessed during the detailed design phase to ensure that driver sight distances can be achieved.</p> |
| Pedestrian Safety | <p>Increased pedestrian safety is always supportable.</p> <p>Well overdue, it is frighteningly dangerous. I walk my dog in the area regularly and have seen many near accidents at this spot.</p> | <p>This proposal to upgrade the raised pedestrian crossing along with the provision of zig-zag line marking will help address pedestrian safety and visibility concerns.</p> |
| Tree Removal | <p>Upgrade the crossing is OK but again and again the Council removes trees and does not replace them (or replaces them with small unsuitable trees). The Council policy on tree removal is very poor and the Council often does not reply to questions on tree removal eg the large tree removed at 131 Cremorne Road Cremorne Point.</p> | <p>It is intended that a new tree would be planted nearby to replace the one being removed on the northern side of Yeo Street.</p> <p>The size and type of tree will be determined during detailed design following further investigations.</p> |
| On-street Parking | <p>Provide more benefits to non-private vehicle owners, should reduce the amount of on-street parking.</p> <p>We already have limited on-street spaces and do not need any more taken away. The current system seems to be working just fine.</p> | <p>It is acknowledged that there is high demand for on-street parking across the North Sydney local government area, resulting in finding an available on-street space often challenging.</p> <p>However, Council places a high priority on improving walkability and active transport. This proposal helps to address safety concerns to support walking as a mode of transport in the area.</p> |
| Speed Limit | <p>Should decrease the speed limit.</p> | <p>Council supports any proposals to lower speed limits to improve safety. However, changes to speed limits are the responsibility of Transport for NSW (TfNSW).</p> |

Conclusion

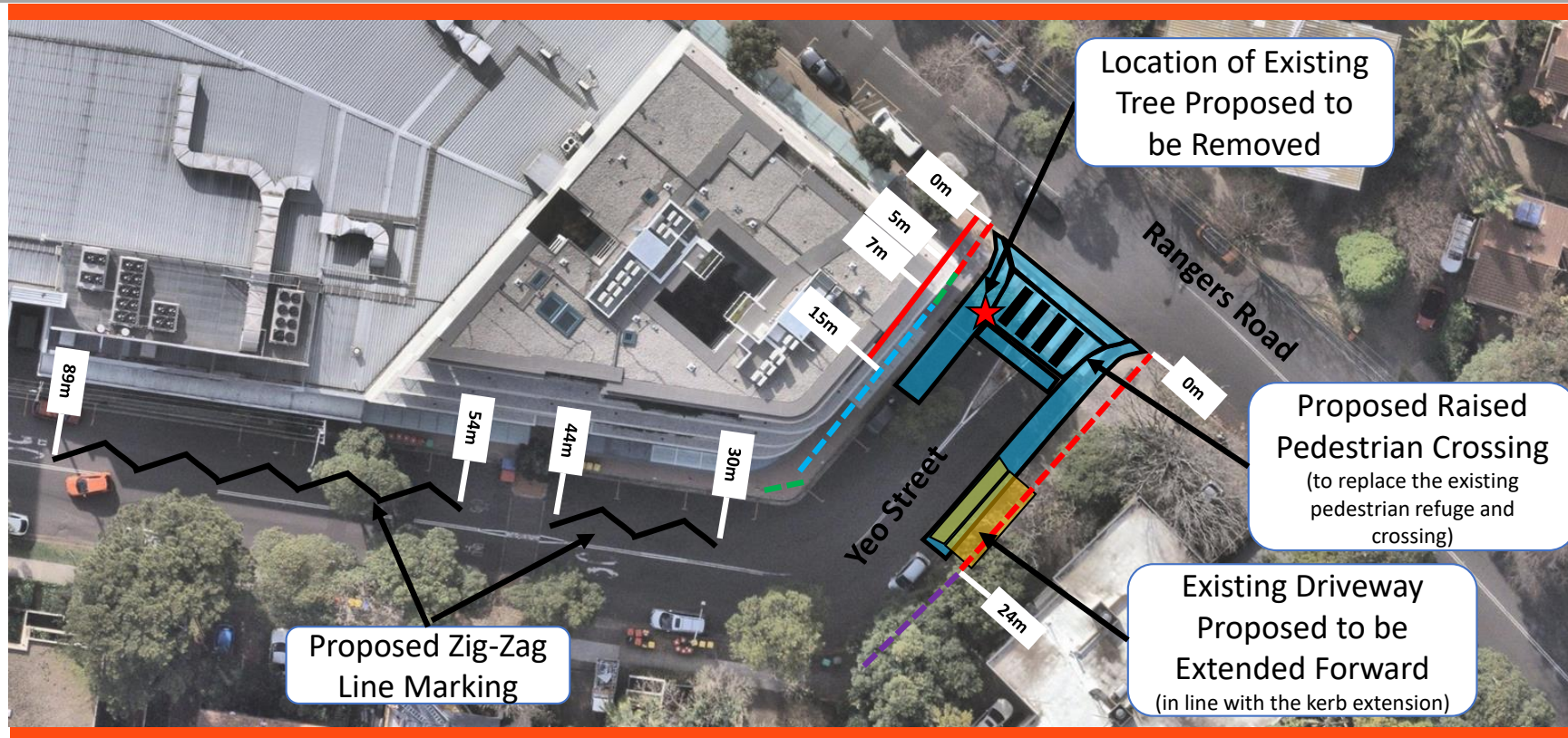
It is recommended that the Committee endorse the proposed upgrade of the raised pedestrian crossing, implementation of changes to associated parking restrictions and associated line marking on Yeo Street at Rangers Road, Cremorne.

Financial/Resource Implications

It is expected that the cost of constructing the upgrade to the raised pedestrian crossing on Yeo Street at Rangers Road and associated works will be covered under the 2024/2025 Capital works budget.



Proposed Upgrade to Raised Pedestrian Crossing on Yeo Street at Rangers Road, Cremorne



- | | | | |
|------------------|--|------------------|--|
| Existing: | - - - - - "No Stopping" | Proposed: | ————— "No Stopping" |
| | - - - - - "Motorbikes Only" | | |
| | - - - - - "1P METER 8:30am – 6pm Mon-Fri, 8:30am – 12:30pm Sat" | | |
| | - - - - - "1P 8:30am – 6pm Mon-Fri, 8:30am – 12:30pm Sat, Permit Holders Excepted Area 29" | | |

5.3. Sophia Street at Holtermann Street, Crows Nest - Continuous Footpath Treatment

| | |
|--------------------|--|
| AUTHOR | Jasmine Wong, Transport Engineer |
| ENDORSED BY | Gary Parsons, Director Open Space and Infrastructure |
| ATTACHMENTS | 1. Attachment - Sophia Street at Holtermann Street, Crows Nest - Continuous Footpath Treatment [5.3.1 - 1 page] |
| CSP LINK | 2. Our Built Infrastructure 2.1 Infrastructure and assets meet diverse community needs 2.3 Prioritise sustainable and active transport 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 |

PURPOSE:

The purpose of this report is to seek committee endorsement for a continuous footpath treatment across Sophia Street just south of Holtermann Street in Crows Nest.

EXECUTIVE SUMMARY:

- Council has received community concerns about road safety for pedestrians crossing at the intersection of Sophia Street and Holtermann Street.
- In 2019, Council adopted the Local Area Traffic Management Plan for Zone 2, which included Item T.114 to install a continuous footpath treatment on Sophia Street, Crows Nest.
- In response to concerns raised, Council consulted on a proposal for a continuous footpath treatment and received 75% community support for the proposal.

RECOMMENDATION:

- 1. THAT** the Committee endorse the proposed continuous footpath treatment on Sophia Street, Crows Nest just south of Holtermann Street;
- 2. THAT** the Committee endorse the proposed 2.2 metre wide kerb extension on the western side of Sophia Street, Crows Nest between the points 0 metres and 17 metres south of Holtermann Street;
- 3. THAT** the Committee endorse the proposed 2 metre wide kerb extension on the southern side of Holtermann Street, Crows Nest between the points 0 metres and 10 metres west of Sophia Street;
- 4. THAT** the Committee endorse the proposed 2 metre wide kerb extension on the southern side of Holtermann Street, Crows Nest between the points 0 metres and 10 metres east of Sophia Street;
- 5. THAT** the Committee endorse the reallocation of kerb space on the western side of Sophia Street between points 11 metres and 17 metres, south of Holtermann Street as “No Stopping”.

6. THAT the Committee endorse the reallocation of kerb space on the southern side of Holtermann Street, Crows Nest between points 10 metres and 15 metres, east of Sophia Street as “No Parking Authorised Car Share Vehicles Excepted Area 100”;

7. THAT the Committee endorse the reallocation of kerb space on the southern side of Holtermann Street between points 15 metres and 21 metres, east of Sophia Street as unrestricted for parking.

Background

In 2019, North Sydney Council adopted the Local Area Traffic management (LATM) Action Plan for Zone 2. The plan includes an action to install a continuous footpath treatment on Sophia Street at Holtermann Street under Item T.114 to help improve pedestrian safety at the intersection.

Report

In response to concerns about pedestrian safety, it is proposed to install a continuous footpath treatment on Sophia Street at Holtermann Street. The design extends the footpath on Holtermann Street across Sophia Street. The change would provide pedestrian priority when crossing Sophia Street on the southern side of Holtermann Street.

The crossing point would comply with TfNSW technical directions for continuous footpath treatments, ensuring the crossing distance along the footpath’s centreline does not exceed 7 metres having consideration for existing road geometry constraints. The width of the roadway on Sophia Street would be narrowed while still allowing adequate space for vehicle access.

There is no net loss of parking as a result of the proposal. The changes to the kerb line require the removal of one parking space on the western side of Sophia Street and an increase of one parking space on the southern side of Holtermann Street.

Following community consultation, Council received majority support for the proposal.

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.

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 of the proposal took place 1 November - 20 December 2024. A total of 43 letters were delivered 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 proposal consists of the construction of a continuous footpath treatment on Sophia Street at Holtermann Street.

Eight responses were received, including three responses from outside the survey area.

The results indicate 75% support from the submissions received for the proposal. Results of the survey are shown in the table below:

| I support the proposed continuous footpath treatment on Sophia Street, Crows Nest | Response | | | | Total |
|---|----------|-----|-----|------|-------|
| | No | | Yes | | |
| | Qty | % | Qty | % | |
| Within Survey Area | 2 | 40% | 3 | 60% | 5 |
| Outside Survey Area | 0 | 0% | 3 | 100% | 3 |
| Within + Outside Survey Area | 2 | 25% | 6 | 75% | 8 |

Submissions

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.

| Theme | Submission | Response |
|--------------------------|--|---|
| Support for the Proposal | Council should without hesitation install a continuous footpath, and should do the same at Sophia Street and Ernest Street, and the Alexander Lane Holtermann intersections. | <p>The proposal improves pedestrian safety due to the raised design of the proposed continuous footpath treatment which will help drivers slow down before entering Holtermann Street from Sophia Street.</p> <p>Council will continue working on the initiatives outlined in our Local Area Traffic Management Plans and prioritise projects that support walking and cycling.</p> |
| Speed Limit | Should also reduce the amount of on-street parking. | Noted. This proposal has no net loss of parking. On-street parking is highly sought after in North Sydney and Council does not remove on-street parking unnecessarily. |

| | | |
|-----------------|--|--|
| Line-Marking | Please ensure white “zebra crossing” markers are used to clearly indicate pedestrians have right of way at this intersection. | Installing “zebra crossing” lines would create a formal pedestrian crossing. A continuous footpath treatment is proposed to provide pedestrian priority and provide a vehicle crossover similar to a driveway to inform drivers they are in a slow moving traffic area. The installation of zebra crossing line marking would not comply with Technical Directions for the treatment. |
| Speed Limit | Should decrease the speed limit. | Speed limit changes are TfNSW's responsibility, however, Council would support any measure that enhances pedestrian safety. Traffic Calming treatments help reduce vehicle speeds to support an application for speed reduction. |
| Traffic Impacts | <p>An impact of the installation of the roundabout at Holtermann and Alexander has been Sophia Street being turned to an attractive rat-run for right-turning westbound vehicles on Ernest Street looking to avoid a red light at Ernest and Alexander. There should be a no right turn restriction into Sophia Street from Ernest Street.</p> <p>There would be an increase to traffic into what is already a terrible rat run. Holtermann Street needs to be closed off.</p> | It is acknowledged that Sophia Street is currently being used by some drivers as a short-cut route. Council implements turn bans only in response to safety concerns and not to direct drivers to some streets over others. Instead, Council aims to provide infrastructure to reduce driver speeds and improve safety, while maintaining access for road users. |
| Visibility | <p>There is low vision turning right, Council car is too close to curve. There will be more people hurt.</p> <p>There is a high fence on the church side which would block driver's vision to children. Creating a footpath will be a danger to children crossing Sophia Street.</p> | <p>As part of the design of the continuous footpath, the geometry of the intersection will allow a driver to position their vehicle further into Holtermann Street for better visibility to oncoming traffic.</p> <p>The western (and eastern) kerbs on Sophia Street would be built out so there is additional space to store pedestrians and to provide improved visibility for drivers coming from Sophia Street.</p> |

Conclusion

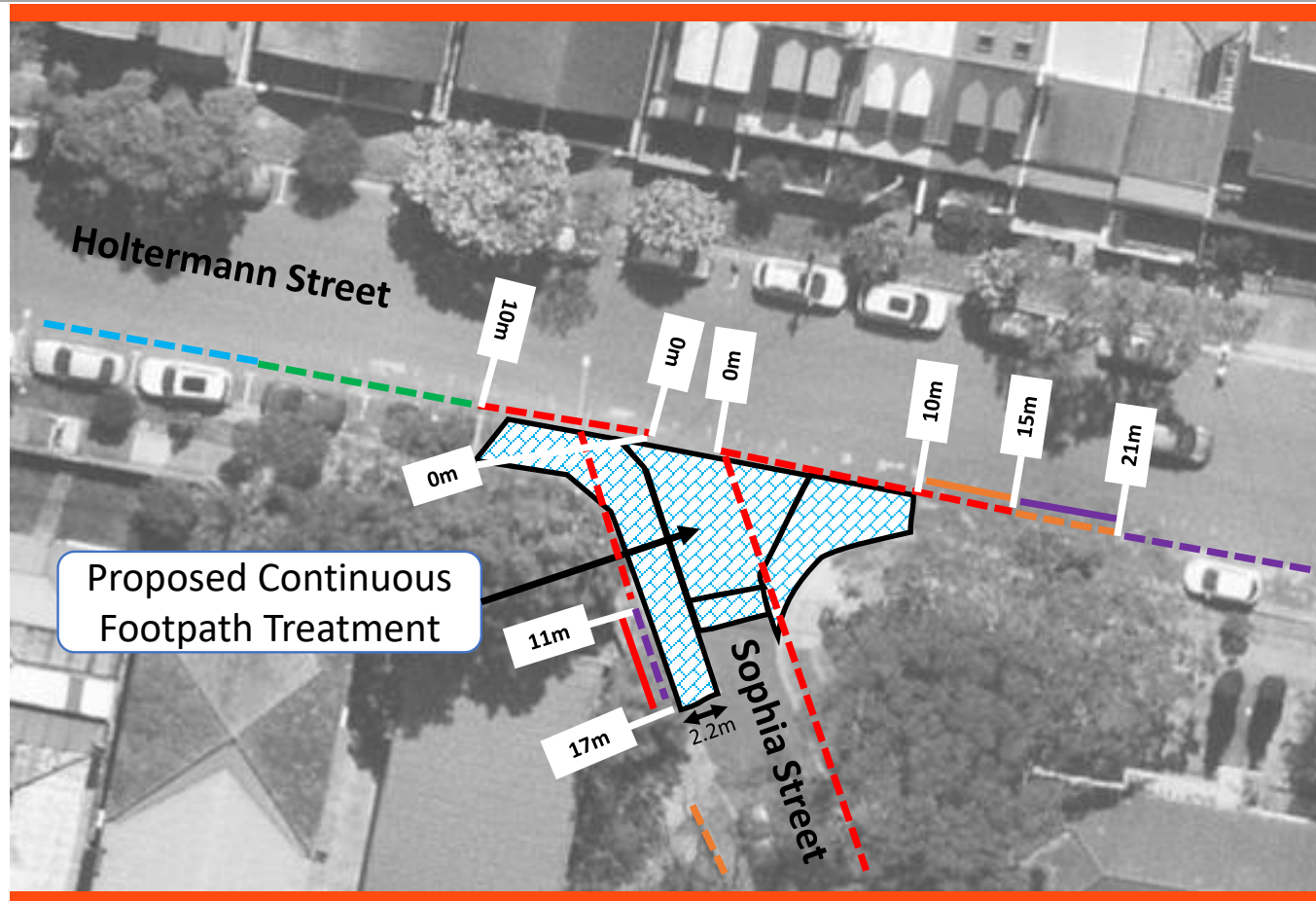
It is recommended that the Committee endorse the proposed continuous footpath treatment and associated changes to parking restrictions on Sophia Street at Holtermann Street, Crows Nest.

Financial/Resource Implications

It is expected that the cost of constructing the continuous footpath treatment on Sophia Street at Holtermann Street will be covered by grant funding.



Proposed Continuous Footpath Treatment on Sophia Street, Crows Nest



Existing:

- - - "No Stopping"
- - - "1P METER 8:30am-6pm Mon-Fri"
- - - "1P METER 8:30am-6pm Mon-Fri Permit Holders Excepted Area 19"
- - - "Unrestricted"
- - - "No Parking Authorised Car Share Vehicles Excepted Area 100"

Proposed:

- "No Stopping"
- "No Parking Authorised Car Share Vehicles Excepted Area 100"
- "Unrestricted"

5.4. Rosalind Street at Miller Street, Cammeray - Pedestrian Crossings

| | |
|--------------------|--|
| AUTHOR | Jasmine Wong, Transport Engineer |
| ENDORSED BY | Gary Parsons, Director Open Space and Infrastructure |
| ATTACHMENTS | 1. Rosalind Street at Miller Street, Cammeray - Plan [5.4.1 - 1 page] |
| CSP LINK | 2. Our Built Infrastructure 2.1 Infrastructure and assets meet diverse community needs 2.3 Prioritise sustainable and active transport 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 |

PURPOSE:

The purpose of this report is to seek the committee's endorsement for the proposed upgrade to two existing pedestrian refuges at the intersection of Rosalind Street, Cammeray, to provide two raised pedestrian crossings.

EXECUTIVE SUMMARY:

- Council has adopted the Local Area Traffic Management Plan for Zone 2 which includes Items T.128 and T.129 to upgrade pedestrian crossing facilities across Rosalind Street, on the eastern and western sides of Miller Street to improve pedestrian safety, accessibility and reduce vehicle speeds.
- Council undertook community consultation on the proposal and 89 submissions in response to the consultation, of which 80% supported the proposal.

RECOMMENDATION:

- 1. THAT** the Committee endorse the proposed raised pedestrian crossings across Rosiland Street on the eastern and western sides of Miller Street, Cammeray.
- 2. THAT** the Committee endorse the 2.5 metre wide kerb extensions on the northern and southern sides of Rosiland Street between the points 0 metres and 15 metres west of Miller Street, Cammeray.
- 3. THAT** the Committee endorse the 2.5 metre wide kerb extensions on the northern and southern sides of Rosiland Street between the points 0 metres and 18 metres east of Miller Street, Cammeray.
- 4. THAT** the Committee endorse the reallocation of kerb space on Rosiland Street, Cammeray as "No Stopping" in the following locations:
 - a. On the northern side between points 10 metres and 15 metres, west of Miller Street
 - b. On the southern side between points 13 metres and 15 metres, west of Miller Street
 - c. On the northern side between points 10 metres and 18 metres, east of Miller Street
 - d. On the southern side between points 10 metres and 18 metres, east of Miller Street.

5. THAT the Committee endorse the reallocation of kerb space on the southern side of Rosalind Street between points 18 metres and 27 metres, east of Miller Street, Cammeray as “2P 8:30am-6pm Mon-Fri Permit Holders Excepted Area 20”.

Background

In 2019, North Sydney Council approved the Local Area Traffic management (LATM) Action Plan for Zone 2. The plan includes an action to upgrade the existing pedestrian refuges including kerb buildouts located on Rosalind Street, east and west of Miller Street, Cammeray.

Between 2019 and 2023, two crashes were recorded on Rosalind Street, west of Miller Street, resulting in one moderate injury and one serious injury. One incident involved a pedestrian, while the other resulted in injury to a vehicle driver.

The proposal seeks to improve pedestrian accessibility and safety by upgrading the existing pedestrian refuges to two raised pedestrian crossings. There would be a net loss of two on street parking spaces.

Report

In response to concerns about pedestrian safety at the intersection of Rosalind Street and Miller Street, Cammeray, Council undertook community consultation to upgrade existing pedestrian refuges to two raised pedestrian crossings.

The crossing points will be designed in accordance with Transport for New South Wales’ (TfNSWs’) Stopping and Parking Restrictions at Intersections and Crossings (TDT 2002/12c).

There would be a net loss of two on street parking spaces resulting from the proposal. The spaces would be removed on Rosalind Street west of Miller Street to allow for adequate visibility on approach to the crossing. Kerb extensions would be provided to ensure that drivers do not park in the area and allow for increased landscaping at the intersection.

Two spaces would also be removed on Rosalind Street east of Miller Street to accommodate the required No Stopping restrictions to maintain visibility. However, two spaces would be returned on the southern side of Rosalind Street east of Miller Street from the conversion of “No Stopping” to “2P 8:30am-6pm Mon-Fri Permit Holders Excepted Area 20”. This No Stopping area was previously in place to accommodate the vehicle path of drivers travelling around the pedestrian refuge at the intersection.

Under Road Rules, the “No Stopping” restriction would prohibit vehicles from stopping at any point on the road or kerb in the direction of the arrow within the designated “No Stopping” areas. In addition, a “2P 8:30am-6pm Mon-Fri Permit Holders Excepted Area 20” restriction would limit any vehicle without a valid parking permit to parking for a maximum of two hours between 8:30am and 6pm, Monday to Friday.

Following community consultation, Council received majority support for the proposal. However, several submissions raised concerns about the loss of parking, traffic impacts and visibility.

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 of the original proposal took place between 1st November and 20th December 2024. A total of 220 letters were delivered to properties located in the vicinity of the proposal. Further, an online survey was available through Council’s “Have Your Say” webpage.

A total of eighty-nine submissions were received, including sixty-seven submissions from outside the survey area and one from a resident with their address withheld.

The results indicate 80% support from the submissions received for the proposal. Results of the survey are shown in the table below:

| I support the proposed upgrade to the raised pedestrian crossing on Rosalind Street, Cammeray | Submissions | | | | Total |
|---|-------------|------|-----|-----|-------|
| | No | | Yes | | |
| | Qty | % | Qty | % | |
| Within Survey Area | 14 | 67% | 7 | 33% | 21 |
| Outside Survey Area | 3 | 4% | 64 | 96% | 67 |
| Submissions with Address Withheld | 1 | 100% | 0 | 0% | 1 |
| Total | 18 | 20% | 71 | 80% | 89 |

Submissions

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 |
|-------------------|---|---|
| Pedestrian Safety | The current crossing is inadequate for the number of children using it, especially at the busy, high-traffic intersection of Rosalind and Miller Streets. I support the proposal. | Council places a high priority on improving walkability especially for more vulnerable road users such as children. |
| | It’s a dangerous crossing with cars turning into Rosalind from Miller, both left and diagonally, plus uphill | The proposal is intended to improve pedestrian safety on Rosalind Street, reduce vehicle speeds, and improve |

| | | |
|---------------------------------|---|---|
| | <p>traffic turning from Rosalind into Miller.</p> <p>A standard crossing could give pedestrians a false sense of security, leading to pedestrians stepping out without caution.</p> | <p>visibility between drivers and pedestrians.</p> <p>As part of the proposal kerb extensions help reduce the crossing distance for pedestrians and improve the visibility between drivers and pedestrians in accordance with TfNSW technical directions.</p> |
| Cyclist Safety | <p>Current refuge is way too small. I walk my bicycle across here and it's not safe.</p> | <p>The proposed raised pedestrian crossings will allow a cyclist to walk their bike across the crossings more safely as vehicles would be required to give way.</p> |
| Traffic Impacts | <p>Narrowing the entrance/exit to Rosalind St East will result in traffic jams in peak/school drop-off hours.</p> <p>To turn right from Rosalind Street onto Miller Street is already a challenge. Adding a pedestrian crossing will reduce how often cars can turn onto Miller Street and cause a bottleneck.</p> <p>This will cause congestion to an already busy road, affecting traffic on West Street, Ernest Street, and surrounding areas.</p> | <p>While it is understood that drivers may experience minor delays being required to give way to pedestrians at the crossing. Council places a high priority on pedestrian safety. Pedestrian safety is prioritised above addressing congestion for drivers.</p> <p>The eastern raised pedestrian crossing will be set back by approximately 5 metres from Miller Street to accommodate waiting car out of the path of travel for drivers on Miller Street.</p> <p>There is no existing right turn permitted for drivers travelling southbound on Miller Street into Rosiland Street.</p> |
| Car Positioning | <p>Cars will end up stopped across the eastern raised pedestrian crossing.</p> | <p>The eastern raised pedestrian crossing will be set back by approximately 5 metres from Miller Street to accommodate waiting car.</p> |
| Location of Pedestrian Crossing | <p>I would love to see the northern path of Rosalind Street properly utilised as a safe pathway for children and put as crossing as far east as possible.</p> | <p>Pedestrian crossings must be located along an established pedestrian desire lines to ensure they are effectively utilised to improve safety.</p> |

| | | |
|--------------------------------------|--|--|
| <p>Limited On-street Parking</p> | <p>Residents rely on unrestricted spaces and are already competing with trailers, boats, and construction workers.</p> <p>Parking lost must be replaced.</p> | <p>While there is an impact on parking spaces, the works are proposed to improve safety and provide greater accessibility for all road users. Increasing on-street parking cannot be created without reducing footpath widths or occupying land that could otherwise be used for green space. Council is committed to promoting more sustainable modes of transport, replacing lost spaces would not be achievable without negative impacts to pedestrian safety, accessibility and amenity.</p> |
| <p>Parking Restrictions</p> | <p>Council should return 2P spaces to unlimited and put restrictions to apply to boats and trailers.</p> | <p>The parking spaces gained on the southern side of Rosalind Street, east of Miller Street is proposed to be assigned as “2P 8:30am-6pm Mon-Fri Permit Holders Excepted Area 20” as opposed to unrestricted to align with existing parking restrictions on the southern side of Rosalind Street.</p> <p>Restricting on-street trailer parking would require a separate investigation and consultation noting that an initial investigation indicates that the proportion of trailers occupying on-street parking spaces would not warrant a restriction on trailers in accordance with Councils policy.</p> |
| <p>Resident Parking Permit Areas</p> | <p>Council needs to make sure that the no standing signs on the western side of Miller St reference residential parking area 19 and not 20 so as the western Rosalind St residents don't lose additional parking rights.</p> | <p>“No Stopping” prohibits all vehicles from stopping at any point on the road or kerb in the direction of the “No Stopping” sign’s arrow.</p> <p>The two reinstated spaces on Rosalind Street, east of Miller Street will be Area 20 to align with previously approved Resident Parking Permit Zone areas. No spaces are gained on Rosalind Street, west of Miller Street.</p> |

| | | |
|----------------|---|--|
| Crash History | These intersections have not caused accidents and already have pedestrian islands. | There were two crashes that resulted in moderate and serious injury on Rosalind Street between 2019-2023. The proposed raised pedestrian crossings would improve the safety of the intersection. |
| Visibility | Drivers exiting steep driveways on Rosalind Street’s southern side have obstructed views and may struggle with increased pedestrian flow. | <p>Parking on-street adjacent to steep driveways is permissible under current legislation.</p> <p>Drivers are responsible for giving way to pedestrians when crossing the footpath.</p> |
| Other Concerns | <p>Extending the freeway off-ramp traffic lights to encompass Rosalind St traffic is necessary to improve safety.</p> <p>Council should focus traffic efforts on installing a right-hand turn signal from Amherst St onto Miller.</p> <p>A pedestrian crossing at the entrance of St Thomas Rest Park on West Street would be more beneficial.</p> <p>Council should also be installing a raised pedestrian crossing at the Abbott St/Miller St intersection.</p> <p>It would be good to see something done about the Ernest St crossing—it is an incredibly popular route from the school.</p> | <p>Traffic signals are managed by Transport for New South Wales (TfNSW). TfNSW does not support merging local school traffic onto the higher-speed freeway off-ramp. Moving conflicting traffic to a faster-moving area would lead to more frequent and severe crashes. Combining the signals to allow two westbound movements would create more conflict at the intersection and reduce the number of vehicles that can exit the freeway.</p> <p>The pedestrian crossing at the entrance to St Thomas Rest Park is in a different location from the proposal. The West Street Stage 2 cycleway design includes a raised pedestrian crossing at this spot, and Council is working to secure funding for the project.</p> <p>Abbott Street at Miller Street is in a different location from the proposal. However, there is already a wide pedestrian refuge at this location to facilitate pedestrians crossing.</p> |

| | | |
|--|--|---|
| | | <p>Ernest Street at Anzac Avenue is in a different location from this proposal. Ernest Street is a four lane Regional Road and not suitable for a pedestrian (zebra) crossing. Council have raised concerns with TfNSW, who are responsible for all traffic signals, have identified that the wide pedestrian refuge was delivered as part of the development of the school and there is no current plans to consider traffic signals at this location.</p> |
|--|--|---|

Conclusion

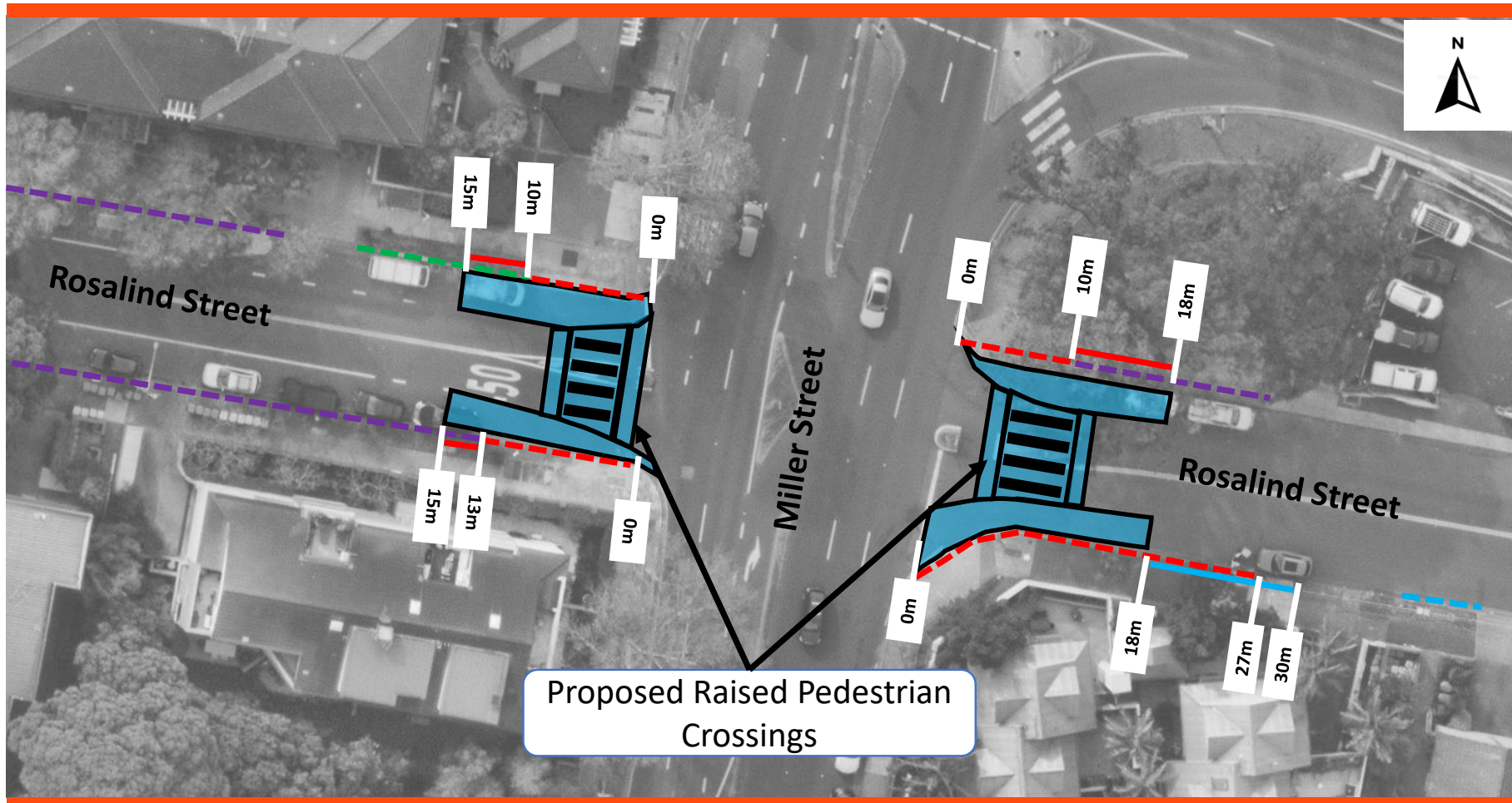
It is recommended that the Committee endorse the proposed upgrade of two raised pedestrian crossings on Rosiland Street at Miller Street, and the implementation of changes to associated parking restrictions.

Financial/Resource Implications

The cost of upgrading the existing pedestrian refuges to raised pedestrian crossing and associated works will be covered by a Towards Zero road safety grant.



Proposed Raised Pedestrian Crossings on Rosalind Street, Cammeray



- | | | | |
|------------------|---|------------------|---|
| Existing: | — — — — — Unrestricted | Proposed: | — — — — — "No Stopping" |
| | - - - - - "No Stopping" | | — — — — — "2P 8:30am-6pm Mon-Fri Permit Holders Excepted Area 20" |
| | - - - - - "2P 8:30am-6pm Mon-Fri" | | |
| | - - - - - "2P 8:30am-6pm Mon-Fri Permit Holders Excepted Area 20" | | |

5.5. Wycombe Road, Neutral Bay - Temporary Removal of Pedestrian Refuge Island

| | |
|--------------------|--|
| AUTHOR | Jasmine Wong, Transport Engineer |
| ENDORSED BY | Gary Parsons, Director Open Space and Infrastructure |
| ATTACHMENTS | 1. Traffic Guidance Schemes [5.5.1 - 2 pages] 2. Proposed Works Zone - Map [5.5.2 - 1 page] |
| CSP LINK | 2. Our Built Infrastructure 2.4 Efficient traffic mobility and parking |

PURPOSE:

This report seeks committee endorsement for the temporary removal of a pedestrian refuge island and kerb extension at 112-114 Wycombe Road, Neutral Bay to accommodate a Works Zone. The Works Zone is required to facilitate construction of the approved development (DA230/22) at 112-114 Wycombe Road, Neutral Bay.

EXECUTIVE SUMMARY:

- Council has approved the development application for 112-114 Wycombe Road, Neutral Bay. To facilitate safe and efficient loading and unloading of materials adjacent to the site the applicant, WINIM has requested a Works Zone be provided at the site frontage.
- The Works Zone requires the removal of a pedestrian refuge island and associated kerb extension. The construction operation outlines suitable alternative detours to maintain pedestrian access.
- The applicant is required to reinstate the pedestrian refuge island and kerb extension following removal of the Works Zone at no cost to Council. A bond to cover the cost of reinstating the infrastructure is required to be paid prior to a Works Zone Permit being issued.

RECOMMENDATION:

- 1. THAT** the Committee endorse the reallocation of kerb space on the eastern side of Wycombe Road, Neutral Bay as “Works Zone 7am-5pm Mon-Fri; 8am-1pm Sat” between points 211 metres and 235 metres (24 metres), south of Yeo Street, Neutral Bay;
- 2. THAT** the Committee endorse the temporary removal of a pedestrian refuge island across Wycombe Road, Neutral Bay just south of Bennett Street for the duration of the Works Zone associated with the construction of site at 112-114 Wycombe Road, and

Background

Council has approved the development application for 112-114 Wycombe Road, Neutral Bay. As part of their Conditions of Development Consent, WINIM submitted a Construction Traffic Management Plan (CTMP) to address Condition C1 of DA230/22 which was subsequently granted approval with conditions.

To facilitate safe and efficient loading and unloading of materials adjacent to the site the applicant, WINIM proposed a Works Zone be provided at the site frontage. To have the Works Zone in a close location to the construction site the applicant has requested approval to remove the pedestrian refuge and kerb extension at the front of the construction site at 112-114 Wycombe Road, Neutral Bay.

Report

As part of the conditions of the proposed Works Zone, the applicant would be required to reinstate the infrastructure to comply with standards at the time of reinstatement. The reinstatement will be at no cost to Council. The applicant will be required to pay a bond to cover the cost of reinstatement of the pedestrian refuge before a Works Zone Permit is issued. Indicative timelines for the works are for removal of the pedestrian refuge to being from 15 March 2025, with reinstatement by 15 November 2026.

An alternative pedestrian route is provided for pedestrians to cross Wycombe Street with an alternative pedestrian refuge located 20 metres north of the proposed Works Zone and another refuge located 60 metres to the south of the proposed Works Zone.

To ensure pedestrians do not attempt to cross Wycombe Road at the location where the pedestrian infrastructure would be removed, WINIM states that the refuge island will be replaced with a TfNSW approved road barrier for the duration of works.

In line with the CTMP approval's conditions, the applicant has confirmed that properties within 100 metres of the site will be notified of the removal of the pedestrian refuge island and kerb extension including start and end dates.

The applicant will be required to obtain a separate Road Opening Permit and Works Zone Permit prior to the commencement of removal works. The applicant will be required to obtain a separate hoarding permit as part of the closure of the footpath to facilitate movement of materials by crane to and from the site.

The Works Zone would temporarily remove two unrestricted parking spaces on the western side of Wycombe Road.

Consultation Requirements

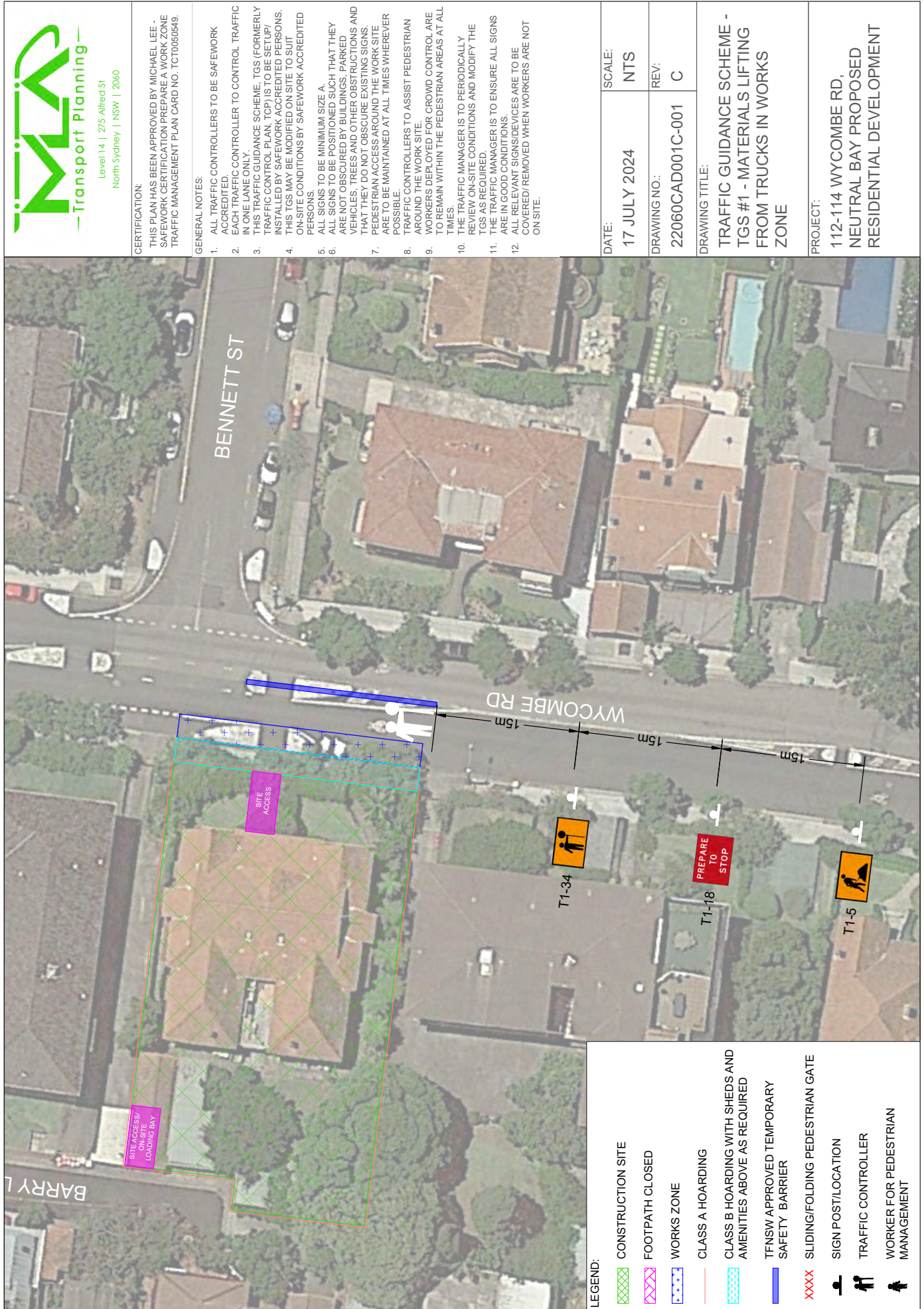
Community engagement is not required as part of the consideration of this report. However, the applicant is required to notify the community of works prior to commencement and provide updates as necessary in line with CTMP approval conditions.

Conclusion

It is recommended that the Committee endorse the removal of a pedestrian refuge island and a kerb extension, and the implementation of a works zone of up to 24 metres in length in front of 112-114 Wycombe Road.

Financial/Resource Implications

There will be at no cost to Council for the removal of a pedestrian refuge, kerb extension, and implementation of a Works Zone. A bond will be required to be paid to Council associated with the temporary removal of infrastructure to cover the cost of reinstatement.



Level 14 | 275 Alfred St
North Sydney | NSW | 2060

CERTIFICATION:
THIS PLAN HAS BEEN APPROVED BY MICHAEL LEE - SAFEWORX CERTIFICATION PREPARE A WORK ZONE TRAFFIC MANAGEMENT PLAN CARD NO. TC10050549.

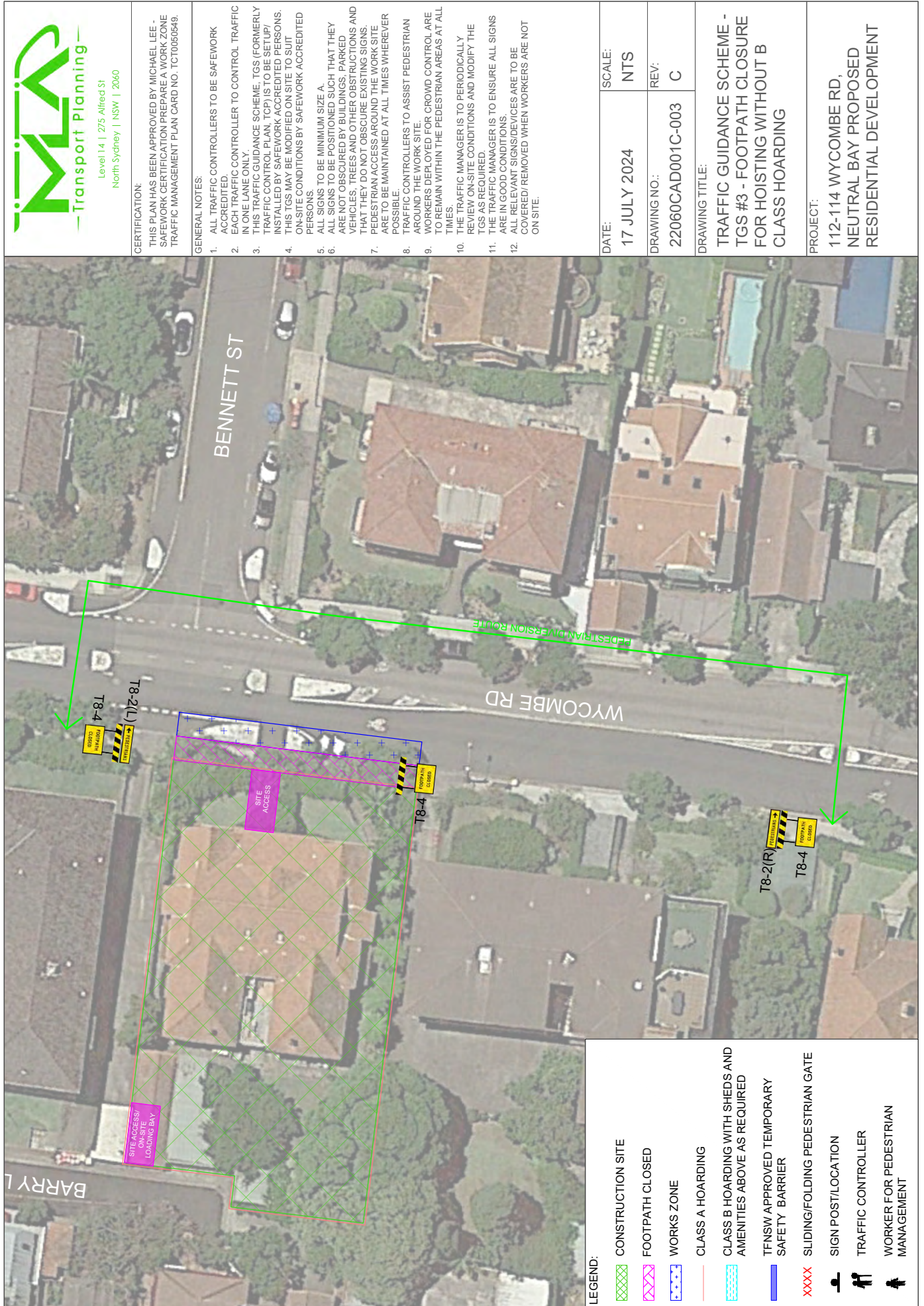
GENERAL NOTES:

1. ALL TRAFFIC CONTROLLERS TO BE SAFEWORX ACCREDITED.
2. EACH TRAFFIC CONTROLLER TO CONTROL TRAFFIC IN ONE LANE ONLY.
3. THIS TRAFFIC GUIDANCE SCHEME, TGS (FORMERLY TRAFFIC CONTROL PLAN, TCP) IS TO BE SETUP/INSTALLED BY SAFEWORX ACCREDITED PERSONS. THIS TGS MAY BE MODIFIED ON SITE TO SUIT ON-SITE CONDITIONS BY SAFEWORX ACCREDITED PERSONS.
4. ALL SIGNS TO BE MINIMUM SIZE A.
5. ALL SIGNS TO BE POSITIONED SUCH THAT THEY ARE NOT OBSCURED BY BUILDINGS, PARKED VEHICLES, TREES AND OTHER OBSTRUCTIONS AND THAT THEY DO NOT OBSCURE EXISTING SIGNS.
6. PEDESTRIAN ACCESS AROUND THE WORK SITE ARE TO BE MAINTAINED AT ALL TIMES WHEREVER POSSIBLE.
7. TRAFFIC CONTROLLERS TO ASSIST PEDESTRIAN AROUND THE WORK SITE.
8. WORKERS DEPLOYED FOR CROWD CONTROL ARE TO REMAIN WITHIN THE PEDESTRIAN AREAS AT ALL TIMES.
9. THE TRAFFIC MANAGER IS TO PERIODICALLY REVIEW ON-SITE CONDITIONS AND MODIFY THE TGS AS REQUIRED.
10. THE TRAFFIC MANAGER IS TO ENSURE ALL SIGNS ARE IN GOOD CONDITIONS.
11. ALL RELEVANT SIGNS/DEVICES ARE TO BE COVERED/REMOVED WHEN WORKERS ARE NOT ON SITE.

| | | | |
|--------------|------------------|--------|-----|
| DATE: | 17 JULY 2024 | SCALE: | NTS |
| DRAWING NO.: | 22060CAD001C-001 | REV.: | C |

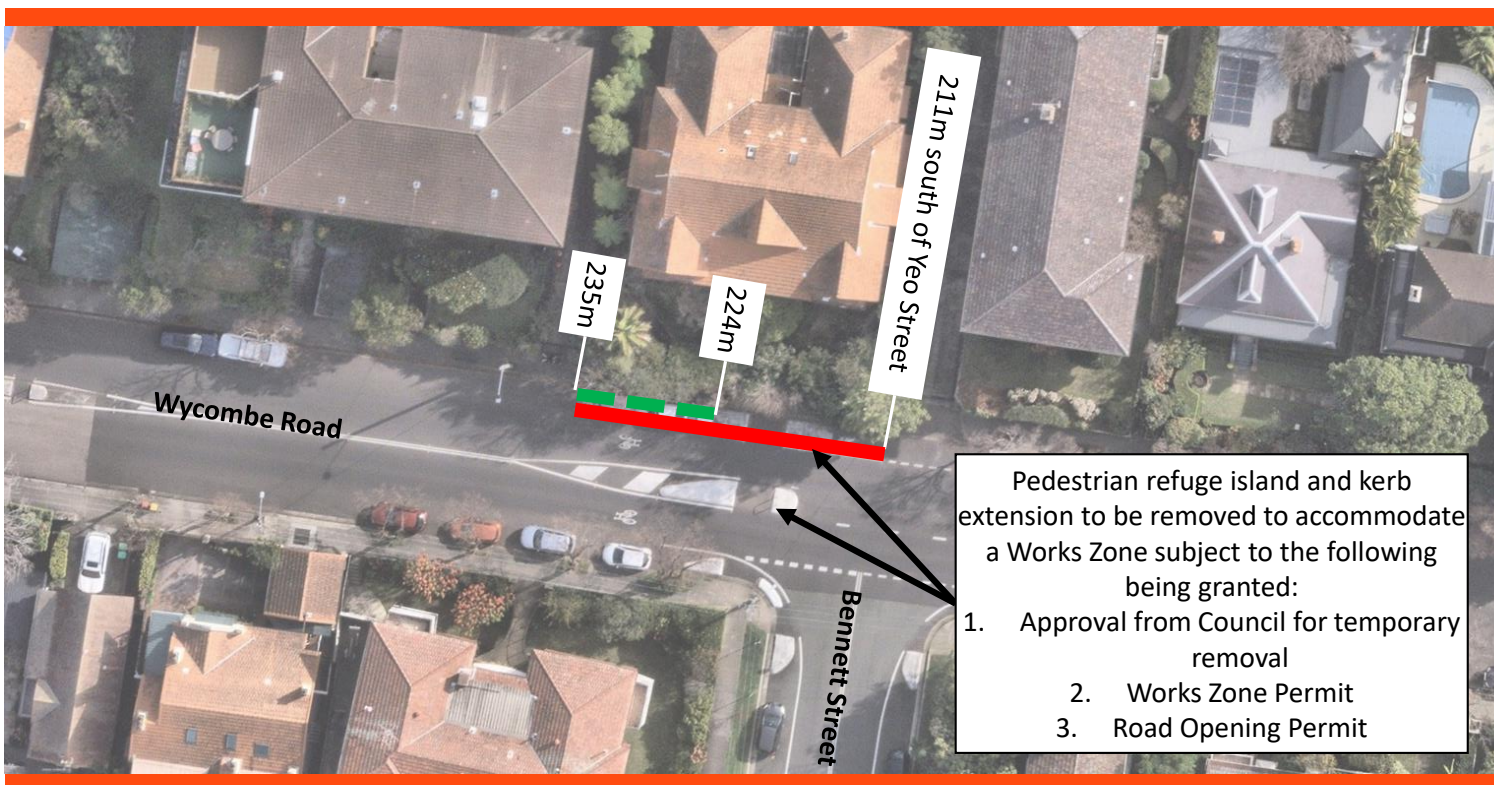
DRAWING TITLE:
TRAFFIC GUIDANCE SCHEME - TGS #1 - MATERIALS LIFTING FROM TRUCKS IN WORKS ZONE

PROJECT:
112-114 WYCOMBE RD,
NEUTRAL BAY PROPOSED
RESIDENTIAL DEVELOPMENT







Proposal 112-114 Wycombe Road, Neutral Bay - Proposed Works Zone



Existing

 Unrestricted Parking

Proposed

 "Works Zone 7am-5pm Mon-Fri; 8am-1pm Sat"

5.6. Approvals under TfNSW's Delegation to Council

| | |
|--------------------|---|
| AUTHOR | Jasmine Wong, Transport Engineer |
| ENDORSED BY | Gary Parsons, Director Open Space and Infrastructure |
| ATTACHMENTS | 1. Table of Traffic Delegations [5.6.1 - 4 pages] 2. TDA Sketches [5.6.2 - 12 pages] |
| CSP LINK | 2. Our Built Infrastructure 2.4 Efficient traffic mobility and parking |

PURPOSE:

The purpose of this report is to inform the Committee of items which are to be approved by Council under Transport for NSW (TfNSW) temporary delegation to Council for traffic management and pedestrian works.

EXECUTIVE SUMMARY:

- TfNSW has provided councils with the authority to approve specific works on local roads related to the regulation of parking and traffic on local roads without the requirements for endorsement by the Traffic Committee.
- This report provides information on proposed changes for Council approval under this delegation.

RECOMMENDATION:

1. THAT the information regarding the Temporary Delegation to Council items (Attachment 1 to this report) be received.

Consultation Requirements

Community engagement is not required.

Financial/Resource Implications

The cost for these projects is proposed to be funded from the Traffic Operations Capital Works and Operational budgets.

**ENDORSEMENTS UNDER
TEMPORARY DELEGATION TO COUNCIL
568th TRAFFIC COMMITTEE – 7 February 2025**

| Location | Suburb | Precinct, Ward, Electorate | Issue | Recommendation | Benefits |
|------------------------------------|---------------|--|---|---|---|
| Parking Restriction | | | | | |
| Lower Wycombe Road at Hayes Street | Neutral Bay | Hayes, Cammeraygal, North Shore | <p>Council received concerns that the existing Australia Post on-street parking space at the corner of Lower Wycombe Road and Hayes Street is no longer in use following the removal of the post box.</p> <p>It was also identified that the existing “No Stopping” restriction is only 8 metres long which does not align with current Road Rule Reg 170</p> | <p>THAT the Committee note the reallocation of kerb space on the southern side of Lower Wycombe Road, Neutral Bay between the following points east of Hayes Street:</p> <ul style="list-style-type: none"> From 8 metres and 10 metres as “No Stopping”; and From 10 metres and 14 metres as “1/2 8:30am-6pm Mon-Fri” | <p>The proposed adjustments to the “No Stopping” distance will ensure compliance with NSW Road Rule Reg 170.</p> <p>Further, additional space (~4m) for parking would be created.</p> |
| Harbourview Crescent | Milsons Point | Lavender Bay, Cammeraygal, North Shore | <p>Council received a submission that an on-street parking space near 11 Harbourview Crescent, Milsons Point is currently underutilised following the closure of Kirribilli Club due to the existing “No Parking 5pm-Midnight Permit Holders Excepted Area 601” and “2P METER 8:30-5pm” restrictions in place.</p> <p>It is understood that the parking space previously supported the club’s operations.</p> | <p>THAT the Committee note the reallocation of kerb space on the eastern side of Harbourview Crescent, Milsons Point between the points 82 metres and 89.8 metres south of Lavender Street as “2P METER 8:30am-Midnight Permit Holders Excepted Area 6”</p> | <p>The proposed adjustment will increase the utility of kerb space.</p> |
| Ellalong Road at Lloyd Street | Cremorne | Willoughby Bay, St Leonards, Willoughby | <p>Council received concerns about the clarity of “No Stopping” restrictions on the western side of Ellalong Road near Lloyd Avenue, Cremorne.</p> | <p>THAT the Committee note the allocation of kerb space as “No Stopping” in the following locations in Cremorne:</p> <ul style="list-style-type: none"> On the western side of Ellalong Road, between Lloyd Avenue | <p>The proposed adjustment will help improve safety and assist drivers understand where they can legally park.</p> |

**ENDORSEMENTS UNDER
TEMPORARY DELEGATION TO COUNCIL
568th TRAFFIC COMMITTEE – 7 February 2025**

| Location | Suburb | Precinct, Ward, Electorate | Issue | Recommendation | Benefits |
|-----------------|--------------|------------------------------------|---|--|---|
| | | | | <p>and 56 metres south of Lloyd Avenue</p> <ul style="list-style-type: none"> On the northern and southern sides of the laneway named Ellalong Road between 0 metres and 10 metres from Ellalong Road; and On the southern side of Lloyd Avenue between 0 metres and 10 metres from Ellalong Road; | |
| Pacific Highway | Crows Nest | Hayberry, St Leonards, North Shore | Review of pay parking network identified metered parking as not financially viable and not meeting the objective of managing parking demand at this location. | THAT the Committee note the reallocation of kerb space on the eastern side of the Pacific Highway, Crows Nest south of Alexander Street between the points 5.2 metres and 38 metres (5 car spaces) as “1P 10am-2:30pm Mon-Fri, 4:30pm-6pm Mon-Fri, 8:30am-12:30pm Sat” | The proposal supports sustainable pay parking operations. |
| Pacific Highway | North Sydney | Hayberry, St Leonards, North Shore | Review of pay parking network identified metered parking as not financially viable and not meeting the objective of managing parking demand at this location. | THAT the Committee note the reallocation of kerb space on the eastern side of the Pacific Highway, North Sydney between points 10.6 metres and 24 metres (2 spaces) south of Myrtle Street as “1/2P 10am-6pm Mon-Fri, 1/2P 8:30am-12:30pm Sat” | The proposal supports sustainable pay parking operations. |
| Pacific Highway | North Sydney | Hayberry, St Leonards, North Shore | Review of pay parking network identified metered parking as not financially viable and not meeting the objective of managing parking demand at this location. | THAT the Committee note the reallocation of kerb space on the western side of the Pacific Highway, North Sydney between the points 63.7 | The proposal supports sustainable pay parking operations. |

**ENDORSEMENTS UNDER
TEMPORARY DELEGATION TO COUNCIL
568th TRAFFIC COMMITTEE – 7 February 2025**

| Location | Suburb | Precinct, Ward, Electorate | Issue | Recommendation | Benefits |
|-----------------|--------------|---|---|---|---|
| | | | | metres and 125.3 metres (16 spaces) north of Hazelbank Road as “1P 8:30am-3pm Mon-Fri” | |
| Pacific Highway | North Sydney | Hayberry, St Leonards, North Shore | Review of pay parking network identified metered parking as not financially viable and not meeting the objective of managing parking demand at this location. | THAT the Committee note the reallocation of kerb space on the eastern side of the Pacific Highway, North Sydney between points 58.8 metres and 65.3 metres (1 space) south of Hazelbank Place as “1P 10am-6pm Mon-Fri, 8:30am-12:30pm Sat” | The proposal supports sustainable pay parking operations. |
| Arthur Street | North Sydney | Central Business District, Cammeraygal, North Shore | Review of pay parking network identified metered parking as not financially viable and not meeting the objective of managing parking demand at this location. | THAT the Committee note the reallocation of kerb space on the western side of Arthur Street, North Sydney south of Mount Street between points of 20.2 metres and 116.5 metres and between points of 147.3 metres and 163.3 metres (18 spaces) as “1/2P 10am-3pm Mon-Fri”. | The proposal supports sustainable pay parking operations. |
| Pacific Highway | St Leonards | Holtermann, St Leonards, North Shore | Review of pay parking network identified metered parking as not financially viable and not meeting the objective of managing parking demand at this location. | THAT the Committee note the reallocation of kerb space on the northern side of the Pacific Highway, St Leonards between points 11.2 metres and 51.7 metres (7 spaces) east of Christie Street as “1P 10am-6pm Mon-Fri, 1P 8:30-12:30 Sat”. | The proposal supports sustainable pay parking operations. |
| Pacific Highway | Crows Nest | Holtermann, St Leonards, North Shore | Review of pay parking network identified metered parking as not financially viable and not meeting the objective of managing parking demand at this location. | THAT the Committee note the reallocation of kerb space on the southern side of the Pacific Highway, Crows Nest between the points 53.2 metres and 59.7 metres (1 space) | The proposal supports sustainable pay parking operations. |

**ENDORSEMENTS UNDER
TEMPORARY DELEGATION TO COUNCIL
568th TRAFFIC COMMITTEE – 7 February 2025**

| Location | Suburb | Precinct, Ward, Electorate | Issue | Recommendation | Benefits |
|-----------------|-------------|------------------------------------|---|---|---|
| | | | | south of Oxley Street as “1P 8:30am-3pm Mon-Fri, 8:30am-12:30pm Sat” | |
| Pacific Highway | Crows Nest | Hayberry, St Leonards, North Shore | Review of pay parking network identified metered parking as not financially viable and not meeting the objective of managing parking demand at this location. | THAT the Committee note the reallocation of kerb space on the eastern side of the Pacific Highway, Crows Nest south of Falcon Street between the points 24.4 metres and 61.4 metres (6 car spaces) as “1/2P 10am-6pm Mon-Fri, 8:30am-12:30pm Sat” | The proposal supports sustainable pay parking operations. |
| May Lane | Neutral Bay | Neutral, Cammeraygal, North Shore | Review of pay parking network identified metered parking as not financially viable and not meeting the objective of managing parking demand at this location. | THAT the Committee note the reallocation of kerb space on May Lane east of Barry Street as follows: <ul style="list-style-type: none"> • On the northern side between points of 9.2 metres and 21.2 metres (2 spaces) as “1/2P 8:30am-6pm Mon-Fri, 8:30am-1230pm Sat”. • On the northern side between points of 41.9 metres and 54.7 metres (2 spaces) as “1/4P 8:30am-6pm Mon-Fri, 8:30-4pm Sat” and; • On the southern side between 6 metres and 29.5 metres (4 spaces) as “1/4P 8:30am-6pm Mon-Fri, 8:30-4pm Sat”. | The proposal supports sustainable pay parking operations. |



Proposed Changes to On-street Parking Restrictions



Existing:

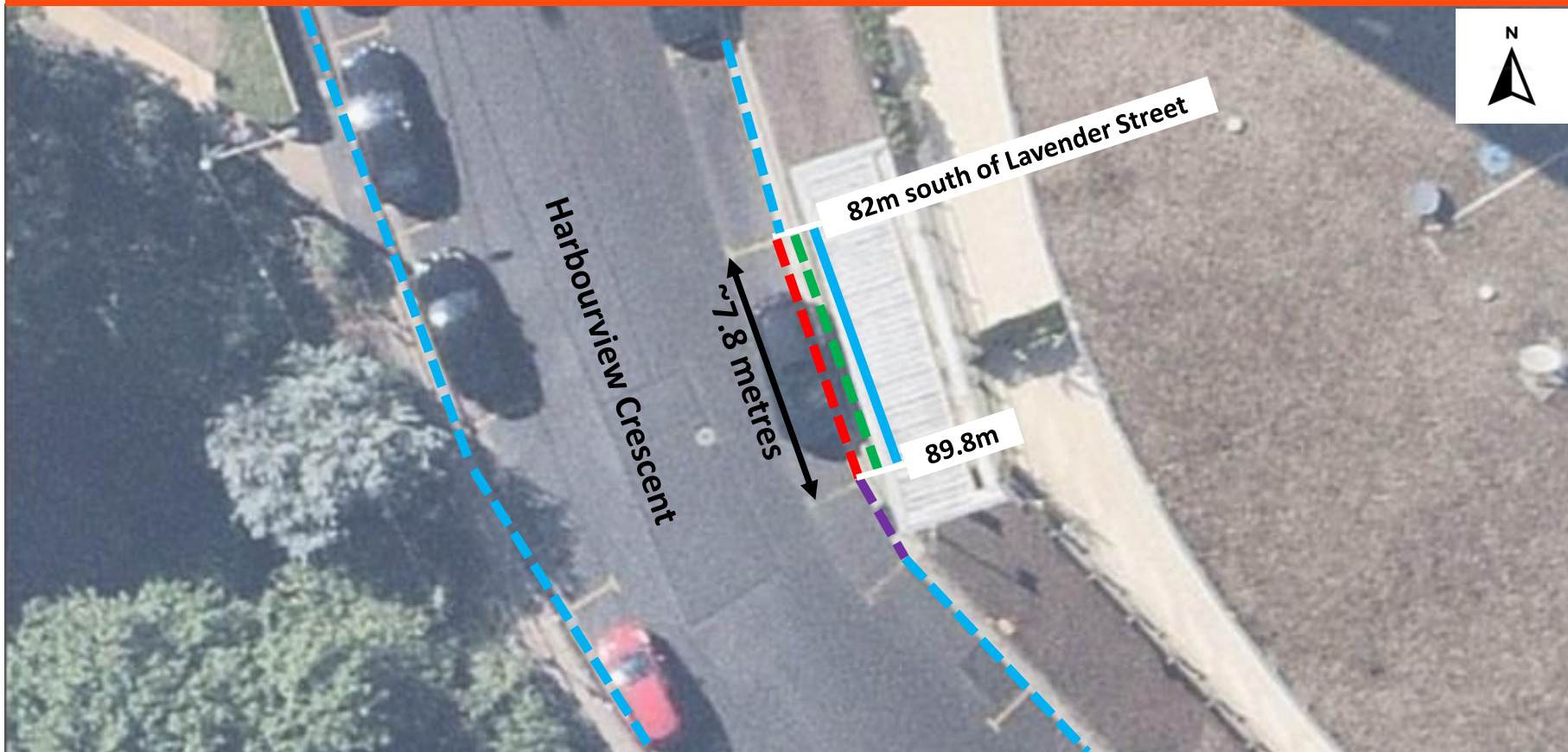
- "No Stopping"
- "No Parking Australia Post Vehicles Excepted"
- "1/2P 8:30am-6pm Mon-Fri"

Proposed:

- "No Stopping"
- "1/2P 8:30am-6pm Mon-Fri"



Proposed Changes to On-street Parking Restrictions



Existing:

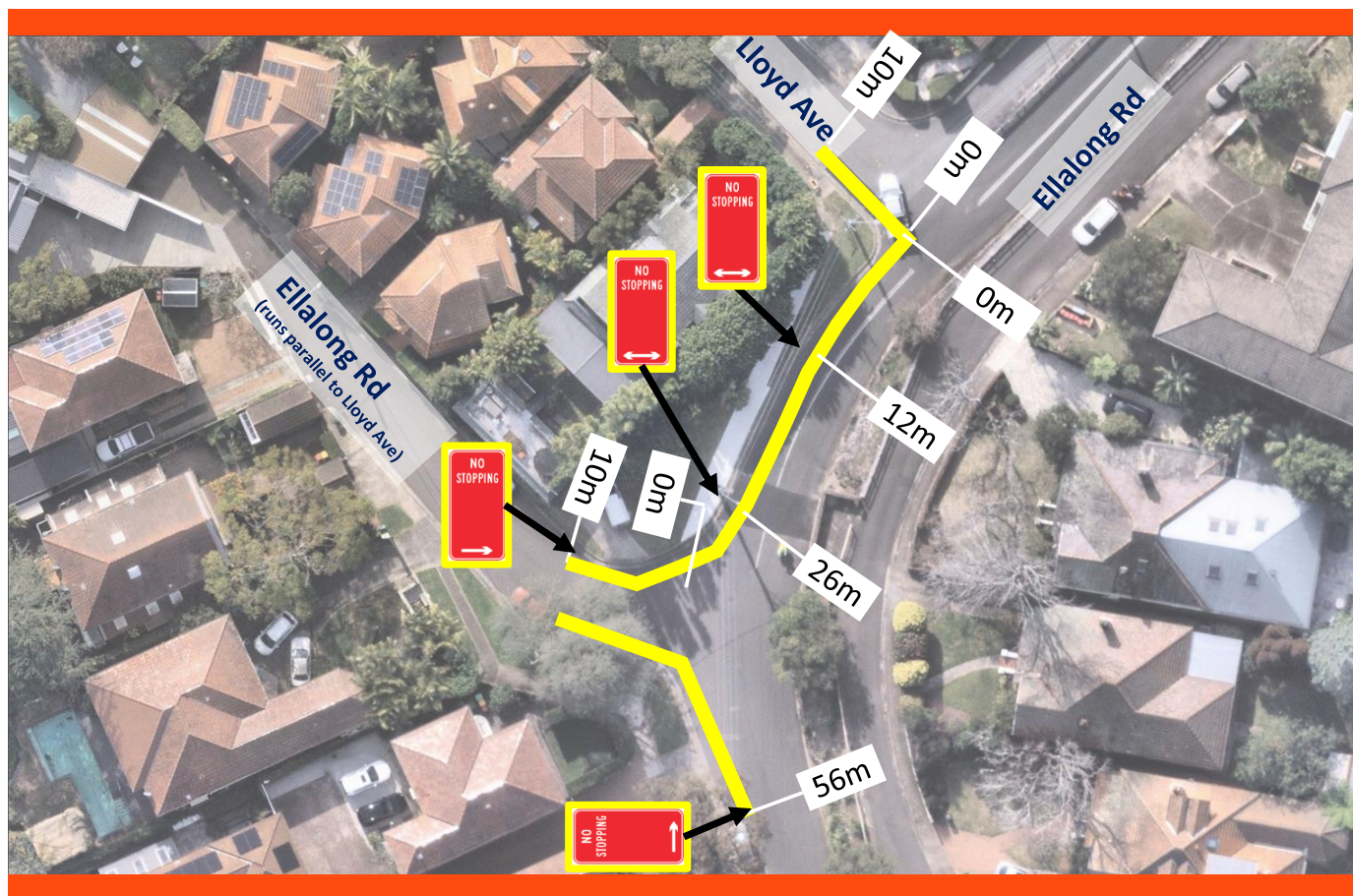
- - - - "No Parking 5pm-Midnight Permit Holders Excepted Area 601"
- - - - "2P METER 8:30am-5pm"
- - - - "2P METER 8:30am-Midnight Permit Holders Excepted Area 6"
- - - - "Motor Bikes Only"

Proposed:

- "2P METER 8:30am-Midnight Permit Holders Excepted Area 6"



Proposal Ellalong Road at Lloyd Avenue, Cremorne – Proposed ‘No Stopping’ Signage



Proposed



“No Stopping” Restriction per Road Rules 2014

Installation of “No Stopping” Signage



Proposal

Pacific Highway, Crows Nest
Proposed Kerbside Parking Reallocation



Existing



1P Meter 10am-2:30pm
Mon-Fri, 4:30pm-6pm
Mon-Fri, 8:30am-12:30pm Sat

Proposed

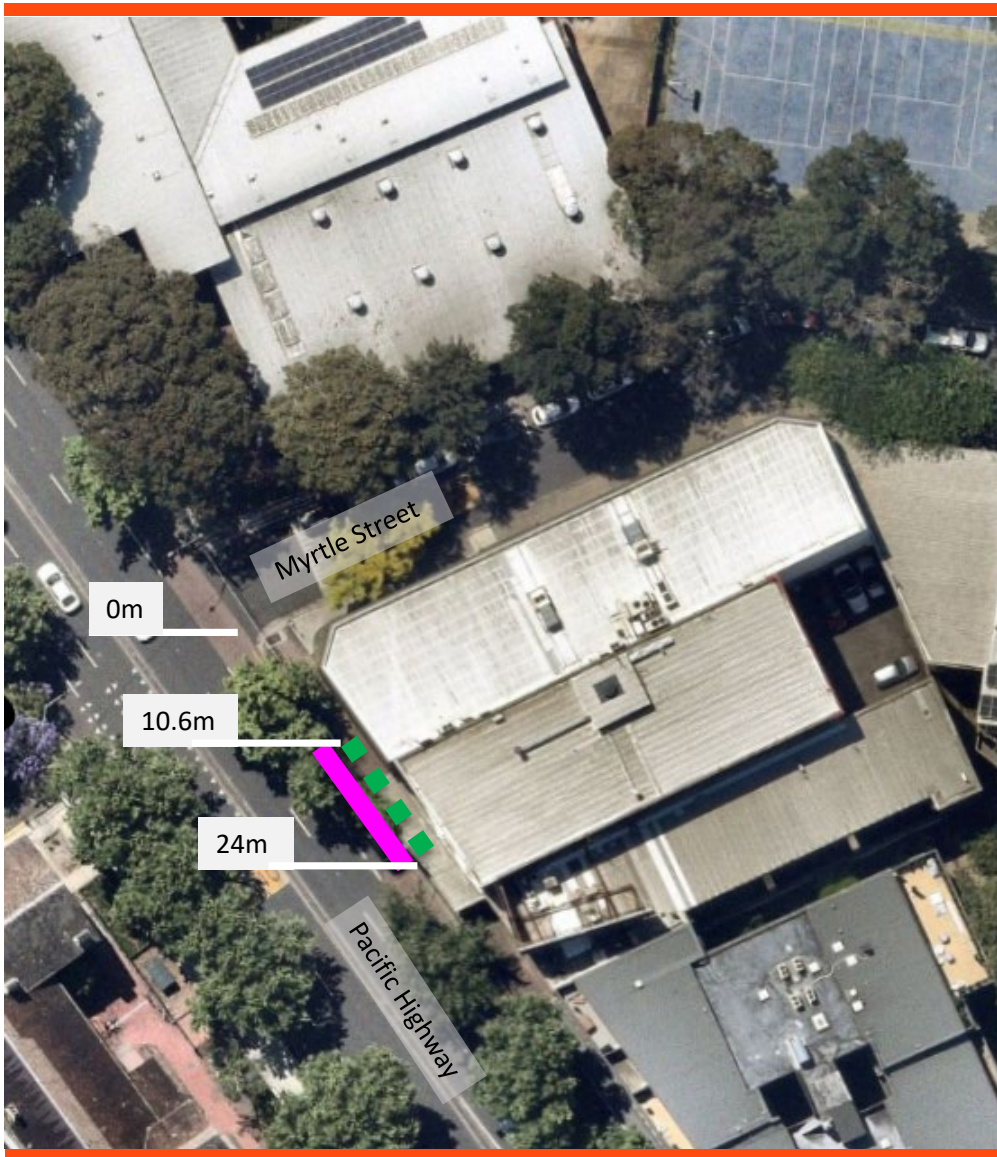


1P 10am-2:30pm
Mon-Fri, 4:30pm-6pm
Mon-Fri, 8:30am-12:30pm Sat



Proposal

Pacific Highway, Crows Nest
Proposed Kerbside Parking Reallocation



Existing



1/2P Meter 10am-6pm
Mon-Fri, 8:30am-
12:30pm Sat

Proposed

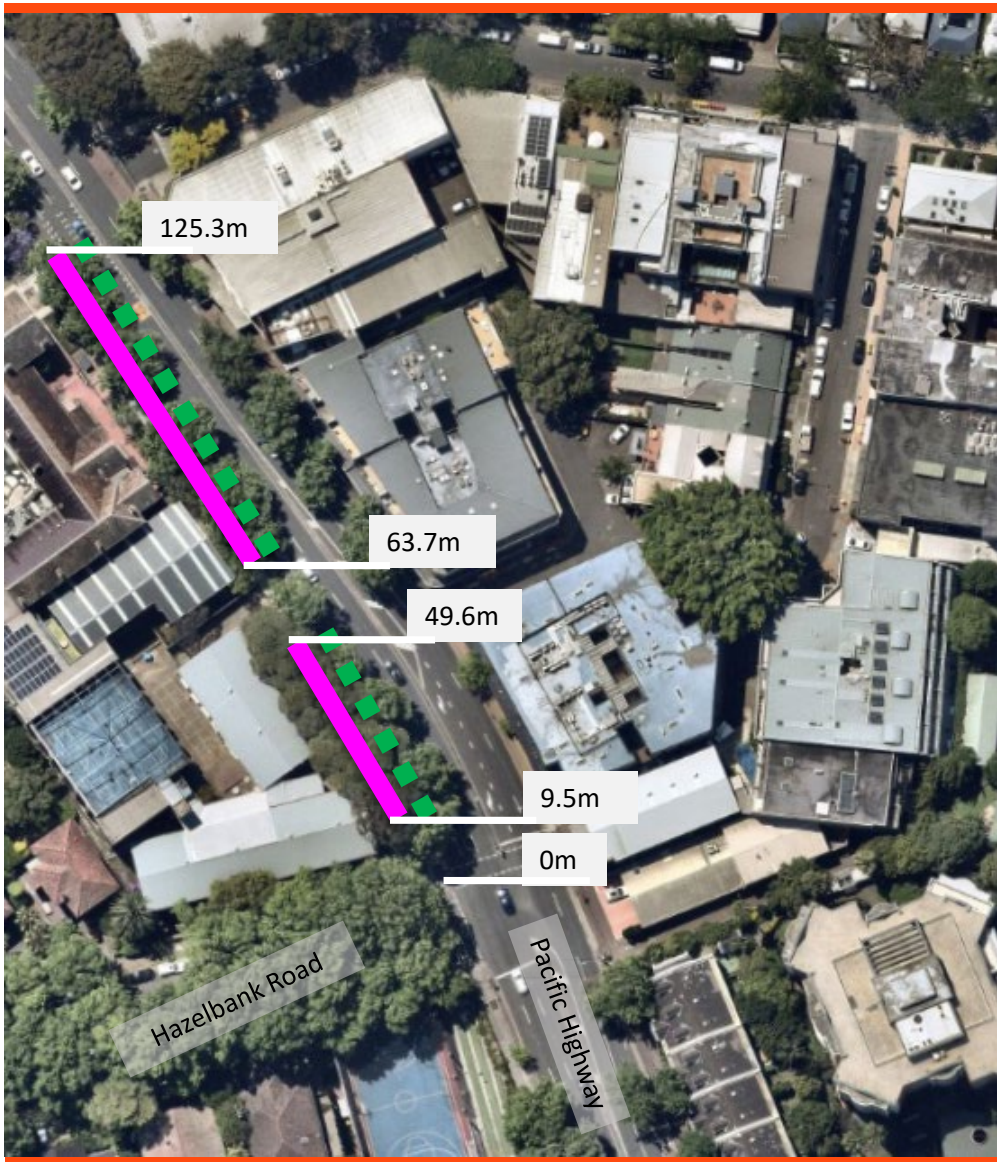


1/2P 10am-6pm Mon-
Fri, 8:30am-12:30pm
Sat



Proposal

Pacific Highway, North Sydney Proposed Kerbside Parking Reallocation



Existing



1P Meter 8:30am-3pm
Mon-Fr

Proposed



1P 8:30am-3pm Mon-Fr



Proposal

Pacific Highway, North Sydney
Proposed Kerbside Parking Reallocation



Existing



1P Meter 10am-6pm
Mon-Fri, 8:30am-
12:30pm Sat

Proposed

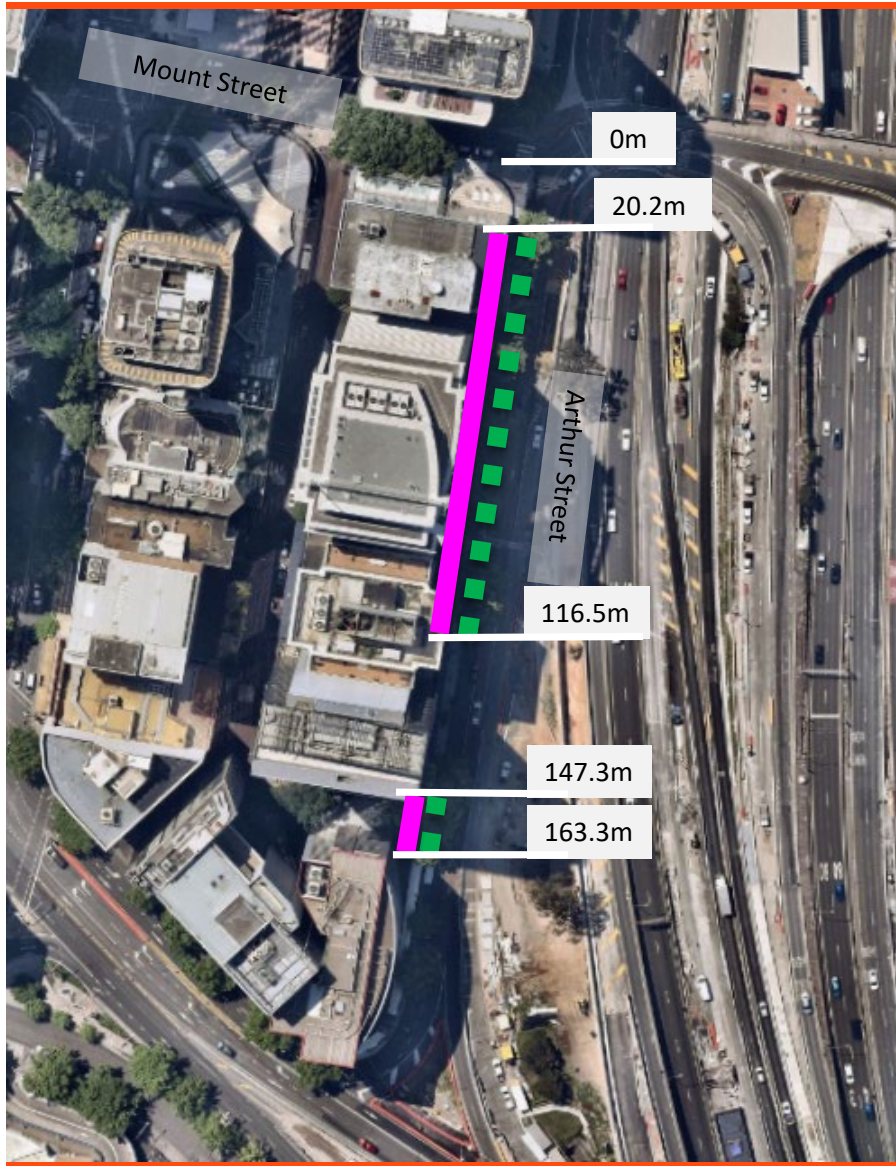


1P 10am-6pm Mon-
Fri, 8:30am-12:30pm
Sat



Proposal

Arthur Street, North Sydney Proposed Kerbside Parking Reallocation



Existing



1/2P Meter 10am-3pm
Mon-Fri.

Proposed

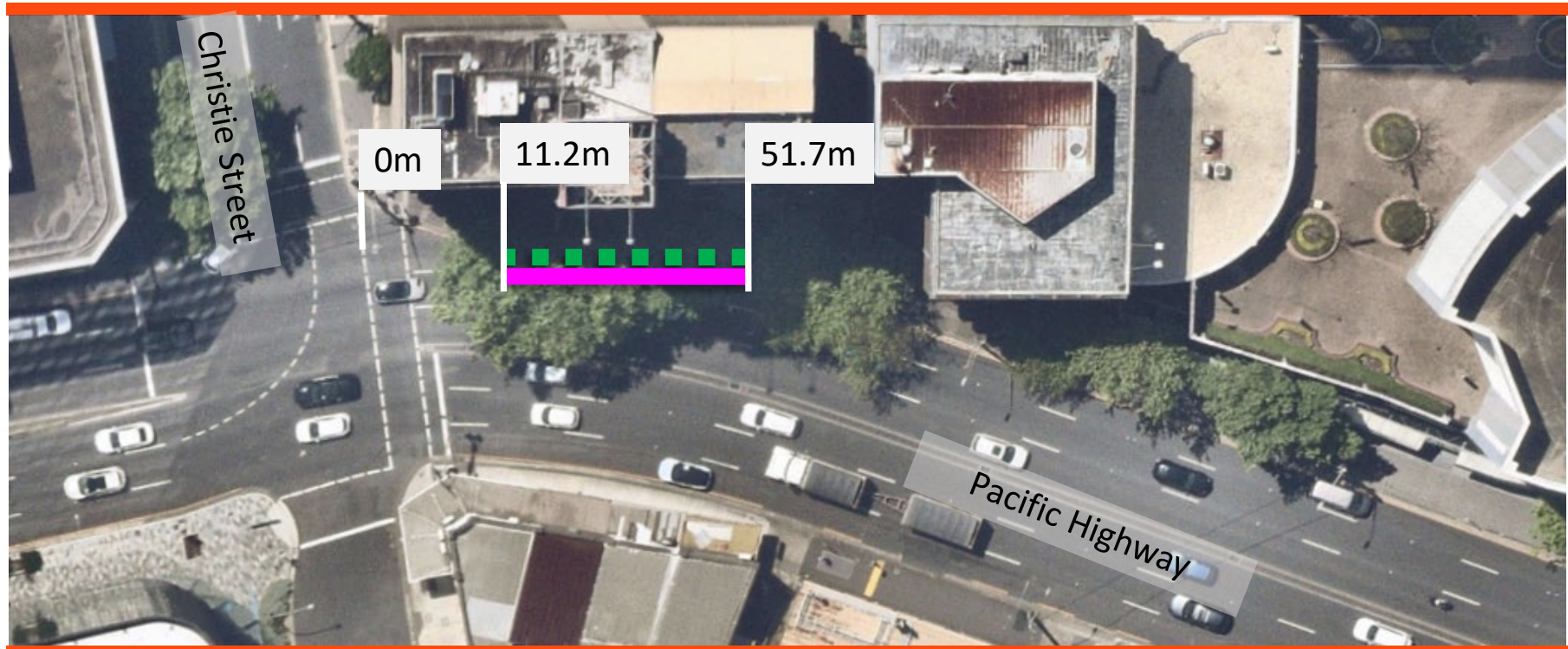


1/2P 10am-3pm Mon-
Fri.




Proposal

Pacific Highway, St Leonards Proposed Kerbside Parking Reallocation



LEGEND: Existing  1P Meter 10am-6pm
Mon-Fri, 8:30am-12:30pm Sat

Proposed  1P 10am-6pm Mon-Fri,
8:30am-12:30pm Sat




Proposal

Pacific Highway, Crows Nest Proposed Kerbside Parking Reallocation



LEGEND: Existing  1P Meter 8:30am-3pm
Mon-Fri, 8:30am-
12:30pm Sat

Proposed  1P 8:30am-3pm Mon-Fri,
8:30am-12:30pm Sat




Proposal

Pacific Highway, Crows Nest Proposed Kerbside Parking Reallocation



LEGEND: Existing  1/2P Meter 10am-6pm Mon-Fri and 1/2P 830am-1230pm Sat

Proposed  1/2P 10am-6pm Mon-Fri and 1/2P 830am-1230pm Sat





Proposal

May Lane, Neutral Bay Proposed Kerbside Parking Reallocation





LEGEND:

Existing

-  1/2P Meter 8:30am-6pm
Mon-Fri, 8:30am-12:30pm Sat
-  1/4P Meter 8:30am-6pm Mon-Fri,
8:30-4pm Sat

Proposed

-  1/2P 8:30am-6pm Mon-Fri, 8:30am-12:30pm Sat
-  1/4P 8:30am-6pm Mon-Fri, 8:30-4pm Sat

5.7. Car Share - Denison Street, North Sydney

| | |
|--------------------|--|
| AUTHOR | Max White, Sustainable Transport Project Coordinator |
| ENDORSED BY | Gary Parsons, Director Open Space and Infrastructure |
| ATTACHMENTS | 1. Attachment A - Parking Plan Denison Street [5.7.1 - 1 page] |
| CSP LINK | 2. Our Built Infrastructure 2.3 Prioritise sustainable and active transport 2.4 Efficient traffic mobility and parking |

PURPOSE:

The purpose of this report is to seek Committee endorsement for two dedicated on-street car share spaces on Denison Street, North Sydney near the Victoria Cross Metro Station.

EXECUTIVE SUMMARY:

- The car share provider GoGet has proposed converting seven (7) parking spaces on Denison Street, North Sydney from “No Stopping 5am–6pm Mon–Fri, 5am–5pm Sat” to “Authorised Car Share Vehicles Excepted,”. The existing No Stopping restrictions were implemented to accommodate large vehicle movements on Denison Street related to the construction of the Metro Station.
- Post-consultation, an amended plan was proposed to convert two (2) spaces to dedicated car share on Denison Street and to reinstate the remaining five (5) spaces as meter parking. This revised proposal aims to address initial access concerns raised during consultation.
- Community consultation resulted in 45% support, 45% opposition, and 10% mixed responses.

RECOMMENDATION:

1. THAT the Committee endorse the reallocation of parking on the western side of Denison Street, North Sydney between the following points south of Berry Street:

- a. From 10 metres and 22 metres (2 car spaces) as “Authorised Car Share Vehicles Excepted Area 100”:
- b. From 22 metres to 52 meters (5 car spaces) as “2P Meter 8.30am-Midnight Mon-Fri, 8.30am-12.30pm Sat”

Background

In September 2022, Council adopted the Car Share Policy to support objectives of reducing reliance on private motor vehicle ownership, decreasing parking demands and congestion by providing parking opportunities for car share operators.

The car share operator GoGet has approached North Sydney Council with a proposal to increase dedicated car share bays in response to the rise in activity from the Victoria Cross Metro Station.

On-street parking is a limited resource, and opportunities to expand it are rare. This means Council must manage existing parking more efficiently, and car share is a proven tool to help achieve this. Car share services, such as GoGet, can significantly reduce parking demand by providing a flexible alternative to private car ownership.

A recent GoGet survey of North Sydney members revealed that 30% of members gave up a car entirely after joining, and when combined with those who already did not own a car, 63% of members no longer owned a vehicle. Many participants indicated that car share allowed them to postpone or avoid purchasing a car altogether. These findings highlight how car share can alleviate parking pressure, making it a valuable solution for managing North Sydney's constrained parking supply.

Report

This report outlines a proposal for dedicated car share spaces and resulting community engagement outcomes to provide two car share spaces on the western side of Denison Street, North Sydney.

The kerb space on the western side of Denison Street, south of Berry Street, is currently designated as "No Stopping 5am–6pm Mon–Fri, 5am–5pm Sat." These restrictions were implemented to accommodate large vehicle movements on Denison Street related to the construction of the Metro Station.

The proposed car share spaces will be installed and managed in accordance with TfNSW Technical Direction 2018/001 and the provisions of North Sydney Council's Car Share Policy 2022.

Consultation Requirements

Community engagement has been carried out in accordance with Council's Community Engagement Protocol and the Council-adopted Community Engagement Strategy – New Car Share Applications.

Consultation took place from Tuesday, 8 October to Tuesday, 22 October 2024.

| Denison Street, North Sydney (ID040) | Response | | | | | | |
|--|----------|----|----------|-----|----------|-----|-------|
| | Mixed | | No | | Yes | | Total |
| | Quantity | % | Quantity | % | Quantity | % | |
| Submissions | 1 | 9% | 5 | 45% | 5 | 45% | 11 |

Among those who supported the proposed locations, improved accessibility, reduced car dependency, convenience, business activation, and integration with the metro stations were raised.

The table below summarises the issues raised in submissions along with Council staff responses.

| General concerns | | |
|-------------------------------|---|--|
| Theme | Concern Raised | Response |
| Benefits of car share unclear | Questioned the benefits of car share, particularly reducing traffic congestion and parking pressures. Suggested allocating the space for electric vehicle (EV) parking or expanding kiss-and-ride zones instead | As of August 2024, there are over 9,310 car share members in the North Sydney LGA with 70 members per individual space. GoGet calculate that over 6,730 metres of on street parking is saved in the North Sydney LGA due to their members reducing or avoiding owning a private vehicle (2023-24) and an emissions reduction of 2780 tonnes of CO2 reduction (2020-21). |
| Public land for private use | Car share spaces utilise public land for private commercial use, limiting access for the broader community. | North Sydney Council permits car share providers to operate on public land with the payment of a yearly fee and under the assumption of public benefit. It is accepted by Council that car share provides multiple benefits to the community including efficient use of on-street parking space, allow residents and businesses to avoid or reduce private vehicle ownership and reduce congest. |
| Insufficient parking | Insufficient parking in the area, noting existing spaces are limited, and vehicles are frequently double-parked. | On-street parking is a finite resource and additional on-street parking is rarely possible. The proposal has been amended to include the reinstatement of meter parking to increase the availability of parking in the area. |

| | | |
|------------------------------------|--|--|
| Concern about notification process | One submission stated that they were not informed of the proposal to convert the parking spaces to dedicated car share bays. | The notification process has been delivered in line with the Car Share Policy (section 4.11) endorsed at the 12 September 2022 council meeting. Letters were sent to all residents and businesses within 100 metres of the location. |
| Sightlines | Safety concerns related to sightlines for driveways on Denison Street. | Parking was removed from this section of Denison Street during the construction of the Metro and will be reinstated within the same standards and dimensions as the original parking. The road width currently exceeds 3 metres (approximately 3.3 metres) and has adequate sightlines for turning vehicles. |
| Road narrowing | Safety related to road narrowing | Denison Street is intended to be a low speed, high pedestrian environment. Wider streets encourage faster speeds due to perceived improvements to sightlines. However, it is important that traffic lanes are wide enough for vehicles and with the car share spaces the lane would exceed 3 metres (approximately 3.3 metres). This is an adequate width. |

Conclusion

It is recommended that the Committee endorse the attached proposals to install “Authorised Car Share Vehicles Excepted Area 100” for two parking spaces and “2P Meter 8.30am-Midnight Mon-Fri, 8.30am-12.30pm Sat” restriction for five spaces on Denison Street, North Sydney to promote and encourage the use of car share.

Financial/Resource Implications

Nil.

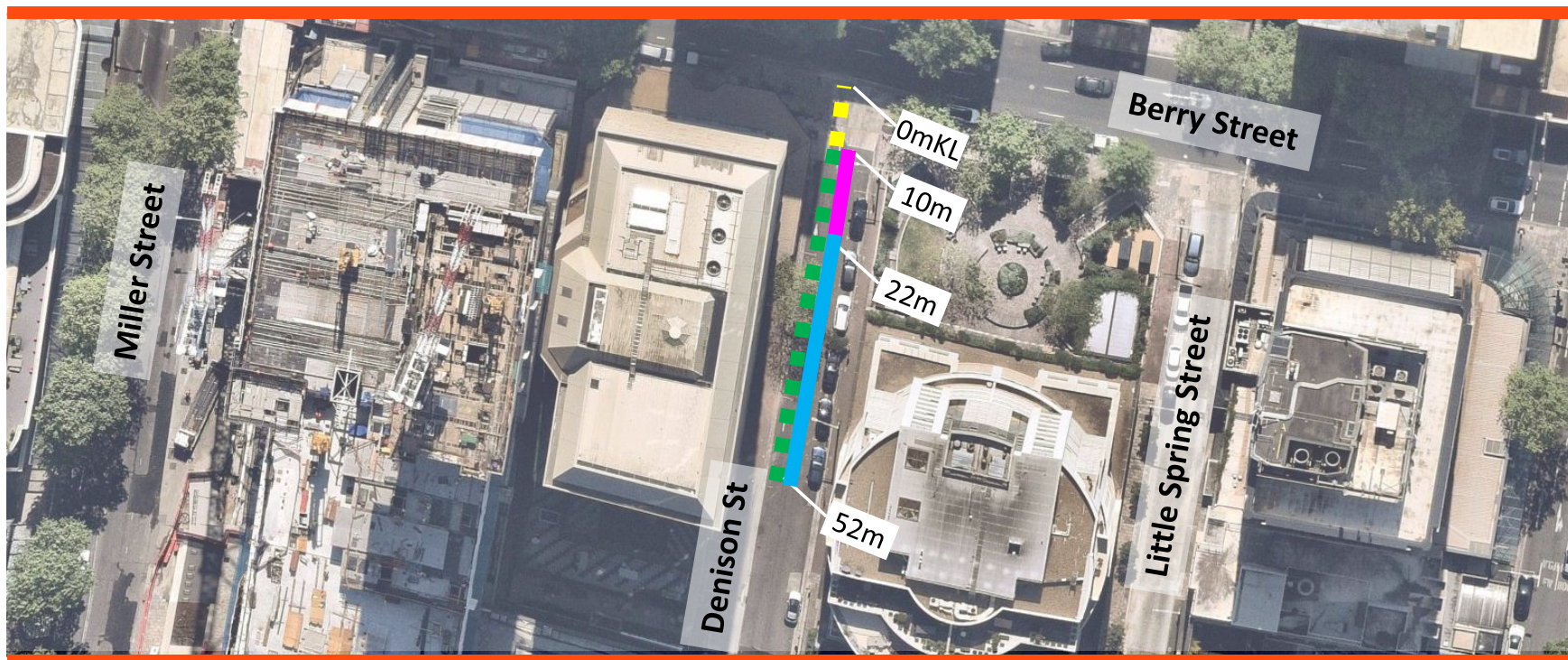
Legislation

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



Proposal Dedicated Car Share

(ID040) Denison Street, North Sydney– Proposed Dedicated Car Share Bays



Existing

- ■ ■ ■ ■ "No Stopping 5am-6pm Mon-Fri, 5am-5pm Sat"
- ■ ■ ■ ■ "No Stopping"

Proposed

- ■ ■ ■ ■ "Authorised Car Share Vehicles Excepted"
- ■ ■ ■ ■ "2P Meter 8.30am-Midnight Mon-Fri, 8.30am-12.30pm Sat"

5.8. Car Share - Oxley Street, Crows Nest

| | |
|--------------------|--|
| AUTHOR | Max White, Sustainable Transport Project Coordinator |
| ENDORSED BY | Gary Parsons, Director Open Space and Infrastructure |
| ATTACHMENTS | 1. Attachment A - Parking Plan Oxley Street [5.8.1 - 1 page] |
| CSP LINK | 2. Our Built Infrastructure 2.3 Prioritise sustainable and active transport 2.4 Efficient traffic mobility and parking |

PURPOSE:

The purpose of this report is to seek Committee endorsement for two dedicated on-street car share spaces on Oxley Street, Crows Nest.

EXECUTIVE SUMMARY:

- The car share provider GoGet proposed converting two (2) parking spaces on Oxley Street, Crows Nest from “No Parking, Kiss & Ride Area” to “Authorised Car Share Vehicles Excepted,”.
- Community consultation resulted in 47% support, 40% opposition, and 13% mixed responses.

RECOMMENDATION:

1. THAT the Committee endorse the reallocation of parking on the northern side of Oxley Street, Crows Nest between the points 11 metres and 17 meters (2 car spaces) west of Clarke Street as “Authorised Car Share Vehicles Excepted Area 100”:

Background

In September 2022, Council adopted the Car Share Policy to support objectives of reducing reliance on private motor vehicle ownership, decreasing parking demands and congestion by providing parking opportunities for car share operators.

The car share operator GoGet has approached North Sydney Council with a proposal to increase dedicated car share bays in response to the anticipated rise in activity from the Crows Nest Metro Station.

On-street parking is a limited resource, and opportunities to expand it are rare. This means Council must manage existing parking more efficiently, and car share is a proven tool to help achieve this. Car share services, such as GoGet, can significantly reduce parking demand by providing a flexible alternative to private car ownership.

A recent GoGet survey of North Sydney members revealed that 30% of members gave up a car entirely after joining, and when combined with those who already did not own a car, 63% of members no longer owned a vehicle. Many participants indicated that car share allowed them to postpone or avoid purchasing a car altogether. These findings highlight how car share can alleviate parking pressure, making it a valuable solution for managing North Sydney's constrained parking supply.

Report

This report outlines a proposal for dedicated car share spaces and resulting community engagement outcomes to provide two car share spaces on the northern side of Oxley Street, Crows Nest.

The northern side of Oxley Street, east of Clarke Lane, is designated as a "No Parking, Kiss & Ride Area" to support pick-up and drop-off at the new Crows Nest Metro Station, per the Crows Nest Metro Interchange Access Plan (IAP). While an accessible kiss-and-ride space near the station was planned, it was not feasible due to topographical constraints, leading to its conversion into a standard kiss-and-ride area, increasing capacity.

North Sydney Council has received 'in-principle' support from Transport for NSW to convert the dedicated kiss-and-ride spaces to car share spaces, pending the details and review outlined in this report.

The proposed car share spaces will be installed and managed in accordance with TfNSW Technical Direction 2018/001 and the provisions of North Sydney Council's Car Share Policy 2022.

Consultation Requirements

Community engagement has been carried out in accordance with Council's Community Engagement Protocol and the Council-adopted Community Engagement Strategy – New Car Share Applications.

Consultation took place from Tuesday, 8 October to Tuesday, 22 October 2024.

| Oxley Crows (ID041) | Street, Nest | Response | | | | | | |
|---------------------|--------------|----------|-----|----------|-----|----------|-----|-------|
| | | Mixed | | No | | Yes | | Total |
| | | Quantity | % | Quantity | % | Quantity | % | |
| Submissions | | 2 | 13% | 6 | 40% | 7 | 47% | 15 |

Among those who supported the proposed locations, improved accessibility, reduced car dependency, convenience, business activation, and integration with the metro stations were raised.

The table below summarises the issues raised in submissions along with Council staff responses.

| General concerns | | |
|---------------------------------------|--|--|
| Theme | Concern Raised | Response |
| The benefits of car share are unclear | Questioned the benefits of car share, particularly reducing traffic congestion and parking pressures. | As of August 2024, there are over 9,310 car share members in the North Sydney LGA with 70 members per individual space. GoGet calculate that over 6,730 metres of on street parking is saved in the North Sydney LGA due to their members reducing or avoiding owning a private vehicle (2023-24) and an emissions reduction of 2780 tonnes of CO2 reduction (2020-21). |
| Public land for private use | Car share spaces utilise public land for private commercial use, limiting access for the broader community. | North Sydney Council permits car share providers to operate on public land with the payment of a yearly fee and under the assumption of public benefit. It is accepted by Council that car share provides multiple benefits to the community including efficient use of on-street parking space, allow residents and businesses to avoid or reduce private vehicle ownership and reduce congest. |
| Insufficient parking | Insufficient parking in the area, noting existing spaces are limited, and vehicles are frequently double-parked. | 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. GoGet estimate that 6,730 metres of on street parking is saved in the North Sydney LGA due to their members reducing or avoiding owning a private vehicle (2023-24) |

| | | |
|---------------|--|---|
| Excess supply | Currently too many dedicated car share bays in Crows Nest | Demand for car share is growing evident in the 426 additional GoGet members signing up over the past 12 months. Considering this demand, there does not appear to be a surplus of dedicated bays, however Council will monitor car share usage to ensure parking space is used appropriately. |
| Sightlines | Poor sightlines for vehicles travelling on Oxley Street at Clark Street. | Parking is currently permissible in the dedicated bays as 'No Stopping Kiss and Ride' and complies with existing setbacks and sightlines. |
| Kiss-and-ride | Objecting to kiss-and-ride removal due to access for metro commuters and nearby businesses | The Crows Nest Station Interchange Access Plan originally planned two kiss-and-ride areas and one accessible kiss and ride space. The topography of the accessible parking space was not suitable for wheelchair access and was changed to kiss-and-ride. As a result, the station has excess kiss-and-ride spaces. There will still be one kiss-and-ride space available on the northern side of Oxley Street, immediately east of Clarke Lane (see Attachment A Parking Changes for details). |

Conclusion

It is recommended that the Committee endorse the attached proposals to install "Authorised Car Share Vehicles Exceeded Area 100" restriction on Oxley Street, Crows Nest to promote and encourage the use of car share.

Financial/Resource Implications

Nil

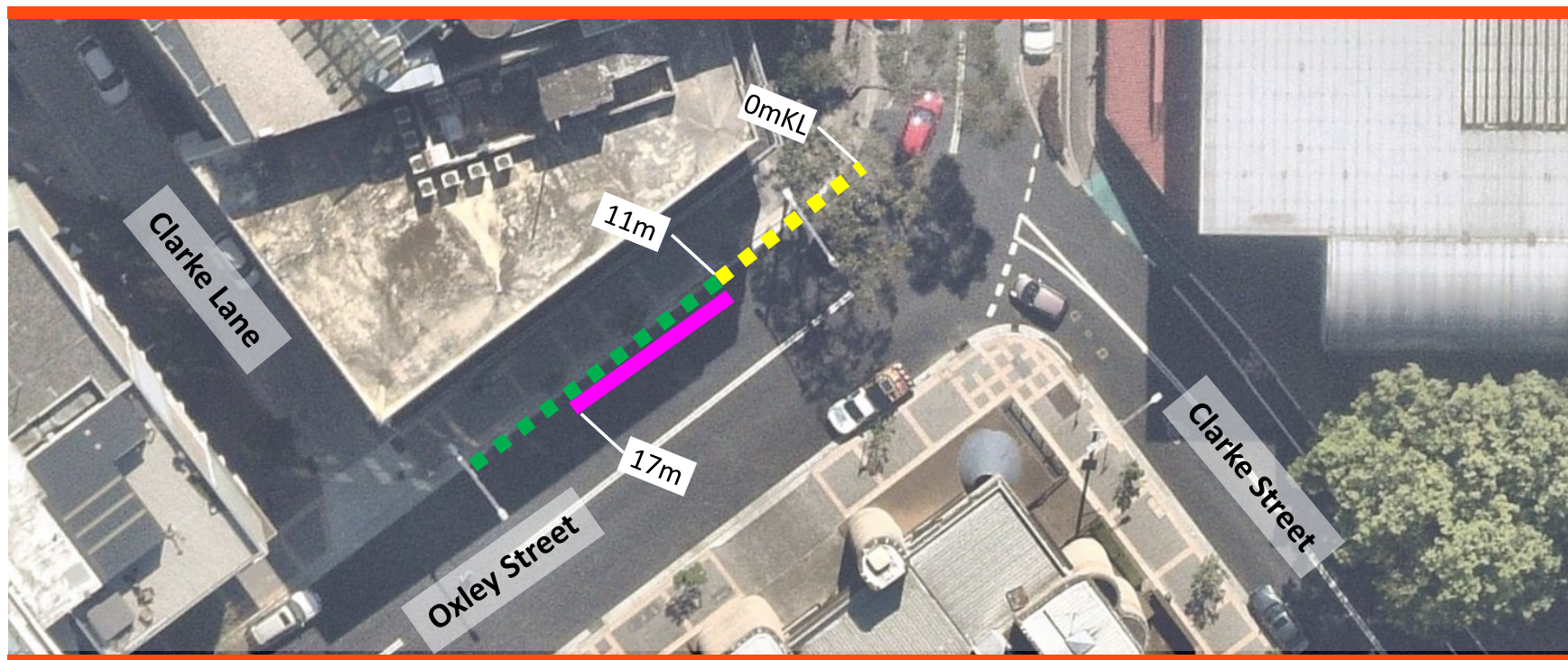
Legislation

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



Proposal Dedicated Car Share

(ID041) Oxley Street, Crows Nest– Proposed Dedicated Car Share Bays



Existing

- ■ ■ ■ ■ "No Parking, Kiss & Ride Area"
- ■ ■ ■ ■ "No Stopping"

Proposed

- "Authorised Car Share Vehicles Excepted"

5.9. Out-of-Session Endorsements

| | |
|--------------------|--|
| AUTHOR | Eoin Cunningham, Manager Traffic & Transport Operations |
| ENDORSED BY | Gary Parsons, Director Open Space and Infrastructure |
| ATTACHMENTS | 1. Out-of-Session Endorsements [5.9.1 - 7 pages] |
| CSP LINK | 2. Our Built Infrastructure 2.3 Prioritise sustainable and active transport 2.4 Efficient traffic mobility and parking |

PURPOSE:

The purpose of this report is to advise the Committee of matters approved out-of-session from scheduled Traffic Committee meetings with the concurrence of Transport for NSW, NSW Police, local State Members, and under delegated authority to the Service Unit Manager for Traffic & Transport Operations.

EXECUTIVE SUMMARY:

Items listed within the schedule attached to this report have been approved out of the regular session of Traffic Committee. The items have concurrence of Transport for NSW, the NSW Police, and the local State Members and have been approved by North Sydney Council's Traffic Engineer in accordance with North Sydney Council's Delegations of Authority to staff.

RECOMMENDATION:

1. THAT the information regarding Out of Session endorsements be received.

Consultation Requirements

Community engagement is undertaken in accordance with Councils Community Engagement Protocol. Items considered for out-of-session approvals do not require community consultation.

Financial/Resource Implications

All costs are borne by the proponent. Signage and line marking changes proposed by Council are funded by Councils Local Road Signs Expenditure budget.

**ENDORSED FOR PROJECTS UNDER
DELEGATED AUTHORITY TO THE TRAFFIC OPERATIONS OFFICER
568th TRAFFIC COMMITTEE – 7th February 2025**

| No | Street | Location | Precinct, Ward, Electorate | Issue | Recommendation | Appr | Date | ECM | Comments |
|--------------------------------|----------------------|------------------------------|----------------------------------|------------------------|---|------|------------|----------|-------------|
| Resident Parking | | | | | | | | | |
| Nil | | | | | | | | | |
| Temporary Road Closures | | | | | | | | | |
| 24-067 | Little Walker Street | 93 Pacific Hwy, North Sydney | North Shore, CBD, Cammeragyl | Temporary Road Closure | <p>THAT the Committee note the approval of the temporary road closure of Little Walker Street on Saturdays and Sundays from 23 November 2024 through to 15 December 2024 from 7am-5pm (8 days) for delivery and installation of hoarding materials as per the submitted application and Council’s standard road closure conditions.</p> <p>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>THAT the committee note the approval of the extension and alternative dates to carry out these works due to inclement weather or operational delays, subject to Police Permit approval.</p> | Yes | 11.11.2024 | 10213106 | 23/11-15/12 |

**ENDORSED FOR PROJECTS UNDER
DELEGATED AUTHORITY TO THE TRAFFIC OPERATIONS OFFICER
568th TRAFFIC COMMITTEE – 7th February 2025**

| | | | | | | | | | |
|--------|----------------|---------------------|------------------------------|------------------------|---|-----|------------|----------|------------|
| 24-070 | Premier Street | 7-11 Premier Street | North Shore | Temporary Road Closure | <p>THAT the Committee note the approval of the temporary road closure of Premier Street on 20 January 2025 between 7am-5pm for the installation of a tower crane as per the submitted application and Council’s standard road closure conditions.</p> <p>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>THAT the committee note the approval of the extension and alternative dates to carry out these works due to inclement weather or operational delays, subject to Police Permit approval.</p> | Yes | 23.12.2024 | 10243588 | 20.01.2025 |
| 24-075 | Olympic Drive | Milsons Point | North Shore, CBD, Cammeragyl | Temporary Road Closure | <p>THAT the committee note the approval of the closure of Olympic Drive on 26 January 2025, from 10:30am-1pm to facilitate State Government Operations for Australia Day celebrations, as per the submitted application and council’s standard road closure conditions.</p> <p>Approval is subject to managed access to all affected properties and the applicant notifying all affected</p> | Yes | 23.12.2024 | 10269594 | 26.01.2025 |

**ENDORSED FOR PROJECTS UNDER
DELEGATED AUTHORITY TO THE TRAFFIC OPERATIONS OFFICER
568th TRAFFIC COMMITTEE – 7th February 2025**

| | | | | | | | | | |
|----------------------|----------------------|--|---------------------------------------|--------------------------|---|-----|------------|----------|--|
| | | | | | residents/tenants as per Council's standard conditions of approval. THAT the committee note the approval of the extension and alternative dates to carry out the closure due to inclement weather or operational delays, subject to Police Permit approval. | | | | |
| Special Zones | | | | | | | | | |
| 24-068 | Allister Street | 13 Allister Street Cremorne NSW 2090 | Cremorne, Willoughby, Camberayl | Install works zone | THAT the Committee note the approval of the reallocation of kerb space on the eastern side of Allister Street, Cremorne between the points 66.2 metres and 76.2 metres south of Cranbrook Avenue as "Works Zone 7am-5pm Mon-Fri, 8am-1pm Sat" | Yes | 15.11.2024 | 10243588 | |
| 24-072 | West Crescent Street | 2-6 West Crescent Street McMahons Point NSW 2090 | North Shore, CBD, Camberayl | Install No Parking | THAT the Committee note the approval of the reallocation of kerb space on the southern side of West Crescent Street, McMahons Point between the points 24 metres and 50.8 metres west of Blues Point Road as "No Parking" | Yes | 04.12.2024 | 10248743 | |
| 24-074 | Crows Nest Street | 46 Crows Nest Street | Waverton North Shore, Camberayl | Install works zone | THAT the Committee note the approval of the reallocation of kerb space on the northern side of Crows Nest Road, Waverton between the points 157 metres and 167 metres west of the Pacific Highway as "Works Zone 7am-5pm Mon-Fri, 8am-1pm Sat" | Yes | 08.01.2025 | 10269175 | |

**ENDORSED FOR PROJECTS UNDER
DELEGATED AUTHORITY TO THE TRAFFIC OPERATIONS OFFICER
568th TRAFFIC COMMITTEE – 7th February 2025**

| | | | | | | | | | |
|---|------------------|--|---|---|---|-----|------------|----------|--|
| | | | | | | | | | |
| Regulatory Signs | | | | | | | | | |
| Nil | | | | | | | | | |
| Signs Across Driveways | | | | | | | | | |
| 24-069 | West Street | 3-5 West Street North Sydney NSW 2060 | North Shore, CBD, Cammeragyl | Install line markings - MB space | THAT the Committee notes the installation of line markings defining motorbike parking space at the frontage to 3-5 West Street North Sydney NSW 2060 | Yes | 20.11.2024 | 10228077 | |
| 24-073 | Hardie Street | 10-14 Hardie Street Neutral Bay NSW 2089 | Neutral Bay, Willoughby, Cammeragyl | Install 2 x driveway line markings | THAT the Committee notes the installation driveway line markings at the entry to 10-14 Hardie Street Neutral Bay NSW 2089 between the points 64.28 metres & 69.78 metres west of Ben Boyd Road. | Yes | 12.11.2024 | 10259282 | |
| Warning Signs | | | | | | | | | |
| Nil | | | | | | | | | |
| Construction Management Plan | | | | | | | | | |
| Nil | | | | | | | | | |
| Australian Road Rules Compliance Signs | | | | | | | | | |
| Nil | | | | | | | | | |
| Traffic Facilities | | | | | | | | | |
| NIL | | | | | | | | | |
| Council Decisions | | | | | | | | | |
| Nil | | | | | | | | | |



Proposal

13 ALLISTER STREET CREMORNE Proposed Works Zone

LEGEND:

Existing



"2P 8.30am-6pm Mon-Fri,
PHE Area 28"

Proposed

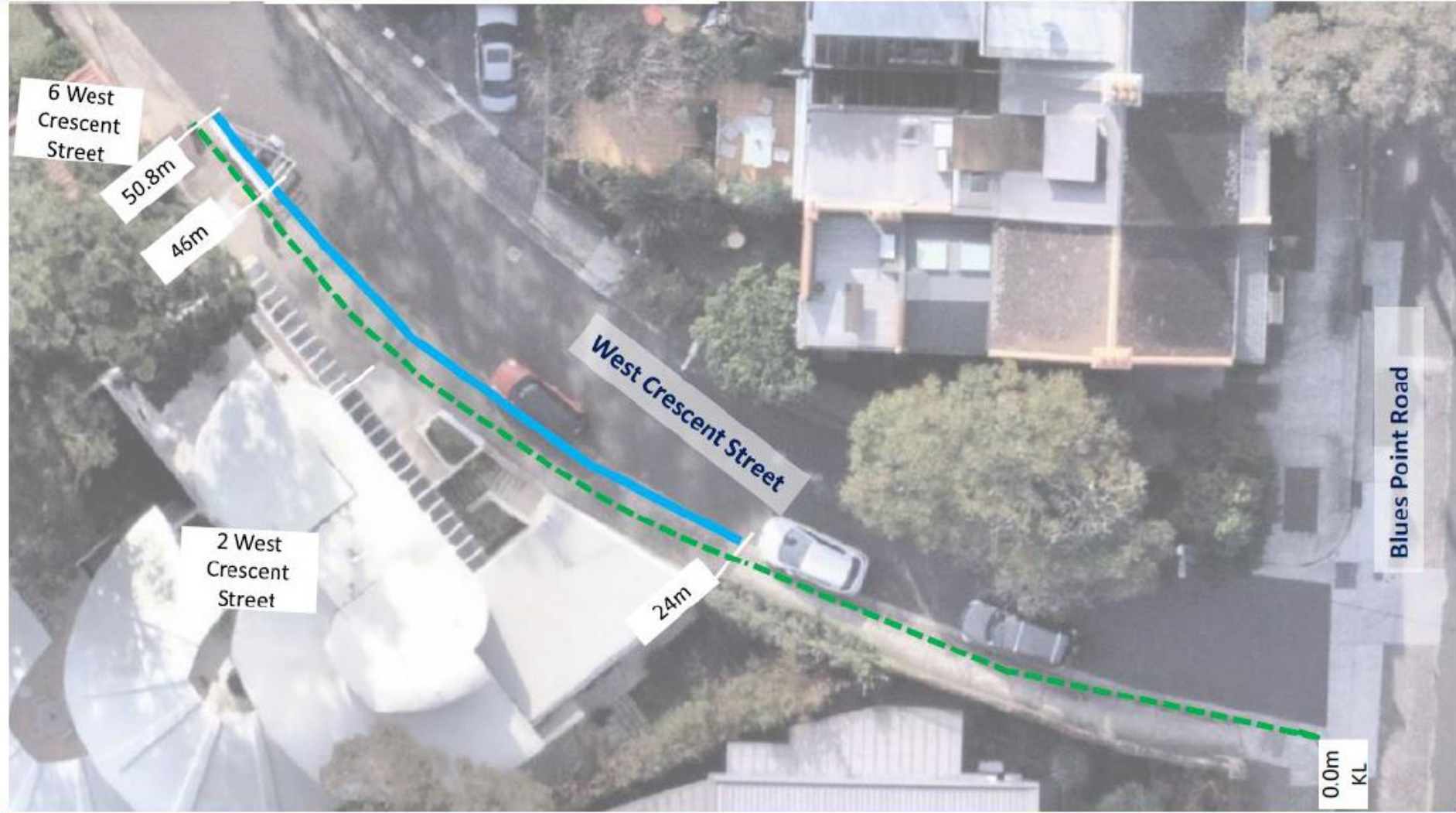


"Works Zone 7am-5pm
Mon-Fri, 8am-1pm Sat"





Proposal West Crescent Street, McMahons Point NSW 2060 – Proposed No Parking Restriction



Existing



“Unrestricted”

Proposed



“No Parking”



Proposal 46 Crows Nest Road Waverton NSW 2065 - Install Works Zone



Existing

2P 8.30am - 6.00pm Mon-Fri
PHEA 12



No Stopping

Proposed

Works Zone
7am-5pm Mon-Fri
8am-1pm Sat



6. Informal Items for Consideration

Nil

7. Local Development Advisory Committee Items for Consideration

Nil

8. Closure