

## **8.7. Local Area Traffic Management Action Plans Progress Report 2020-22 (2 Years)**

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### **ATTACHMENTS:**

1. List of Completed actions 2020-22 2 Years [8.7.1 - 4 pages]
2. Local Area Traffic Management Action Plans Progress Report 2020-2022 2 Years- Photos [8.7.2 - 41 pages]

### **PURPOSE:**

The purpose of this report is to provide an update to Council on the progress of the implementation of the Local Area Traffic Management (LATM) Action Plans for the last two financial years - 2020/22.

### **EXECUTIVE SUMMARY:**

Council adopted the Local Area Traffic Management (LATM) Action Plans for seven zones across the North Sydney local government area in December 2017. LATM Action Plans consider the current and future traffic and parking conditions and needs of the local community in each identified area.

The LATM Action Plans are reviewed and updated on an ongoing basis to ensure they are relevant and current, as actions within the LATM Action Plans are investigated and completed, and as new issues arise or are identified.

Over the last two financial years Council has completed a further 45 x Projects that were identified in the adopted LATMs.

### **FINANCIAL IMPLICATIONS:**

Projects within the LATM Action Plans are determined and implemented subject to annual budgets approved in Council's Delivery Program. The 2020/21 and 2021/22 Delivery Programs included \$1,000,000 per year for LATM Implementation. Council also received grant funding of \$260,000 from Transport for NSW (TfNSW) each year towards the installation and maintenance of lines and signs.

Other Grant funding that Council received over the last two financial years totalled \$5,700,483 which went towards the delivery of 16 major LATM projects – including Cycleway Projects. This grant funding also included \$540,000 for four (4) x identified "Blackspot" projects that were completed in 2020/21.

In 2020/21 and 2021/22 Council expended \$3,345,169 on forty-five (45) LATM Projects across the LGA. This expenditure included grant funding received over that period.

In this current financial year 2022/23 - Council has adopted in its Delivery Program a budget of \$1,000,000 to continue the implementation of the LATM program.

**RECOMMENDATION:**

**1. THAT** the Local Area Traffic Management Action Plans – Progress Report for the last two financial years 2020/22, be received.

## **LINK TO COMMUNITY STRATEGIC PLAN**

The relationship with the Community Strategic Plan is as follows:

### **2. Our Built Infrastructure**

2.1 Infrastructure and assets meet diverse community needs

2.3 Prioritise sustainable and active transport

2.4 Efficient traffic mobility and parking

## **BACKGROUND**

At the Council meeting on 4 December 2017 (EPS01 – Min. No. 478) Council adopted the Local Area Traffic Management (LATM) Action Plans for seven zones across the North Sydney local government area. *LATM Action Plans consider the current and future traffic and parking conditions and needs of the local community in each identified area.*

Council receives hundreds of requests concerning pedestrian, cycling, traffic and parking issues each year. The LATM process allows Council officers to apply a more consistent and holistic approach to prioritise and action traffic and parking requests by quantifying the overall safety issues, crash history, traffic volumes, speeds, pedestrian and cyclist volumes occurring in a street and the impacts on crash reduction, parking access, pedestrian amenity and safety, cyclist amenity and overall benefits to the community of each proposal.

The LATM Action Plans are reviewed and updated on an ongoing basis to ensure they are relevant and current, as actions within the LATM Action Plans are investigated and completed, and as new issues arise or are identified.

The purpose of this report is to provide Council with an update on the progress of implementation of the LATM Action Plans for 2020/21 and 2021/22. This report is generally brought to Council annually at the conclusion of each financial year, however due to the impacts on COVID on staff resourcing over the last this update report is for the last two financial years.

## **CONSULTATION REQUIREMENTS**

Community engagement on the LATM Action Plans was undertaken in accordance with Council's Community Engagement Protocol in 2016/2017. Community engagement is also ongoing for each action identified in the plans and as required and in accordance with Council's *Community Engagement Protocols*.

Community engagement is also undertaken on all individual LATM projects in accordance with Council's *Community Engagement Protocol*.

## **DETAIL**

Since the LATM Action Plans were adopted in December 2017, 175 x actions have been completed in total, including 45 x actions completed in the last two financial years (2020/21

and 2021/22).

**Note:** for more detail on the 45 x actions completed over the last two years refer to Attachment 1 of this report. Also refer to Attachment 2 of this report for selected photos of the completed projects.

**Table 1: Number of completed LATM actions per zone:**

LATM Zone		Total No. Actions Completed since 2017-2020	Completed Actions 2020/21	Completed Actions 2021/22
1	<i>North Sydney, Waverton, Wollstonecraft</i>	24	2	6
2	<i>Crows Nest, North Sydney, St Leonards</i>	30	6	0
3	<i>Lavender Bay, McMahons Point, North Sydney</i>	14	4	2
4	<i>Cammeray</i>	8	1	3
5	<i>Cremorne &amp; Neutral Bay (North of Military Road)</i>	17	1	2
6	<i>Cremorne, Cremorne Point, Neutral Bay, North Sydney</i>	20	2	5
7	<i>Kirribilli &amp; North Sydney</i>	17	2	9
<b>Total</b>		<b>130</b>	<b>18</b>	<b>27</b>

**Note:** for more detail on the 45 x actions completed over the last two years (2020-2022) refer to Attachment 1 of this report. Also refer to Attachment 2 of this report for selected photos of the completed projects.

A map of the seven LATM zones is shown in Figure 1.

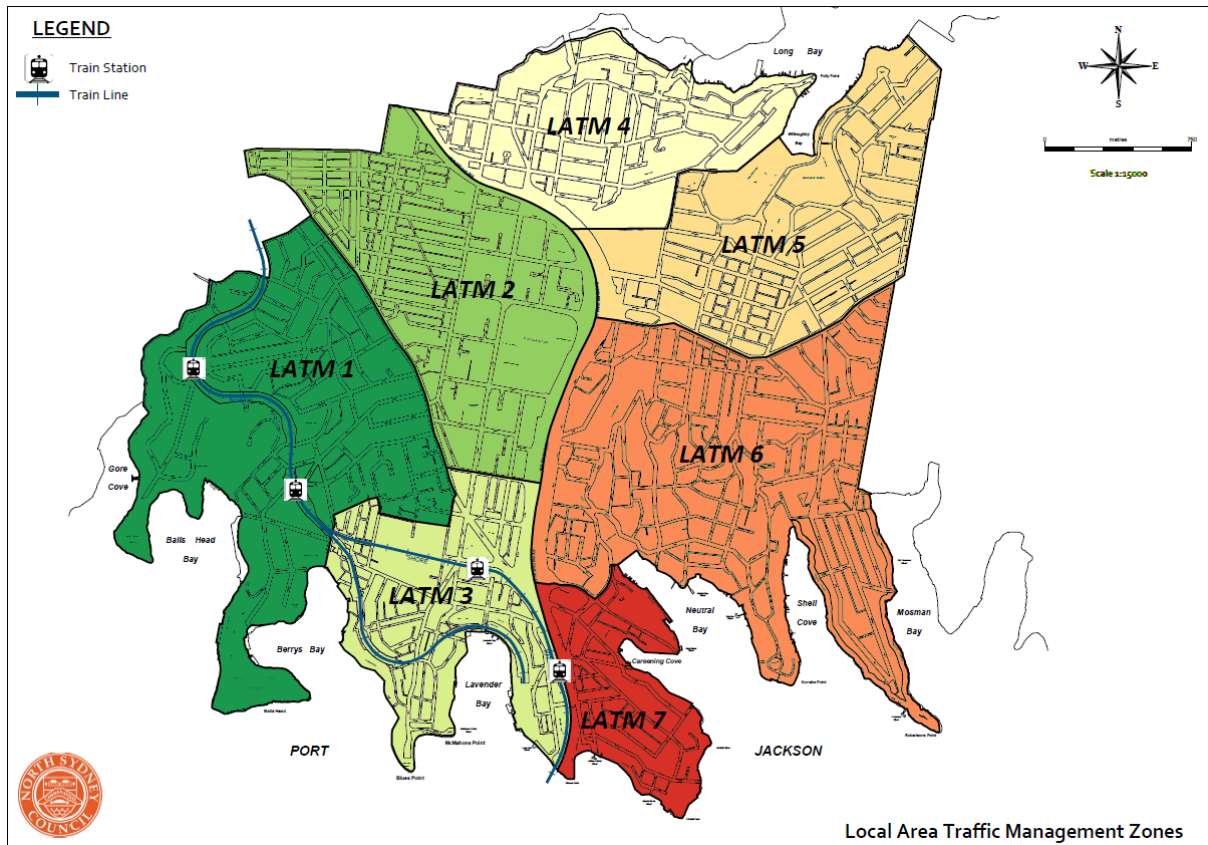


Figure 1 LATM Zones Map

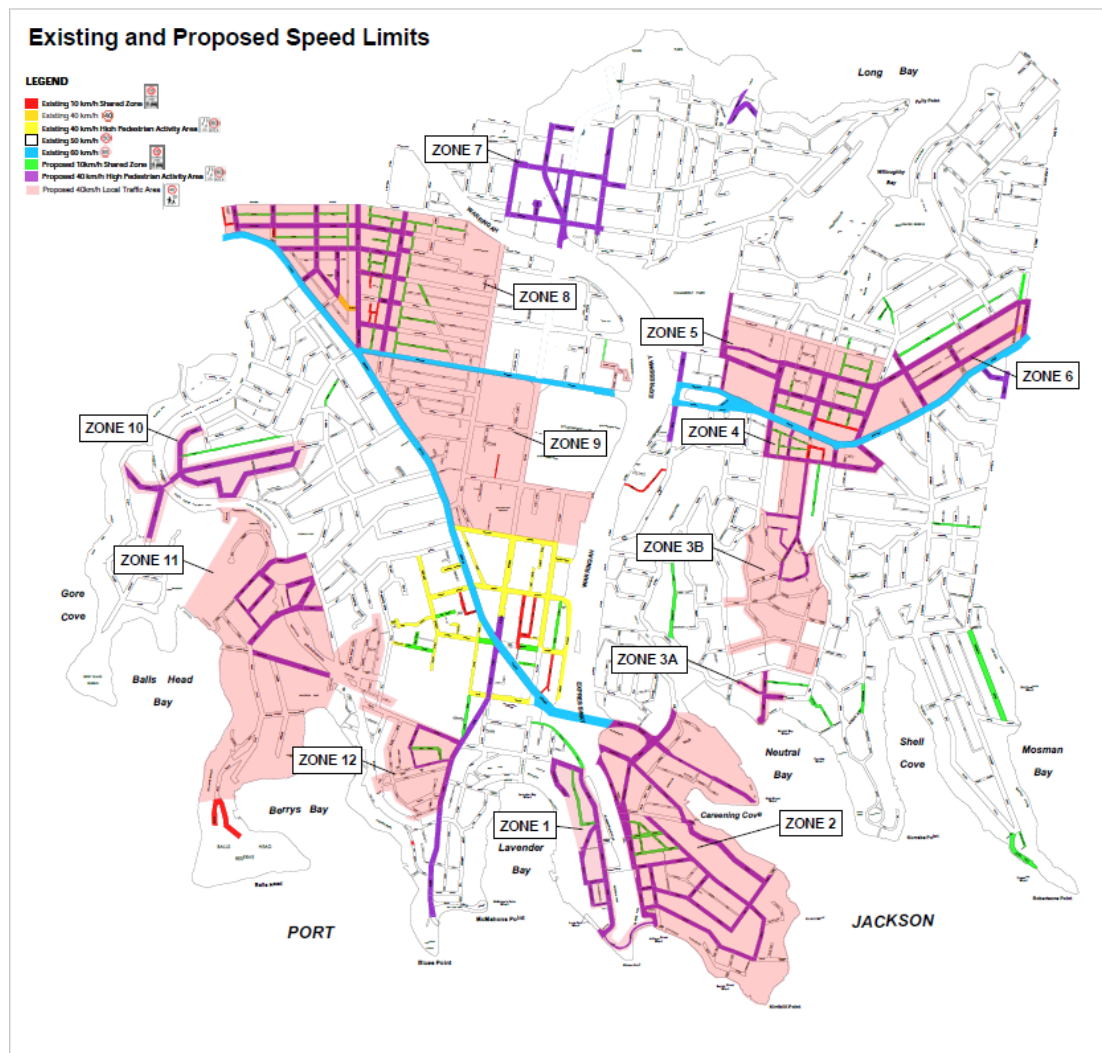
Updated versions of the LATM Actions Plans, including a full list of actions can be viewed on Councils website at <https://yoursay.northsydney.nsw.gov.au/LATM>

↓

In August 2019 – Council adopted the new 40Km/H & 10KM/H Shared Zone Master Plan and Action Plan which when fully implemented will improve Pedestrian Safety in All LATM Zones.

Council received a \$804K grant from TfNSW in 2019-20 to implement 40Km/h and associated traffic calming treatments in Zone 1 (Milsons Point) and Zone 2 (Kirribilli). The implementation of 40Km/h and associated traffic calming treatments in these two zones is now complete and the grant money Council received is fully expended.





Map of the Council adopted 40km/H & 10KM/H Shared Zone Master Plan and Action Plan – August 2019.

### Other LATM Projects Completed through Grant Funding

The LATM Action Plans are used as supporting documentation for funding applications from external sources such as TfNSW Black Spot Program and TfNSW Active Transport Program.

Over the last two financial years Council has received a total of \$5,700,483 of grant funding which went towards the delivery of 16 major LATM projects – including Cycleway Projects.

This grant funding also included \$540,000 for four (4) x identified “Blackspot” projects that were completed in 2020/21.

Below is the list of completed projects funded under different grant funding programs:

- TfNSW Contribution to Upgrade of Traffic Control Signal at Miller & Ridge Streets
- TfNSW Ridge Street, between West Street & Miller Street Cycleway Grant
- TfNSW Kirribilli & Milsons Point 40km/h High Pedestrian Activity Area
- Military Road Corridor Public Domain / B-Line Grant

- Holt Ave at Military Road, Cremorne – Continuous footpath
- Rangers Rd at Military Road, Neutral Bay - Raised Pedestrian crossing
- Spencer St at Military Road, Cremorne - Continuous footpath
  
- TfNSW Road Safety Program - School Zone Infrastructure
  - Alfred St At Fitzroy St, Kirribilli - Raised Pedestrian crossing
  - Broughton St at Kirribilli Ave, Kirribilli - Raised Pedestrian crossing
  - Carabella Street at Fitzroy Street, Kirribilli - Raised Pedestrian crossing
  - Clarke Rd at Margaret St, North Sydney - Raised Pedestrian crossing
  - Ben Boyd Road at Hardie Street, Neutral Bay - Raised Pedestrian crossing
  - Carter Street at Colin Street, Cammeray - Raised Pedestrian crossing
  
- Blackspot Program
  - Kurraba Road, Neutral Bay - Raised Pedestrian Crossing
  - Lavender Street, Lavender Bay - Raised Pedestrian Crossing
  - Morton Street at Hazelbank Rd, Wollstonecraft - Pedestrian Crossing and Kerb Extensions

**Note:** for more detail on the 45 x actions completed over the last two years refer to Attachment 1 of this report. Also refer to Attachment 2 of this report for selected photos of the completed projects.



	ID	Location	Description of Request or Issue	Action Category	Action	Notes	Priority	Status	Last Update	Completion Date
LATM Zone 1 - North Sydney, Waverton & Wollstonecraft	T.118	Hazelbank Rd and Morton St	<p>12 Submissions</p> <p>Hazelbank Rd and Morton St - Intersection - Dangerous poor visibility for cars and pedestrians. dangerous intersection, no line of sight</p> <p>2. When travelling up and down Hazelbank Road, cars often do not realise that the intersection with Hazelbank Road and Norton Street has a stop sign in both directions. Perhaps they cannot see the stop signs. I've often seen cars come straight through that intersection and almost hit an on-coming car oblivious to the fact that they should have stopped.</p> <p>23. Four way junction – Morton and Hazelbank - No crossing, no traffic calming, and is a school children route.</p> <p>Morton St and Hazelbank Rd intersection, traffic seems to have picked up visibility of traffic travelling (in both directions) is poor due to parked cars and trees.</p> <p>Poor visibility for crossing roads - Hazelbank/ Morton St - on South East corner to cross heading North - trees make hard visibility;</p> <p>Corner Hazelbank &amp; Morton St, Wollstonecraft - Safety - cars and pedestrians - often too hurried, not stopping w/ some blind spots</p> <p>Hazel St &amp; Morton St - stop signs during peak hour when turning right. (Drivers unaware of road rules) Difficulty checking for traffic when large vehicles are parked.</p> <p>Morton St Junction, with Hazelbank Rd - cars approaching from the north-west do not have enough warning of the junction. Visibility is bad for vehicles as they attempt to move onto the junction. Lots of near misses here! Could a roundabout help here? Speed bumps?;</p> <p>Hazelbank Rd and Morton St, cars travelling along do not stop, a roundabout is needed, there are near misses daily</p> <p>Crossing Hazelbank St is a real challenge especially in peak hours, a roundabout in that junction would help.</p> <p>Unsafe intersection at Hazelbank Rd and Morton Street for pedestrians especially North Sydney Dem children walking to school. Cars travelling along Morton Street cannot see Hazelbank traffic well and pull out to cross intersection. There are many near auto accident misses EVERY day. There are regular accidents. We live within sight of this intersection. In one of the most recent accidents one of the cars went onto the corner of the intersection, where pedestrians (including unaccompanied school children) walk. Maybe a pedestrian crossing needs to be installed. At a minimum the line of sight for Morton Rd drivers driving across Hazelbank needs to be improved (trees? parked cars?). Drivers also speed down Hazelbank from the highway, so they are going too fast to stop for the Morton Rd drivers. Thank you!</p>	Traffic Facilities & Investigations	Redesign intersection to improve operation - Install Kerb Buildouts	Blackspot funding confirmed 2020/21	Medium	Completed	16/10/21	2021/22
	T.122	Berry St, at Pacific Hwy	Crossing does not comply with the RMS Standard	Traffic Facilities & Investigations	Liaise with RMS to Upgrade of existing pedestrian crossing		Short	Completed	14/2/22	2021/22
	T.130	Russell Street, off River Road	Request for a pedestrian crossing or refuge in Russell St	Traffic Facilities & Investigations	Install Pedestrian Crossing / Refuge Island	As per a resident's request Document Set ID 7603692	Medium	Completed	10/12/20	2021/22
	T.15	River Rd at Russell St/Canberra St	<p>2 Submissions</p> <p>Specific Traffic Issue TAPAS 1 - River Road, near Russell Street and Smoothed Park: River Road is a nightmare. So many pedestrians cross River Road near Smoothed Park – it's only logical as it is close to both Wollstonecraft and St Leonards stations – and it should be considered a major pedestrian connection. It is usually a harrowing experience to cross at the low point near Russell Street and Canberra Avenue, despite the 40km/hr speed limit (which is rarely obeyed), as the cars fly down from the hills on either side, with a blind corner from Crows Nest, and cars coming from Russell Street turning left onto River Road, motorists only glancing back up the hill on River Road to check there's a gap, not forward to check for pedestrians, and often failing to even slow down at this intersection. With the amount of times the little traffic barrier in the centre of the road has been squashed by car impact and the times I've seen the debris of smashed cars on the road nearby, I can see it's a danger point and a pedestrian accident/death waiting to happen. Once again, I bring up my Planning Priorities list above and feel strongly that something should be done to improve the pedestrian and cycling route across River Road at this point. I would like to suggest putting in a set of pedestrian lights, several speed cameras or a large zebra pedestrian crossing with flashing lights, but realise it's probably part of NSW Department of Transport's portfolio. Nonetheless, I raise this and charge NSC with the responsibility of addressing this issue. I have also used Council's mapping tool to pinpoint this issue.</p> <p>River Road - pedestrian crossing near Canberra Avenue: It is usually a harrowing experience to cross River Road at the low point near Canberra Avenue, despite the 40km/hr speed limit (which is rarely obeyed). The cars fly down River Road from the hills on either side, with a blind corner from Crows Nest, and cars coming from Russell Street turning left onto River Road, with motorists only glancing back up the hill on River Road to check there's a gap, not forward to check for pedestrians, and often failing to even slow down at this intersection. With the amount of times the little traffic barrier in the centre of the road has been squashed by car impact and the times I've seen the debris of smashed cars on the road nearby, I can see it's a danger point and a pedestrian accident/death waiting to happen. I feel strongly that something should be done to improve the pedestrian and cycling route across River Road at this point.</p>	Traffic Facilities & Investigations	Liaise with Lane Cove Council to install Pedestrian Crossing / Refuge Island in River Rd		Short	Completed	10/8/21	2021/22
	T.17	River Rd at Christie St	<p>7 Submissions</p> <p>River Rd - near Christie St - pedestrian crossing - badly situated crossing; low visibility. Many near misses. Better sign posting required.</p> <p>Nothing to warn pedestrians that there is a crossing-pedestrians safety issue</p> <p>Regarding the pedestrian crossing near the railway bridge on River Road, makes it difficult to cross without a zebra crossing and signage to indicate that there is a pedestrian crossing, particularly coming up the railway bridge from the western side.</p> <p>River Rd, Wollstonecraft - crossing between the train line &amp; Shirley Rd is very dangerous - need a zebra crossing to slow cars!</p> <p>River Rd/Hume St - need a pedestrian crossing or at least island. Island at Christie St has poor visibility and very unsafe to cross with a pram so instead I cross everyday at Hume St, which is still dangerous, but at least I can see a lot better.</p> <p>River Rd, Wollstonecraft - Dangerous crossing River Rd at end of Lighgow ST to walk to St Leonards Station. Traffic is very heavy &amp; travels fast.</p> <p>St Leonards Station -</p> <p>pedestrian crossing River Road: hazard to cross River Road for pedestrians near the railway line. I always feel like I'm the frog in the game frogger when I cross - about to get squished - despite it being a 40km/hr speed limit.</p>	Traffic Facilities & Investigations	Upgrade existing refuge island and signage		Short	Completed	10/8/21	2020/21
	T.2	Morton Street, at Hazelbank Road	<p>3 submissions</p> <p>Dangerous intersection for pedestrians to cross the road</p> <p>Morton St, Hazelbank Rd Intersection - Poor visibility crossing Hazelbank Rd from either direction.</p> <p>Cnr Hazelbank and Morton St - cars heading south on Morton St often do not stop. 2-3 times a week when driving on East on Hazelbank I have to emergency brake to avoid a crash.</p>	Traffic Facilities & Investigations	Redesign intersection to improve pedestrian safety	2020/21 Blackspot funding confirmed.	Short	Completed	1/9/21	2021/22
	T.41	Hazelbank Road, at Morton St, north-east side	replace existing refuge with pedestrian crossing	Traffic Facilities & Investigations	Install Pedestrian crossing to replace existing refuge	Location does not meet RMS warrant for a pedestrian crossing - However TNSW supported a Ped Crossing at this location through Traffic Committee	Medium	Completed	5/9/19	2021/22
	T.53	River Road, at Lithgow Street	Pedestrian refuge does not comply with RMS and Australian standards	Traffic Facilities & Investigations	Upgrade existing refuge island and signage	Same project as River Rd at Christie St	Medium	Completed	10/12/20	2020/21

	ID	Location	Description of Request or Issue	Action Category	Action	Notes	Priority	Status	Last Update	Completion Date
LATM Zone 2 - Crows Nest, North Sydney and St Leonards	T.143	Huntington St at Thomas Lane	Lack of kerb ramp at the intersection of Huntington St with Thomas Lane which forces people with prams to walk in the road	Traffic facilities & investigations	Realign kerb ramp with crossing		Short	Completed	29/9/20	2020/21
	P.2.19c	Parking Area 19 (bounded by Alexander Lane, Falcon St, West St, Warringah Fwy, Weightleigh St, Chandos St)	General submissions regarding inadequate parking restrictions (see also Item P.2)	Parking	Undertake area-wide review of parking restrictions.	Review to be undertaken 2019/20. Consultation complete. Implement Sept 2020	Short	Completed	5/9/19	2020/21
	P.2.19d	Parking Area 19 (bounded by West St, Falcon St, Miller St, Warringah Fwy)	General submissions regarding inadequate parking restrictions (see also Item P.2)	Parking	Undertake area-wide review of parking restrictions.	Review to be undertaken 2019/20. Consultation completed March 2020. Implementation from Sept 2020.	Short	Completed	31/7/20	2020/21
	T.113	Ridge Street east of Miller Street	Ridge Street footpaths inconsistent pathways.	Traffic facilities & investigations	Install footpath on northern side of Ridge Street	Consultation to be undertaken 2019/20. Consultation completed Feb 2020. Construction June-Aug 2020.	Medium	Completed	7/8/20	2020/21
	T.37	Ridge Street at Walker Street	Ridge Corner walker st Should be roundabout to control school traffic, bowling club traffic and residents at freeway end of ridge st  Pedestrian access to St Leonards Park across Ridge Street	Traffic facilities & investigations	Install pedestrian crossing, refuge or kerb build-out	Roundabouts are difficult for pedestrians to negotiate and not suitable where traffic flows are uneven. Intersection does not meet RMS warrants for traffic signals.  Ridge Street active transport upgrades completed 2020/21 including removal of non standard ped refuge and installation of new kerb ramps & kerb extension/ waiting area on northern side.	Medium	Completed	14/2/21	2020/21
	T.84	Ernest Street at Sophia Street and at West Street	Crossing Ernest St, Crows Nest - crowing path is difficult with pram as road not cut for access. When going across Ernest St.	Traffic facilities & investigations	Install pram ramps at intersections	Design 2019/20	Short	Completed	30/6/20	2020/21
LATM Zone 3 - Lavender Bay, McMahons Point, North Sydney	T.2c	Union St between Bank St and Bank Lane	4 submissions  Union St - Problem with cars Speeding around the corner between Bank & Bank Lane - dangerous; safety at these intersections. They have stated, "A significant amount of traffic is crossing to the wrong side of road as vehicles veer around this corner and is dangerous to other vehicles on the road. Precinct is requesting that some sort of traffic device is placed in the middle of the road to stop this occurring  Too narrow, dangerous for drivers and cyclists. Road-side parking should be restricted.  There needs to be a better divider on union street as you approach Woolcott street. I have seen near misses as people traveling down the hill on union wander into the oncoming traffic	Traffic Facilities & Investigations	Install concrete median	Cost Estimate changed to 50k Traffic Committee 7/2/20: 18. THAT based on the finding of the Road Safety Audit and safety issues stated in the report regarding Union Street, McMahons Point, the installation of speed cushions are not to proceed. (7.1) 19. THAT other alternate treatments be investigated by Council's Traffic Engineer to resolve the speeding issues in Union Street, McMahons Point and report back to Traffic Committee. (7.1)	Medium	Completed	5/6/22	2021/22
	T.35	Alfred St at Fitzroy St	4 Submissions Roundabout at Fitzroy and Alfred St South - Really needs a pedestrian crossing here as more and more people are using this area to cross the road; need crossing to get across Alfred Street.  Find St; Cnr Alfred/Fitzroy Sts - lack of pedestrian Crossings  Roundabout dangerous for cyclists and no way to get to bridge but through that roundabout  Alfred St, Milsons Pt - another pedestrian crossing needed between Chinese church and Lavender St;	Traffic Facilities & Investigations	Install Pedestrian Crossing / Refuge Island	Milsons Point & Kirribilli HPAA. Consultation completed March 2020. Construction June-Aug 2020.	Short	Completed	25/10/19	2021/22
	T.55	William St at Pacific Highway	Intersection of William St & Pacific Hwy - There is a stop but cars don't stop. Needs a pedestrian crossing.	Traffic Facilities & Investigations	Install Pedestrian Crossing / Refuge Island	Continuous footpath treatment installed.	Medium	Completed	14/2/22	2020/21
	T.72	Lavender Street at Walker Street	Concrete speed cushions on approach to pedestrian crossing can be hazardous for cyclists  Pedestrian crossing audit 2020. Upgrade threshold to fully raised pedestrian crossing and increase length of kerb extensions to current standards	Traffic Facilities & Investigations	Remove concrete speed cushions and upgrade pedestrian crossing to raised crossing; Install pedestrian activated warning signs (automatic)	Raised crossing must be designed for buses	Short	Completed	10/8/21	2020/21
	T.84	Zone 1 of 40km/h Eastern Plan Alfred Street South Glen Street Harbourview Crescent Northcliff Street Olympic Drive Paul Street Dind Street		Traffic Facilities & Investigations	Implement 40km/h speed zone	All have been implemented as part of Kirribilli/Milsons Point HPAA except Harbourview Crescent	Short	Completed	25/10/19	2020/21
	T.86	Alfred St at Glen St		Traffic Facilities & Investigations	Pedestrian crossing or continuous footpath treatment	Milsons Point & Kirribilli HPAA. Consultation completed March 2020. Construction June-Aug 2020.	Short	Completed	25/10/2019	2020/21

	ID	Location	Description of Request or Issue	Action Category	Action	Notes	Priority	Status	Last Update	Completion Date
LATM Zone 4 - Cammeray	T.35c	Abbott Street at Palmer Street	Cnr. Palmer & Abbott Streets, Cammeray - Intersection difficult for cars crossing at stop sign, as traffic on palmer St tends to go fast, plus palmer St is Hilly making visibility worse; Abbott and Palmer Sts intersection - dangerous crossing for all users  Palmer, Abbott Street, Cammeray - Despite council approving more and more developments, it shows scant regard for ensuring road Safety. This intersection is a potent case in point. In the face of accidents crashes, and in the face of the residents expressing their concern for years, North Sydney Council has done nothing but send out amorphous "community Consultation" surveys. Prove to us you aren't nothing but a drain on ratepayers dollars and do something.  Palmer St & Abbott St - People do not observe the large Stop sign. Bicycle riders scare me.	Traffic Facilities & Investigations	Install speed cushions on approach to intersection	Design & Construct 2020/21, Submitted for Road Safety Program 2021-22.	Medium	Completed	2/09/2021	2021/22
	T.4	Miller Lane at Raleigh Street	Pedestrian crossing sign not clear	Traffic Facilities & Investigations	Upgrade Pedestrian Crossing signage	A proposal has been approved for remarking of STOP lines and logos at the intersection between Raleigh Street and Miller Lane and installation of advisory shared path markings on adjacent paths.	Short	Completed	11/08/2020	2020/21
	T.77	Palmer Street at Abbott Street	Request for pedestrian facilities and traffic calming along Palmer Street	Traffic Facilities & Investigations	Install pedestrian refuge	Ready for construction	Short	Completed	10/12/2020	2021/22
	T.9	Carter Street at Colin Street	Carter St, Cammeray - crossing at Carter St near Colin St allows cars to park too close to it so when cars drive thru they can't see pedestrians. It's very dangerous crossing (more signage).  Carter St, Cammeray - pedestrian crossing, cars not stopping, visibility issues	Traffic Facilities & Investigations	Increase No Stopping distances at pedestrian crossing with kerb extensions	Reconstruction of Ped Crossing to a raised ped crossing	Long	Completed	10/8/21	2021/22
LATM Zone 5 - Neutral Bay & Cremorne	P.6	Parraween Street - near Cremorne Plaza	Request from B-Line on behalf of local businesses for short term parking and loading zones near Cremorne Plaza due to parking losses on Military Road	Parking	Install some short-term parking and loading zone	Traffic Committee March 2019  Two additional loading zones and a trial of 15min free parking were recommended by Traffic Committee at its meeting on 26 July 2019 and adopted by Council on 26 August 2019.  The loading zones were installed mid January 2020. The 15min free parking was installed late July 2020 and is currently in its final testing stage.	Short	Completed	12/08/2020	2020/21
	T.112	Lodge Road & Wonga Road	width of the outer lane of Wonga Road is reduced when cars are parked on the shoulder and a car is approaching from the other direction. The car in the photo wasn't speeding but you can see the car still rounded the corner wide and across the mid line. This is much worse when cars speed around the corner, as is the norm because drivers are anticipating the one way section of Wonga 100m south of the corner which they speed down. Again, last Thursday I had another near miss where by a car came south around the corner, at speed, and had to stop suddenly when they saw me (cautiously) approaching the corner in the opposite direction (travelling north). This caused the car behind them to screeched to a stop to avoid rear ending the first car. We all stopped for a moment before the first car pulled over to its left against the kerb to stop and let me past. This is a daily occurrence. Again, can you please relocate the parking zone on the outer shoulder of the corner of Lodge and Wonga Roads.	Traffic Facilities & Investigations	Install sealed shoulders and parking lane and centreline markings.	Refer to ECM. 7541045  Site survey has been completed.	Short	Completed	12/08/2021	2021/22
	T.102	Young Street at Grosvenor Lane	2] Young Street, NEUTRAL BAY: With increase in dining venues there are more and more pedestrians in this area with no proper Crossings. cars coming out of Grovenor Lane west, crossing Young into Grovenor Lane east, do not look and frequently speed. Grovenor Lane east, do not look and frequently speed. Grovenor Lane would be good to block off from normal traffic	Traffic Facilities & Investigations	Options: 1. Install pedestrian crossing or kerb buildouts 2. Create Shared Zone treatment from Military Road to Grosvenor Lane 3. Close Young Street between Military Road and Grosvenor Lane to create pedestrian plaza.	Young Street closure TMP and consultation undertaken 2018/19.  Trial closure implemented 2020/21. Permanent closure approved by TfNSW & Council. Construction to commence Q2 2021/22.	Medium	Completed	2/09/2021	2021/22
LATM Zone 6 - Cremorne, Cremorne Point, Kurraba Point, Neutral Bay, North Sydney	T.24	Clark Road at Anderson Park	2 submissions  Kurraba Rd - the crossing into Anderson Park, it use a zig zag crossing and is hard to see the pedestrians on the other side ie not the drivers side.  NEUTRAL BAY, NORTH SYDNEY - DANGEROUS PEDESTRIAN CROSSING FROM ANDERSON PARK TO CLARKE RD, NOT CLEARLY MARKED	Traffic Facilities & Investigations	Raise pedestrian crossing	A design is being prepared to raise the crossing	Long	Completed	10/12/2020	2021/22
	T.51	Kurraba Road at Thrupp Street	Kurraba pedestrian - no cars stop for pedestrians	Traffic Facilities & Investigations	Raise pedestrian crossing	Blackspot funding confirmed 2020/21	Short	Completed	6/09/2021	2020-21
	T.120	Rangers Road near Military Road	Poor visibility at existing pedestrian refuge. Vehicles turn corner from Military Road at speed.	Traffic Facilities & Investigations	Install pedestrian crossing or continuous footpath treatment	To be considered in conjunction with Cremorne Streetscape upgrades 2019/20  Stage 1 - concept plan completed	Short	Completed	6/09/2021	2021/22
	T.111	Spencer Road at Military Road	Harrison Precinct: Improve Pedestrian safety at the Intersection of Spencer Road and Holt Ave with Military Road. The intersection with Military Road is wide and impatient motorists frequently try to join the traffic by overtaking cars waiting patiently to turn left. Motorists do not stop and check for pedestrians sufficiently.	Traffic Facilities & Investigations	Install pedestrian crossing or continuous footpath treatment	To be considered in conjunction with Cremorne Streetscape upgrades 2019/20  Stage 1 - Concept Plan Completed.	Medium	Completed	13/08/2020	2021/22
	T.112	Holt Avenue at Military Road	Harrison Precinct: Improve Pedestrian safety at the Intersection of Spencer Road and Holt Ave with Military Road. The intersection with Military Road is wide and impatient motorists frequently try to join the traffic by overtaking cars waiting patiently to turn left. Motorists do not stop and check for pedestrians sufficiently.	Traffic Facilities & Investigations	Install pedestrian crossing or continuous footpath treatment	To be considered in conjunction with Cremorne Streetscape upgrades 2019/20  Stage 1 - Concept Plan Completed	Medium	Completed	13/08/2020	2021/22
T.117	Yeo Lane between Yeo Street and Cheal Street	Request for shared zone and/or traffic calming due to pedestrian safety issues in laneway adjacent to synagogue	Traffic Facilities & Investigations	Install traffic calming scheme	Speed cushions	Medium	Completed	8/09/2021	2020/21	

ID	Location	Description of Request or Issue	Action Category	Action	Notes	Priority	Status	Last Update	Completion Date
T.126	Ben Boyd Road at Hardie Street	Pedestrian crossing audit 2020. Upgrade threshold to fully raised pedestrian crossing and increase length of kerb extensions to current standards	Traffic Facilities & Investigations	Upgrade threshold to fully raised pedestrian crossing and increase length of kerb extensions to improve visibility and safety		Medium	Completed	10/08/2021	2021/22
T6	McDougall Street between Clark Road and Willoughby Street	Narrow travel lanes - paint centreline	Traffic Facilities & Investigations	Introduce 40km/h Speed Zone, including speed calming measures	Concept prepared 2018/19  Completed on 27 June 2020 as part of Kirribilli and Milsons Point 40km/h HPAA Stage 1	Medium	Completed	29/11/2018	2019/20
T30	LATM Zone 7 - entire area	50km/h speed limit is too high for this area and the streets are too narrow for speed limit to be more than 40km/h	Traffic Facilities & Investigations	Introduce 40km/h Speed Zone, including speed calming measures	HPAA concept plan prepared 2018/19 in the local shopping area.	Short	Completed	8/09/2021	2021/22
T20	Fitzroy Street between Broughton Street and Carabella Street	My suggestion to manage the multiple and varied users in this small but increasingly busy area is to introduce a 40 km speed limit on Alfred Street, Fitzroy Street and Broughton Street (40km zones have been introduced in the CBD on the back of evidence that shows reducing speeds from 50km to 40 km reduces injuries to pedestrians)	Traffic Facilities & Investigations	Introduce 40km/h Speed Zone, including speed calming measures	HPAA concept plan prepared 2018/19 in the local shopping area.  Awaiting signage installation	Medium	Completed	29/11/2018	2021/22
T5	Clark Road, Broughton Street, McDougall Street intersection	Cars are in a hurry to get onto High Street to get onto the Bridge or the Pacific Highway and over the years I have seen barriers dented and about a year ago an elderly woman was hit as she stood too close to the kerb. Elderly crossing pedestrian refuge but daunting to get across need pedestrian crossing	Traffic Facilities & Investigations	Redesign intersection to improve pedestrian safety	Pedestrian crossing planned as part of Kirribilli 40km/h HPAA	Short	Completed	8/09/2021	2021/22
T21	Carabella Street and Fitzroy Street intersection	Often vehicles do not stop for pedestrians. There is a blind spot where drivers cannot see pedestrians on the south eastern approach.  The tree inhibits the driver from seeing pedestrians. Only see them once they're on the crossing Pedestrian crossing audit 2020. Upgrade threshold to fully raised pedestrian crossing and increase length of kerb extensions to current standards	Traffic Facilities & Investigations	Raise existing flush crossing and install kerb extensions on western side.		Medium	Completed	10/08/2021	2021/22
T11b	Broughton Street between McDougall Street Willoughby Street	Broughton St, Kirribilli - Difficulty parking, traffic too fast Speed limit should be reduced to 40 kph from mcdougall St to Fitzroy st - pedestrian Safety risk	Traffic Facilities & Investigations	Introduce 40km/h Speed Zone, including speed calming measures	Concept prepared 2018/19	Short	Completed	14/09/2020	2021/22
T11a	Broughton Street between McDougall Street and Olympic Drive	Broughton St, Kirribilli - Difficulty parking, traffic too fast Speed limit should be reduced to 40 kph from mcdougall St to Fitzroy st - pedestrian Safety risk	Traffic Facilities & Investigations	Introduce 40km/h Speed Zone, including speed calming measures	Concept prepared 2018/19	Short	Completed	14/09/2020	2021/22
T15	Broughton Street between Fitzroy Street and Olympic Drive	Crossing Bradford park to Kirribilli avenue-Jay waking and car speeding	Traffic Facilities & Investigations	Install pedestrian crossing, refuge or kerb build-outs	Pedestrian crossing planned as part of Kirribilli 40km/h HPAA	Medium	Completed	8/09/2021	2021/22
T9	Broughton Street at Willoughby Street	cnr Willoughby St and Broughton St - this is one of the most dangerous and difficult to navigate intersections. it should have a roundabout (or lights).	Traffic Facilities & Investigations	Review intersection operation to improve safety	Pedestrian crossing planned as part of Kirribilli 40km/h HPAA	Medium	Completed	8/09/2021	2021/22
T29	Broughton Street at Kirribilli Avenue	Crossing Bradford park to Kirribilli avenue-Jay waking and car speeding	Traffic Facilities & Investigations	Install pedestrian crossing, refuge or kerb build-outs	Pedestrian crossing planned as part of Kirribilli 40km/h HPAA	Medium	Completed	8/09/2021	2021/22
T16	Bligh Street at Broughton Street	Pedestrian not stopping before crossing Bligh St. Pedestrians not expecting traffic on narrow laneway.	Traffic Facilities & Investigations	Install pedestrian crossing or continuous footpath treatment so that vehicles must give way to pedestrians.	Completed as part of Kirribilli 40km/h HPAA	Medium	Completed	14/09/2020	2020/21

**Examples of Completed Projects 2020/21 and 2021/22**

Below are some examples of recently completed projects in 2020/21 and 2021/22 listed in the LATM Action Plans.

**Morton Street at Hazelbank Street Wollstonecraft – Refuge islands and Raised Pedestrian Crossings - (LATM Zone 1 –T.2, T.41 and T.118)**



Before



After



Before



After



Before



After



Before



After



River Road and Russell Street, Wollstonecraft – Refuge islands - (LATM Zone 1 –T.15, T.130)



Before



After



Before



After



Before



After

Huntington St at Thomas Lane, Crows Nest – New Kerb Ramp - (LATM Zone 1 –T.143)



Before



After

**Union St between Bank St and Bank Lane – Installation of Concrete Median - (LATM Zone 3 –T.2C)**



Before



After



Before



After



Before



After

Alfred St at Fitzroy St - Refuge islands and Raised Pedestrian Crossings - (LATM Zone 3 –T.35)



Before



After





Before



After

Lavender St at Walker St - Raised Pedestrian Crossings - (LATM Zone 3 –T.72)



Before



After



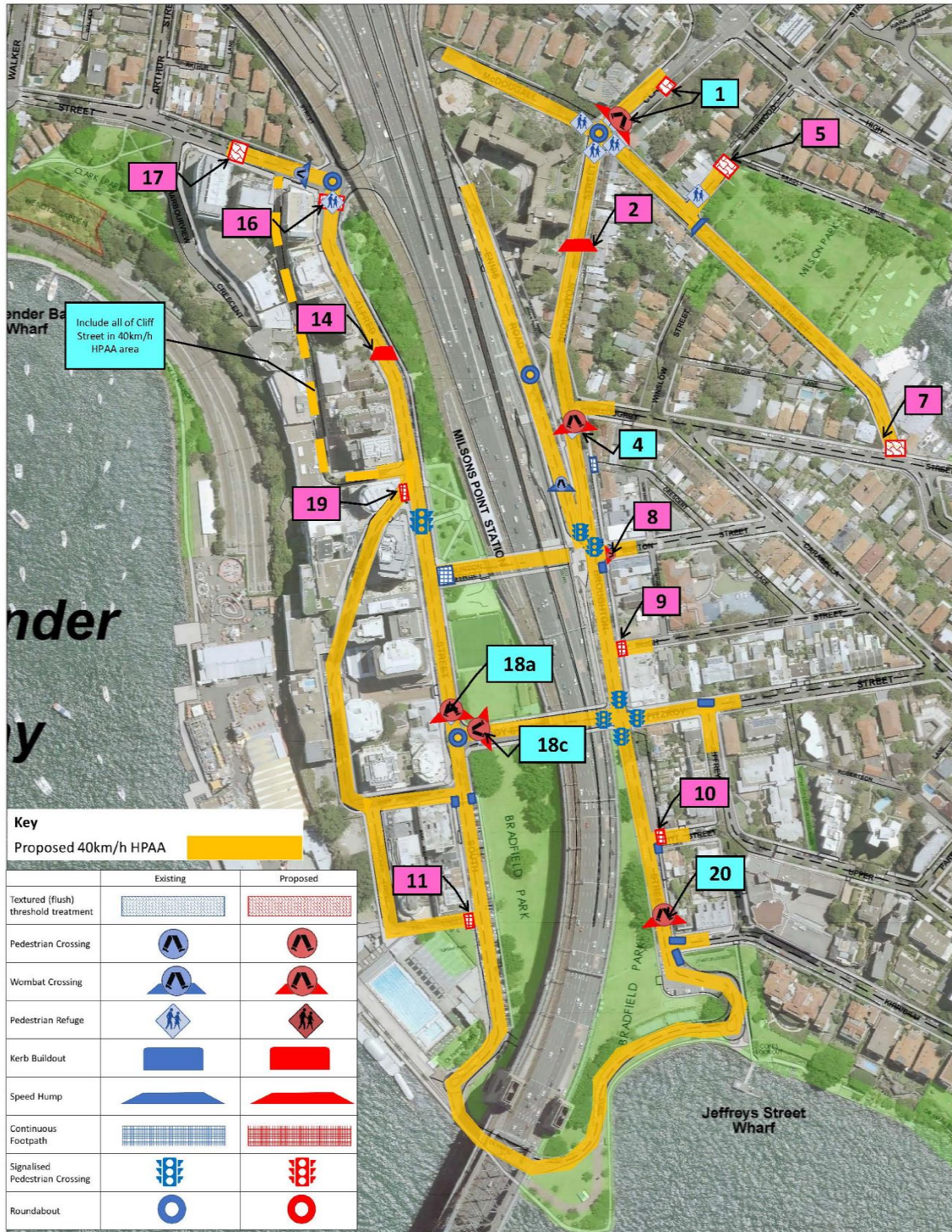
After



After

Zone 1 of 40km/h Master Plan – Kirribilli and Milsons Point (LATM zone 3 – T.84)

Kirribilli and Milsons Point 40km/h HPAA – Stage 1



**Key**

Proposed 40km/h HPAA

	Existing	Proposed
Textured (flush) threshold treatment		
Pedestrian Crossing		
Wombat Crossing		
Pedestrian Refuge		
Kerb Buildout		
Speed Hump		
Continuous Footpath		
Signalised Pedestrian Crossing		
Roundabout		



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Stage 1 – Issued for Traffic Committee approval 9.4.20  
 Stage 2 – Approval will be sought subsequent to Stage 1

Site 2 – Broughton Street - Raised threshold



Site 5 - Hipwood Street - Flush threshold



Site 7 – McDougall Street - Flush threshold



SITE 8 – Burton Street - Raised pedestrian crossing





SITE 9 – Bligh Street - Continuous footpath treatment



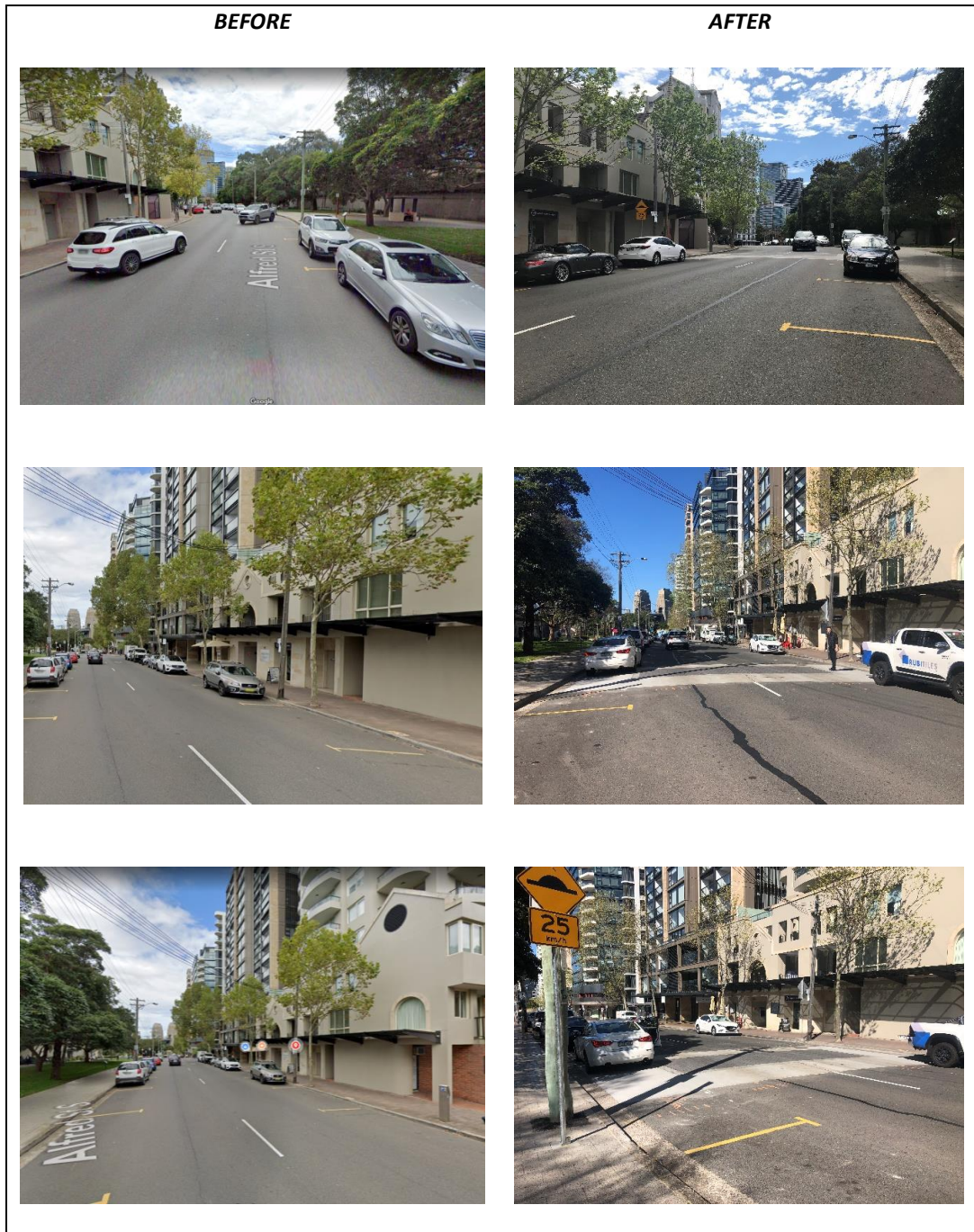
SITE 10 – Pitt Street - Continuous footpath treatment



SITE 11 – Paul Street - Continuous footpath treatment



SITE 14 – Alfred Street South – Raised Threshold



SITE 16 – Alfred Street South – Flush Threshold



SITE 17 – Lavender Street – Flush Threshold



SITE 19 – Glen Street – Continuous footpath treatment



Palmer St at Abbott St – Cammeray – Refuge Island and Intersection Upgrade (LATM Zone 4 - T.35C and T.77)



Before



After





Before



After



Before



After

**Carter St at Colin St – Cammeray – Raise Pedestrian Crossing (LATM Zone 4 - T.9)**



**Before**



**After**

**Young St at Military Rd – Neutral Bay – Raise Pedestrian Crossing (LATM Zone 5 - T.102)**  
Young Street – Neutral Bay – Intersection with Military Road – Artist's Impression of Trial Closure





Before



After



After

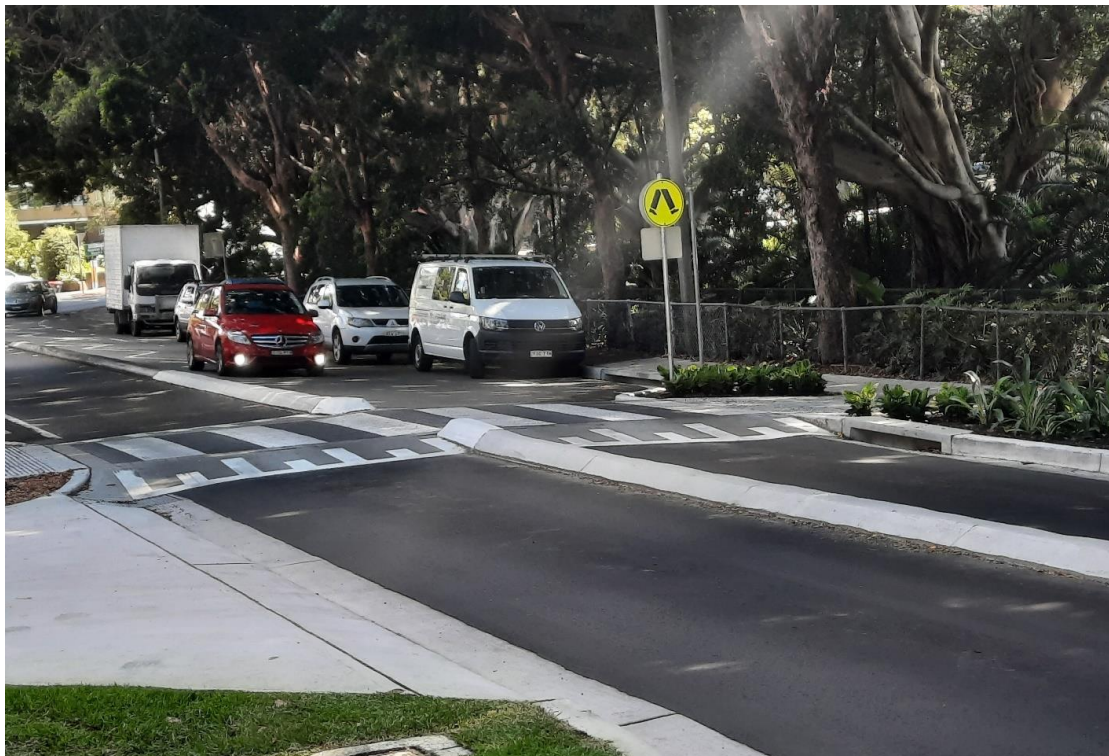


After

Clark Rd at Anderson Park – North Sydney – Raise Pedestrian Crossing (LATM Zone 6 - T.24)



Before



After



Before



After



**Kurraba Rd at Thrupp St – Neutral Bay – Raise Pedestrian Crossing (LATM Zone 6 - T.51)**



Before



After

Spencer Rd at Military Rd – Neutral Bay – Continuous Footpath (LATM Zone 6 – T.111)



Before



After

Holt Ave at Military Rd – Neutral Bay – Continuous Footpath (LATM Zone 6 – T.112)



Before



After

**Broughton St at Kirribilli Ave, Kirribilli – Raised Pedestrian Crossing (LATM Zone 7– T.15 and T.29)**



Before



After

**Carabella St at Fitzroy St, Kirribilli– Raised Pedestrian Crossing (LATM Zone 7– T.15 and T.29)**



Before



After