

**Report to General Manager**

Attachments:

1. Consultation Submissions Summary
2. Concept Plans

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**SUBJECT:** Kirribilli and Milsons Point 40km/h High Pedestrian Activity Area – Post Community Consultation report

**AUTHOR:** Michaela Kemp, Manager Traffic and Transport Operations

**ENDORSED BY:** Duncan Mitchell, Director Engineering and Property Services

**EXECUTIVE SUMMARY:**

Council, at its meeting on 28 October 2019, endorsed the acceptance of the funding offer from Roads and Maritime Services (RMS) for the Kirribilli and Milsons Point 40km/h High Pedestrian Activity Area. By accepting the offer Council committed to undertake design, construction, project management and community engagement for the project.

As per the project's Community engagement strategy a survey was sent out to 4700 residents, property owners, businesses and key stakeholders who may be impacted by the proposed traffic and parking changes as a result of introducing 40km/h High Pedestrian Activity Areas and associated treatments in Kirribilli and Milsons Point.

Council received a total of 184 submissions which represents a 3.91% response rate, comprising 41 written submissions and 143 online submission forms (Refer to Attachment 1). The majority of submissions received by Council support the proposal.

This report outlines the outcomes of the community consultation and subsequent recommendations.

**FINANCIAL IMPLICATIONS:**

Council has received 100% grant funding from the RMS for undertaking this project to introduce 40km/h High Pedestrian Activity Areas in Kirribilli and Milsons Point in 2019/20. Council is not required to contribute or match funding as part of the grant offer.

**RECOMMENDATION:**

1. **THAT** Council note the submissions received.
  2. **THAT** Council proceeds with detailed design and construction of the proposed traffic calming initiatives for the implementation of Kirribilli and Milsons Point 40km/h High Pedestrian Activity Area as shown in the concept plans, and with the following amendments, and subject to the scheme being approved by the Traffic Committee under delegation to the Manager Traffic & Transport Operations:
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- a.** Site 1 – Clark Road – delete raised threshold and insert flush threshold and install a raised pedestrian crossing at the existing refuge island, subject to special approval by TfNSW. Otherwise replace raised threshold with a flush threshold.
  - b.** Site 3 – Broughton Street north of Willoughby Street – delete raised threshold
  - c.** Site 4 – Broughton Street – delete raised threshold and install a raised pedestrian crossing at the existing refuge island south of Willoughby Street, subject to special approval by TfNSW. Otherwise proceed with proposed raised threshold.
  - d.** Site 6 – Willoughby Street – delete continuous footpath treatment
  - e.** Site 12 & 15 – Alfred Street South between Lavender Street and Fitzroy Street – delete raised thresholds (x2) (retain threshold at Site 14)
  - f.** Site 13 – Cliff Street – delete continuous footpath treatment
  - g.** Site 18 – Alfred Street South at Fitzroy Street – install additional raised pedestrian crossings on the southern and eastern legs of the intersection, subject to the location selected to minimise loss of parking spaces, consultation with surrounding residents and businesses, and special approval by TfNSW.
  - h.** Site 19 – Glen Street – delete continuous footpath treatment
  - i.** Install bollards at all continuous footpath treatment sites to delineate the edge of the footway/road.
  - j.** Broughton Street between Kirribilli Avenue and Pitt Street - install a raised pedestrian crossing, subject to the location meeting the school crossing warrant, location selected to minimise loss of parking spaces, consultation with surrounding residents and businesses, and approval by TfNSW.
  - k.** Apply to TfNSW to incorporate the length of Cliff Street in the 40km/h HPAA Scheme, subject to no additional treatments being required in Cliff Street.
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## LINK TO COMMUNITY STRATEGIC PLAN

The relationship with the Community Strategic Plan is as follows:

- Direction: 2. Our Built Infrastructure
- Outcome: 2.2 Vibrant centres, public domain, villages and streetscapes  
2.3 Sustainable transport is encouraged

## BACKGROUND

It is widely recognised that 40km/h speed limits have significant road safety benefits for pedestrians and all road users. Travelling at lower speeds improves driver's ability to stop at a safer distance to avoid crashes, otherwise reduce the severity of a crash. 40km/h speed limits are appropriate for areas with relatively high pedestrian volumes and are typically characterised by commercial and recreational land-uses. Four traffic studies for 40km/h High Pedestrian Activity (HPA) Areas were commissioned using RMS funding in Kirribilli & Milsons Point; Neutral Bay and Cremorne; Cammeray; and St Leonards and Crows Nest town centres.

In addition to these studies, North Sydney Council has also prepared an overall Master Plan for 40km/h and 10km/h zones to provide an overarching framework for the entire North Sydney LGA. The Draft 40km/h and 10km/h Shared Zones Masterplan was considered at the Council meeting on 26/8/19 (EPS04) and currently under review. The masterplan will assist Council in having a holistic approach to the roll out of 40km/h and 10km/h zones across the LGA as well as providing guide on how to prioritise the rollout as well assisting Council with any future grant applications for 40km/h and 10km/h zones.

As part of the RMS Safe Speeds in High Pedestrian Activity and Local Areas Program for funding in 2019/20, North Sydney Council was granted 100% funding for the implementation Kirribilli and Milsons Point 40km/h High Pedestrian Activity (HPA) Area, including design, construction, project management and community engagement for the project.

Concept designs were developed, and Community consultation was undertaken, including a Councillor briefing held on Monday 10 February 2020. The detailed design will be referred to the North Sydney Council Traffic Committee for approval prior to construction commencing.

A condition of the RMS Grant funding for this project is that all work must be completed by 30 June 2020.

As per the project's Community engagement strategy a survey was sent out on the 17 of January 2020 to 4700 residents, property owners, businesses, Milson and Lavender Bay precincts, local schools and key stakeholders who may be impacted by the proposed changes. The community was given 4 weeks to respond (Consultation closed 17 February 2020).

## CONSULTATION REQUIREMENTS

Community engagement has been undertaken in accordance with Council's Community Engagement Protocol. This report provides the results of the consultation on the proposal.

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## SUSTAINABILITY STATEMENT

The following table provides a summary of the key sustainability implications:

QBL Pillar	Description of Impacts
Environmental	<ul style="list-style-type: none"><li>• Project will make it easier and safer to people to walk to and from their destinations instead of driving reduces the amount of emissions and pollutants into the environment</li><li>• No street trees expected to be impacted by the works. Any street trees requiring removal will be replaced as part of the project.</li></ul>
Social	<ul style="list-style-type: none"><li>• Reduced speed limit will reduce risk of crashes particularly for pedestrians.</li><li>• All facilities will be constructed in accordance Council's Public Domain Manual with high quality finishes improving the overall appearance of the public domain.</li><li>• Project will encourage people to walk in the local area which has a positive impact on individual health and wellbeing.</li><li>• Project will improve pedestrian footpath and crossing facilities in the area and make it easier and safer for people to walk to and from public transport nodes, local parks and North Sydney Olympic Pool</li></ul>
Economic	<ul style="list-style-type: none"><li>• Grant funding has been accepted under TfNSW Safe Speeds in High Pedestrian Activity and Local Areas Program. Council would not be in a position to complete this project without this funding.</li></ul>
Governance	<ul style="list-style-type: none"><li>• The project aligns with the Draft 40km/h &amp; 10km/h Shared Zone Masterplan</li></ul>

## DETAILS

This report details the outcomes of community consultation on the proposed implementation of Kirribilli and Milsons Point 40km/h High Pedestrian Activity Area.

### Summary of Submissions:

Council received a total of 184 submissions which represents a 3.91% response rate, comprising 41 written submissions and 143 online submission forms, the majority of submissions support the proposal (61.41% support for the general proposal).

#### a) Public Exhibition

In accordance with the Community Engagement Strategy, the public consultation ran from 17 January to 17 February 2020. To spread awareness and encourage the community to have their say during the exhibition period questionnaire and detailed Concept design were promoted using following means:

- Letterbox drop of 6-page letter with survey, distributed to 3500 local residents, property owners and businesses.
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- Direct mail out via AusPOST of a 6-page letter with survey, sent to 1100 property owners with registered mail address outside the project area.
- Direct mail out via AusPOST of 6-page letter with survey, sent to 100 community members that opted to be kept informed about projects related to the 40km/h and 10km/h Shared Zones Masterplan, currently under review.
- Direct mail out via AusPOST of 6-page letter with survey, sent to STA, fire brigade, emergency services, and local schools
- 6-page letter with survey was distributed to all Councillors and active Precinct Committees.
- Council's E-newsletters including Council E-news, Precincts E-news and Business E-news
- Corporate advert in the Mosman Daily – 30 January 2020
- Detailed concept plans were available to review online. Hard copies of the document were available from Council's Customer Service and Stanton Library.
- Council staff presented the proposal at the Lavender Bay Precinct Meeting held on 30 January 2020 and at the Milson Precinct meeting held on 6 February 2020 and Milson Point Resident Action Group meeting also held on 6 February 2020.
- A Councillor briefing on the Project was held on Monday 10 February 2020.
- Council's social media accounts on 7 February 2020.
  - ✓ Facebook reached 18,387 with 422 interactions (reactions, shares and comments)
  - ✓ Twitter reached 402 users
  - ✓ Instagram reached 998 accounts and received 1,115 interactions (links and comments)
- An exclusive section on Council's website was published on 7 February 2020. The purpose of the page was to gather relevant information and have more online exposure. The website also referred visitors to the dedicated Your Say North Sydney webpage where online submissions were collected.
- Have your say website released 20 January 2020 to allow community access to all the project information and to provide online feedback at any time, during the consultation period there were 521-page views.

#### **b) Submissions Analysis:**

The submissions received have been collated, analysed and summarised below. Refer to Attachment 1 detail submissions.

In Summary:

- Council received a total of 184 submissions, which represents a 3.91% response rate. Comprising 41 written submissions and 143 online submission forms. A targeted population
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of 3,500 was established geographically around the roads that will be most impacted by the proposal, to increase confidence levels of the consultation additional 1,200 letters were sent out to owners living outside the mapped area and key stakeholders. The 184 received submissions are considered a representative sample size of the targeted population with 95% Confidence level and 7.1% margin of error.

- Majority of submissions (61.41%) support the exhibited proposal.
- Submissions were received as follows:
  - ✓ 144 Online survey responses\*
  - ✓ 21 Hard Copy survey responses
  - ✓ 16 Free format submissions from
  - ✓ 2 submissions from Precincts\*\*
  - ✓ 1 submission from Milson Point Resident Action Group\*\*
- \* Online submissions 28, 74 and 76 were received twice but only counted once
- \*\* Group submissions hold no more weight than an individual submissions.
- 14 submissions requested that additional traffic calming devices and coverage extension to 40km/h area be considered as follows:
  - ✓ Include Cliff St and Willoughby St to 40km/h zones
  - ✓ Site 4 - Broughton St raised threshold to be pedestrian crossing and relocate to Willoughby St, near the stairs up to the station.
  - ✓ Site 16 - Alfred St Sth install pedestrian crossing in lieu of Flush threshold.
  - ✓ Additional pedestrian crossing in front of Loretto School.
  - ✓ Additional Continuous footpath in Elamang Av and Willoughby St.
  - ✓ Removal of two parking places from the northern side of Dind St between Alfred St Sth and Port Jackson Towers to allow better visibility for drivers turning into Dind St.
  - ✓ Additional raised threshold on Fitzroy St between Alfred St Sth and Broughton St.
  - ✓ Additional raised threshold on Alfred St Sth between Dind St and Paul St
- Three (3) x submissions supported the proposal highlighting the negative impact that specific sites will have on them.
- Only one (1) x submission raised concerns about the consultation been undertaken at the end of the school holiday period.
- Sixteen (16) x submissions suggested that there are not enough accidents in the area to justify the expenditure, some of the respondents requested to see the accident data, and four (4) x submissions suggested that only surveillance is required in the area.
- Some submissions had the same content as another, i.e. submissions 28 and 37 were almost identical.

### c) Survey Details:

The survey contained the following questions:

**Question 1a - (MANDATORY)** Given the high pedestrian volumes in the Kirribilli and Milsons Point village centres, are you supportive of a reduced speed to 40km/h (from 50km/h)

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Respondents were asked to indicate a preference for this question being Yes – No or partial support. A summary of the results to this survey question is below.

1. Yes – 61.41%
2. No – 21.74%
3. Partially – 16.85%

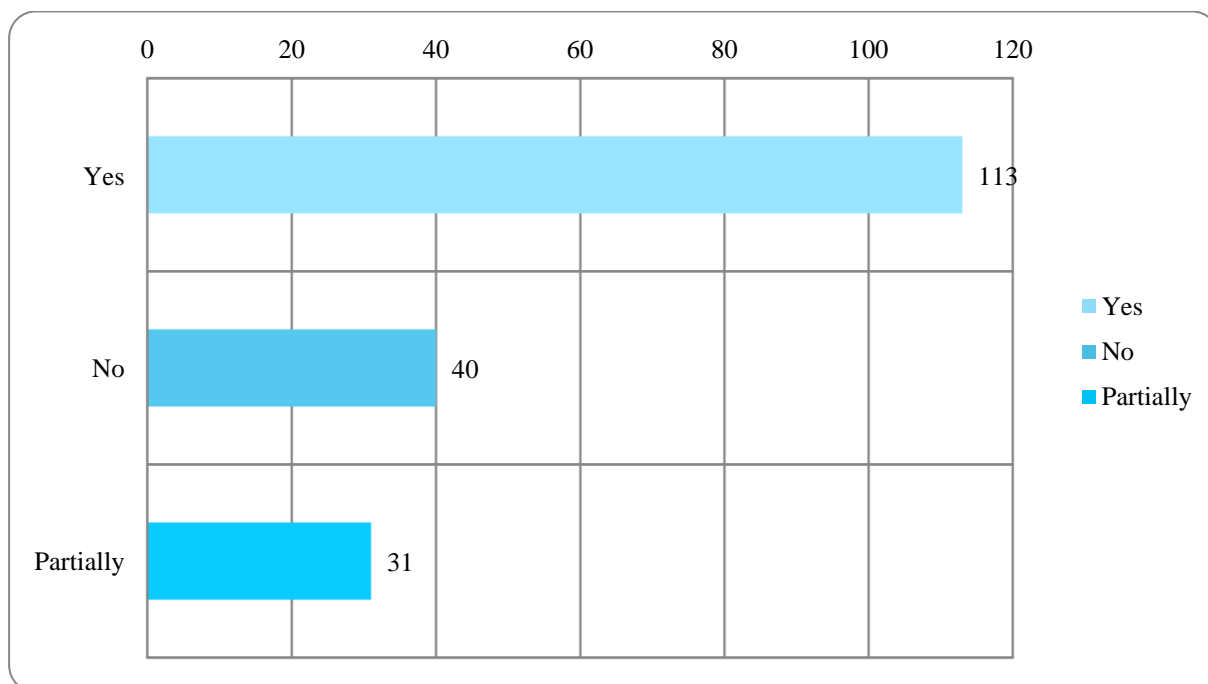


Figure 1 - Question 1a Survey Responses Graph

The responses to this question indicate strong support for the overall project proposal.

**Question 1b - (OPTIONAL)** Please elaborate on how the reduced speed limit will affect you

Respondents were given flexibility to raise particular views about the impact of this project and how reduced speed limits will affect them. A summary of the key points and responses received were:

**Positive Impact:**

- ✓ *Beneficial for elderly, children, dog walking, cyclists, drivers and the interaction of all road users.*
- ✓ *Maintain a village atmosphere and safe environment for pedestrians, to create an inviting and relaxing atmosphere for tourists and visitors to the neighbourhood.*
- ✓ *As this is just such a high-density area now, I think the reduced speed will allow drivers to be more vigilant with the increasing number of visitors and locals using our walkways and crosswalks. My only request would be a crosswalk at the corner of Alfred and Dind Street. It is a very dangerous intersection.*
- ✓ *We have lived in the area for approximately 5 years and in that time, I have witnessed numerous near misses involving pedestrians and various motor vehicles. In my opinion it's a miracle there haven't been more accidents. I thoroughly support the proposal as it will make walking in and around the area much safer.*
- ✓ *Many cars and motorcycles do not observe the 50K limit now. Makes it difficult to cross the road apart from at the lights on Alfred St. S.*

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- ✓ *The slower speed limit will make it easier to enter Alfred Street South from my car driveway at 110 Alfred Street South Milsons Point. Also, safer to cross at pedestrian crossings.*
  - ✓ *I live with my wife and infant child in an apartment complex in Alfred St. The reduced speed limit will increase safety for us and all pedestrians in this high concentration of pedestrian traffic. The measures that will improve the area will be the engineered traffic devices probably more so than the reduced designated speed limit.*
  - ✓ *Given the increasing number of vehicles, pedestrians, and cyclists travelling through the area the lower speed limit will be an important contribution to safety for all. Congratulations to North Sydney Council for taking the initiative to address these important safety issues.*

**Negative Impact:**

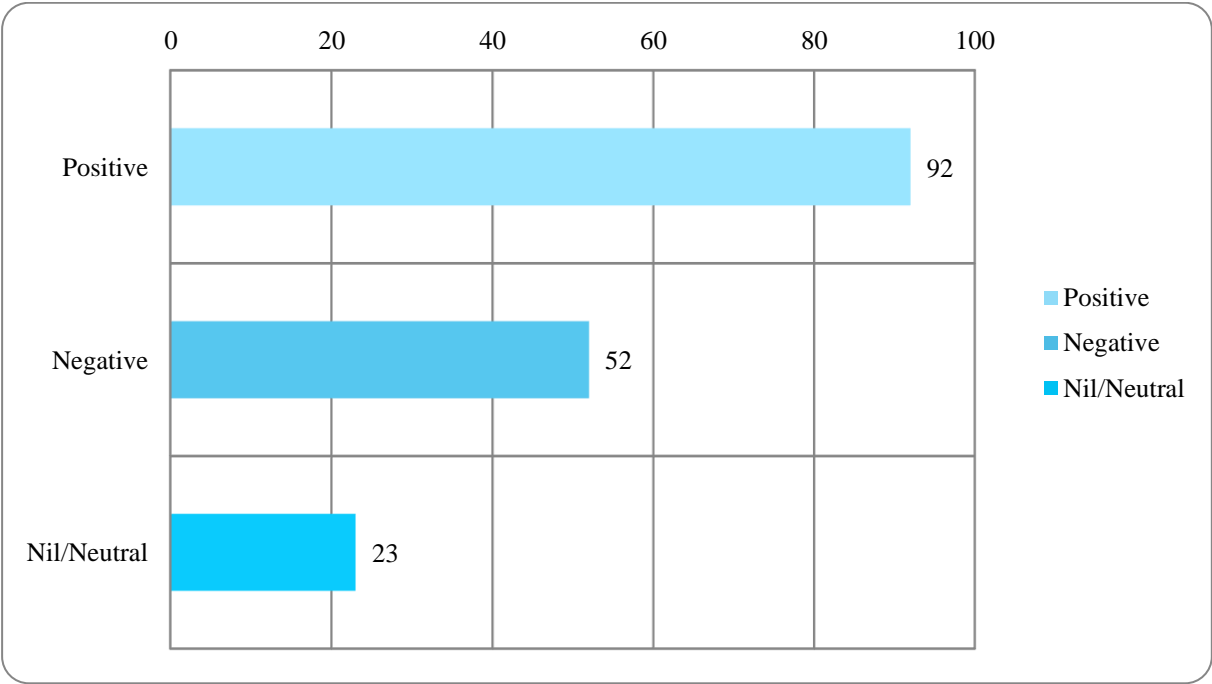
- ✓ *Australia's continued descent into outsourcing responsibility for one's own safety to everyone else around them, rather than teaching people how to navigate a world of risks themselves, will continue to dumb down the gene pool and further the downfall of humanity.*
- ✓ *I am not aware of the extent of pedestrian injuries in the Milsons Point area. If the incidence of injuries is no greater than elsewhere then I see little merit on slowing traffic flow in this area. A slower traffic speed may prompt pedestrians to cross Alfred Street South in places other than at the crossings.*
- ✓ *Excessive response with the calming measures*
- ✓ *The pedestrian treatments you are considering are going to increase traffic queues and make it very unlikely that drivers will be able at anything like 40km/h.*
- ✓ *With existing roundabouts, lights and crossings, traffic rarely reaches 40 except perhaps late at night*
- ✓ *It will affect everybody, the whole Council is silly, all that is needed is for pedestrians to keep to the footpaths. If the 40km/h limit is enforced, cars are not required at all.*
- ✓ *Lowering the speed limit will increase congestion, as lower speeds are proven to do.*
- ✓ *It will slow commute times and cause confusion. I don't think it will make me, as a pedestrian, any safer as Kirribilli is already a safe suburb. Changes in road speeds distract drivers and there are raised thresholds in areas where pedestrians do not cross the road. I would like more information on the reason behind this proposal as it appears to be a waste of rate payers' money.*
- ✓ *Have lived in the area for many years and never seen an accident*
- ✓ *The flow of traffic through these areas is already disastrous in peak hour which will then back up onto main roads. I have driven for years in these areas and at no time observed cars speeding more the point PEDESTRIANS texting and fiddling with mobiles and wandering wherever they please. It is about time they were penalised.*

**Question 2a - (OPTIONAL)** In general, how will the traffic and pedestrian devices proposed in Kirribilli and Milsons Point village centres as part of this scheme affect you?

Respondents were asked to indicate a preference for this question being Positive – Negative or Nil / Neutral. A summary of the results to this survey question is below.

1. Positive – 55.09%
  2. Negative – 31.14%
  3. Nil/Neutral – 13.77%
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**Figure 2 - Question 2a Survey Responses Graph**

Figure 2 shows that the majority of the respondents perceive that the proposal has a positive impact to the area.

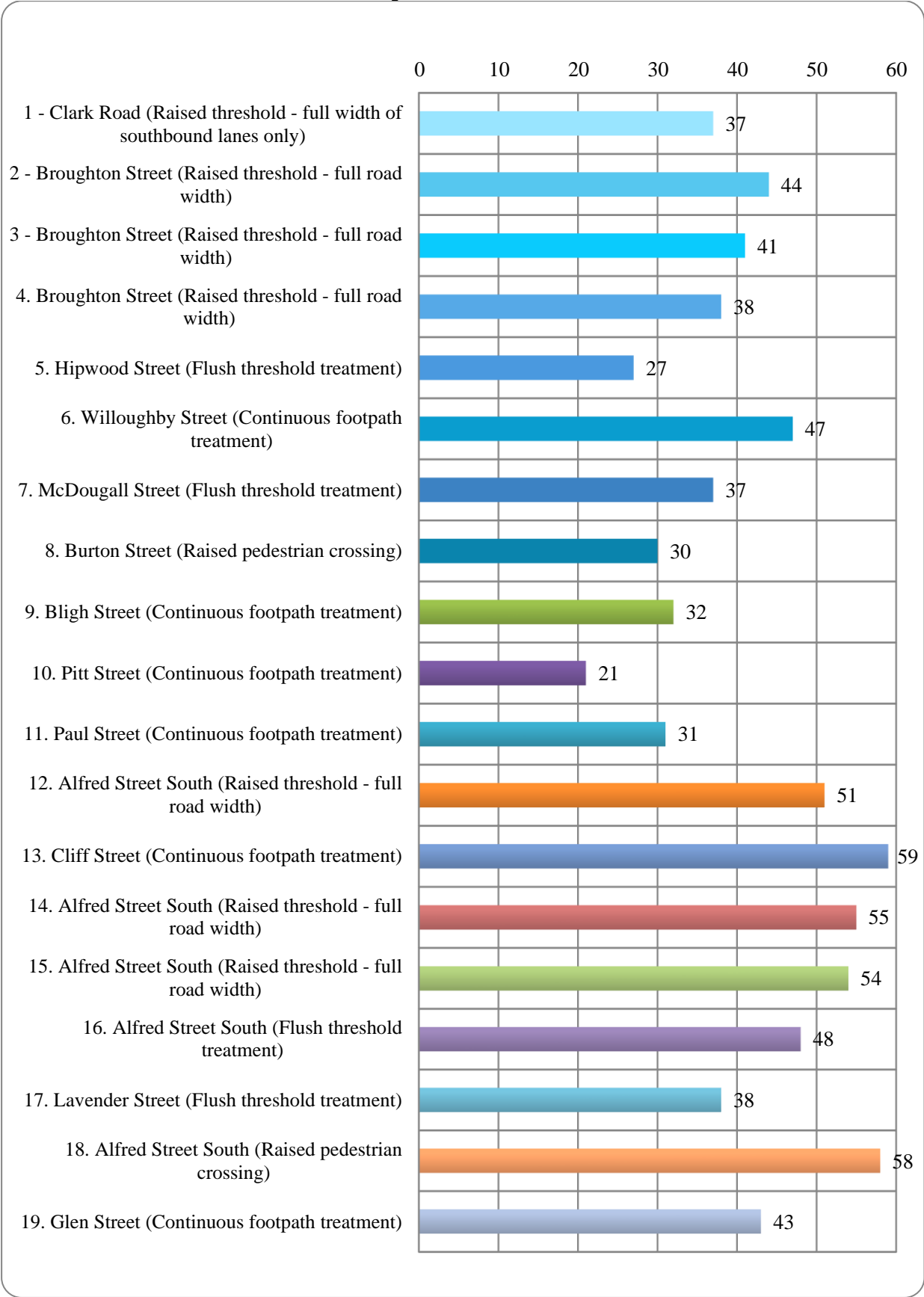
**Question 2b - (OPTIONAL)** Please elaborate on which specific sites are of particular benefit or concern to you (you will be asked why once the site is selected):

Respondents were given the option to select the treatment that presented the most impact to them and then classify the type of impact (Positive – Negative – Neutral). Respondents then could describe in more detail their views about each selected treatment.

Table 2 outlines the number of respondents that selected an individual site treatment as having an impact and Table 3 identifies the breakdown of the responses for each of the 19 x site treatments as being either Positive, Negative or Neutral. Tables 2 and 3 are to be read in conjunction to understand the overall response in relation to the specific site treatments as being either Positive, Negative or Neutral.

Note: Some respondents selected a treatment that impacted them but then did not go on to identify if the treatment had a Positive, Negative or Neutral impact so the total numbers between Tables 2 and 3 do not reconcile exactly.

**Table 1 – Impact of Proposed Treatments – number of respondents indicating if the treatment impacted on them.**



**Table 2 - Question 2b Survey Responses Graph as to whether the particular treatment had a Positive, Negative or Neutral impact.**

Site	POSITIVE	NEGATIVE	NIL	SITE STATUS
Site 1 - Clark Road	15	18	3	Review
Site 2 - Broughton Street	18	14	1	OK
Site 3 - Broughton Street	15	14	1	OK
Site 4 - Broughton Street	12	15	1	Review
Site 5 - Hipwood Street	14	8	1	OK
Site 6 - Willoughby Street	21	18	0	Review
Site 7 - McDougall Street	20	10	2	OK
Site 8 - Burton Street	12	10	1	OK
Site 9 - Bligh Street	10	16	0	Review
Site 10 - Pitt Street	6	10	0	Review
Site 11 - Paul Street	11	16	1	Review
Site 12 - Alfred Street South	20	20	2	Review
Site 13 - Cliff Street	23	30	1	Review
Site 14 - Alfred Street South	22	22	2	Review
Site 15 - Alfred Street South	14	24	1	Review
Site 16 - Alfred Street South	19	17	3	OK
Site 17 - Lavender Street	16	11	1	OK
Site 18 - Alfred Street South	25	21	3	OK
Site 19 - Glen Street	18	18	2	Review

To consider the community feedback received based on the type of impact of each treatment, Council's Traffic and Transport operations engineers undertook a detailed review of sites 1, 4, 6, 9, 10, 11, 12, 13, 14, 15 and 19, due to these sites receiving majority of opposition.

Below is a summary of site-specific **NEGATIVE** impacts raised by the respondents for the reviewed sites.

**Site 1 - Raised Threshold - Clark Road**

- ✓ *Not beneficial area frequented by large vehicles and emergency services.*
- ✓ *Discomfort to bus passengers and triggers back and bladder problems if the road becomes very bumpy*
- ✓ *No support to the full width crossing*
- ✓ *This road usually has parked cars and is particularly narrow as a single lane road. Traffic usually does not travel 40km/hr., raised threshold not necessary.*
- ✓ *Concern about removing existing refuge for elderly crossing to create this threshold.*
- ✓ *Damage to cars*
- ✓ *Speed humps are a health hazard and trigger back and bladder problems*
- ✓ *Damage to car*
- ✓ *What is needed is a pedestrian crossing for the James Milson Village residents*
- ✓ *Don't use the same as Bannerman street in Cremorne*
- ✓ *Really?? Only half?*
- ✓ *Request at Councillors briefing for special treatment to be considered so this can be a raised pedestrian for the James Milson Village residents*
- ✓ *More treatments will create traffic chaos*

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**Site 4 - Raised Thresholds – Broughton Street**

- ✓ *Not beneficial area frequented by large vehicles and emergency services.*
- ✓ *Discomfort to bus passengers and triggers back and bladder problems if the road becomes very bumpy*
- ✓ *Damage to cars*
- ✓ *Speed humps are a health hazard and trigger back and bladder problems*
- ✓ *Damage to car*
- ✓ *Do not use the same as Bannerman street in Cremorne*
- ✓ *More treatments will create traffic chaos*

**Site 6 – Continuous Footpath Treatment – Willoughby Street**

- ✓ *Heavy traffic intersection in the area and a continuous footpath will cause a lot more traffic problems in a problematic area.*
- ✓ *Traffic lights would be much better at this intersection.*
- ✓ *Continuous footpaths also cause significant confusion for drivers and pedestrians (although they may look nice but are impractical)*
- ✓ *These are very misleading/confusing.*
- ✓ *Most drivers do not know they have to give way to pedestrians, equally pedestrians do not know they have right of way.*
- ✓ *Would prefer a flush pedestrian crossing*
- ✓ *Pedestrian safety would be made more certain by the construction of a raised pedestrian crossing on Broughton Street in place of the continuous footpath treatment at the top of Willoughby Street (Site 6). This is supported by several respondents.*
- ✓ *The only traffic issue here is during Jacaranda Season.*
- ✓ *This will make it even more difficult to turn right from Broughton Street. Consider that there should be a roundabout at the top of Willoughby Street because turning right is so dangerous.*
- ✓ *Not beneficial unless footpaths are improved as current paths are more hazardous than traffic.*
- ✓ *Where is the evidence of pedestrian accidents/injuries?*
- ✓ *Continuous footpaths also cause significant confusion for drivers and pedestrians*
- ✓ *Raised threshold creates total pedestrian right of way and this leads to pedestrians being totally unaware/disinterested in traffic, they do not look out for oncoming traffic. This excludes drivers' rights.*

**Sites 9-10 – Continuous Footpath Treatments – Bligh and Pitt Streets**

- ✓ *This will greatly affect residents and drivers' amenity.*
  - ✓ *Discomfort to bus passengers and triggers back and bladder problems if the road becomes very bumpy*
  - ✓ *Continuous footpaths cause significant confusion for drivers and pedestrians*
  - ✓ *Misleading, drivers do not know they need to give way to pedestrians.*
  - ✓ *Traffic lights will work better.*
  - ✓ *There is little danger to pedestrians at this site, because motor traffic has to slow down at the T-junction into Broughton Street.*
  - ✓ *The continuous footpath changes you are proposing to Bligh Street are NOT beneficial to residents and other road users whose only exit from the suburb is via the Bligh & Broughton intersection.*
  - ✓ *There is significant reduced visibility, should council wish to proceed with this continuous footpath treatment, then we suggest you would need to remove at least two (2) car parking spaces on Broughton Street on either side of Bligh Street to give better vision to the driver exiting Bligh Street.*
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- ✓ *Pedestrians need to step up (pardon the pun) and take responsibility for their own safety! They need to get off their phones, look up and be more spatially aware of both other people using the footpath and vehicles around them.*
  - ✓ *Pedestrians are less careful when they know they have the right of way.*
  - ✓ *Confusing and does not allow normal traffic rules - DO NOT DO THIS*
  - ✓ *These streets are narrow, they service many apartments. DO NOT MAKE HARDER VEHICLES NEED TO ACCESS AS well as residents.*

#### **Sites 11 – Continuous Footpath Treatment – Paul Street**

- ✓ *This will greatly affect residents and drivers' amenity.*
- ✓ *Discomfort to bus passengers and triggers back and bladder problems if the road becomes very bumpy*
- ✓ *Continuous footpaths cause significant confusion for drivers and pedestrians*
- ✓ *Misleading, drivers do not know they need to give way to pedestrians.*
- ✓ *Pedestrians need to step up (pardon the pun) and take responsibility for their own safety! They need to get off their phones, look up and be more spatially aware of both other people using the footpath and vehicles around them.*
- ✓ *Pedestrians are less careful when they know they have the right of way.*
- ✓ *Paul Street is already a problem with pedestrians using the road rather than the 2 footpaths.*
- ✓ *Confusing and does not allow normal traffic rules - DO NOT DO THIS*
- ✓ *These streets are narrow, they service many apartments. DO NOT MAKE HARDER VEHICLES NEED TO ACCESS AS well as residents.*

#### **Site 12 - Raised Threshold – Alfred Street South**

- ✓ *Not beneficial area frequented by large vehicles and emergency services.*
  - ✓ *Discomfort to bus passengers and triggers back and bladder problems if the road becomes very bumpy*
  - ✓ *With existing current traffic lights and roundabouts unnecessary*
  - ✓ *Damage to cars*
  - ✓ *Speed humps are a health hazard and trigger back and bladder problems*
  - ✓ *Damage to car*
  - ✓ *People already slow at the roundabout just south of this proposed raised threshold and the proposed raised pedestrian crossing being crazily close. It will also be distracting for drivers.*
  - ✓ *Don't use the same as Bannerman street in Cremorne*
  - ✓ *Increase of vehicle noise*
  - ✓ *More treatments will create traffic chaos, no more treatments necessary the existing ones are enough*
  - ✓ *This will also back traffic up to unacceptable levels with NO benefit to local residents*
  - ✓ *There is already a major problem of pedestrian safety caused by cyclist riding on council footpaths this will make that problem much worse.*
  - ✓ *Sites 12, 14, 15 and 16. I'm not sure if all are warranted. Why not just one or two? Have there been pedestrian/car accidents? Why are so many required?*
  - ✓ *If cars have to wait forever for pedestrians to dribble across the road then the traffic will block right back up to the roundabout at Fitzroy Street or coming out of the Luna Park car park.*
  - ✓ *I am amazed you haven't suggested something at Dind Street as well. With the new 60 Apartment development on the corner of Alfred Street, the extra traffic turning into Dind Street will cause even more blockages up to the Fitzroy roundabout and further.*
  - ✓ *What makes you think people will use this crossing. They just cross wherever they like at the moment from the station down.*
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**Sites 13 – Continuous Footpath Treatments – Cliff Street**

- ✓ *This will greatly affect residents and drivers' amenity.*
- ✓ *Discomfort to bus passengers and triggers back and bladder problems if the road becomes very bumpy*
- ✓ *Continuous footpaths cause significant confusion for drivers and pedestrians*
- ✓ *Misleading, drivers do not know they need to give way to pedestrians.*
- ✓ *Pedestrians need to step up (pardon the pun) and take responsibility for their own safety! They need to get off their phones, look up and be more spatially aware of both other people using the footpath and vehicles around them.*
- ✓ *Pedestrians are less careful when they know they have the right of way.*
- ✓ *Should not be implemented anywhere - Berry St – it is a dreadful design*
- ✓ *Both Cliff and Glen streets are one-way streets. I don't think continuous footpath treatment is warranted.*
- ✓ *Alfred Street South in busy times is already highly congested. A continuous footpath will clog traffic from both directions along Alfred Street South, wanting to turn right or left into Cliff Street. This will impact residents and drivers in Milsons Pt.*
- ✓ *There is a steady stream of pedestrians there which stop for cars. If cars are made to wait along Alfred St, for turning cars, the traffic will become a nightmare.*
- ✓ *Also, why put one on Cliff St where cars line up to enter, and none on Glen St where no cars turn in??*

**Sites 14 and 15 - Raised Thresholds – Alfred Street South**

- ✓ *14 & 15 are too close together. All calming devices have a negative noise impact on proximate residents*
- ✓ *This will greatly affect residents and drivers' amenity.*
- ✓ *Discomfort to bus passengers and triggers back and bladder problems if the road becomes very bumpy*
- ✓ *Not beneficial area frequented by large vehicles and emergency services.*
- ✓ *Not beneficial – with traffic lights and roundabouts this treatment is unnecessary.*
- ✓ *Traffic congestion along Alfred St S which affects Harbour Bridge traffic.*
- ✓ *Should not be implemented anywhere - Berry St – it is a dreadful design*
- ✓ *Traffic will impede deliveries, travel from and to buildings and make walking down the street worse than it is now.*
- ✓ *Traffic is 40km/h already*
- ✓ *Existing treatments are enough*
- ✓ *The raised threshold proposed for this site is unlikely to slow traffic much beyond its usual speed along this stretch of Alfred Street South,*
- ✓ *Not be comfortable for bus passengers*

**Sites 19 – Continuous Footpath Treatments – Glen Street**

- ✓ *This will greatly affect residents and drivers' amenity.*
  - ✓ *Discomfort to bus passengers and triggers back and bladder problems if the road becomes very bumpy*
  - ✓ *Continuous footpaths cause significant confusion for drivers and pedestrians*
  - ✓ *Misleading, drivers do not know they need to give way to pedestrians.*
  - ✓ *Pedestrians are less careful when they know they have the right of way.*
  - ✓ *Should not be implemented anywhere - Berry St – it is a dreadful design*
  - ✓ *Not necessary already ample speed road treatment in the area already any more will create traffic chaos and do damage to local residents' cars.*
  - ✓ *There is already a major problem of pedestrian safety caused by cyclist riding on council footpaths this will make that problem much worse.*
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### **Review of Proposed Treatment and Existing Traffic Conditions**

A review was undertaken for the sites where there was a majority of opposition to the specific treatments and the outcomes are summarised in Tables 4 and 5.

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**Table 3 Review of Site-Specific Treatments – Pedestrian Crossing and Continuous Footpath Treatments**

Site	Treatment proposed in concept plan	Community preferred treatment	Typical no. pedestrians per hour	Typical no. vehicles per hour	Traffic conditions and considerations	Recommended treatment
Site 1 Clark Road	Raised threshold	Raised Ped Xing	16 (75% elderly)	1200	Reduced warrant for aged peds requires min. of 30 peds per hour. Peds may be discouraged from crossing at existing refuge due to perceived safety concerns	Apply to TfNSW for an exemption to the reduced warrant for aged pedestrians on the basis that pedestrian volumes are likely to increase with the provision of a safer and formal crossing facility. If approved insert a raised pedestrian crossing at the existing refuge point, delete proposed raised threshold and insert a flush threshold at the entry to the HPAA.
Site 4 Broughton Street btw Willoughby St & Burton St	Raised threshold	Raised Ped Xing at Willoughby St	56	716	Just below requirements for a special warrant pedestrian crossing.	Apply to TfNSW for consideration of a special warrant pedestrian crossing on the basis that it is within the HPAA and provides a traffic calming benefit also. If approved insert a raised pedestrian crossing and delete raised threshold at Site 4.
Site 6 Willoughby St @ Broughton St	Continuous Footpath Treatment	None	28	152	Traffic volumes exceed CF max. warrant (338%) and shared zone max. warrant (152%).	Delete treatment.
Site 9 Bligh Street	Continuous Footpath Treatment	None		37	Traffic volumes are below CF max. warrant (82%). Treatment is appropriate.	Retain proposed continuous footpath treatment. Install bollards to delineate edge of footpath/roadway.



Site	Treatment proposed in concept plan	Community preferred treatment	Typical no. pedestrians per hour	Typical no. vehicles per hour	Traffic conditions and considerations	Recommended treatment
Site 10 Pitt Street	Continuous Footpath Treatment	None		30	Traffic volumes are below CF max. warrant (67%). Treatment is appropriate.	Retain proposed continuous footpath treatment. Install bollards to delineate edge of footpath/roadway.
Site 11 Paul Street	Continuous Footpath Treatment	None	112	52	Traffic volumes slightly exceed CF max. warrant (116%); but are below max. warrant for shared zone (52%). Treatment is appropriate	Retain proposed continuous footpath treatment. Install bollards to delineate edge of footpath/roadway.
Site 13 Cliff Street	Continuous Footpath Treatment	None	188	60	Traffic volumes slightly exceed CF max. warrant (133%); but are below max. warrant for shared zone (60%). Treatment is appropriate	Delete treatment.
Site 19 Glen Street	Continuous Footpath Treatment	None	208	48	Traffic volumes slightly exceed CF max. warrant (107%); but are below max. warrant for shared zone (48%). Treatment is appropriate	Delete treatment.

**Table 4 Review of Site-Specific Treatments Raised Thresholds**

Site	Treatment proposed in concept plan	85 <sup>th</sup> speed (km/h)	Typical no. vehicles per hour	Traffic conditions and considerations	Recommended treatment
Site 1 Clark Road	Raised threshold	37	1200	See Table 1	See Table 1. If pedestrian crossing is not approved, replace raised threshold with flush threshold.
Site 2 & 3 Broughton Street between McDougall Street and Willoughby Street	Raised thresholds (x2)	43		Traffic calming device required to reduce vehicle speeds in 40km/h HPAA. Reduce number of thresholds in this section from 2 to 1.	Retain threshold at Site 2. Delete raised threshold at Site 3.
Site 4 Broughton Street btw Willoughby St & Burton St	Raised threshold	47	716	See Table 1	See Table 1. If pedestrian crossing is not approved, retain proposed threshold at Site 4.
Site 12 Alfred Street South btw Fitzroy St & Burton St	Raised threshold	46	922	Traffic calming device required to reduce vehicle speeds in 40km/h HPAA. Reduce number of thresholds on Alfred Street South from 3 to 1.	Deleted raised threshold
Site 14 Alfred Street South north of Cliff St	Raised threshold	45	900	Traffic calming device required to reduce vehicle speeds in 40km/h HPAA	Retain raised threshold
Site 15 Alfred Street South @ No. 102	Raised threshold	45	900	Traffic calming device required to reduce vehicle speeds in 40km/h HPAA. Reduce number of thresholds on Alfred Street South from 3 to 1.	Delete raised threshold

Table 6 summaries the additional treatments requested through the community consultation and the feasibility of including these treatments.

**Table 5 Feasibility of Additional Requested Treatments**

<b>Location</b>	<b>Requested Treatment</b>	<b>85<sup>th</sup> speed (km/h)</b>	<b>Typical no. vehicles per hour</b>	<b>Comments</b>	<b>Recommended Treatment</b>
Cliff Street	Include all of Cliff Street in 40km/h HPAA	N/A	60	The adjacent land use types (residential) do not fall within the TfNSW 40km/h HPAA criteria. However, if existing speeds are below 40km/h TfNSW may permit area to be extended to include all of Cliff Street.	Apply to TfNSW to incorporate the length of Cliff Street in 40km/h HPAA Scheme.
Alfred Street South near Lavender Street (Site 16)	Pedestrian crossing	45	900	Location does not meet current TfNSW guidelines for a pedestrian crossing due to there being 2 south-bound lanes which affects sight lines to pedestrians on the road when vehicles in either lane are queued near the crossing.	Apply to TfNSW for special consideration for a pedestrian crossing on the basis that it is within the HPAA and provides a traffic calming benefit also. If approved insert a raised pedestrian crossing and delete flush threshold at Site 16.
In front of Loreto School	Pedestrian Crossing	48	200	There is an existing pedestrian crossing on Carabella Street in front of Loreto School. The adjacent land use types (school and residential) do not fall within the TfNSW 40km/h HPAA criteria. Therefore, this is outside of the scope of this project.	Nil

Location	Requested Treatment	85 <sup>th</sup> speed (km/h)	Typical no. vehicles per hour	Comments	Recommended Treatment
Elamang Avenue and Willoughby Street	Continuous footpath treatment	48	160	The adjacent land use types (school and residential) do not fall within the TfNSW 40km/h HPAA criteria. Traffic volumes on Elamang Avenue exceed max. warrant for continuous footpath treatment (355%).  The broader area is listed for a 40km/h Local Traffic Area in the Draft 40km/h & 10km/h Shared Zone Masterplan.	Nil
Dind Street	Remove parking between Alfred Street south and garage to Port Jackson Towers	N/A	N/A	No pedestrian benefit gained from removal of this parking. Outside of the scope of this project.	Nil
Fitzroy Street between Alfred Street South and Broughton Street	Raised threshold	37	800	85 <sup>th</sup> percentile speed is already below 40km/h. Traffic calming is not necessary.	Nil
Alfred Street South between Dind Street and Paul Street	Raised threshold	39	195	85 <sup>th</sup> percentile speed is already below 40km/h. Traffic calming is not necessary.	Nil
Broughton Street near Kirribilli Avenue/ Pitt Street	Pedestrian Crossing	39	200	Location does not meet normal warrant for pedestrian crossing based on vehicle volumes. Location may meet school warrant for pedestrian crossing if min. 30 pedestrians, mainly school children cross here. Further counts required to confirm.  Minimum of 3 parking spaces would be removed to provide for a pedestrian crossing.	Apply to TfNSW for a raised pedestrian crossing, subject to location meeting school crossing warrant.

Location	Requested Treatment	85 <sup>th</sup> speed (km/h)	Typical no. vehicles per hour	Comments	Recommended Treatment
Alfred Street South at Fitzroy Street	Pedestrian Crossing on all legs of the intersection	39	195	Only the northern leg of the intersection (Site 18) meets the warrant for a pedestrian crossing based on current pedestrian volumes. Pedestrian volumes are likely to increase in the future with redevelopment of North Sydney Olympic Pool and general population increases.	Apply to TfNSW for special consideration for pedestrian crossings on the basis that it is within the HPAA. If approved insert a raised pedestrian crossing on the southern and eastern legs of the intersection.

### **Summary and Recommendations**

Given that the majority of respondents generally support the Kirribilli and Milsons Point 40km/h High Pedestrian Activity Area proposal, it is recommended that Council proceeds with detailed design and construction of the proposed traffic calming devices, with changes as recommended in the above review, for the implementation, subject to necessary approval by TfNSW and the North Sydney Council Traffic Committee.

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No.	Submission	Support the proposal / Impact of the proposal	Submission Category/Comments and response
1	I walk a lot around the suburb often with a dog and will feel a lot safer then but also when driving. It is not an area that needs or is suited to large volumes of traffic which is particularly a problem in school drop off/pick up times. Will make walking and driving that is necessary safer.	Yes - Nil/Neutral	Support for the proposal with all traffic calming devices being supported
2	Beneficial for elderly, children, dog walking bike riding and conviviality of the community. Please extend to ELAMANG Avenue as cars from schools travel too fast as do cars to Royal Sydney Yacht Squadron.	Yes - Positive	Support for the proposal with all traffic calming devices being supported/Elamang Avenue extension is out of the scope
3	Being a pedestrian that is often around these areas I believe this will be beneficial I love the idea!	Yes – Positive	Support for the proposal with all traffic calming devices being supported
4	I live in McDougall Street and the speed hump isn't very effective at slowing down vehicles. With so many pedestrians, dogs, children and elderly, I welcome this! none in addition to those expressed before	Yes – Positive	Support for the proposal with all traffic calming devices being supported
5	Australia's continued descent into outsourcing responsibility for one's own safety to everyone else around them, rather than teaching people how to navigate a world of risks themselves, will continue to dumb down the gene pool and further the downfall of humanity. I don't even own a car and am therein much more a pedestrian than a driver, and this proposal is just ridiculous. The traffic is fine. Go build some community rather than speed some speed bumps.	No – Negative	Opposition to the proposal and all traffic calming devices.
6	Good work!	Yes – Positive	Support for the proposal with all traffic calming devices being supported
7	I am not aware of the extent of pedestrian injuries in the Milsons Point area. If the incidence of injuries are no greater than elsewhere then I see little merit on slowing traffic flow in this area. A slower traffic speed may prompt pedestrians to cross Alfred Street South in places other than at the crossings. Comments made in relation to site 15	Partially – Negative	Opposition to the proposal/Site 15 - Traffic calming device required to reduce vehicle speeds
8	As this is just such a high density area now, I think the reduced speed will allow drivers to be more vigilant with the increasing number of visitors and locals using our walkways and crosswalks. My only request would be a crosswalk at the corner of Alfred and Dind Street. It is a very dangerous intersection. I think you have all the high traffic areas covered with the exception of the corner of Alfred and Dind Streets. It may actually get worse when the apartment building is finished, but it just seems like traffic is much heavier turning onto Alfred from Dind and turning left from Dind onto Alfred.	Yes -	Support for the proposal with all traffic calming devices being supported/Additional pedestrian crossing requested at Alfred Street and Dind Street corner - Traffic calming device not necessary.
9	Maintain a village atmosphere and safe environment for pedestrians. Create an inviting and relaxing atmosphere for tourists and visitors to the neighbourhood. You need to consider this Plan in conjunction with the Plan to construct aerial bike path so that there is an integrated solution. There may never	Yes - Positive	Support for the proposal with all traffic calming devices being supported/Comments relating future bike paths is an issue outside the scope

No.	Submission	Support the proposal / Impact of the proposal	Submission Category/Comments and response
	be a perfect solution but looking at the two together may provide an answer that may not have been previously considered possible. Slower vehicle speed may enable development of a new yet cycle friendly alternative.		
10	I believe the devices you announce for Alfred St South are in fact intended for Alfred St North where traffic travelling steeply uphill is unlikely to be speeding. They are an unnecessary and wasteful inconvenience for a "cash strapped" Council like ours that applies for Special Rate increases. We should be managing our budget instead of seeking new avenues of expenditure.	No - Negative	Opposition to the proposal
11	I live on Broughton Street and people drive far too quickly and dangerously in this area. It is often difficult to cross roads due to traffic. Also, very loud in the evenings and when trying to sleep later at night! I live on Broughton Street and people drive far too quickly and dangerously in this area. It is often difficult to cross roads due to traffic. Also, very loud in the evenings and when trying to sleep later at night!	Yes -	Support for the proposal with all traffic calming devices being supported, especially sites 2, 3, 4 and 6/Site 6 removed, other sites required.
12	Excessive response with the calming measuresChoose the calming devices over the speed limit reduction.	No - Positive	Opposition to the proposal/Sites 14 and 15 - Both calming devices are required
13	I support it and hope that it is enforced. I am supportive in general but also wish so much that council would work in with Transport NSW to turn Kirribilli into an even more beautiful village. Ennis Road could be amazing. I have lived in Kirribilli for almost 20 years and Ennis Road has been awful for the entire time closing shops, temporary shops that stay on forever As an observation, raised thresholds are inherently dangerous. The lines make them confusing in high pedestrian areas as some pedestrians and some motorists assume, they are pedestrian crossings. Can you also please also work with the private schools to try and minimise school traffic. I would suggest constant patrolling of the school areas make it very difficult to drop off and pick up - funded by levies on the schools.	Yes - Negative	Support for the proposal with request to review design of site 6/Site 6 removed.
14	We have lived in the area for approximately 5 years and in that time, I have witnessed numerous near misses involving pedestrians and various motor vehicles. In my opinion it is a miracle there have not been more accidents. I thoroughly support the proposal as it will make walking in and around the area much safer.	Yes - Positive	Support for the proposal with all traffic calming devices being supported
15	Traffic calming should be strongly supported across NSC area	Yes - Positive	Support for the proposal with all traffic calming devices being supported
16	Safer for locals and visitors Overall, I am in agreement with the concept, it requires more work on the practicality of some sights.	Yes - Positive	Support for the proposal with request to review design of sites 2, 3, 11, 12, 14 and 18/Sites reviewed all sites are required
17	Reduced speed limit will make it safer and easier for me as an elderly pedestrian to cross the streets and allow drivers more time to stop in case of pedestrian who are not in full view of crossings e.g. oncoming cars around bends and corners.	Yes - Positive	Support for the proposal with all traffic calming devices being supported



No.	Submission	Support the proposal / Impact of the proposal	Submission Category/Comments and response
	I support slowing down the speed limit to 40km/h with the various devices.		
18		No – Nil/Neutral	Opposition to the proposal.
19	<p>I have no problem with a reduced speed limit. Given the volume of traffic currently, it is very uncommon to be able to drive at above 40km/h at any time. Also, the pedestrian treatments you are considering are going to increase traffic queues and make it very unlikely that drivers will be able at anything like 40km/h.</p> <p>While, as residents, we understand the need for pedestrian amenity, we are also concerned about the efficient passing of traffic through our streets. High volumes of traffic from St Aloysius and Loretto families and staff already negatively affect residents (and visitors). Giving such precedence to pedestrians in Alfred Street South and the intersection of Bligh and Broughton Streets will greatly affect any traffic efficiency in our area. We have no problem with reducing the speed limit to 40km/h however.</p>	Yes – Negative	Support for the proposal with comments relating to increase of traffic congestion due to treatments to be installed, especial consideration is requested for sites 9 and 18//Sites reviewed and sites 9 and 18 are required
20	This is a poorly worded question and negates any results you will receive. 'Given the high pedestrian volumes in the Kirribilli and Milsons Point village centres' should be part of separate information and not the question.	No – Negative	Opposition to the proposal and all traffic calming devices.
21	This will help me feel safer walking around my local neighbourhood. Measures which give primacy to pedestrians ought to be supported.	Yes – Nil/Neutral	Support for the proposal with request to review design of site 1 efficiency due to close proximity to roundabout/Site 1 reviewed and amendments proposed subject to TfNSW.
22	<p>Reduced risk to pedestrians and cyclists, reduced vehicle noise, improved village atmosphere and generally makes the area a better place to live.</p> <p>Great idea. On Alfred St where the cycle way exits the Bridge be good to consider some separation of cyclists from pedestrians. The cyclists are often more dangerous the motor vehicles!</p> <p>By the way, is there any way to stop the Telcos ruining our streets and footpaths with their cable laying. This area is badly affected! They should restore the street/footpath to original condition.</p>	Yes – Positive	Support for the proposal with all traffic calming devices being supported, especially sites 9, 12, 13 and 19.
23	Safer for community and in particular the street I live in. Alighting my car safely. Perhaps deterring large demolition trucks from speeding down this street. Deterring many buses from using this narrow residential street and encouraging the buses to use a wider safer street such as Alfred street. Broughton street has high pedestrian traffic including many school children. Reducing the weekly minor accidents where parked cars have their side mirrors knocked off, this occurs two or three times per week. The corner of McDougall and Broughton is particularly narrow and my concern is the speed at which buses and trucks speed through the McDougall/Broughton street round about heading south up Broughton practically inches from the sidewalk. This is a particularly dangerous corner. The amount of school buses, Tourist buses and buses heading to the bottom of Broughton St to simply sit	Yes – Positive	Support for the proposal with comments, requesting for one additional pedestrian crossing on Broughton Street adjacent to the steps leading up to Ennis Road, and one additional continuous footpath treatment on Willoughby Street at Broughton Street corner/Site 4 to be relocated and converted to raised pedestrian crossing subject to TfNSW approval, minimum 3 parking spaces to be removed to accommodate pedestrian crossing.

No.	Submission	Support the proposal / Impact of the proposal	Submission Category/Comments and response
	until their next shift is unacceptable for this high pedestrian narrow street. Buses arriving at the top of Broughton near Greenway Drive have to sit waiting for a truck or bus to pass. This street is not wide enough for these large demolition trucks and buses. Alternate routes along a less populated and wider street such as Alfred would be a better solution. By installing these raised areas and reducing the speed limit may help effect this outcome.		
24	only marginally - Recognizing higher population density	Yes - Positive	Support for the proposal with all traffic calming devices being supported
25	<p>With existing traffic lights, roundabouts, and pedestrian crossings, traffic in the subject area rarely exceeds 40kph.</p> <p>"To take advantage of the significant funding available" - is this the only reason the proposal is being pursued?</p> <p>Has the detrimental effect on the movement of traffic in the area been considered? Has the detrimental effect on the local residents been considered? What are the statistics for vehicle accidents and injuries sustained in the designated area?</p> <p>The disadvantages exceed the benefits. This proposal should not proceed.</p>	No - Negative	Opposition to the proposal
26	<p>I walk to and from the ferry &amp; the station a lot and generally cars travel too fast. anything to make the area safer for pedestrians I am happy with.</p> <p>I think this is a great idea, however there is another area that requires focus. High Street crossings are very dangerous as drivers often go straight through the pedestrian crossings and don't slow down for pedestrians, I myself who cross at these intersections every day on the way to work have nearly been run over 5 times. there needs to be more visual representation, flashing lights or a camera to catch offenders. someone is going to get killed. especially at intersection 1 and then no.2, no.3 is generally ok however the crossing is skew so is awkward for drivers. (see attachment)</p>	Yes - Positive	Support for the proposal with all traffic calming devices being supported, request to extent the scope of works to include High Street crossings/High Street extension outside the scope of works, residential areas do not fall within the TfNSW 40km/h HPAA criteria.
27	<p>It will make it safer for me to walk around the village</p> <p>This area has a distinct village feel and slowing the traffic while making it more pedestrian friendly is an excellent idea.</p>	Yes - Positive	Support for the proposal with all traffic calming devices being supported
28	<p>With existing roundabouts, lights and crossings, traffic rarely reaches 40 except perhaps late at night</p> <p>What has been the incidence of accidents in these areas? If these measures are proposed purely to use funds being provided by RMS it would be more beneficial to residents if the footpaths in these areas were improved to prevent the daily tripping and falls. To consider all these proposals for traffic and pedestrian devices whilst also considering lowering the speed to 40kmh seems excessive in the extreme.</p> <p>Second part of submission</p> <p>To the General Manger, Mayor Gibson, Duncan Mitchell,</p> <p>Further to my submissions in response to your Survey. I have now attended the Council's presentation at the Lavender Bay Precinct Meeting and the Milsons Point Meeting with a</p>	No - Negative	Opposition to the proposal.

No.	Submission	Support the proposal / Impact of the proposal	Submission Category/Comments and response
	<p>presentation by Duncan Mitchell. As per my previous response to your submission, even in light of the presentations, and further investigations, I consider that the proposals by Council are totally inappropriate, and a gross waste of taxpayers' money. There have been negligible, if any accidents, that would warrant such major traffic obstacles being undertaken. Bike traffic would be grossly affected, as cyclists would no doubt prefer to use footpaths, rather than negotiate the proposed raised road humps. Traffic flow from and to the Bridge would be hampered and cause major traffic jams, adversely affecting local residents trying to get around their neighbourhood. The continuous footpaths would be even more hazardous to pedestrians, as pedestrians would not be aware of traffic, and many people being on their phones, would just continue without any caution. Bikes would prefer to use the footpaths rather than navigate the numerous raised humps. More signage, which would be required and is proposed, would create even more visual pollution, and with all the existing traffic signs and parking signs, this area is looking very trashy. Not a desired look for this special area, nor the residents or the many visitors to the area. I note that Council has already approved this work and plans have been drawn and work ready to commence in order to be finished by 30th June. This obviously has not given residents sufficient time to consult with Council for better outcomes. Decent footpaths would be more preferable for pedestrian safety, if the money must be spent.</p> <p>NOTE: FREESTYLE SUBMISSION RECEIVED VIA EMAIL (yoursay@northsydney.nsw.gov.au) AND ENTERED MANUALLY TO WEBSITE BY DIANA MEJIA</p>		
29	Good for pedestrians.	Partially – Nil/Neutral	Support for the proposal with all traffic calming devices being supported
30	Safety for pedestrians and all users	Partially -	Support for the proposal with all traffic calming devices being supported
31	<p>Very few motorist or buses travel at speeds of 40km/h currently. The streets are too narrow.</p> <p>Too many sites. The traffic generally heavy and slow and these new impediments will slow it even further, especially for buses. 40km/h speed limit is fine but why make it slower by installing so many obstacles.</p> <p>Of the many changes to Alfred Street, you have neglected the intersection of Burton Lane and Alfred Street which definitely needs a raised pedestrian crossing, pedestrians are nearly skittled here not so much by cars as cyclists. It is dangerous</p> <p>NOTE: HARD COPY SURVEY RECEIVED BY MAIL, ENTERED MANUALLY BY DIANA MEJIA</p>	Partially - Nil/Neutral	Partially support for the proposal with comments, request for a pedestrian crossing in Burton Lane and Alfred Street/Location does not meet any warrant for pedestrian crossing based on traffic and pedestrian volumes.

No.	Submission	Support the proposal / Impact of the proposal	Submission Category/Comments and response
32	<p>We are happy with the proposed reduction off speed limit to 40km/h. What concerns us most is cyclist using the footpaths and disobeying traffic lights and traffic signs.</p> <p>We need calming devices more for cyclists than for cars.</p> <p>NOTE: HARD COPY OF SURVEY FORM RECEIVED AND ENTERED MANUALLY BY DIANA MEJIA</p>	Yes – Positive	Support for the proposal with all traffic calming devices being supported
33	<p>Great idea. Consider the corner of south Alfred street and Dind street. Many pedestrians get stuck there trying to cross the street at the roundabout.</p>	Yes – Positive	Support for the proposal with all traffic calming devices being supported, request for additional continuous footpath treatment at Dind Street and Alfred Street corner/Location does not meet any warrant for pedestrian crossing based on traffic and pedestrian volumes.
34	<p>It will affect everybody, the whole Council is silly, all that is needed is for pedestrians to keep to the footpaths. If the 40km/h limit is enforced, cars are not required at all.</p> <p>I believe it is traffic obstructions going mad!! It would not do anything to ensure traffic flow. I am filling wig with anger!</p> <p>NOTE: HARD COPY SURVEY RECEIVED AND ENTERED MANUALLY BY DIANA MEJIA</p>	No - Negative	Opposition to the proposal and all traffic calming devices.
35	<p>We live in one of the family residences (terrace) on Alfred St South and so this will affect us. The ideas are good in theory, at the moment as cars only drive down slowly to this harbour end to look for a park and drive up fast if none is available.</p> <p>I am requesting that the raised thresholds don't be put in front of our or our neighbours' places, we love living here. It has its ups and downs, the downside is the noise, trains, buses, trucks, the clanking and revving, squeaking of breaks etc, you can imagine! A Raised Threshold or plural, will add to the breaking and accelerating.</p> <p>If they are necessary, a good place for a Raised Pedestrian AND Crossing combo (as in your image 4) is coming off the little but well-loved/ well used park on the corner of Alfred St South and Paul St. This park gives motorists good vision of the people and young families who stream up Paul St and congregate there, after a day at Luna Park and evening Concerts and Weddings.</p> <p>They either cross there to Bradfield Park or head up to the Train Station. (Thank you for repainting these North Sydney Icons in Kesterton Park, Nth Syd Wharf, hoping are paint of our Icons are in the budget too?)</p>	Partially -	Partially support for the proposal with comments, request for an additional raised pedestrian crossing under the Welcome to North Sydney sign, and a continuous footpath treatment on Dind St and Alfred St Sth corner/Location does not meet any warrant for pedestrian crossing based on traffic and pedestrian volumes.
36	<p>I understand that this survey is about pedestrians however I believe that resident's rights should be taken into consideration</p> <p>I understand this survey is about pedestrians however I believe that the resident's rights should be taken into consideration</p>	Yes - Positive	Support for the proposal with comments, request to include Cliff Street to the 40 km/h roads/adjacent residential areas do not fall within the TfNSW 40km/h HPAA criteria, extension subject to TfNSW approval.
37	<p>With existing roundabouts, lights and crossings, traffic rarely reaches 40 km/h. There is little evidence to suggest pedestrian accidents occur in this area due to speed. Lowering the speed limit will increase congestion, as lower speeds are proven to do.</p>	No – Negative	Opposition to the proposal and all traffic calming devices.

No.	Submission	Support the proposal / Impact of the proposal	Submission Category/Comments and response
	<p>"To take advantage of the significant funding available"- is this the only reason the proposal is being pursued? Has the detrimental effect on the movement of traffic in the area been considered? Has the detrimental effect on the local residents been considered? What are the statistics for vehicle accidents and injuries sustained in the designated area? The disadvantages exceed the benefits. This proposal should not proceed.</p>		
38	<p>It will slow commute times and cause confusion. I do not think it will make me, as a pedestrian, any safer as Kirribilli is already a safe suburb. Changes in road speeds distract drivers and there are raised thresholds in areas where pedestrians do not cross the road. I would like more information on the reason behind this proposal as it appears to be a waste of rate payers money. I would question why this is being proposed as the stats put forward are generalised and, as a resident, I wonder if there is actually a local issue and if this proposal has been prepared by a person who knows the area (it appears not). As a resident who has lived in Kirribilli for over 17 years and has not seen one pedestrian injured or nearly injured by cars, it appears to be a huge waste of money that is trying to solve a problem that does not appear to exist. It will cause traffic chaos and be a headache for residents rather than a positive change. As an engineer who studied transportation, it appears to be poorly thought through with a number of choke points being exacerbated by the proposed changes. The money would be better spent at creating a wider route for busses which travel through the area (the narrow stretch of Broughton street in front of greenway is very dangerous when bussed drive through)</p>	No – Negative	Opposition to the proposal and all traffic calming devices.
39	<p>I am not against a 40kph speed limit per se, but based on council's own facts, the average speed in the main pedestrian area is already tracked at below 40kph. In my opinion traffic lights are providing a sufficient safety factor for pedestrians crossing both Alfred and Broughton Streets. But council needs to concentrate more on the way bicycles are creating a pedestrian problem, rather than cars.</p>	Partially - Nil/Neutral	Support for the proposal with comments - Site 13 is not considered a safe solution/Retain proposed continuous footpath treatment. Install bollards to delineate edge of footpath/roadway.
40	<p>Many cars and motorcycles do not observe the 50K limit now. Makes it difficult to cross the road apart from at the lights on Alfred St. S. The proposal for raised full road width pedestrian crossings is an excellent concept for Alfred St. South (and Broughton Street) where there is high pedestrian traffic. Speeding noisy cars and motorcycles are not only dangerous but disturb the ambience and atmosphere of our suburb.</p>	Yes – Positive	Support for the proposal with all traffic calming devices being supported
41	<p>It will be a waste of money that could be better spent on other community facilities. The traffic is already quite heavy and slow in the areas outlined. The proposed changes will just make it more congested The proposal is a waste of resources, just because you can get money</p>	No – Negative	Opposition to the proposal.

No.	Submission	Support the proposal / Impact of the proposal	Submission Category/Comments and response
	from RMS doesn't mean you need to spend it just for the sake of spending money. It is our taxes being wasted.		
42	I feel this is a good idea and support the reduced speed limit I feel it is a good idea to reduce traffic speed around the neighbourhood in general. I would also like to propose an additional raised pedestrian crossing in front of Loretto school.	Yes - Nil/Neutral	Support for the proposal with all traffic calming devices being supported
43	It will be much safer. I commend Council for promoting more walking and less car activity. It will be safer for pedestrians and encourage residents to walk to their destinations. Much better for local shopping and community spirit. We should all try and use cars less.	Yes – Positive	Support for the proposal with all traffic calming devices being supported
44	LONG TIME OVERDUE, SIMPLY BASED ON THE FACT IT'S A HIGH PEDESTRIAN AREA. WHO WILL ENFORCE IT? PARKING IN THEY GREENWAY COMPLEX RESIDENT'S ONLY	Yes -	Support for the proposal with comments. Speed limits enforcement required.
45	It will be safer to cross the road, even just after the lights have change in pedestrian favour. NOTE: HARD COPY RECEIVED AND ENTERED MANUALLY BY DIANA MEJIA	Yes – Positive	Support for the proposal with all traffic calming devices being supported.
46	The slower speed limit will make it easier to enter Alfred Street South from my car driveway at 110 Alfred Street South Milsons Point. Also, safer to cross at pedestrian crossings. However, the police need to stop cyclists riding thru the Burton Street crossing when the traffic lights are red - This is a serious problem.The traffic calming treatments are a good idea. However, a very big problem, on weekday morning (7:30am-9:30 am) is the unnecessary traffic hold ups for south bound traffic in Alfred Street due to the parked cars in the Fitzroy street tunnel. Many vehicles are turning right and lots of vehicles want to turn left. Limit the parking in tunnel till after 9:30 am NOTE: HARD COPY RECEIVED AND ENTERED MANUALLY BY DIANA MEJIA	Yes -	Support for the proposal with all traffic calming devices being supported.
47	Best speed at the moment is 30, 40 km/h waste of money. NOTE: HARD COPY RECEIVED AND ENTERED MANUALLY BY DIANA MEJIA	No -	Opposition to the proposal.
48	Thank you for the mailout on Council's proposal to implement "pedestrian friendly" changes to our "High Pedestrian Activity Area". I have read the documentation and have heard Ms Kemp's presentation at last night's meeting of Lavender Bay Precinct. I started to complete the survey online but found that it did not cater for the viewpoints that I wished to present. So please accept this rather free-format submission. I am a long-term resident of Alfred St and support the overall benefits of reducing the speed limits as proposed, but the proposal should also include Cliff St. However, the proposed "pedestrian sanctuary" approach is, I believe, wrong-minded as it seeks solutions to issues that	Partially -	Partially support for the proposal with comments. Support to the 40km/h speed reduction including Cliff Street but do not support the installation of speed control devices/Speed control devices required to reduce vehicle speeds

No.	Submission	Support the proposal / Impact of the proposal	Submission Category/Comments and response
	<p>are not real problems, and concurrently creates new, potentially more serious, problems for the area. Overall, regrading pedestrians, things mostly work adequately as they are, and ought to work better with the speed limit reduction. This area does not have hordes of ‘threatened’ pedestrians – I am a local pedestrian here and write from experience. This is largely a through-fare area for vehicles, bicycles and pedestrians - but a speed reduction is essentially ALL that is necessary. And, of course, this speed reduction would apply to ALL vehicles where some service vehicle vans, garbage trucks and busses, sometimes are worse offenders than cars. A reduced speed limit would also enhance safety for cyclists and enable them to be confined to the roads and help remove them from the footpaths where they, in turn, may present hazards to pedestrians. I would not like to see a “sanctuary” that could encourage mindless phone gazing pedestrian behaviour – like that as often occurs at the Walker St crossing over Pacific Hwy. By-and-large, the pedestrian traffic lights in Alfred St at Milsons Point Station and in Broughton St at Ennis St work well enough in allowing sensible pedestrian and vehicular traffic control. My experience is greater for the Milsons Point side than the Kirribilli side, and so I confine my remarks about the proposed traffic calming treatments to that side. Some, many perhaps, bicycle riders present an equally great hazard to pedestrians in the Alfred St area – especially when they pay no heed to the pedestrian cycle of the Milsons Point Station traffic lights or ride down the SHB cycle exit ramp, or charge through the Lavender St/Alfred St roundabout into Middlemiss St. (This requires a concerted effort by NSC as well as RMS with local advice. The subject of SHB cycleways has previously been aired and no satisfactory proposal has yet been made.). In summary, I support the proposed reduction of speed limit to 40 Km/h and request that Cliff St be included. I totally oppose the ‘pedestrian sanctuary’ proposals that involve raised pedestrian crossings, I oppose other treatments except those that are but ‘advisory’ or ‘awareness enhancing’, and I oppose moving Site 17 from its present position no matter what else is decided. I trust that you will consider my submission.</p> <p>HARD COPY RECEIVED VIA EMAIL ENTERED MANUALLY BY DIANA MEJIA</p>		
49	<p>(1) less noise, which will be better for living environment;  (2) slower traffic, but the impact will be little/insignificant. the proposed concept plans are generally welcome.</p>	Yes – Positive	Support for the proposal with all traffic calming devices being supported

No.	Submission	Support the proposal / Impact of the proposal	Submission Category/Comments and response
50	I think it is appropriate on some of the streets for which its proposed, but I don't think it will resolve the existing problems on other streets. 40 km/h should be genuinely for high pedestrian areas - where pedestrians are actually likely to be on the road. Many of these streets are not, they are simply narrow streets. I believe pedestrians can become emboldened to totally ignore road safety if they see 40kmh signs - they think the road becomes a shared space once the limit is 40kmh. In summary:1) no problem with slowing traffic down2) I believe some pedestrians behave in a more emboldened manner when its a 40 km/h area - which is the not the behaviour we want to encourage3) this doesn't resolve the issues of McDougall St at jacaranda time - other initiatives are suggested which are believed to have better safety outcomes	Partially - Nil/Neutral	Partially support for the proposal with comments, request additional initiatives for pedestrian safety and pedestrian management at Jacaranda blooming time/request outside the scope of this project.
51	I think it will make it safer for pedestrians, particularly older people and young children. The overall plan for the whole area looks very good.	Yes – Positive	Support for the proposal with all traffic calming devices being supported, especial support for site 7.
52	Allow us to walk around the area more safely The busiest and most dangerous spot on the Milsons Point side has been missed. The junction of Dind street and Alfred street south has busy and quick traffic. With the new Residential development opening soon this will get worse. Suggest a raised pedestrian crossing would help slow traffic down and provide a safe place to cross the road	Yes – Positive	Support for the proposal with all traffic calming devices being supported, especial support for sites 11 and 18.
53	Does not affect me directly, only the people in my leased business/unit premises. I think it improve safety, especially for pedestrians. good planning for increased safety.	Partially - Nil/Neutral	Support for the proposal with all traffic calming devices being supported.
54	The reduced speed limit will improve my security as a pedestrian. As a driver I have noticed many unsafe behaviour from both pedestrians and vehicles where pedestrians are crossing Dind Street on Alfred Street side. I believe this intersection would also benefit from a better traffic strategy.	Yes – Positive	Support for the proposal with comments, especial support to sites 13, 18 and 19.
55	Given the increasing number of vehicles, pedestrians, and cyclists travelling through the area the lower speed limit will be an important contribution to safety for all. Congratulations to North Sydney Council for taking the initiative to address these important safety issues.	Yes – Positive	Support for the proposal with all traffic calming devices being supported. Especial support to sites 13 and 19.
56	No one speeds in the area anyway - waste of money. Have lived in the area for many years and never seen an accident - only close calls by push bike riders who don't obey the road rules. Better to monitor and book push bike riders who run red lights etc. This appears to be a feel good thing by council. Hope my rates are not paying for it as it is: 1) a total waste of money 2) not good for drivers with all the bumps (people or their cars) - we will be known as the speed bump suburb	No – Negative	Opposition to the proposal.



No.	Submission	Support the proposal / Impact of the proposal	Submission Category/Comments and response
	<p>3) Disruptions and inconvenience of many months that will be spent creating these treatments - far outweigh any benefit. There are no other exists and entries to the area in question.</p> <p>Would like to know how many people actually injured in the area by cars??? I have never seen any accidents with pedestrians ?????</p> <p>Push bike riders are the problem in the area as they do not obey the traffic rules and run red lights regularly - spend money monitoring and booking these people - they are more likely to hit someone.</p>		
57	<p>You can only travel at 40 km/h at present due to high pedestrian and traffic volumes therefore there will be no impact.</p>	Yes – Negative	<p>Support for the proposal with concerns to sites 12, 14, 15 and 16/Sites reviewed - all traffic calming devices are required to reduce vehicle speeds.</p>
58	<p>Most vehicles are already driving below 50km /h due to the high traffic volume and pedestrian traffic as well as bicycle traffic. There is no need to reduce the limit to 40km/h unnecessarily.I object strongly to extending the footpath across Cliff Street (Site ID 13). This is a waste of taxpayers’ money which could be better spent elsewhere. This is almost as bad as when Council installed garden beds in the same location last year (as well as other locations along Cliff Street) and then wasted more money demolishing them within a month!!!! Who was held accountable for this money wasting fiasco???</p>	No -	<p>Opposition to the proposal, especially to site 13/Site 13 - Retain proposed continuous footpath treatment. Install bollards to delineate edge of footpath/roadway.</p>
59	<p>I live in Alfred Street South Milsons Pt and also drive there. When traffic is busy, we do well under 40km/h. When it is quiet, we may get up to 50km/h. Either way it will not have a major impact. Please note I am only strongly opposed to the raised footpath located into Cliff Street. I also have a concern about the raised footpath in Glen Street as well, but not to the same extent. As it will only bank traffic up along Glen St and not Alfred Street South. I have no strong objections to the other proposed works. Only recently council added planter style boxes restriction access on Cliff Street and other streets. These only lasted a few weeks before they were all removed. I think the raised footpath will also have an unintended similar negative impact.</p>	Partially – Negative	<p>Partial opposition to the proposal, especially to site 13/Site 13 - Retain proposed continuous footpath treatment. Install bollards to delineate edge of footpath/roadway.</p>
60	<p>Traffic rarely is able to travel at in excess of 40km/h so the change will be minimal. Limiting parking to only one side of Broughton St, between McDougall St and Willoughby St would result in a major increase in safety for all residents, particularly given the frequent use of buses and trucks in this area</p>	Partially - Nil/Neutral	<p>Partial opposition to the proposal, especially to site 13/Site 13 - Retain proposed continuous footpath treatment. Install bollards to delineate edge of footpath/roadway.</p>
61	<p>Preference would NOT be for block paving as this requires a higher upkeep perhaps more road bumps would also reduce the traffic speed All will be beneficial. I am surprised that the zone is not 20mph give the high-density population and tourism in the area</p>	Yes – Positive	<p>Support for the proposal with all traffic calming devices being supported.</p>
62	<p>I live with my wife and infant child in an apartment complex in Alfred St. The reduced speed limit will increase safety for us and all pedestrians in this high concentration of pedestrian traffic. The measures that will improve the area will be the engineered traffic devices probably more so than the reduced designated speed limit.</p>	Yes – Positive	<p>Support for the proposal with all traffic calming devices being supported, request for additional pedestrian crossings at sites 14, 15, and 16/Site 14 and 15 locations do not meet any warrant for pedestrian crossing based on pedestrian volumes, Site 16 to be converted to pedestrian crossing subject to TfNSW approval.</p>

No.	Submission	Support the proposal / Impact of the proposal	Submission Category/Comments and response
	<p>This is a long overdue initiative for Milsons Point and Kirribilli and we fully support it. On top of the measures proposed, however, I strongly suggest more pedestrian crossings are considered for Alfred St. It is dire need of a pedestrian crossings on the north half of the street, particularly in front of the roundabout on that intersects with Lavender St (there is currently a traffic island that is grossly insufficient for pedestrians dodging cars speeding around from exiting the Harbour Bridge). Apart from Pedestrian crossings, this plan currently misses an opportunity to address what we consider a bizarre and dangerous feature of the bike lane on Middlemiss St whereby a bike lane overlaps the corner of the footpath. This allows cyclists the ability to speed through the roundabout without having to slow down as they enter Middlemiss St. What defies logic is to why it crosses over the footpath. I have seen the aftermath of at least 3 accidents, some with Ambulances arriving where cyclists have collided with pedestrians. I find it quite dangerous for my family to avoid cyclists in the morning as we get a coffee at Bay 10. This is an extreme hazard for cyclists, drivers and pedestrians. Some of the raised thresholds will slow cyclists down but this bizarre feature even at slower speeds will continue to cause accidents with the many pedestrians that walk up Middlemiss St to get to North Sydney, who work at Work inc. or have coffee at Bay 10. I'd be happy to be contacted if further comment is desired.</p>		
63	<p>During busy periods speed limit is already lower than 40km. However, outside these times I think the 50km speed limit is appropriate. While I can accept the 40km speed limit, I think the 19 proposed sites for thresholds and pedestrian crossing will clog an already congested area. I live and work in the precinct. I walk to work and feel that pedestrians are already catered for, with the traffic lights near both sides of Burton St and Fitzroy St providing safe passage across the roads. I feel the raised areas will promote rather than discourage risky pedestrian behaviour. Councils recent foray into traffic management in the area was a complete disaster and I feel this project if implemented would also be a catastrophe. I'm sure the Main Roads department that controls Harbour Bridge traffic would be extremely concerned by your plans.</p>	Partially – Negative	Opposition to the proposal.
64	<p>WITH RAISE PEDESTRIAN CROSSING WILL MAKE IT SAFER FOR PEDESTRIANS PARTICULARLY SCHOOL CHILDREN AND SAFER FOR VEHICLE DRIVERS AT SITE 8 WHEN CROSSING BROUGHTON STREETS AT THE CTR OF THE BURTON STREET THE LIGHTS INDICATE TO PEDESTRIANS WALK. HOWEVER, THE LIGHTS FROM ENNIS ROAD RECEIVE A GREEN LIGHT AT THE SAME TIME. THIS IS DANGEROUS AND INCORRECT. WHEN PEDESTRIANS HAVE GREEN LIGHT TRAFFIC FROM ENNIS ROAD SHOULD BE RED. THANK YOU P. PARRIS - NOTE: SURVEY FORM RECEIVED</p>	Yes – Positive	Support for the proposal with all traffic calming devices being supported.

No.	Submission	Support the proposal / Impact of the proposal	Submission Category/Comments and response
	VIA EMAIL (yoursay@northsydney.nsw.gov.au) AND ENTERED MANUALLY BY DIANA MEJIA		
65	Will increase overall safety. There is no action proposed to prevent cyclists speeding and causing accidents to pedestrians. It is disappointing that the proposals are silent on this issue. If 40k speed limits are introduced, it will be safer for cyclists and accordingly <b>CYCLISTS SHOULD BE BANNED FROM RIDING ON THE EASTERN SIDE OF ALFRED STREET</b> i.e. the footpath should revert to a pedestrian pathway only.	Yes – Positive	Support for the proposal with concerns to site 13/Retain proposed continuous footpath treatment. Install bollards to delineate edge of footpath/roadway.
66	I don't think the 40 km/h is necessary in all the areas, particularly in Alfred Street South. In busy times the traffic tends to be slower than 50 km/h anyway. There are quite a few bus services too in peak hours and school hours, which tends to slow the traffic down. I think the areas of high pedestrian activity mainly in Broughton Street, Ennis Road, and the entrances to Willoughby, Burton, Bligh & Fitzroy Streets, off Broughton Street, may benefit from 40 km/h traffic, but more often than not, the traffic in these areas doesn't reach speeds much higher anyway.	Partially – Negative	Partial support to the proposal with concerns to site 13, Supports the reduced speed at Kirribilli, and oppose to reduce speeds at Milsons Point/Retain proposed continuous footpath treatment. Install bollards to delineate edge of footpath/roadway.
67	Increased pedestrian safety - The scheme is a great initiative and my wife and I, and many neighbours, are very supportive. Pedestrian safety must be paramount, and we congratulate Council on the initiative. We are aware of negative comments from some local car owners and urge you to discard these and continue with this excellent plan for increased pedestrian safety.	Yes – Negative	Support for the proposal with all traffic calming devices being supported.
68	It will make it safer and be clearer to drivers to respect pedestrians, especially when the car is turning left or right and the rules state they need to give way to pedestrians. Should there also be a raised pedestrian crossing of Fitzroy St at Alfred St?	Yes – Positive	Support for the proposal with all traffic calming devices being supported. Especial support to sites 13, 18 and 19.
69		Yes -	Support for the proposal with all traffic calming devices being supported.
70	I live in McDougall St and walk to Kirribilli and Milsons Point every day. Too many cars and pushbikes speed down Broughton St and Willoughby St. The current situation is too dangerous with numerous near misses. I would like to request traffic calming treatment be installed at the middle of Glen St. This area has a high number of Pedestrians crossing Glen St from Burton Lane to the commercial buildings on the other side of Glen St. Also many families use Glen St to cross over to the stairs down to Luna Park. As a resident of Glen St there is no safe crossing in our Street. Vehicles accelerate and speed up Glen St. often straddling the centre line as they compensate for the narrowing of the road. This speed is right where there is a high volume of pedestrians crossing the street. We have witnessed several accidents and near accidents in this section of our street. Traffic calming would slow vehicles down and make it safer for all road user.	Yes – Positive	Support for the proposal with all traffic calming devices being supported.

No.	Submission	Support the proposal / Impact of the proposal	Submission Category/Comments and response
71	<p>Thank you for the mailout on Council's proposal to implement "pedestrian friendly" changes to our "High Pedestrian Activity Area". I have read the documentation. I started to complete the survey online but found that it did not cater for the viewpoints that I wished to present. So please accept this rather free-format submission. I am a thirty-year resident of Alfred St and support the overall benefits of reducing the speed limits as proposed, but the proposal should also include Cliff St. However, the proposed "pedestrian sanctuary" approach is, I believe, totally wrong-minded as it seeks solutions to issues that are not real problems, and concurrently creates new, potentially more serious, problems for the area. Overall, regrading pedestrians, things mostly work adequately as they are, and ought to work better with the speed limit reduction. This area does not have hordes of 'threatened' pedestrians – I am a local pedestrian here and write from experience. This is largely a through-fare area for vehicles, bicycles and pedestrians - but a speed reduction is essentially ALL that is necessary. And, of course, this speed reduction would apply to ALL vehicles where some service vehicle vans, garbage trucks and buses, sometimes are worse offenders than cars. However, there is an urgent need for a speed limit for cyclists who share the pathway in Alfred Street. At present cyclist's ride on the pathway at speeds they might use on the roadway. Pedestrians are not aware of approaching cyclists from behind and are at-risk by-passing cyclists, who pass, some at less than a metre from the pedestrian I would not like to see a "sanctuary" that could encourage mindless phone gazing pedestrian behaviour – like that as often occurs at the Walker St crossing over Pacific Hwy. By-and-large, the pedestrian traffic lights in Alfred St at Milsons Point Station and in Broughton St at Ennis St work well enough in allowing sensible pedestrian and vehicular traffic control. My experience is greater for the Milsons Point side than the Kirribilli side, and so I confine my remarks about the proposed traffic calming treatments to that side. With regard to specific locations: Some, many perhaps, bicycle riders present an equally great hazard to pedestrians in the Alfred St area – especially when they pay no heed to the pedestrian cycle of the Milsons Point Station traffic lights or ride down the SHB cycle exit ramp, or charge through the Lavender St/Alfred St roundabout into Middlemiss St. (This requires a concerted effort by NSC as well as RMS with local advice. The subject of SHB cycleways has previously been aired and no satisfactory proposal has yet been made.) In summary, I support the proposed reduction of speed limit to 40 Km/h and request that Cliff St be included. I totally oppose the 'pedestrian sanctuary' proposals that involve raised pedestrian crossings, I oppose other treatments except those that are but 'advisory' or 'awareness enhancing', and I oppose moving Site 17 from its present position no matter what else is decided. I trust that you will consider my submission.</p>	Partially – Negative	<p>Partial opposition to the proposal, support to reduced speed limit including Cliff Street, opposition to continuous footpath treatments/The adjacent land use types (residential) do not fall within the TfNSW 40km/h HPAA criteria. However, if existing speeds are below 40km/h TfNSW may permit area extension, subject to TfNSW approval.</p>

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	NOTE: SUBMISSION RECEIVED VIA EMAIL (yoursay@northsydney.nsw.gov.au) AND ENTERED MANUALLY BY DIANA MEJIA		
71	<p>I live in McDougall St and walk to Kirribilli and Milsons Point every day. Too many cars and pushbikes speed down Broughton St and Willoughby St. The current situation is too dangerous with numerous near misses.</p> <p>I would like to request traffic calming treatment be installed at the middle of Glen St. This area has a high number of Pedestrians crossing Glen St from Burton Lane to the commercial buildings on the other side of Glen St. Also, many families use Glen St to cross over to the stairs down to Luna Park. As a resident of Glen St there is no safe crossing in our Street. Vehicles accelerate and speed up Glen St. often straddling the centre line as they compensate for the narrowing of the road. This speed is right where there is a high volume of pedestrians crossing the street. We have witnessed several accidents and near accidents in this section of our street. Traffic calming would slow vehicles down and make it safer for all road user.</p>	Yes – Positive	Support for the proposal with all traffic calming devices being supported.
72	<p>Increased safety for pedestrians and visiting families with small children. Market days are particularly busy with pedestrians and Sundays with families bringing young children to Milsons Point playground and Bradfield Park and Luna Park. I would hope that reduced speed limits would also deter the late night loud sports cars speeding around the block bordered by Fitzroy St, Broughton St, Olympic Drive and Alfred Street South. Late night revving of cars under both the Fitzroy St and Burton St tunnels is very distressing for local residents as usually after 11pm on Friday and Saturday nights. Would the council also please consider the possibility of developing a specific pedestrian access at the Dind St corner with Alfred St South. Crossing here to the Children's Playground and to the Bradfield Park opposite is always fraught as pedestrians are unable to predict the direction of the traffic coming from multiple directions. Crossing Dind St at Alfred St South is also a high pedestrian area and needs attention for increased safety</p>	Yes – Positive	Support for the proposal with all traffic calming devices being supported, Request for additional pedestrian crossing across Alfred Street near the Dind Street corner/Location does not meet any warrant for pedestrian crossing based on traffic and pedestrian volumes.
73	<p>Milsons Point and Kirribilli only experiences high pedestrian volumes on the weekends, when there are markets or an event at Luna Park. All other times there is quite normal or low pedestrian traffic. This, limiting the speed limit all the time would affect residents travelling in and out the area.</p> <p>I have been a resident within Milsons Point for 10 years and I would support the implementation of the 'Flush Thresholds", these are given a good visual cue to the entry of high pedestrian traffic areas. In my experience cars do not travel above 40km/hr within these areas, raised areas within the main roads would not serve much purpose and annoy drivers. Also, those which are currently shared bicycle lanes and have</p>	Partially – Negative	Partial opposition to the proposal, support the flush thresholds.

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	high bicycle traffic would find raised areas inconvenient and dangerous to travel over to and from the harbour bridge.		
74	<p>The reduced speed limit will enable safer pedestrian and cycling movements in the area, personally, both for commuting to the CBD from North Sydney LGA and in visiting the pool/Kirribilli areas. Again, however, North Sydney Council appears to be lagging world practice by moving to a 40 km/h limit, when the rest of the world appears to be moving to a 30 km/h limit for such areas. We should be moving to 30 km/h limits.</p> <p>Whilst moving to 40 km/h limits for neighbourhood roads is an absolute necessity, I believe North Sydney Council should be looking to 30 km/h limits for high pedestrian activity and neighbourhood residential areas. A recent trip to New Zealand reinforced this view - where we commented how safe and vibrant the local suburban village of Kelburn in Wellington was, particularly due to the slow vehicle speeds. Kelburn is not unlike Kirribilli in its "urban village" feel.</p> <p>Are there drawings for sites 16 and 17? They do not appear to have made it to the BG&amp;E document loaded up.</p>	Yes – Positive	Support for the proposal with all traffic calming devices being supported, request review of Alfred Street and Lavender Street roundabout/request outside of the scope of this project, drawings for site 16 and 17 are in the website.
75	<p>to save pedestrians from their own lack of attentionContinuous Footpath (13) Cliff Street - This would cause dangerous and frustrating issues if implemented which added to the exit point from Cliff Street to Lavender Street, would very much impact residents of Cliff Street. Presently cars are very good at waiting for pedestrians to cross Cliff Street as most don't even look up for cars. While waiting to right of way, cars are blocking Alfred Street traffic flow on a one lane street with the second lane taken with parking. If there was a cross walk, there would be a continual flow of pedestrians making it very difficult to turn into our residential street and also very frequently causing a stop to the Alfred Street traffic flow. I feel that Council need to observe this intersection at peak hours especially. The other end of Cliff street is extremely dangerous to exit especially at peak times, given the view to the left being completely blocked by trucks causing cars to have to enter into traffic in order to even see if it is clear to proceed</p>	Yes – Negative	Opposition to the proposal, but marked YES (support) to question 1A
76	<p>At times maybe, but it rare you can go faster than that. There is a steady stream of pedestrians there which stop for cars. If cars are made to wait along Alfred St, for turning cars, the traffic will become a nightmare. There is no passing lane to go around cars turning into Cliff St and there are many turning due to everything entering Cliff St from that end. Also, why put one on Cliff St where cars line up to enter, and none on Glen St where no cars turn in??</p> <p>I don't see a need for a crossing and have lived on Cliff St a very long time.</p>	Partially – Negative	Opposition to the proposal.
77		No – Negative	Opposition to the proposal, especially to site 13/Site 13 required to reduce vehicle speeds

No.	Submission	Support the proposal / Impact of the proposal	Submission Category/Comments and response
78	A continuous footpath with a stop sign gives no option for motorists vs pedestrians - the same as a pedestrian crossing. However, with a continuous footpath, pedestrians don't even bother to look. Frustrating for motorists and a disaster for traffic flow.	Partially – Negative	Opposition to the proposal.
79	Drivers rarely can get up to the posted speed. What this will do is bank up traffic further. I THINK THIS IS A JOKE AND BELIEVE THE COUNCIL SHOULD COME UP WITH A BETTER RESPONSE THAN THIS DEBACLE	No – Negative	Opposition to the proposal, especially to sites 13, 14, 15, 16, 18 and 19//Sites required to reduce vehicle speeds
80	It is unlikely to directly affect me as I don't live in the area and very seldom drive through it. I've voted "No" because I generally don't support a 40km/h limit. I do not wish to be kept on your "keep informed" list, thank you.	No - Nil/Neutral	Opposition to the proposal.
81	How does North Sydney Council intend to police this speed reduction installation given the NSW Police are controlled by the NSW Government and NOT by the Council? What will be the regulations for cyclists? I support this proposal, encouraging and supporting more people to walk in Sydney. If this is important in Alfred Street and surrounds it is equally important for the residents and friends who visit Cliff Street too.	Yes -	Support for the proposal with all traffic calming devices being supported. Request more patrolling and regulations for cyclists
82	It will make it safer and maybe not as noisier? I think this is a good start to give Kirribilli a better atmosphere. Since I have lived here, about 10 years we have lost so many shops and services, which has negatively impacted on it. I think some planter boxes and some better decoration for the street would be nice. It is after all at the end of the most famous landmark in Sydney. It is a bit of an anticlimax.....	Yes – Positive	Support for the proposal with all traffic calming devices being supported, request review to site 6/Site 6 treatment deleted from the proposal.
83	In my opinion it is unnecessary. Let's deal with the individuals that are not abiding by the current speed limit! Where is the funding for these proposed projects coming from? Council rates or external grants? This sounds expensive	No – Negative	Opposition to the proposal/Project fully funded by TfNSW.
84	Hopefully, it will make it safer, Great idea there are many pedestrians in the area and often cars are travelling too fast	Yes – Positive	Support for the proposal with all traffic calming devices being supported.
85	This will enable safer spaces for pedestrians and cyclists. It will also raise awareness for drivers.It would be very useful to remind schools about Safety Town as a Transport for NSW website for K-10 students, teachers and parents to support the key road safety messages. Working together is always better! See previous notes re safety Town.	Yes – Positive	Support for the proposal with all traffic calming devices being supported.

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86	I will be far more likely to visit these areas and spend money at the cafes and restaurants because it will be safer and more convenient to walk and/or ebike to the shopping areas. My wife in particular is not confident to cycle on most of the roads in North Sydney and as a result, we tend to only go to areas that are served easily by bus and train services. Areas such as Milsons Point and particularly Kirribilli are much more convenient to access via ebike if it was safe enough. I see little point in raised and flush thresholds being installed which may slow down cars but don't provide any opportunities for pedestrians to cross roads. The installations should all be continuous footpath and raised pedestrian crossings to ensure that pedestrians (which are the most especially efficient form of transport) are given priority. This will also discourage private car use in the area making it even more safe for our kids as well as improving air quality. I strongly urge the council to follow European experiences and implement 30km/h zones in residential areas and 20km/h zones in these high pedestrian areas. I've attached a slide pack of how these sorts of zones are handled in Switzerland.	Yes – Positive	Support for the proposal with all traffic calming devices being supported.
87	It will make it safer for pedestrians and improve the ambience through less traffic noise and reduced speeds overall improving the liveability of North Sydney. This is a great step forward for North Sydney. The small inconvenience of an extra 9 seconds to travel 500m at 40kmh is well worth it for the safety and amenity of our community. Please ensure that it's enforced, or it's not worth doing.	Yes – Positive	Support for the proposal with all traffic calming devices being supported.
88	Safer pedestrian environment along Alfred Street South. BUT the proposal does not go far enough! There should be (additional) RAISED THRESHOLDS on (I) Alfred St South between Dind St and Paul St; and (ii) Fitzroy St between Alfred St and Broughton St. In both of these areas vehicular traffic is heavy at peak hours of the day and cars travel too fast at times. There also is significant noise pollution on these stretches due to cars accelerating (particularly in the tunnel section on Fitzroy Street) and travelling faster than is safe. Please consider including thresholds at these (additional) locations. The current proposal does not go far enough! There should be (additional) RAISED THRESHOLDS on (I) Alfred St South between Dind St and Paul St; and (ii) Fitzroy St between Alfred St and Broughton St. In both of these areas vehicular traffic is heavy, and cars travel too fast at times. There also is significant noise pollution on these stretches due to cars accelerating (particularly in the tunnel section on Fitzroy Street) and travelling faster than is safe. Please consider including thresholds at these additional locations.	Yes – Positive	Support for the proposal with all traffic calming devices being supported, request additional pedestrian crossings at Alfred St South between Dind St and Paul St; and Fitzroy St between Alfred St and Broughton St/Proposed locations do not meet any warrant for pedestrian crossing based on traffic and pedestrian volumes.
89	As a pedestrian and sometime bike commuter, the reduced speed of vehicles will help to keep me and my children safe. It provides a much more pedestrian friendly environment which benefits local businesses by increasing foot traffic, thank you for being brave and doing the right thing even though it may not be popular! We need our elected officials	Yes – Positive	Support for the proposal with all traffic calming devices being supported.



No.	Submission	Support the proposal / Impact of the proposal	Submission Category/Comments and response
	to preference safety for pedestrians over speed and cars in our densely populated city. Keep up the good work		
90	I walk & cycle thru the discussed areas twice each weekday - the proposed changes will benefit the safety of all who do so. Great idea!! I commute along the discussed parts of Alfred St twice per weekday - the proposed changes can only be beneficial to the safety of all users of this area.	Yes – Positive	Support for the proposal with all traffic calming devices being supported.
91	Walkways are for pedestrians.Roads are for cars.At some point, the council needs to recognise this fact!Why don't you just make the speed limit zero, and then pedestrians can do as they please.No-one will be able to get anywhere, but apparently that is of no concern to the council anyway.Is there any chance that the council can recognise what the primary purpose of a road is, and actually work towards ensuring that the primary purpose of a road is actually supported? I know that is a crazy sounding concept, and that council would prefer to disadvantage as many road users as possible, to support those in the minority, but it is actually possible to allow cars to use roads, without demonising them into full and complete submission!	No – Nil/Neutral	Opposition to the proposal, especially to sites 13, 14, 15, 16, 18 and 19/Sites reviewed, and they are all required to reduce vehicle speeds.
92	I ride my bicycle through this area daily and it will be much safer for bikes as well as pedestrians to have reduced speed limits. It is also likely to make the whole area more friendly to people, and more attractive as a destination in its own right. I would like to move to Milson's point, and this would improve residential amenity. Reduced speed limits in high pedestrian activity area make them much more pleasant spaces, as well as improving safety for pedestrians and cyclists.	Yes – Positive	Support for the proposal with all traffic calming devices being supported.
93	I live in Broughton St and am a frequent pedestrian in the Kirribilli area. There has been an increase in the density and speed of traffic in my area making a walk to the Kirribilli village a dangerous proposition ... especially at the intersection of McDougall and Broughton and again at the intersection of Willoughby and Broughton. The proposed calming infrastructure will ease this problem. There is a high volume of pedestrian traffic at the intersection of McDougall and Broughton, especially during peak hours as people make their way to Milsons Point Station. There is also the safety of James Milson Village residents to consider, many of whom cross Clark/Broughton to access the shop, Milson Park and the Harbour ... with this in mind, I believe it would be better use of the money to remove site 2, move site 3 a little closer to McDougall intersection and place raised pedestrian crossings at the Clark/Broughton and McDougall Sts intersection. These pedestrian crossings would be similar to the proposed crossing at Alfred and Fitzroy and to the existing arrangement at Albany and Oxley in Crows Nest. I have seen many near misses at the Clark/Broughton and McDougall intersection. I applaud the Council for addressing the need for traffic calming and	Yes – Positive	Support for the proposal with all traffic calming devices being supported, Requested additional signage, removal of site 2, installations of additional pedestrians crossing at Clark/Broughton and McDougall intersection to increase safety of James Milson Village residents/ Site 1 to be converted to pedestrian crossing (subject to TfNSW approval) and Site 2 required.

No.	Submission	Support the proposal / Impact of the proposal	Submission Category/Comments and response
	<p>pedestrian safety and I ask the Council to address another traffic/pedestrian safety issue at the same time. I am very concerned about the number of large trucks and vehicles that come into the Kirribilli area and are then not able to negotiate the roundabout at the intersection of Broughton and McDougall Streets. On many occasions the traffic in all directions has had to wait for long periods as these vehicles try all sorts of ways to move through the intersection .... most of these ways involve mounting footpaths, damaging traffic infrastructure (bollards, safety signs, give-way signs, etc) and endangering pedestrians as well as cars parked in McDougall and Broughton. The intersections such as Broughton and McDougall were not designed for this type of traffic. Deliveries into the area should be made by smaller vehicles. As you implement traffic calming infrastructure please address the problems created by these large vehicles.</p>		
94	<p>I support a reduction in speed limit to 40Km/h - Clearly the traffic calming measures are designed to reduce vehicle speed to below 40Km/h BUT the implementation of these measures is only justified if the current vehicle speeds have been shown to exceed 40Km/h. Has Council measured vehicle speeds over a period of time to show that a significant number of vehicles exceed this speed? Traffic calming measures applied to main streets such as Broughton and Alfred streets will have little effect as there are already many calming structures such as roundabouts a traffic lights. The really dangerous areas are partway along (not at the ends) of minor streets (such as Glen St) where high pedestrian traffic cross this street midway, and vehicles/bikes generally travel faster than 50Km/h. Placing a calming device where the minor street joins a major street is pointless (e.g. Site 19) as vehicles must already stop - by law.I'm puzzled by the focus on the main thoroughfares such as Alfred and Broughton Sts where there are already several roundabouts and light controlled pedestrian crossings, other control measures are where minor streets intersect these two main streets and vehicular traffic already slows as a matter of necessity.I am more concerned about the 'minor' streets, such as Glen and Fitzroy and Cliff Sts. Each day several hundred pedestrians (I have counted them) cross Glen St where Broughton Lane enters this street. Glen St sees many vehicles, including motorcycles, accelerate up the street to the north of a morning and afternoon, these often use excessive speed as the street dips before rising to the intersection with Alfred St. Recently I witnessed a near fatality when one of the many pedestrians using Broughton Lane crossing Glen St was hit by a cyclist who was traveling south at considerable speed, and could not stop, both cyclist and pedestrian required medical attention.I'm not sure about the need for traffic calming in the main streets but suggest this expenditure could be more effectively used for traffic calming devices in some of the minor streets such as Glen St.Traffic density and speed analysis would very</p>	Yes – Nil/Neutral	Support for the proposal with all traffic calming devices being supported, request review to site 19/Retain proposed continuous footpath treatment. Install bollards to delineate edge of footpath/roadway.

No.	Submission	Support the proposal / Impact of the proposal	Submission Category/Comments and response
	quickly reveal where the issues are, and I'm sure no one would question focusing attention on the areas where speed, and historical incidents have been recorded. I'm assuming Council have collected recent statistics of traffic movements in the Milsons Point area to substantiate the need for what will be a significant expenditure.		
95	As a cyclist this will be beneficial to my personal safety while commuting through this area.  Support cycling path from bridge to North Sydney. Current path and intersection crossing under railway to pacific highway is stressful.	Yes – Positive	Support for the proposal with all traffic calming devices being supported/Cycling path query - outside scope
96	Any measure that limits road traffic is welcomed.	Yes – Positive	Support for the proposal with all traffic calming devices being supported.
97	Just need better signalling on crossings. If pedestrian is a concern, just improve the traffic lights timing and signalling. The problem in the area are 1 the jam caused by the stalls' holders at Kirribilli Markets 2 Late at night speeding cars coming from concerts at Luna Park. 3 Tourist Buses stopping in prohibited areas.	No – Nil/Neutral	Opposition to the proposal, especially to sites 13, 12, 13, 14, 15 and 16. /Sites reviewed, and all sites are required to reduce vehicle speeds.
98	Its already slow to navigate around Milsons pt. especially when the markets are on (2x month) Is this all necessary?	Partially – Nil/Neutral	Opposition to the proposal.
99	I live on a house on Broughton street with 2 others. None of the 3 of us have a car so we all navigate the streets of Kirribilli on foot. Of course, some speed reduction would make it a safer, calmer neighbourhood for residents and visitors. None other than my housemates and I generally support it and it would contribute to making a nicer community.	Yes – Positive	Support for the proposal with all traffic calming devices being supported.
100	Not much at all, as traffic hardly ever gets to travel faster than that anyway because of volume of traffic. This is yet another total waste of Council/State money. The number of these types of road treatments around the North Sydney LGA which have then had to be reversed (i.e. Murdoch Street and hopefully Bannerman Street soon) for no effective outcome except to annoy residents and motorists and loss of parking. Raised pedestrian crossings are effective, speed signs are effective but, in these cases, not speed bumps	Yes – Negative	Opposition to the proposal, but marked YES (support) to question 1A
101	The speed limit in not necessary as there is no problem with pedestrian safety caused by cars or vehicles it will slow traffic down and create a "speed trap" for police to ping drivers. This survey is also unacceptable. Why are all the questions worded Why is this site/device particularly beneficial when in fact there is no benefit to any of what is proposed. Why the stealth and lack of transparency this was touted as a change of speed limit in the press which is insignificant to what is being proposed Why the stealth with community consultation ? Council advised	No - Negative	Opposition to the proposal.

No.	Submission	Support the proposal / Impact of the proposal	Submission Category/Comments and response
	<p>residents and restricted community feedback to the summer holiday period a clear sign they are up to no good!</p> <p>By Council's own study, traffic is already on average traveling down Alfred Street at near enough 40 KM/H so there is no need for any of this. 19 speed humps really???</p> <p>I can only think of this answer council is incapable of fixing any real problems in the area so they create one that does not exist so they can proclaim oh looked we fixed something!</p>		
102	The one-way system in Hipwood street needs to be reinforced	Yes – Positive	Support for the proposal with all traffic calming devices being supported.
103	<p>When I cycle around this area, visiting friends at the local restaurants and cafes, I am forced to use the road as there is not many cycleways. The traffic can be quite fast, as the vehicles are moving off or getting on the motorways. I am scared that I will be hit by a car. Also, my friends all have young children, and crossing the road with them is often frightening. The difference in fatalities between 40-50km/hr is significant, and it is important that NSW do more to protect people walking.</p> <p>This is a great initiative, thank you North Sydney council!</p>	Yes – Positive	Support for the proposal with all traffic calming devices being supported.
104	<p>Less vehicle noises.</p> <p>Also, 4 young children were killed last week while walking in a residential area. There should be no debate about reducing traffic speeds in residential areas to 20 or 30. To not do so would put more lives at risk.</p> <p>Thank you</p>	Yes – Positive	Support for the proposal with all traffic calming devices being supported.
105	<p>It is almost impossible to drive over 40kph currently, given the traffic, lights, parked cars etc. 40kph should be reserved for school zones, not our neighbourhood.</p> <p>We believe that there is a lack of evidence to support the need for such devices. We live in the area and strongly believe that these devices will only cause unnecessary inconvenience to both residents and visitors to Milsons Point and Kirribilli.</p>	No – Negative	Opposition to the proposal.
106	<p>Given the existing roundabouts, traffic lights, crossings and narrowness of roads, there is already sufficient self-enforcing maximums in place it is rare that vehicles are able to travel faster than 40km/h in this area. The proposed works are unnecessary. Improvement to the state of the roads would be a far better use of the funding. Why funding was sought for this particular area? What is the data and the numbers behind the decision to implement a huge number of self-enforcing maximum of 40km/h? What defines the 'village area' that is referenced?</p>	No – Negative	Opposition to the proposal.

No.	Submission	Support the proposal / Impact of the proposal	Submission Category/Comments and response
107	<p>Not greatly but speed is not a big problem in the area, too much traffic from school drop offs</p> <p>This grant should include fixing the flow of cyclists from Bridge to Broughton Street (where pedestrians regularly avoid cyclists crossing through) It does not improve access for local vehicles to garages or onto Broughton Street. Biggest problem is not pedestrian flow but too many vehicles due to school and increased number of apartments on Alfred Street South. Use the grant to allow vehicles &amp; cyclist &amp; pedestrians live together peacefully not more bumps &amp; lumps on the roads.</p>	Partially – Negative	Opposition to the proposal, request attention to cyclists/Request outside the scope of the project.
108	<p>It will benefit all people as it will reduce collisions with pedestrians and cyclists. 30 km/h would be even better.</p> <p>Walk Sydney is generally supportive of all the traffic calming measures proposed, however where continuous footpath treatments have been consistently proposed along the western side of Alfred Street and the eastern side of Broughton Street, there should be no exceptions and therefore a either continuous footpath treatment or a raised pedestrian crossing should be added to the entry to Kirribilli Avenue from Broughton Street and to the entry of Dind Street from Alfred Street.</p>	Yes – Positive	Support for the proposal with all traffic calming devices being supported and request additional pedestrian crossings at Sites 5, 14, 15 and 17/Proposed locations do not meet any warrant for pedestrian crossing based on traffic and pedestrian volumes. Site 16 pedestrian crossing subject to TfNSW approval.
109	<p>only in the area around the shops/station pedestrians and cyclists also need to respect the road. too often pedestrians are so absorbed in their phones that they just walk off the footpath without looking. cyclists play chicken and go wherever they want footpaths around Kirribilli are in a poor condition. often pedestrians need to walk on the road. the streets are so narrow that I can't see how anyone can speed. some of the street altering suggestions I feel will become more of a hindrance than a help. the speed humps in bannerman street neutral bay are shocking. If you have a passenger that is unwell, the humps are quite brutal.</p>	Partially – Nil/Neutral	Partial opposition to the proposal, 40km/h area should only be at the shops, and footpaths need upgrade/Comments outside the scope
110	<p>I work in this area and walk and cycle every day. Reducing the posted speed limit and reinforcing this with street design will make it even easier to walk around and feel safe. I think it will be good for residents and businesses.</p> <p>Strongly support this proposal. Very glad to see continuous footpath treatments which reinforce the road rules that pedestrians have right of way when vehicles are turning.</p>	Yes – Positive	Support for the proposal with all traffic calming devices being supported.
111	Supportive of lower speed limits and better pedestrian priority	Yes – Positive	Support for the proposal with all traffic calming devices being supported.
112	<p>I support lowering speed limits and reducing the dominance of cars</p> <p>I support the plan</p>	Yes – Positive	Support for the proposal with all traffic calming devices being supported.
113	<p>It will improve pedestrian safety, particularly for the elderly.</p> <p>This will be a major improvement to pedestrian safety in the village.</p>	Yes – Positive	Support for the proposal with all traffic calming devices being supported.
114	I cycle into the city through some of these areas.As a cyclist I feel it could be good to have an extra speed bump to slow down cars from the	Yes – Positive	Support for the proposal with all traffic calming devices being supported, request additional raised thresholds near at Alfred St. Sth and Lavender St. roundabout/Location is not likely to be

No.	Submission	Support the proposal / Impact of the proposal	Submission Category/Comments and response
	Harbour bridge before the roundabout at the intersection of Alfred St South/ Middlemiss St / Lavender St.		supported by TfNSW due to impacts of queuing back onto the Sydney Harbour Bridge off-ramp.
115	Will make the area safer. Lots of school children and kids. Very supportive of the proposed changes.	Yes – Positive	Support for the proposal with all traffic calming devices being supported.
116	It is not the norm to be able to travel around the area of Alfred Street and then into Kirribilli much faster than 40km at the best of times. Cars coming off the freeway to the round about travel too fast for the area and also across the roundabout and down Lavender Street so slowing these areas down would be great. Against the installation of a cross walk at the top of Cliff Street for reasons stated below	Yes – Negative	Support for the proposal with all traffic calming devices being supported, against installation of site 13/Retain proposed continuous footpath treatment. Install bollards to delineate edge of footpath/roadway.
117	N/A	Yes – Positive	Support for the proposal with all traffic calming devices being supported.
118	It will be safer and feel safer to walk around Kirribilli and Milsons Point. This will be especially true for the more vulnerable people in our community: children and the elderly. I support all the road traffic calming treatments. I also would like to see 30 km/h speed limits instead of 40 km/h. 40 is still too high for local traffic areas with many pedestrians. The council should petition the State Government if 30 km/h zones are not currently allowed.	Yes – Positive	Support for the proposal with all traffic calming devices being supported.
119	There would be an advantage in adding one or more full width raised thresholds in Alfred Street south of Dind Street.	Yes – Positive	Support for the proposal with all traffic calming devices being supported, requested additional raised thresholds raised thresholds in Alfred Street south of Dind Street/85th percentile speed is already below 40km/h. Traffic calming is not necessary.
120	Top speeds attained in the area are usually 40km but formalise it like this and you will probably improve traffic flow. As a pedestrian I would like this change as it makes for a better visit. As a scooter rider cars at this speed are far more capable of being attentive. As a car driver these are narrow streets full of people and kids and 40kmh is perfectly adequate.  Traffic calming benefits the road users who need the slower speeds: pedestrians and non-car users. It may be good to increase signage for them: to increasingly recognise their on-road obligations. At slower speeds they may be tempted to dodge and weave. Increase signage for them as well.	Yes – Positive	Support for the proposal with all traffic calming devices being supported.
121	Sites 1, 2, 3, 12, 14 and 15 are overkill and not needed. Sites 4, 6, 9, 10, 11, 18 and 13/19 make sense. Some of the sites, as per previous comment, would be a nice improvement, especially continuous footpaths. The others are either unnecessary or overkill for such a small area.	Yes – Positive	Support for the proposal with all traffic calming devices being supported, against installation of sites 1, 2, 3, 12, 14 and 15/Sites reviewed and site 1 to be converted to Ped Xing (subject to TfNSW approval) and sites 2, 3, 12, 14 and 15 are required to reduce vehicle speeds.

No.	Submission	Support the proposal / Impact of the proposal	Submission Category/Comments and response
122	As both a pedestrian and as a driver, I appreciate the need for reduced speeds.Information basis contact only. Don't overdo it with raised thresholds. I live in a street in Kiama and feel they did an overkill. Please please please put some more rubbish bins.NOTE: SURVEY HARD COPY FORM RECEIVED VIA MAIL AND ENTERED MANUALLY BY DIANA MEJIA	Yes – Positive	Support for the proposal with all traffic calming devices being supported, requested additional rubbish bins/Installing additional bins is outside the scope of works of this project.
123	Yes, as it will be safer, reduce noise Additional crossing on Broughton Street at Pitt Street cnr on the lower side of Pitt Street which would be beneficial for the ever-increasing numbers of schoolboys exiting school. Crossing Broughton Street to the bus stop. This would also help to reduce the number of boys crossing at the traffic lights in Fitzroy Street and Broughton Street to the bus stops. Exiting school by steps onto Jeffrey Street to the footpath on the lower side street towards Broughton street crossing will eliminate the danger of crossing at Fitzroy lane (which is use by the residents - garages), delivery vans to shops and carparking direction of the Broughton Street Fitzroy Street Junction. NOTE: SURVEY HARD COPY RECEIVED VIA EMAIL - ENTERED MANUALLY TO WEBSITE BY DIANA MEJIA	Yes – Positive	Support for the proposal with all traffic calming devices being supported, request the installation of additional crossing at Broughton Street near to Pitt Street/Location does not meet normal warrant for pedestrian crossing based on vehicle volumes. Location may meet school warrant for pedestrian crossing if min. 30 pedestrians, mainly school children cross here. Further counts required to confirm. Minimum of 3 parking spaces would be removed to provide for a pedestrian crossing.
124	In normal business hours and during school periods the reduced speed limit should have limited impact as already the volume of traffic has a self-limiting impact. However, there are some individuals who do push this limit and expose the high volume of pedestrian traffic that exists, especially at morning and afternoon peaks.  I appreciate the effort the Council is making on this area to make it more pedestrian friendly and safer given the high foot traffic and many school children in the area	Yes – Positive	Support for the proposal with all traffic calming devices being supported, request the construction of a roundabout at the junction of Broughton Street and Willoughby Street /Additional request outside the scope of works.
125	These areas are already experiencing increased traffic congestions esp. during weekdays. Reducing speed limit may further aggravate traffic congestion.  Pedestrian safety could be improved by keeping motorised traffic and pedestrian traffic separate and with improved signage.	No -	Opposition to the proposal.
126	need pedestrian islands asap	Yes – Positive	Support for the proposal with all traffic calming devices being supported.
127	Restricting speed would be a lifesaver in narrow streets of Kirribilli North Sydney	Yes – Positive	Support for the proposal with all traffic calming devices being supported.
128	Reduced speed will definitely help the safety issue for pedestrians and would reduce noise factor. Additional crossing at lower corner of Pitt Street across Broughton rd. Would be beneficial particularly for school children, the ever-increasing number of students and to buses. It would also help to reduce the number at the corner (traffic lights) of Fitzroy and Broughton Street to bus and train	Yes – Positive	Support for the proposal with all traffic calming devices being supported, request the installation of additional crossing at Broughton Street near to Pitt Street/Location does not meet normal warrant for pedestrian crossing based on vehicle volumes. Location may meet school warrant for pedestrian crossing if min. 30 pedestrians, mainly school children cross

No.	Submission	Support the proposal / Impact of the proposal	Submission Category/Comments and response
	NOTE: HARD COPY SURVEY RECEIVED BY MAIL AND ENTERED MANUALLY TO WEBSITE BY DIANA MEJIA		here. Further counts required to confirm. Minimum of 3 parking spaces would be removed to provide for a pedestrian crossing.
129	Reduce speed limit will not affect me. Driving in car traffic will not be more than 40km/h anyway. NOTE: HARD COPY SURVEY RECEIVED BY MAIL AND ENTERED MANUALLY TO WEBSITE BY DIANA MEJIA	Yes -	Support for the proposal with all traffic calming devices being supported.
130	Not necessary to reduce furtherCyclist cause the most hazard by riding on footpaths and not abiding by road rules. Is the council prepared to make concessions (e.g. reduction in Council rates) for the inconvenience and cost to permanent residents? NOTE: HARD COPY SURVEY RECEIVED BY MAIL AND ENTERED MANUALLY TO WEBSITE BY DIANA MEJIA	No – Nil/Neutral	Opposition to the proposal, request reduction to Council rates/Request outside the scope of works of this project.
131	NOTE: HARD COPY SURVEY RECEIVED BY MAIL AND ENTERED MANUALLY TO WEBSITE BY DIANA MEJIA	Yes – Positive	Support for the proposal with all traffic calming devices being supported.
132	This scheme is just another waste of the rate payers' money and will not increase pedestrian safety. Putting speed humps on the road is no different from creating potholes on both vehicle and occupants, you would not dig a pothole so why put in speed humps. This is just another example of the council having too much money looking for something to do. NOTE: HARD COPY SURVEY RECEIVED VIA MAIL, ENTERED MANUALLY TO THE WEBSITE BY DIANA MEJIA	No – Negative	Opposition to the proposal.
133	Easier to cross the road outside our house Generally, think traffic calming is beneficial for the area PLUS any chance of increasing parking for residents, zone 3 needs more parking. NOTE: HARD COPY SURVEY RECEIVED VIA MAIL, ENTERED MANUALLY TO THE WEBSITE BY DIANA MEJIA	Yes – Positive	Support for the proposal with all traffic calming devices being supported, request to minimise the parking spaces loss/Concept plan achieves no parking loss, if additional pedestrian crossings are approved a minimum of 3 parking spaces will be lost per crossing.
134	The biggest traffic problem in Milsons Point is not the speed of vehicles but the high number of cyclist who affect both pedestrians and vehicles. Furthermore, the speed bumps will force cyclists to use the footpath thus causing further problems for pedestrians. The plan as outlined suggests it has been created without consideration of the unusual situation in Milsons Point, particularly the cyclists which both directly and indirectly are genuine problem. NOTE: HARD COPY SURVEY RECEIVED BY MAIL, MANUALLY ENTERED BY DIANA MEJIA	No – Negative	Opposition to the proposal, especially all sites in Alfred Street Sth/Sites reviewed and all sites are required to reduce vehicle speeds.
135	Speed already less than 40kmphwithout additional signs, humps etc. Due to increase bus, bicycle, school construction, vehicle use. Streets already reduce to one way most of the day. Existing traffic lights adequate. Too late to create pedestrian precinct.	No -	Opposition to the proposal.



No.	Submission	Support the proposal / Impact of the proposal	Submission Category/Comments and response
136	<p>it is not necessary. The buses and all the rat runners are more of a problem. why not make Milsons Point residents only driving? Really ludicrous idea. Unnecessary and confusing. Why do we drivers accommodate to silly people who can't watch out for themselves! I have lived in this council since 1973 + in Milsons Point since 2006. Honestly, those proposals overall silly. The only pedestrian accidents are bicycles vs. people, address that one day! When I travel, I obey the crossing and lights etc. Maybe Police could just book jaywalkers! NOTE: HARD COPY SURVEY RECEIVED BY MAIL, ENTERED MANUALLY BY DIANA MEJIA</p>	No – Negative	Opposition to the proposal.
137	<p>Partially YES, there are too many proposed and they will add to my bladder problem. I will over them about 6 X a day. Traffic already has lights; roundabouts etc. so cannot drive faster. I never reached the speed limit of 50km, already there are short distances between lights and roundabouts. Pedestrians are safe and already will be looked after. Raised platforms will not help my other bladder problem</p>	Partially – Negative	Partially support for the proposal with comments, opposition to all raised thresholds//Sites reviewed and all sites are required to reduce vehicle speeds.
138	<p>As mostly a pedestrian in this area I've not seen any issues with cars travelling fast, and given the narrow roads and many crossing points, it's very easy to get around safely. I don't see this having any improvement on pedestrian safety as the most danger comes from high speed cyclists and cyclists who don't stop for red lights or other pedestrian crossings, and this does nothing to stop that. I am a pedestrian in this area a lot, and in several decades I have very easily avoided being hit by any cars. I have not over that same time managed to avoid being hit by a cyclist on a footpath. I would feel far safer walking on the road in many areas such as the narrow-shared path along the Pacific Hwy between Arthur St and Blue St, used as a high-speed bike racetrack by cyclists. I don't ever use the pedestrian light crossing on Alfred St South, as it's too dangerous with the cyclists zooming through the red light between the cars. So, all this work will not make it any safer for pedestrians. This all seems to be a fix for a problem that doesn't exist. Makes me wonder if the people who came up with this plan are actually pedestrians in this area.</p>	Partially - Negative	Opposition to the proposal.

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139	<p>The flow of traffic through these areas is already disastrous in peak hour which will then back up onto main roads. I have driven for years in these areas and at no time observed cars speeding more the point PEDESTRIANS texting and fiddling with mobiles and wandering wherever they please. It is about time they were penalised.</p> <p>Having lived in the area for the past 20 years I have observed pedestrians being extremely arrogant as regards just stepping off the footpaths when a pedestrian crossing is available. They are either texting or talking on mobiles and taking their time crossing the road. I have not seen drivers speeding through these areas. These speed zones will impede the flow of traffic which will back up onto the bridge etc. Pedestrians need to be educated and fined when using their phones.</p>	No -	Opposition to the proposal.
140	<p>My wife and I are frequent pedestrian visitors coming from North Sydney to Milson's Point/Kirribilli for swimming (Olympic Pool) markets, specialist shops, walks, general interest. Improved safety and consideration for high number of visitors/tourists. As a frequent user of the Lavender Street crossing (site 17) we find it difficult to anticipate vehicles coming from behind us (Arthur Steer (limited visibility) or from the highway and coming straight through to Lavender street (speed and failure to signal intention). We would recommend more safety features, perhaps warning signage to motorists.</p>	Yes – Positive	Support for the proposal with all traffic calming devices being supported, request additional signage to site 17/Signage will be included in detailed design.
141	<p>Great for school kids, tourists, mum with prams and people with disabilities. Good initiative from RMS</p>	Yes – Positive	Support for the proposal with all traffic calming devices being supported.
142	<p>Very little; when I drive through this area, I rarely reach 40 km/h. and the traffic is generally moving slowly enough to cause me little concern as a pedestrian.</p> <p>But ... the question is: notwithstanding the general impact of the introduction of 40 km/h speed limits, how many fatal accidents and serious injuries have been sustained by pedestrians in this Area in the last ten years? And ... how many of them were shown to be due to speeding vehicles? And ... what data are available in relation to vehicle speeds in the Area? Have these been published? Where?</p> <p>The General Arrangement Plan prepared by BG&amp;E Engineering is not easy to decipher, and the assigned code numbers (C-0xxx) do not help, particularly since the same code number is applied to different treatments, the code numbers vary within a treatment, and the flush threshold treatments have no code number at all. The rationale for using BG&amp;E Engineering requires explanation; their website does not suggest that this type of work is a major component of their activities. Why were they chosen for this task?</p> <p>The timetable for the project is ambitious; given that we are halfway through February, and behind schedule, the prospect of having it completed and paid for in this financial year is unlikely.</p>	Yes – Negative	Opposition to the proposal, but marked YES (support) to question 1A, request a pedestrian crossing at Site 1/Apply to TfNSW for an exemption to the reduced warrant for aged pedestrians on the basis that pedestrian volumes are likely to increase with the provision of a safer and formal crossing facility. If approved insert a raised pedestrian crossing at the existing refuge point, delete proposed raised threshold and insert a flush threshold at the entry to the HPA.

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	<p>The disruption to traffic and pedestrian flows during the construction phase is likely to be substantial, and it can be questioned whether the upheaval is worth the putative gains. One group who would benefit from all this would be the suppliers and fitters of vehicle suspensions and shock absorbers, whose services will be in greater demand.</p> <p>The money might be better spent on filling the potholes and sinkholes which are appearing with increasing frequency on North Sydney's roads – although these, too, constitute an encouragement to drive more slowly.</p>		
143	<p>Reduced speeds will improve my safety while crossing many of the streets in the area and walk often. I also hope that traffic calming will reduce the excessive noise of some cars and motor bikes and their excessive revving and speeds. The area is NOT a race track</p> <p>The proposed traffic calming will improve my safety as I walk often in the area and cross many of these streets. I also hope it will reduce noise from excessively noisy and speeding cars and motor bikes. The area is NOT a racetrack.</p> <p>I support the extension of the footpath at site 13,14, 18, 8, 11. A full pedestrian crossing is need across Fitzroy Street at Alfred St, currently drivers turn this corner at dangerous speed. Thank you for the opportunity to comment.</p>	Yes – Positive	Support for the proposal with all traffic calming devices being supported.
144	<p>My wife and I regularly cycle through the Milsons Point / Kirribilli area in particular to access the Harbour Bridge cycle path on the western side of the Bridge. A reduction in the speed limit will be highly beneficial to non-motor vehicle traffic and pedestrians using the area. When will we see the construction of the ramp to the Harbour Bridge cycleway commence? The current steps are a major impediment to the increase in active transport on the north short and the ramp to replace them is long overdue.</p>	Yes – Positive	Support for the proposal with all traffic calming devices being supported, request update about the Harbour Bridge cycleway upgrades/Request outside the scope of works of the project.
145	Need to be safer for kids.	Yes – Positive	Support for the proposal with all traffic calming devices being supported.
146	<p>Generally, vehicles are restricted to lower speeds in Broughton because of the, traffic, parking and narrow street. It would be useful to look at pedestrian traffic and where pedestrians cross and not just traffic calming for vehicles.</p> <p>AS a general comment, there are 2 or 3 too many raised threshold suggested (see submission) and there are 2 important omissions to protect pedestrian, one in Broughton and one in Alfred. The study has focused more on car movements than pedestrian movements. Like the concept of raised footpaths along Broughton (add Fitzroy to the list) and Alfred.</p> <p>It is good to address the number of incidents that have occurred in Broughton and Alfred. Council should also look at pedestrian movement in the streets parallel to Broughton, particularly at intersection with Willoughby St.</p>	Yes – Positive	Support for the proposal with all traffic calming devices being supported, request additional pedestrian crossings at sites 1 and 16, and continuous footpath treatment at Fitzroy Street and opposition to site 2/Sites 1 and 16 - Pedestrian crossing subject to TfNSW approval, Site 2 - required to reduce vehicle speeds.

No.	Submission	Support the proposal / Impact of the proposal	Submission Category/Comments and response
147	<p>We have no problems with the area speed limit being reduced to 40km. Although I would suggest Council paint a large 40km sign on the road surface to make it obvious where the 40km zone starts and ends.</p> <p>A lot of the online questions on this 40km high pedestrian activity area survey are very leading and you should be more objective when seeking community views. For example, you state all the sites are assumed to be beneficial and you are identifying “clusters of support for the proposal” rather than seeking public opinion on the proposal, which may in fact not support the proposal.</p>	Yes – Negative	Support for the proposal with all traffic calming devices being supported, opposition to site 6 and 9/Site 6 - deleted and Site 9 - retain proposed continuous footpath treatment with bollards to delineate edge of footpath/roadway.
148	<p>I live on McDougall Street and am constantly surprised on the speed of cars racing down our street. They have no consideration whatsoever for the elderly (James Milson Village are close by), Milson Park attendees (including dogs, their owners, children and family, weekend children's parties), Ensemble Theatre (main demographic elderly), Sailing Club (large vehicles/boats/trailers) and the Sailing Club Restaurant and Flying Bear. We have a lot of foot and road traffic, not to even mention Jacaranda season visitors. The majority of these speeding cars seems to be mainly for school drop off/pick-ups.</p> <p>I agree with the 40km zone for these areas, however, would like Council to put more thought into the traffic of each street and safety of the pedestrians</p>	Yes – Positive	Support for the proposal with all traffic calming devices being supported, request additional pedestrian crossing at site 1 and raised threshold at size 6/Site 1 - Pedestrian crossing subject to TfNSW approval and Site 6 - deleted
149	<p>In general, agree with making the area safer and using the various methods to do so. Encourage Council to listen to local residents, who see the real and potential risks on a daily basis in their own street.</p>	Yes – Positive	Support for the proposal with all traffic calming devices being supported, request additional pedestrian crossing to site 1 and road treatments to McDougall Street/Site 1 - Pedestrian crossing subject to TfNSW approval and McDougall Street is mainly school and residential use and does not fall within the TfNSW 40km/h HPA criteria, The broader area is listed for a 40km/h Local Traffic Area in the Draft 40km/h & 10km/h Shared Zone Masterplan.
150	<p>The only evidence presented is “high pedestrian volumes”. Does Kirribilli have unusually high rates of pedestrian/vehicle incidents that would justify this assault on our streetscape? Initiatives that could improve pedestrian safety include:1. Stop school expansion.2. Stop planting jacaranda trees.3. Encourage public transport use for school children and parents.4. Enforce road rules and parking restrictions, particularly around Loreto school at pick up time.5. Signage and enforcement to prevent the large increase in dog turds on our footpaths in recent years.6. Suggest to shop owners that parking their own vehicles all day in the short-term parking spots intended for their customers is not conducive to business.7. Tell the people driving to the park to exercise a. That some incidental exercise would be good for them and b. Stop dawdling when looking for parking.</p>	No – Negative	Opposition to the proposal.

No.	Submission	Support the proposal / Impact of the proposal	Submission Category/Comments and response
151	My strong opposition relates to the raised footpath proposed for Cliff Street as it is already difficult to turn there, and I believe this raised footpath will give pedestrians a false sense of security. That intersection is used by hundreds of residents accessing their car parks. It needs to remain a roadway without a raised footpath so that pedestrians are focussed when crossing it. If the pedestrians have the right of way, you will bring Alfred Street South to a gridlock. Please listen to us - the residents you are here 24/7, rather than traffic engineers who do their inspection and then leave.	No – Negative	Opposition to the proposal, especially to site 13/Site 13 - Retain proposed continuous footpath treatment. Install bollards to delineate edge of footpath/roadway.
152	I would prefer to see a cycling lane added on Alfred St due to access to the Bridge cycle lane. The most important element is missing, which is the need for a dedicated cycle way on Alfred St	Partially – Nil/Neutral	Partially support for the proposal with comments in regards cycle lane/Comments outside the scope of works of this project
153	Less chance of accidents. Jacaranda season in particular is a nightmare in Kirribilli. We need to make it safer on McDougall street. Visitors are welcome but we have not supplied sufficient safety measures after reporting this for years. The visitors bring joy to Kirribilli, but no one is safe. Let us make a plan please.	Yes – Positive	Support for the proposal with all traffic calming devices being supported, request traffic management to be in place for Jacaranda season/Jacaranda Season management is outside the scope of this project.
154	I drive and walk through the area regularly. I've never seen any problems with interactions between cars and pedestrians. Drivers always take it slowly because they know there are pedestrians, and the streets are narrow. Traffic calming would significantly decrease the comfort of a car trip, with no benefit. Please don't do this just because the funding is available! It needs to solve a real existing problem, which doesn't seem to exist in this case.	No – Negative	Opposition to the proposal, commented that there are not accidents involving pedestrians in the area.
155	Crossing very busy roads to do my shopping Less traffic on Market days would be ideal. Preventing cars speeding and roaring down the streets in the middle of the night. Disturbing peace. NOTE: ENTERED MANUALLY BY DIANA MEJIA, SURVEY FORM HARD COPY RECEIVED VIA POST	Yes – Positive	Support for the proposal with all traffic calming devices being supported.
156	NOTE: ENTERED MANUALLY BY DIANA MEJIA, SURVEY FORM HARD COPY RECEIVED VIA POST	Yes – Positive	Support for the proposal with all traffic calming devices being supported.
157	Please include repairs to footpath Burton Street South side between Alfred Street and bicycle area under the Magnolia, very dangerous broken footpath. NOTE: ENTERED MANUALLY BY DIANA MEJIA, SURVEY FORM HARD COPY RECEIVED VIA POST	Yes – Positive	Support for the proposal with all traffic calming devices being supported.
158	Will benefit as most times I am a pedestrian in KirribilliThe rat run down the wrong way along Hipwood Street from High Street need more effective road treatment to prevent the S traffic flow along Hipwood Street.NOTE: ENTERED MANUALLY BY DIANA MEJIA, SURVEY FORM HARD COPY RECEIVED VIA POST	Yes – Positive	Support for the proposal with all traffic calming devices being supported.

No.	Submission	Support the proposal / Impact of the proposal	Submission Category/Comments and response
159	<p>It is extremely hazardous when people speed down Broughton Street (which happens daily), especially for us getting in and out of cars and car parks.</p> <p>I think slowing down the traffic in Kirribilli will be a very positive move as we have many pedestrians (a large percentage older) and cars travel very fast down Broughton Street.</p> <p>NOTE: ENTERED MANUALLY BY DIANA MEJIA, SURVEY FORM HARD COPY RECEIVED VIA POST</p>	Yes – Positive	Support for the proposal with all traffic calming devices being supported.
160	<p>Reduce risk</p> <p>NOTE: ENTERED MANUALLY BY DIANA MEJIA, SURVEY FORM HARD COPY RECEIVED VIA POST</p>	Yes – Positive	Support for the proposal with all traffic calming devices being supported.
161	<p>As a regular user of the pool, I support traffic calming measure in an area with high numbers of pedestrians (e.g. for pool, Luna park and trains) as well as cyclists.</p> <p>I STRONGLY support the creation of shared pedestrian/car zones 30 kph. Edward street should be one with lots of school and university traffic.</p> <p>NOTE: HARD COPY SURVEY RECEIVED VIA MAIL AND ENTERED MANUALLY BY DIANA MEJIA</p>	Yes – Positive	<p>Support for the proposal with all traffic calming devices being supported.</p> <p>Supports further reduction to 30km/h</p>
162	<p>In relation to the proposed 40 kph speed limit etc, I basically think this will become a happy hunting ground for police with radar and not much will be achieved.</p> <p>NOTE: FREESTYLE SUBMISSION RECEIVED VIA EMAIL AND ENTERED MANUALLY TO THE YOUR SAY HQ WEBSITE BY DIANA MEJIA</p>	Partially -	Partially support for the proposal with comments.
163	<p>We generally support the initiative, however we have some concerns regarding the introduction of pedestrian zones across the intersections of Cliff and Glen Street with Alfred Street due to potential safety hazards</p> <p>Generally supportive of initiative to provide traffic speed limits providing this does not cause increased safety risks or potential for congestion due to prioritising pedestrians over current vehicle priority</p>	Partially – Positive	Partial support to the proposal with concerns to sites 13 and 19/Sites 13 and 19 reviewed and proposed continuous footpath treatments are to be retained with bollards to delineate edge of footpath/roadway.
164	<p>Request for additional treatment in Elamang Ave &amp; Willoughby Street</p> <p>Following the release of information pertaining to the proposed project 'Kirribilli and Milsons Point High Pedestrian Activity Area 40km/h' and as a representative of Body Corporate SP5186, we request an additional treatment in the Masterplan. The current plan proposes that at Site ID 6 (Willoughby &amp; McDougall Streets), a Continuous Footpath Treatment will be applied but fails to address the adjacent corner of Elamang Ave &amp; Willoughby Street. This corner is renowned for the majority of motorists who fail to obey the Stop sign (exiting Elamang Ave) and for some entering, driving on the wrong side of the roadway. The Police have been here a few times to book motorists, but the situation has not abated. The sheer number of motorists disobeying this road sign is unsatisfactory as it presents a safety concern for other</p>	Yes – Positive	Support for the proposal with all traffic calming devices being supported, request for additional treatment at Elamang Ave & Willoughby Street - Continuous footpath treatment/The adjacent land use types (school and residential) do not fall within the TfNSW 40km/h HPAA criteria. The broader area is listed for a 40km/h Local Traffic Area in the Draft 40km/h & 10km/h Shared Zone Masterplan.

No.	Submission	Support the proposal / Impact of the proposal	Submission Category/Comments and response
	<p>motorists on Willoughby St, pedestrians and school children. Unfortunately, the majority of these said motorists are the parents of those school children at Loretto College We propose Council to consider a raised treatment on this corner to at least decrease the speed in which some motorists exit Elamang Ave into Willoughby Street. We also request the retention of the island in the middle of the road. In doing so, this request addresses a significant safety concern in our neighbourhood. The requested treatment will also facilitate a proper walkway across Elamang Ave. At present, the corner does not cater for the disabled or parents with prams. There is only a raised gutter and not a continuous ramp onto the road. I attach a revised design outlining the proposed treatment. The proposed area is highlighted in Green. Request for additional treatment at Elamang Ave &amp; Willoughby Street - Continuous footpath treatment.</p> <p>NOTE: SUBMISSION RECEIVED AS FREESTYLE LETTER VIA EMAIL (yoursay@northsydney.nsw.gov.au) AND ENTERED MANUALLY TO WEBSITE BY DIANA MEJIA</p>		
165	<p>Dear Councillors, We live in Cliff Street and were horrified when advised that you are proposing 19 speed humps and shared traffic barriers along Alfred Street. There are enough driver hazards and distractions when driving along Alfred Street. Pedestrians, bikes and merging traffic are enough to contend with without adding more obstructions which would bring Alfred Street to a standstill. When schools are not on holidays the traffic crawls along Alfred Street and adding speed bumps would make this worse. Widening Alfred Street to accommodate a bike lane could be a better option. If the speed bumps are of the design used in Murdoch Street through the back of Cremorne then I believe they pose a vehicle and bike rider safety hazard. In Murdoch Street I have witnessed cars pulling into the bike lane at the side of the road to avoid having to go over the actual bumps. Those speed humps seriously jolt the car, its driver and passengers even when slowing down to a minimum speed. Yesterday I witnessed a Porsche doing exactly that and treating the road as an obstacle course at speed, while the rest of us slowly jolt ourselves over the humps. As for making the entrance into Cliff Street a shared zone!! This would halt the traffic on Alfred Street even further and again be dangerous. As residents of Cliff Street, we have to be very diligent and observant when entering Cliff Street from the north or south. Pedestrians are not taking responsibility for their own safety. 60-70% of them are generally looking at their phones. By giving them the illusion that they have precedent over the cars will just frustrate drivers and pose an even bigger risk to the pedestrians. If this is allowed the traffic will back up in both directions causing serious frustration for drivers and a hazard to cyclists. I suggest Council take another good look at their plans and re-evaluate the mess they will cause if they proceed with this proposal. Yours sincerely Ros Simkin 6 Cliff Street, Milsons</p>	No - Negative	Opposition to the proposal.

No.	Submission	Support the proposal / Impact of the proposal	Submission Category/Comments and response
	PointNOTE: FREESTYLE SUBMISSION RECEIVED VIA EMAIL AND ENTERED MANUALLY TO YOUR SAY WEBSITE HQ BY DIANA MEJIA		
166	<p>Guest speaker, Council's Manager Traffic and Transport, presented on the 40 km zone and traffic calming proposals. These were specifically for high-pedestrian areas, so Willoughby and Elamang Ave were not covered by the proposal. In the discussion, scepticism was expressed whether the expenditure would be justified by the benefits.Excessive use of speed bumps, chicanes and garden plantings in the recent past was noted. Some concerns that extra pedestrian crossings (raised threshold or raised pedestrian crossings) would seriously disrupt traffic flows. There was much discussion about the dangers to pedestrians at the Willoughby St/ Broughton Rd intersection. Would a 'baby roundabout' be appropriate for this intersection? The Fitzroy/Burton crossing needs further consideration to facilitate pedestrian traffic. Kirribilli Ave/Broughton street needs a pedestrian crossing, Site 16 raised, not flush as proposed)</p> <p>MOTION The raised threshold proposed for Broughton St (Site 4) should be shifted to the intersection with Willoughby St, near the stairs up to the station. This intersection is very dangerous for pedestrians. The proposed continuous footpath treatment at Willoughby St (Site 6) is not needed. There should be no loss of parking.</p> <p>SUBMISSION RECEIVED VIA MILSONS PRECINCT MEETING MINUTES AND ENTERED MANUALLY TO THE YOUR SAY HQ. PARTIALLY SUPPORTING THE PROPOSAL WITH SOME CHANGES SUGGESTED.</p>	Partially -	<p>Partial opposition to the proposal/ Elamang Avenue and Willoughby Street do not fall within the TfNSW 40km/h HPA criteria, they are part of the broader area is listed for a 40km/h Local Traffic Area in the Draft 40km/h &amp; 10km/h Shared Zone Masterplan. /Pedestrian crossing at Broughton Street near Kirribilli Avenue and Willoughby Street: Locations do not meet normal warrant for pedestrian crossing based on vehicle volumes. Locations may meet school warrant for pedestrian crossing if min. 30 pedestrians, mainly school children cross here. Further counts required to confirm, subject to approval from RMS, note that minimum of 3 parking spaces would be removed to provide for each pedestrian crossing. /Site 6 deleted.</p>
167	<p>I DON'T THINK A SLOWER SPEED LIMIT WILL MAKE ANY DIFFERENCE</p> <p>UPDATE ON ALL ROADS AND PATHWAYS HAS TO BE GOOD FOR THE SAFETY AND APPEAL FOR THE NEIGHBOURHOOD</p>	No - Positive	Opposition to the proposal.
168	<p>For continuous footpath treatments, placement of Stop and Give Way signs (and associated lines) needs greater consideration. There needs to be both sufficient warning about pedestrian priority, and appropriate sight lines for departing vehicles. The example on the consultation page suggests a stopping line half-way across the footpath. This does not appear to be the case in the detailed concept design drawings.</p>	Yes - Negative	<p>Support for the proposal with all traffic calming devices being supported, request for clearer signage at intersections and design clarity for Continuous footpath treatment/More signage details to be included in detailed design.</p>



No.	Submission	Support the proposal / Impact of the proposal	Submission Category/Comments and response
169	<p>WITH 2 schools in the area, children, parents, staff &amp; local residents, a lower speed limit will improve the overall usability of the locale. But what your program of works has failed to address is the speed of the traffic in the streets around the schools. Carabella St., Fitzroy St. Jeffrey St., Upper Pitt St. Have not been included for any treatments, and these areas are more crucial!</p> <p>This survey only allows you to comment on one area ... It also does not recognise Kirribilli - says it's not in Australia ... You need to address these matters ... Your Say is not good enough! I will write and email further comments</p>	Partially - Negative	Partial opposition to the proposal.
170	<p>Currently vehicular speeds are too high in the Kirribilli and Milsons Point village centres. I therefore support each one of the traffic calming proposals put forward, for Increased safety for all pedestrians - including large numbers of school children, aged folk (including myself). The proposal should be expanded to include: * Removal of two parking places from northern side of Dind St between Alfred St South and the invert to the garage for Port Jackson Towers. * Include an additional raised threshold on Fitzroy St between Alfred St South and Broughton St. * Include an additional raised threshold on Alfred St South between Dind St and Paul St</p>	Yes - Positive	Support for the proposal with all traffic calming devices being supported, requested additional devices/No pedestrian benefit gained from removal of parking, and additional devices requested not necessary.
171	<p>The speed is slower enough and we don't need turtles! We don't need raised thresholds. they are noisy and drivers don't slow down. We don't have a fatality issue in Kirribilli! No reduced speed limits no raised roads pls!</p>	No – Negative	Opposition to the proposal.
172	<p>Speed bumps are unnecessary and result in an actual speed of much less than 20km - less than half the proposed 40kmph</p>	Yes - Negative	Support for the speed reduction but opposition to traffic calming devices being supported.
173	<p>Hi Diana, Please pass this email on to the appropriate area as I cannot find who I am meant to be sending this email to at the council. We are objecting to the proposed 40KM/h in the Kirribilli Area - Zone 2 Specifically in the following streets Broughton and Clarke road, Fitzroy, Jeffreys, Pitt St, Upper Pitt St, Carabella and Kirribilli avenue. Primarily because these are main thoroughfares in Kirribilli and its difficult to get around because of the narrow streets and going 50 Kms /h is currently satisfactory , pedestrians like myself need to be careful of where they walk and cross at the crossings or pedestrian rest areas. Most drivers who live in the area are courtesy to pedestrians. Generally, it's the drivers who drop their children off at St Alloys who are the ones who disobey road rules and teach their children to disrespect the road rules by letting their children off at the gate near the Gym. We do not want grid lock in the area and drivers should be free to be able to get to and for to their destination.</p>	No – Negative	Opposition to the proposal.

No.	Submission	Support the proposal / Impact of the proposal	Submission Category/Comments and response
	<p>As a resident of Kirribilli for 17 years and the Chairperson of the Kirribilli precinct a number of years ago, I do consider a better consultative process for this dramatic proposed change would be beneficial.</p> <p>NOTE: SUBMISSION RECEIVED VIA EMAIL AND ENTERED MANUALLY TO HAVE A SAY WEBSITE BY DIANA MEJIA</p>		
174	<p>No effect. I go that speed anyway. If any of these devices are speed bumps then I am opposed. I have a medical problem in my neck and find speed bumps, even at very low speeds, very uncomfortable</p>	Yes – Negative	Support for the speed reduction with opposition to traffic calming devices.
175	<p>I do not think pedestrian volumes are high enough to warrant reduced speed limit My observation is that there really aren't that many pedestrians to justify the effort and expense to install these devices. Personally, I have never experienced any difficulty crossing Alfred Street (+ other street in the area) and any side streets. Any devices will only slow traffic rather than facilitate pedestrians. Note that I am not a driver I am a pedestrian.</p> <p>NOTE: HARD COPY SURVEY RECEIVED VIA MAIL AND ENTERED MANUALLY TO THE WEBSITE BY DIANA MEJIA</p>	No – Nil/Neutral	Opposition to the proposal.
176	<p>It will not have much effect on me as this is the speed that is possible most of the time because of the traffic, pedestrian activity, markets, cyclists etcI think that the number of raised or flush thresholds suggested is excessive. Could some of the funds be used to employ an architect/designer/town planer to examine the issue of cyclists in our area and come up with some ideas that would be considerate to the interests of residents of Alfred Street. The options put forward by the cycle lobby are not acceptable to local residents or to anyone who values the local heritage of our area not the environmental impact of the proposed solutions. It would be helpful employing a professional who recognises these issues and local residents as stakeholders.NOTE: HARD COPY SURVEY RECEIVED BY MAIL AND ENTERED MANUALLY TO THE WEBSITE BY DIANA MEJIA</p>	Yes – Nil/Neutral	Support for the speed reduction with opposition to the amount of traffic calming devices.
177	<p>This plan is over the top, will discourage anyone who drives to Kirribilli for Trade, swimming entertainment. Totally alienates drivers. Check with ENSEMBLE how many drive? Some features could guide car users and pedestrians, but most are overkill</p> <p>NOTE: HARD COPY RECEIVED VIA MAIL AND ENTERED MANUALLY TO YOURSAY WEBSITE BY DIANA MEJIA</p>	No – Nil/Neutral	Opposition to the proposal.
178	<p>I already drive slowly up to 40km/h in this area. It is almost impossible to go faster, there are roundabouts, lights, pedestrians limit speed. Further limits will make it very tricky – Email.</p> <p>NOTE: HARD COPY RECEIVED VIA MAIL AND ENTERED MANUALLY TO YOURSAY WEBSITE BY DIANA MEJIA</p>	No -	Opposition to the proposal.

No.	Submission	Support the proposal / Impact of the proposal	Submission Category/Comments and response
179	<p>Cannot really see the point as it is nearly impossible to actually reach 40kph at present unless it is very early in the morning or late at night when nobody is around. Reducing the limit to 40 will not stop those who rev their hot cars around the area late at night but only cause drivers to be continually looking at their speedometers instead of looking out for pedestrians, thus having the opposite effect to what you are trying to achieve.</p> <p>All of your proposals are predicated on the assumption that pedestrians will do as you suggest, which is wishful thinking. Having lived in Alfred Street for 5 years now the only thing you can guarantee about pedestrians is their unpredictability. They will cross wherever they feel like no matter how many raised areas you create. There is already a great crossing with lights at the station in Alfred Street, but most people just walk down Alfred Street and cross where they like. Unless you put up a serious offences and/or barricades to channel them to the required crossing they will still do what they like. You can reduce the speed limit to 40kph, but I really don't think it will make any difference as you cannot reach that speed now. You are just spending money for no benefit. Your general manager even said that this whole proposal wasn't suggested because of any issues or complaints from anyone you just thought you should do it. Maybe your development plan should include raised walkways, so pedestrians don't have to interact with cars at all. Everyone holds up Tokyo as an example of what to do. This is what they do. It works well – no car interaction, less fumes, flat surface.</p> <p>NOTE: SURVEY SOFT COPY RECEIVED VIA EMAIL (yoursay@northsydney.nsw.gov.au) AND ENTERED MANUALLY TO THE WEBSITE BY DIANA MEJIA</p>	Partially – Negative	Partial opposition to the proposal.
180	<p>As a pedestrian I shall feel safer with a reduced speed limit. As a driver, it will help sharing the road with cyclists. Additional site 20: TO continue the "continuous footpath" along Alfred street south, place one at Dind Street and Alfred Street south. A couple of parking places on Dind Street near the Alfred Street Corner could be removed. It is quite a heavily trafficked are and will be more so when the unit block is completed in the corner. Thank you North Sydney Council for proposing significant changes to traffic in Kirribilli/Milsons Points Village Centres to make the villages mores pedestrian friendly.</p> <p>NOTE: HARD COPY RECEIVED BY MAIL AND ENTERED MANUALLY TO YOUR SAY HQ WEBSITE BY DIANA MEJIA</p>	Yes – Positive	Support for the speed reduction with opposition to traffic calming devices, request for additional site 20 - Continuous footpath treatment at Dind Street and Alfred Street south/Traffic calming device not required to reduce vehicle speeds.
181	<p>I will feel safer that motor vehicles are driving slower.</p> <p>NOTE: HARD COPY SURVEY RECEIVED VIA MAIL AND ENTERED MANUALLY TO WEBSITE BY DIANA MEJIA</p>	Yes – Positive	Support for the proposal with all traffic calming devices being supported.

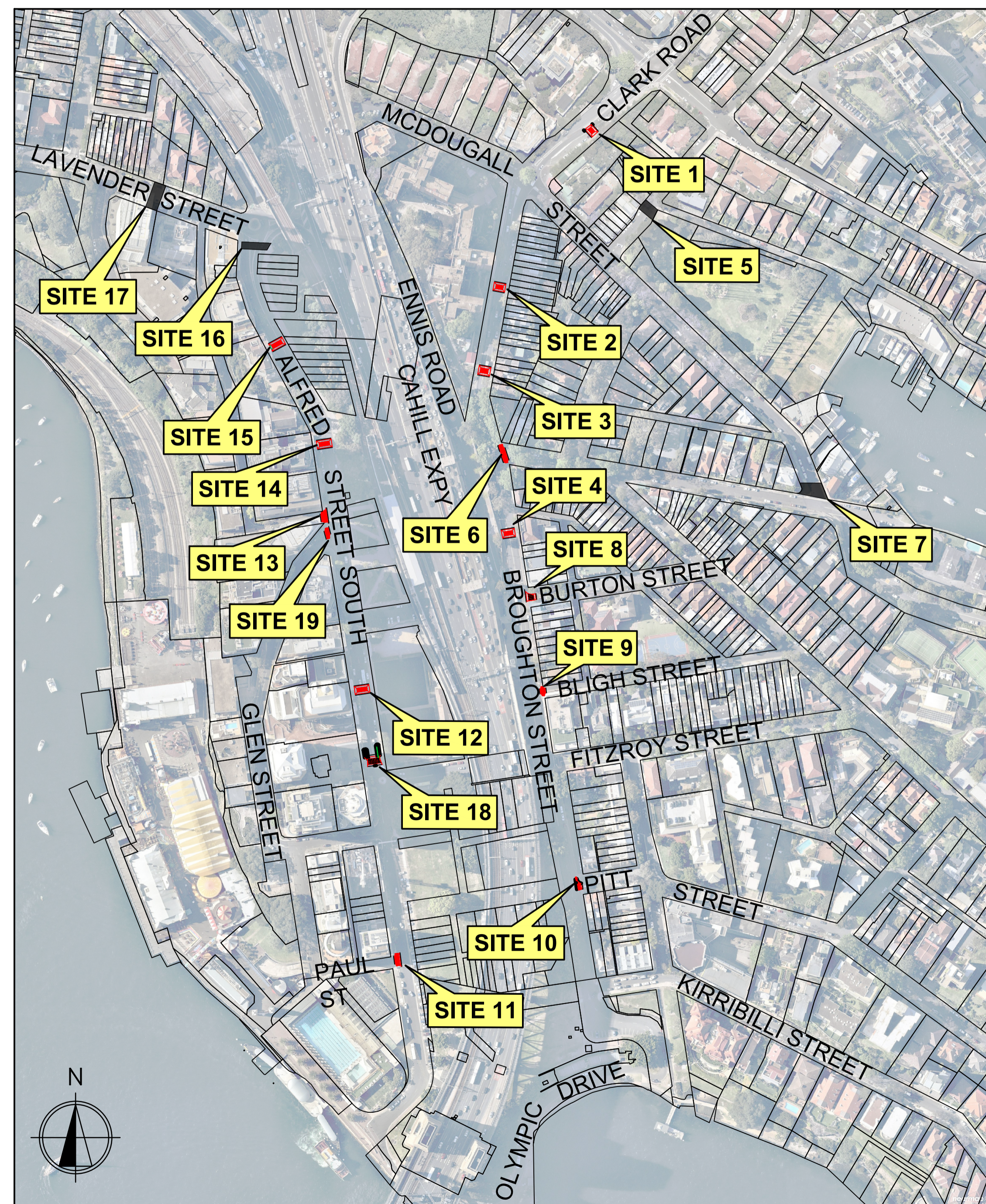
No.	Submission	Support the proposal / Impact of the proposal	Submission Category/Comments and response
182	<p>I find @AlfredSave takes a very narrow and selfish view of the proposed traffic changes.</p> <p>I have almost been run over and abused while legally crossing the entrance to Cliff St. Most drivers do not seem to know the rules.</p> <p>Also, the number of families that come to this area and the residents needs better protection while being pedestrians and legally crossing roads. Vehicles turning into Fitzroy St from Alfred St should legally give way to pedestrians crossing Fitzroy St at the intersection. The rule book says: "Give way rules where there are no signs" Some crossroads have no traffic light or signs. Generally, if you're turning across another vehicle's path, you must give way. When turning at an intersection, you must give way to:</p> <p>Oncoming vehicles going straight ahead. Oncoming vehicles turning left. Any vehicle on your right.</p> <p>If you and an oncoming vehicle are turning right at an intersection both cars should pass in front of each other.</p> <p>If other drivers do not give way to you, do not force them or yourself into a dangerous situation.</p> <p>You must also give way to any pedestrians at or near the intersection on the road you are entering."</p> <p>We strongly support these proposed changes and also support a pedestrian crossing in Fitzroy St at Alfred St.</p> <p>Thank you for your dedicated work on council.</p> <p>We strongly support these proposed changes and also support a pedestrian crossing in Fitzroy St at Alfred St. Thank you for your dedicated work on council</p> <p>NOTE: FREESTYLE SUBMISSION RECEIVED VIA EMAIL AND ENTERED MANUALLY TO WEBSITE BY DIANA MEJIA</p>	Yes – Positive	Support for the proposal with all traffic calming devices being supported.
183	<ol style="list-style-type: none"> <li>1. Number of treatments seems excessive, especially on Paul Street (dangerous, too narrow)</li> <li>2. Concern regarding dangerous cyclist speeds</li> <li>3. Cliff St and Glen St continuous footpaths - need to determine impact rather than level of support for and against. Concern of impact on Cliff St which is one way e.g. garbage trucks/deliveries.</li> <li>4. How many parking spaces will be lost?</li> <li>5. Alfred St roundabout top end near Lavender St - will the existing refuge island be replaced by the new treatments? Concerned replacing current island may be dangerous.</li> <li>6. NSC own traffic study says people are already going 40km/h so why are these treatments needed in this area?</li> <li>7. Traffic and speed counts needed to confirm current behaviours.</li> <li>8. Want to ensure Council staff view all proposed locations in person not just via Google to assess impacts.</li> </ol>		<p>Partial support to the proposal/1. Devices required to reduce vehicle speeds (Site 6 – deleted); 2. Cycle paths are outside the scope of this project; 3. Cliff St and Glen St continuous footpaths to be retained, bollards to be installed to delineate edge of footpath/roadway; 4. The current concept plan achieves no parking loss, however if additional pedestrians crossings are added at least 3 parking spaces will be lost for each crossing, additional pedestrians crossings subject to TfNSW approval./5.Current refuge islands to be maintained/6. In some parts of Alfred Street Sth and Broughton Street the 85th percentile speed is not below 40km/h so traffic calming treatments are required.</p>

No.	Submission	Support the proposal / Impact of the proposal	Submission Category/Comments and response
	9. Status update needed regarding proposed Harbour Bridge cycle ramp - need to address cyclist behaviour Comments noted by Jenny Gleeson at the Milson Point Resident Action Group meeting on 6/2/20		
184	<p>Kirribilli/Milsons Point 40 km/h High Pedestrian Activity Area</p> <p>The Chair welcomed MK, Council's Manager Traffic &amp; Transport Operations, DM, Project Manager for the HPAA, and the Mayor to the meeting.</p> <p>MK outlined the safety benefits of a 40 km/h speed limit, average vehicle speeds in Kirribilli and Milsons Point, and spoke about the results of Council's 2018 traffic study, including the most recent available crash data for 2011-16. This included 7 crashes involving pedestrians in Broughton St, Kirribilli, &amp; Alfred St South, Milsons Point.</p> <p>MK outlined the proposed treatments: 4 flush thresholds (upon entry to the HPAA), 7 raised thresholds (along Broughton Street and Alfred Street South), 6 continuous footpaths (where vehicles give way to pedestrians at some of the minor intersections) and 2 raised pedestrian crossings (on east Burton Street and Alfred Street South).</p> <p>Matters raised by attendees included vehicle compliance at continuous footpaths, entry and exit vehicle queuing at continuous footpaths, updating of the statistics, and clarification of the purpose.</p> <p>MK advised that the purpose is to improve overall safety in the area, particularly for vulnerable road users including pedestrians. The proposed treatments are designed to alert road users to the change in road conditions, create a self-enforcing 40km/h road environment, and improve pedestrian access and amenity within the HPAA.</p> <p>Attendees also raised issues of vehicle queuing at the William Street pedestrian crossing near Mount Street, North Sydney, and the lack of a right-turn arrow from Blues Point Road into Lavender Street, McMahons Point, creating rat runs.</p> <p>The proposed HPAA arrangements and an online submission form are available until Monday 17 February at:  <a href="https://yoursay.northsydney.nsw.gov.au/Kirribilli-Milsons-Point-HPAA">https://yoursay.northsydney.nsw.gov.au/Kirribilli-Milsons-Point-HPAA</a></p> <p>The meeting thanked our guests for their attendance.</p>		<p>Partial support to the proposal/ Continuous footpath treatments are to be designed and constructed to comply with RMS technical guidelines; Issues with William Street pedestrian crossing near Mount Street in North Sydney, and traffic light at from Blues Point Road into Lavender Street at McMahons Point are outside the scope of works of this project.</p>

# TRAFFIC CALMING DEVICES KIRRIBILLI AND MILSONS POINT DETAILED CONCEPT DESIGN COMMUNITY CONSULTATION ISSUE



NORTH SYDNEY COUNCIL



**TREATMENT AND PARKING LOSS SUMMARY TABLE**

LOCATION	TREATMENT TYPE	PARKING LOSS - YES/NO
SITE 1	RAISED THRESHOLD	NO
SITE 2	RAISED THRESHOLD	NO
SITE 3	RAISED THRESHOLD	NO
SITE 4	RAISED THRESHOLD	NO
SITE 6	CONTINUOUS FOOTPATH	NO
SITE 8	RAISED PEDESTRIAN CROSSING	NO
SITE 9	CONTINUOUS FOOTPATH	NO
SITE 10	CONTINUOUS FOOTPATH	NO
SITE 11	CONTINUOUS FOOTPATH	NO
SITE 12	RAISED THRESHOLD	NO
SITE 13	CONTINUOUS FOOTPATH	NO
SITE 14	RAISED THRESHOLD	NO
SITE 15	RAISED THRESHOLD	NO
SITE 18	RAISED PEDESTRIAN CROSSING	NO
SITE 19	CONTINUOUS FOOTPATH	NO

**DRAWING INDEX**

DRG No. DESCRIPTION

**0000 GENERAL**

- DRG-C-0000 LOCALITY PLAN AND DRAWING INDEX
- DRG-C-0010 GENERAL ARRANGEMENT PLAN

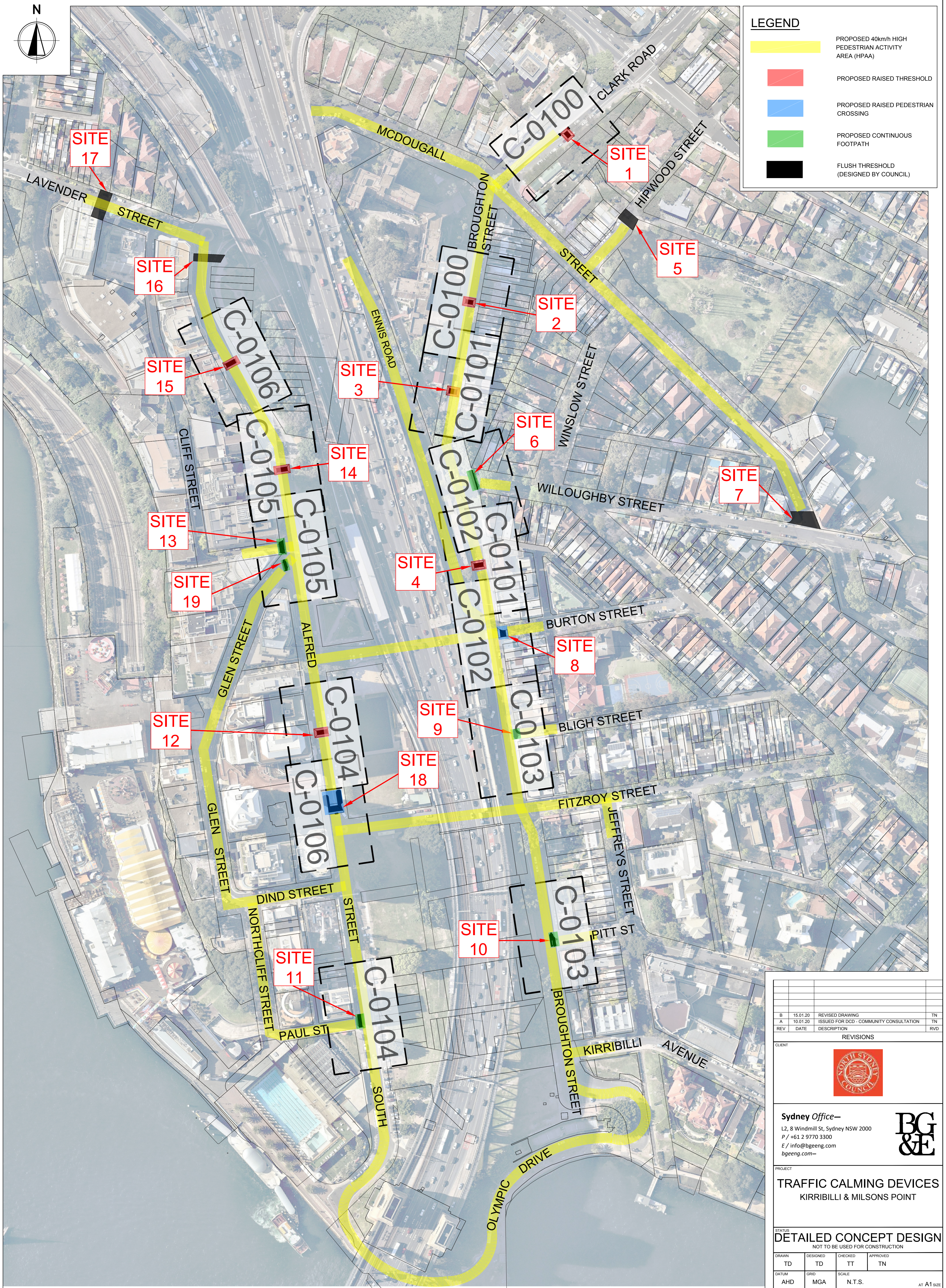
**0100 SITE WORKS**

- DRG-C-0100 SITES 1 & 2 - PLAN, PROFILE & SETOUT
- DRG-C-0101 SITES 3 & 4 - PLAN, PROFILE & SETOUT
- DRG-C-0102 SITES 6 & 8 - PLAN, PROFILE & SETOUT
- DRG-C-0103 SITES 9 & 10 - PLAN, PROFILE & SETOUT
- DRG-C-0104 SITES 11 & 12 - PLAN, PROFILE & SETOUT
- DRG-C-0105 SITES 13, 14 & 19 - PLAN, PROFILE & SETOUT
- DRG-C-0106 SITES 15 & 18 - PLAN, PROFILE & SETOUT

**0300 DETAILS & SECTIONS**

- DRG-C-0300 TYPICAL DETAILS - THRESHOLD TYPE 1
- DRG-C-0301 TYPICAL DETAILS - THRESHOLD TYPE 2
- DRG-C-0302 TYPICAL DETAILS - CONTINUOUS FOOTPATH

TITLE LOCALITY PLAN AND DRAWING INDEX		
PROJECT No. S19373	DRAWING No. DRG-C-0000	REV B



**LEGEND**

- PROPOSED 40km/h HIGH PEDESTRIAN ACTIVITY AREA (HPAA)
- PROPOSED RAISED THRESHOLD
- PROPOSED RAISED PEDESTRIAN CROSSING
- PROPOSED CONTINUOUS FOOTPATH
- FLUSH THRESHOLD (DESIGNED BY COUNCIL)

**GENERAL ARRANGEMENT PLAN**  
N.T.S.

REV	DATE	DESCRIPTION	RVD
B	15.01.20	REVISED DRAWING	TN
A	10.01.20	ISSUED FOR DCD - COMMUNITY CONSULTATION	TN



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PROJECT  
**TRAFFIC CALMING DEVICES**  
KIRRIBILLI & MILSONS POINT

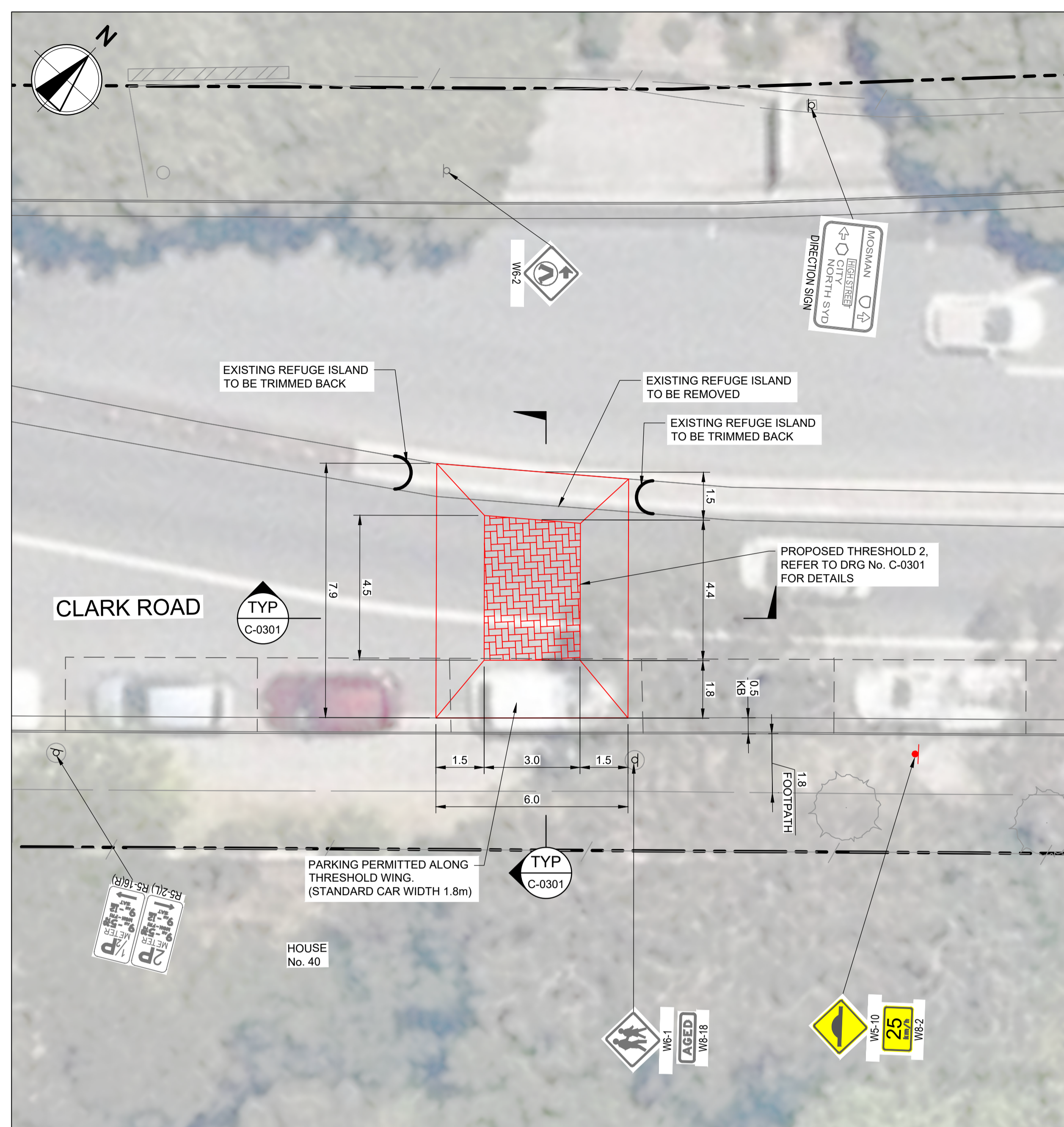
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**DETAILED CONCEPT DESIGN**  
NOT TO BE USED FOR CONSTRUCTION

DRAWN	DESIGNED	CHECKED	APPROVED
TD	TD	TT	TN

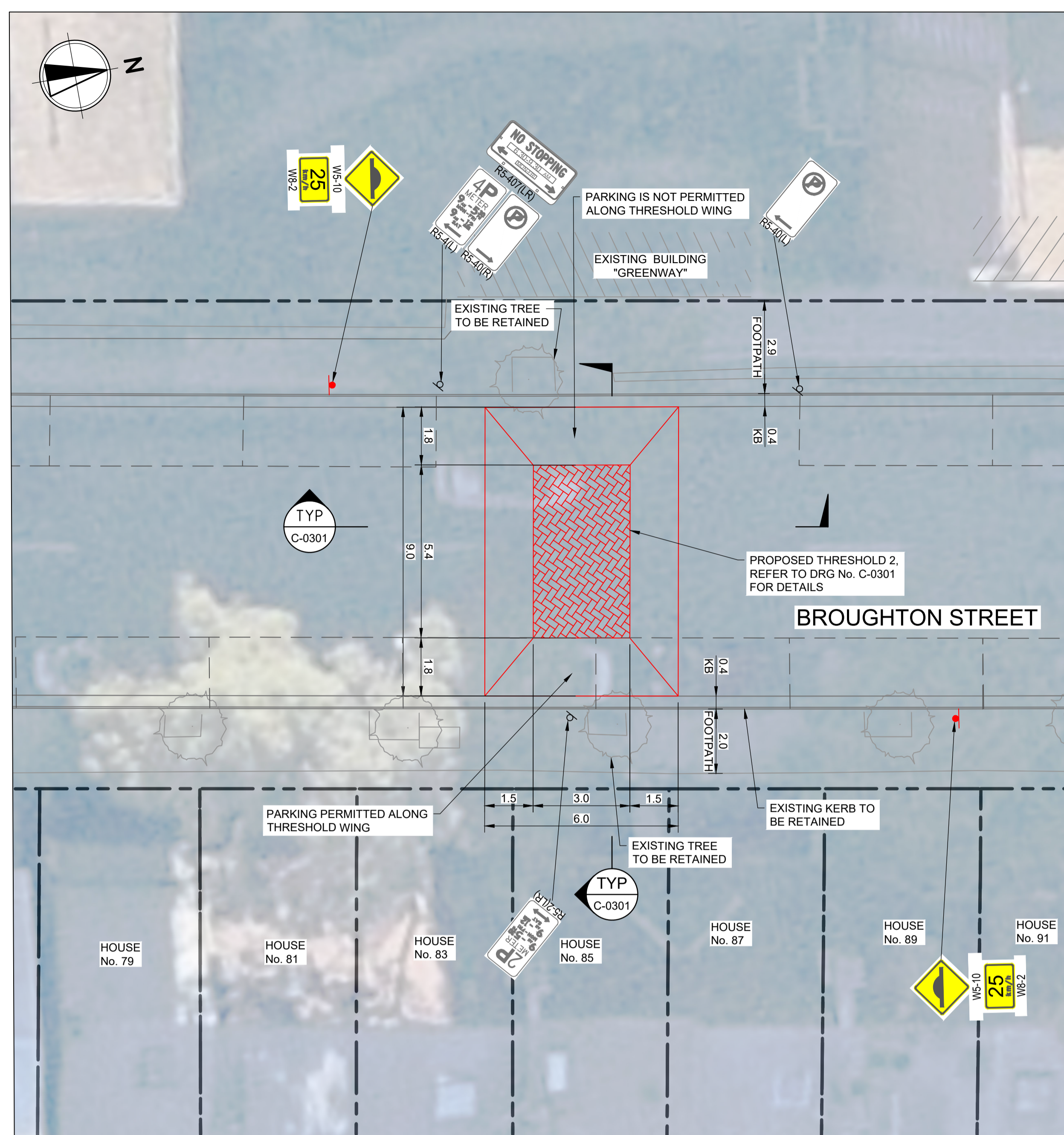
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TITLE  
**GENERAL ARRANGEMENT PLAN**

PROJECT No.	DRAWING No.	REV
S19373	DRG-C-0010	B



**PLAN - SITE 1 - RAISED THRESHOLD**  
SCALE 1:100  
(NO PARKING LOSS)



**PLAN - SITE 2 - RAISED THRESHOLD**  
SCALE 1:100  
(NO PARKING LOSS)

**LEGEND**

- LOT BOUNDARY
- PROPOSED DESIGN
- PARKING AREAS (INDICATIVE)
- TREE TO BE PLANTED
- EXISTING TREE
- PROPOSED SIGN POST
- EXISTING SIGN POST
- PROPOSED SIGN FACE
- W5-10
- 25 km/h W8-2
- EXISTING SIGN FACE TO BE RETAINED OR RELOCATED
- R5-400(L)
- EXISTING SIGN FACE TO BE REMOVED
- R2-209(L)

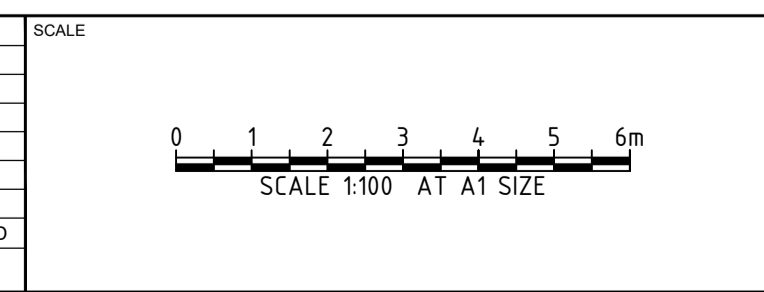
**NOTES**

1. KERB AND GUTTER TO BE CONSTRUCTED IN ACCORDANCE WITH NORTH SYDNEY COUNCIL STANDARD DRAWING No. S101B.
2. FOR TREATMENT DETAILS, REFER TO DRAWING No. C-0301.
3. CONCRETE FOOTPATH TO BE CONSTRUCTED IN ACCORDANCE WITH NORTH SYDNEY COUNCIL STANDARD DRAWING No. S104A.
4. BARRIER KERB CONSTRUCTION IN ACCORDANCE WITH NORTH SYDNEY COUNCIL STANDARD DRAWING No. S101B.
5. FOR PARKING TIMES AND RESTRICTIONS, REFER TO POSTED STREET SIGN.

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**DIAL 1100**  
BEFORE YOU DIG

REV	DATE	DESCRIPTION	RVD	REV	DATE	DESCRIPTION	RVD
B	15.01.20	REVISED DRAWING	TN				
A	10.01.20	ISSUED FOR DCD - COMMUNITY CONSULTATION	TN				



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PROJECT  
**TRAFFIC CALMING DEVICES**  
KIRRIBILLI & MILSONS POINT

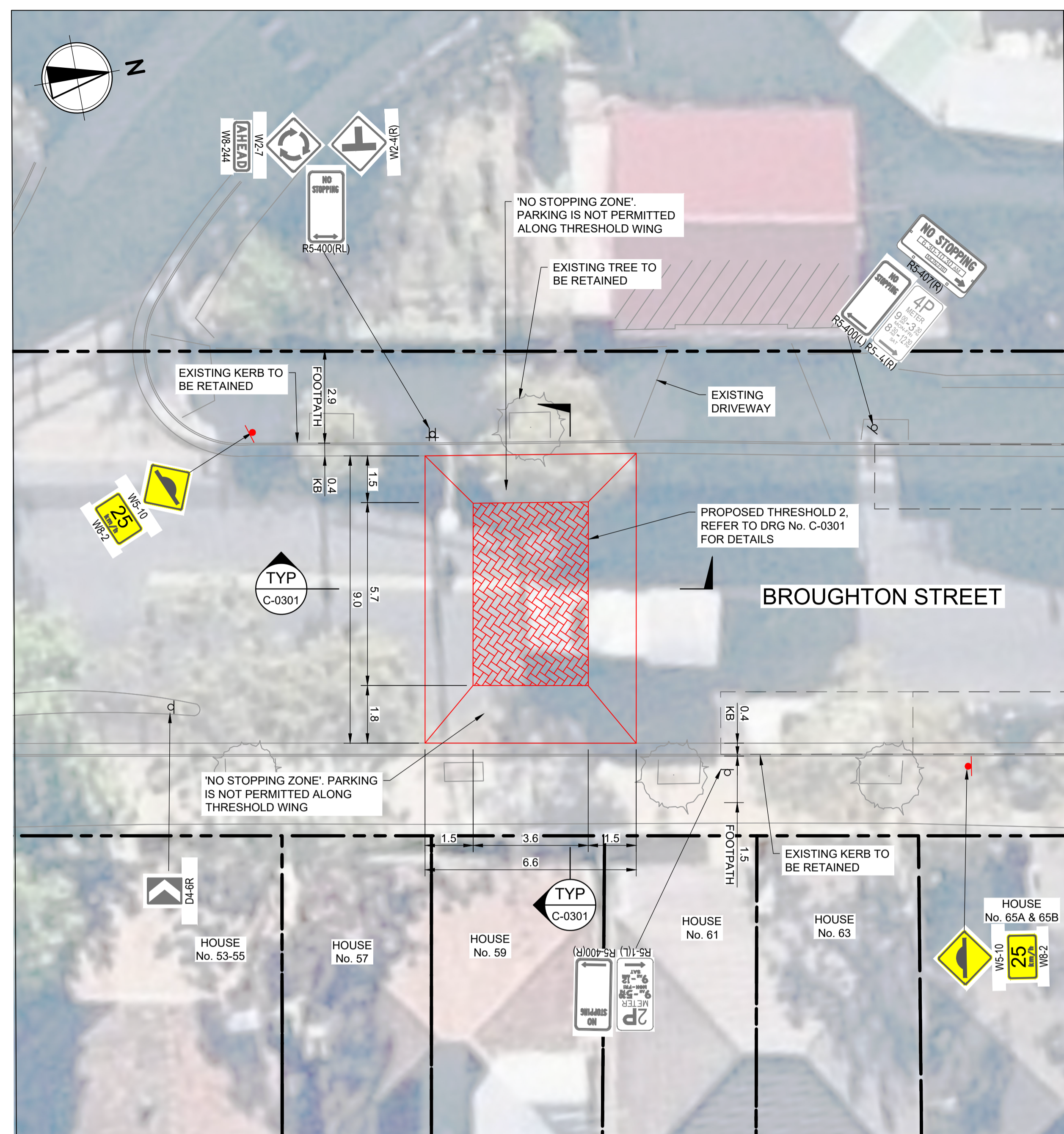
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NOT TO BE USED FOR CONSTRUCTION

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TD	TD	TT	TN
DATUM	GRID	SCALE	
AHD	MGA	AS SHOWN	

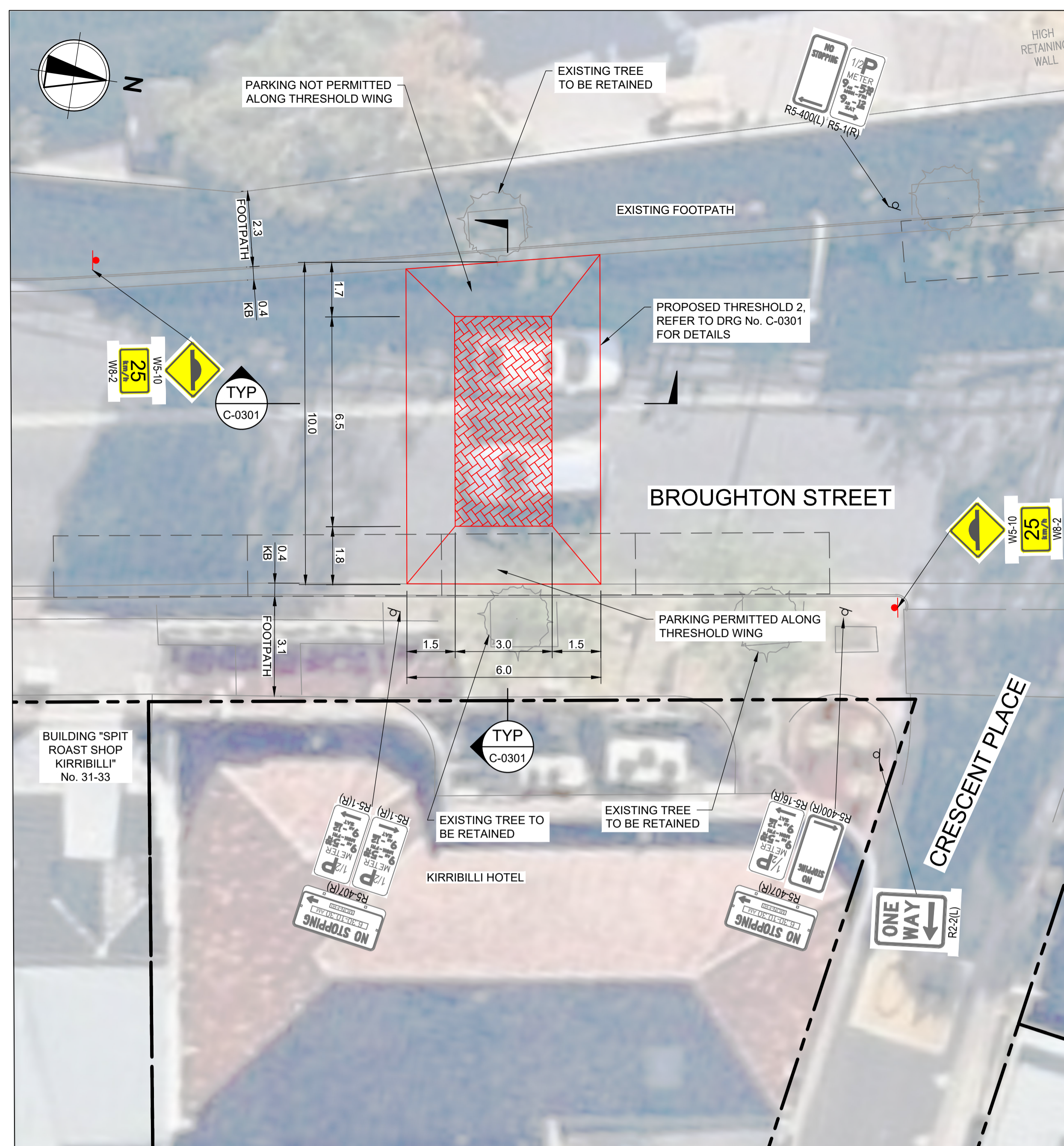
TITLE  
**SITWORKS**  
**SITES 1 & 2**  
**PLAN, PROFILE & SETOUT**

PROJECT No.	DRAWING No.	REV.
S19373	DRG-C-0100	B





**PLAN - SITE 3 - RAISED THRESHOLD**  
SCALE 1:100  
(NO PARKING LOSS)



**PLAN - SITE 4 - RAISED THRESHOLD**  
SCALE 1:100  
(NO PARKING LOSS)

**LEGEND**

- LOT BOUNDARY
- PROPOSED DESIGN
- PARKING AREAS (INDICATIVE)
- TREE TO BE PLANTED
- EXISTING TREE
- PROPOSED SIGN POST
- EXISTING SIGN POST
- PROPOSED SIGN FACE
- EXISTING SIGN FACE TO BE RETAINED OR RELOCATED
- EXISTING SIGN FACE TO BE REMOVED

**NOTES**

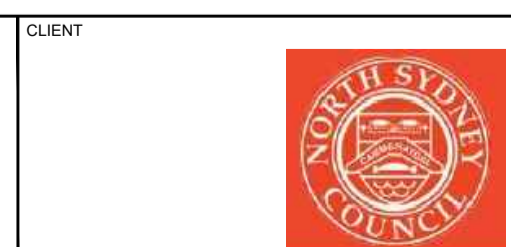
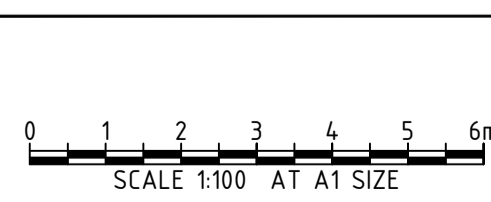
1. KERB AND GUTTER TO BE CONSTRUCTED IN ACCORDANCE WITH NORTH SYDNEY COUNCIL STANDARD DRAWING No. S101B.
2. FOR TREATMENT DETAILS, REFER TO DRAWING No. C-0301.
3. CONCRETE FOOTPATH TO BE CONSTRUCTED IN ACCORDANCE WITH NORTH SYDNEY COUNCIL STANDARD DRAWING No. S104A.
4. BARRIER KERB CONSTRUCTION IN ACCORDANCE WITH NORTH SYDNEY COUNCIL STANDARD DRAWING No. S101B.
5. FOR PARKING TIMES AND RESTRICTIONS, REFER TO POSTED STREET SIGN.

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B	15.01.20	REVISED DRAWING	TN				
A	10.01.20	ISSUED FOR DCD - COMMUNITY CONSULTATION	TN				



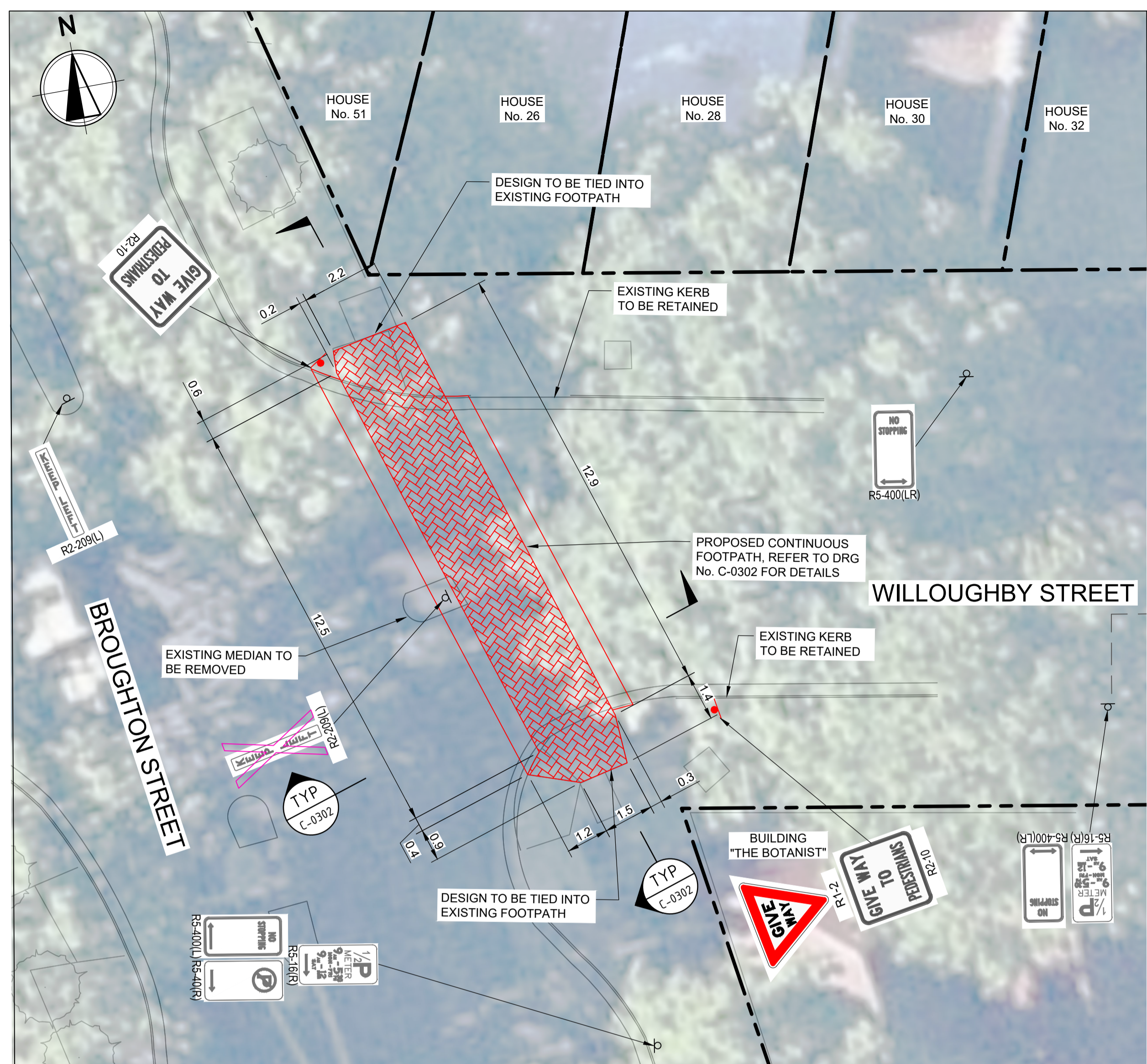
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**TRAFFIC CALMING DEVICES**  
KIRRIBILLI & MILSONS POINT

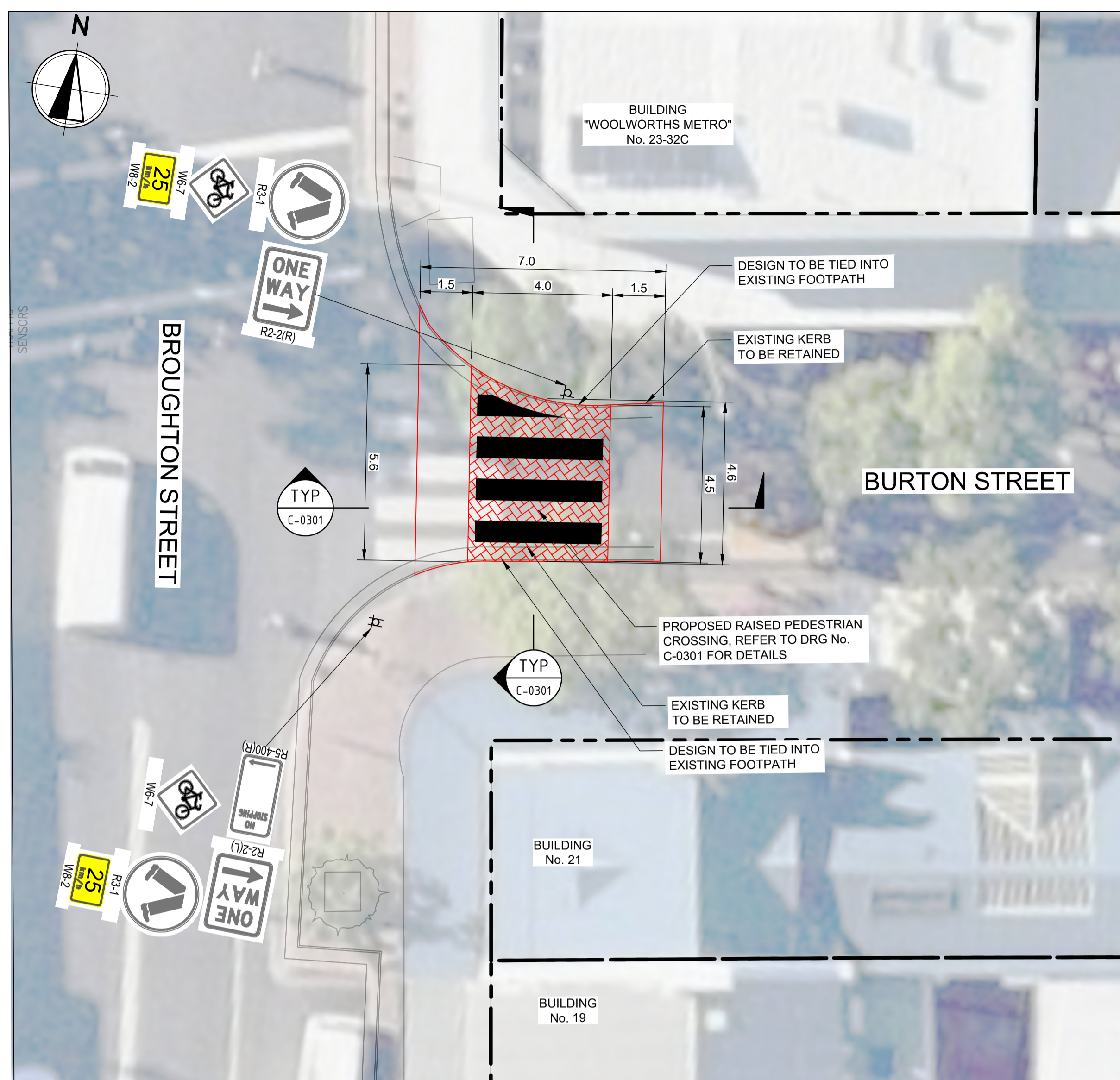
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NOT TO BE USED FOR CONSTRUCTION			
DRAWN	DESIGNED	CHECKED	APPROVED
TD	TD	TT	TN
DATUM	GRID	SCALE	
AHD	MGA	AS SHOWN	

TITLE		
SITeworks		
SITES 3 & 4		
PLAN, PROFILE & SETOUT		
PROJECT No.	DRAWING No.	REV.
S19373	DRG-C-0101	B



**PLAN - SITE 6 - CONTINUOUS FOOTPATH**

SCALE 1:100  
(NO PARKING LOSS)



**PLAN - SITE 8 - RAISED PEDESTRIAN CROSSING**

SCALE 1:100  
(NO PARKING LOSS)

**LEGEND**

- LOT BOUNDARY
- PROPOSED DESIGN
- PARKING AREAS (INDICATIVE)
- TREE TO BE PLANTED
- EXISTING TREE
- PROPOSED SIGN POST
- EXISTING SIGN POST
- W5-10 PROPOSED SIGN FACE
- 25 W8-2 PROPOSED SIGN FACE
- NO STOPPING R5-400(L) EXISTING SIGN FACE TO BE RETAINED OR RELOCATED
- R2-209(L) EXISTING SIGN FACE TO BE REMOVED

**NOTES**

1. KERB AND GUTTER TO BE CONSTRUCTED IN ACCORDANCE WITH NORTH SYDNEY COUNCIL STANDARD DRAWING No. S101B.
2. FOR TREATMENT DETAILS, REFER TO DRAWING Nos. C-0301 TO C-0302.
3. CONCRETE FOOTPATH TO BE CONSTRUCTED IN ACCORDANCE WITH NORTH SYDNEY COUNCIL STANDARD DRAWING No. S104A.
4. BARRIER KERB CONSTRUCTION IN ACCORDANCE WITH NORTH SYDNEY COUNCIL STANDARD DRAWING No. S101B.
5. FOR PARKING TIMES AND RESTRICTIONS, REFER TO POSTED STREET SIGN.

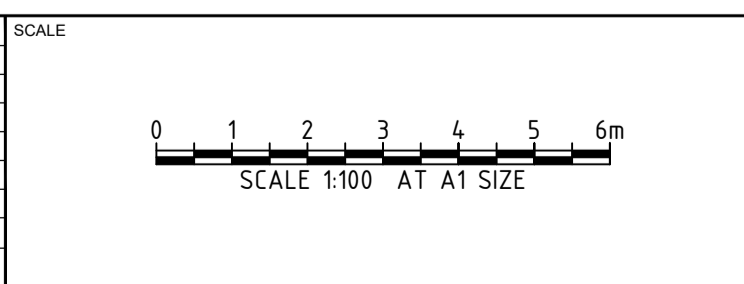
**WARNING**  
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DIAL 1100  
BEFORE YOU DIG

REV	DATE	DESCRIPTION	RVD	REV	DATE	DESCRIPTION	RVD
B	15.01.20	REVISED DRAWING	TN				
A	10.01.20	ISSUED FOR DCD - COMMUNITY CONSULTATION	TN				

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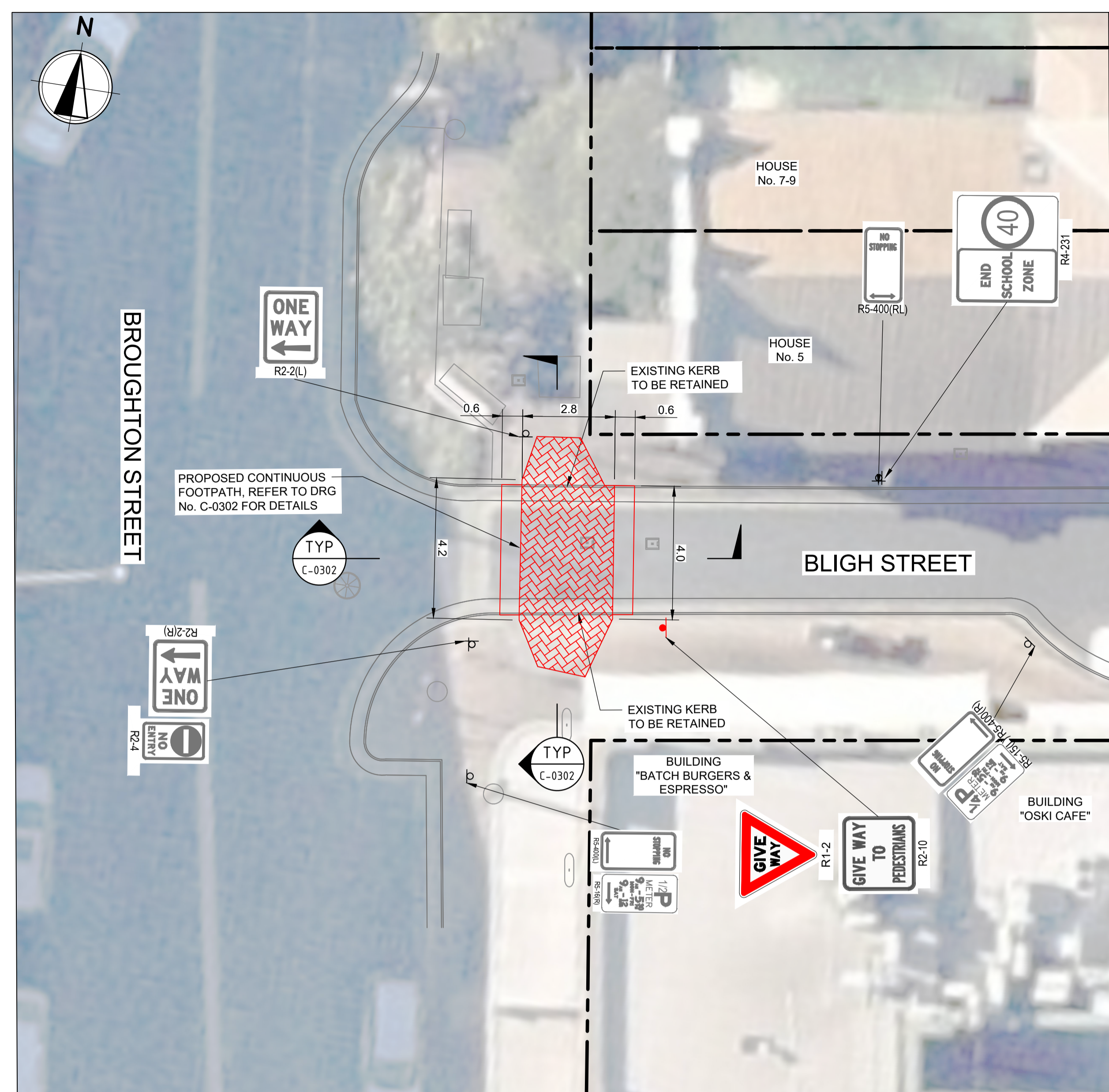
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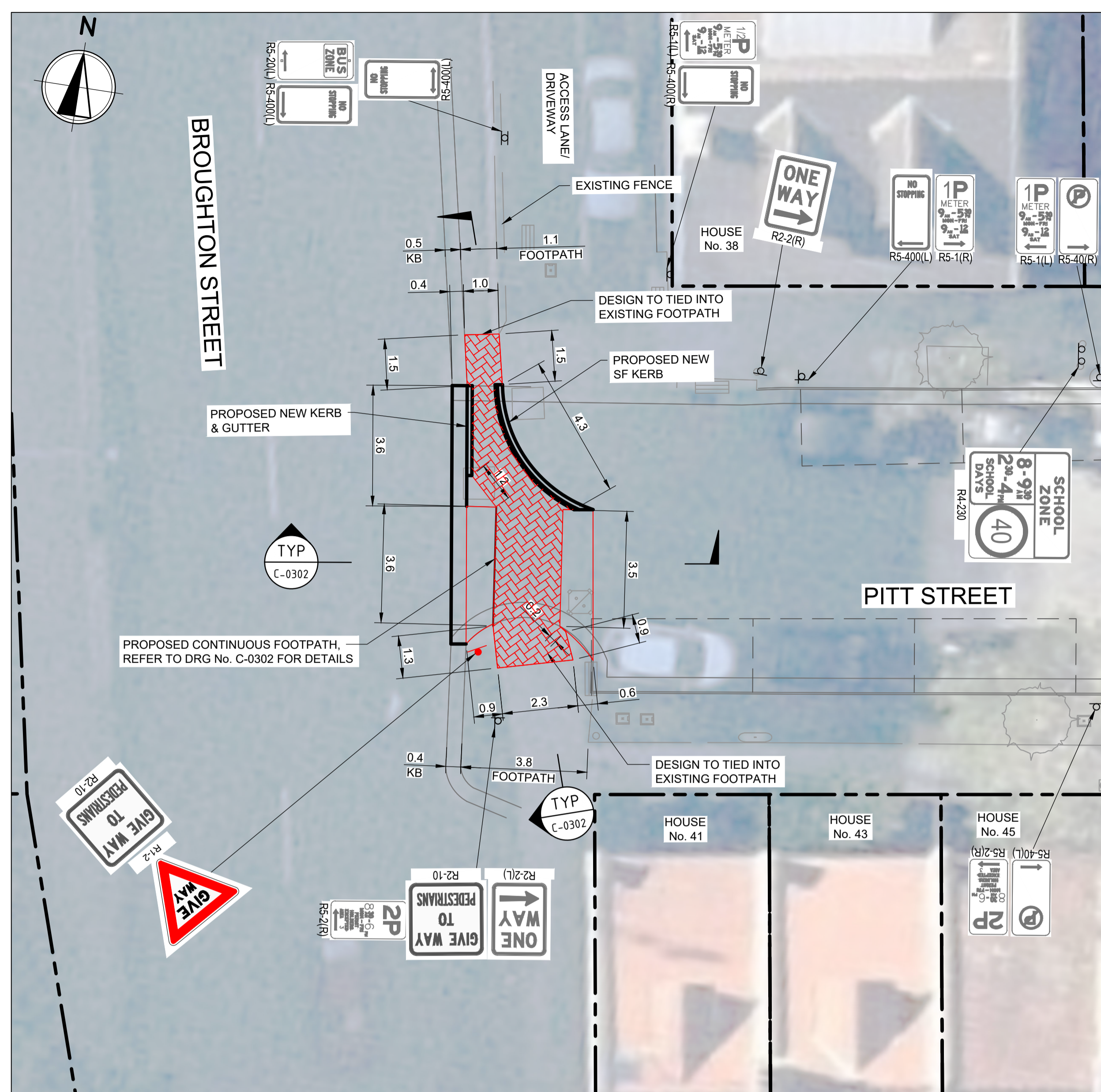
PROJECT  
**TRAFFIC CALMING DEVICES**  
KIRRIBILLI & MILSONS POINT

STATUS			
<b>DETAILED CONCEPT DESIGN</b>			
NOT TO BE USED FOR CONSTRUCTION			
DRAWN	DESIGNED	CHECKED	APPROVED
TD	TD	TT	TN
DATUM	GRID	SCALE	
AHD	MGA	AS SHOWN	AT A1 SIZE

TITLE		
<b>SITeworks</b>		
<b>SITES 6 &amp; 8</b>		
<b>PLAN, PROFILE &amp; SETOUT</b>		
PROJECT No.	DRAWING No.	REV.
S19373	DRG-C-0102	B



**PLAN - SITE 9 - CONTINUOUS FOOTPATH**  
SCALE 1:100  
(NO PARKING LOSS)



**PLAN - SITE 10 - CONTINUOUS FOOTPATH**  
SCALE 1:100  
(NO PARKING LOSS)

**LEGEND**

- LOT BOUNDARY
- PROPOSED DESIGN
- PARKING AREAS (INDICATIVE)
- TREE TO BE PLANTED
- EXISTING TREE
- PROPOSED SIGN POST
- EXISTING SIGN POST
- W5-10 PROPOSED SIGN FACE
- W8-2 25 km/h EXISTING SIGN FACE TO BE RETAINED OR RELOCATED
- R5-400(L) EXISTING SIGN FACE TO BE REMOVED
- R2-209(T) EXISTING SIGN FACE TO BE REMOVED

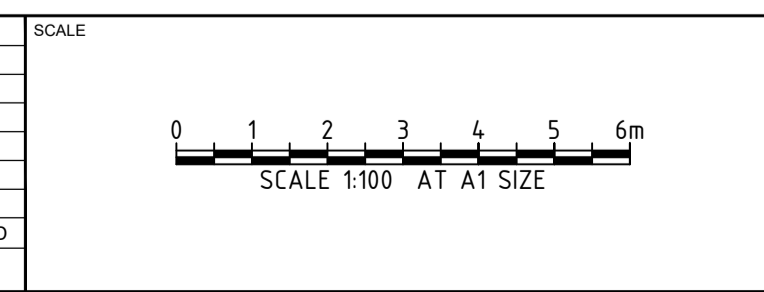
**NOTES**

1. KERB AND GUTTER TO BE CONSTRUCTED IN ACCORDANCE WITH NORTH SYDNEY COUNCIL STANDARD DRAWING No. S101B.
2. FOR TREATMENT DETAILS, REFER TO DRAWING No. C-0302.
3. CONCRETE FOOTPATH TO BE CONSTRUCTED IN ACCORDANCE WITH NORTH SYDNEY COUNCIL STANDARD DRAWING No. S104A.
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**DIAL 1100 BEFORE YOU DIG**

REV	DATE	DESCRIPTION	RVD	REV	DATE	DESCRIPTION	RVD
B	15.01.20	REVISED DRAWING	TN				
A	10.01.20	ISSUED FOR DCD - COMMUNITY CONSULTATION	TN				



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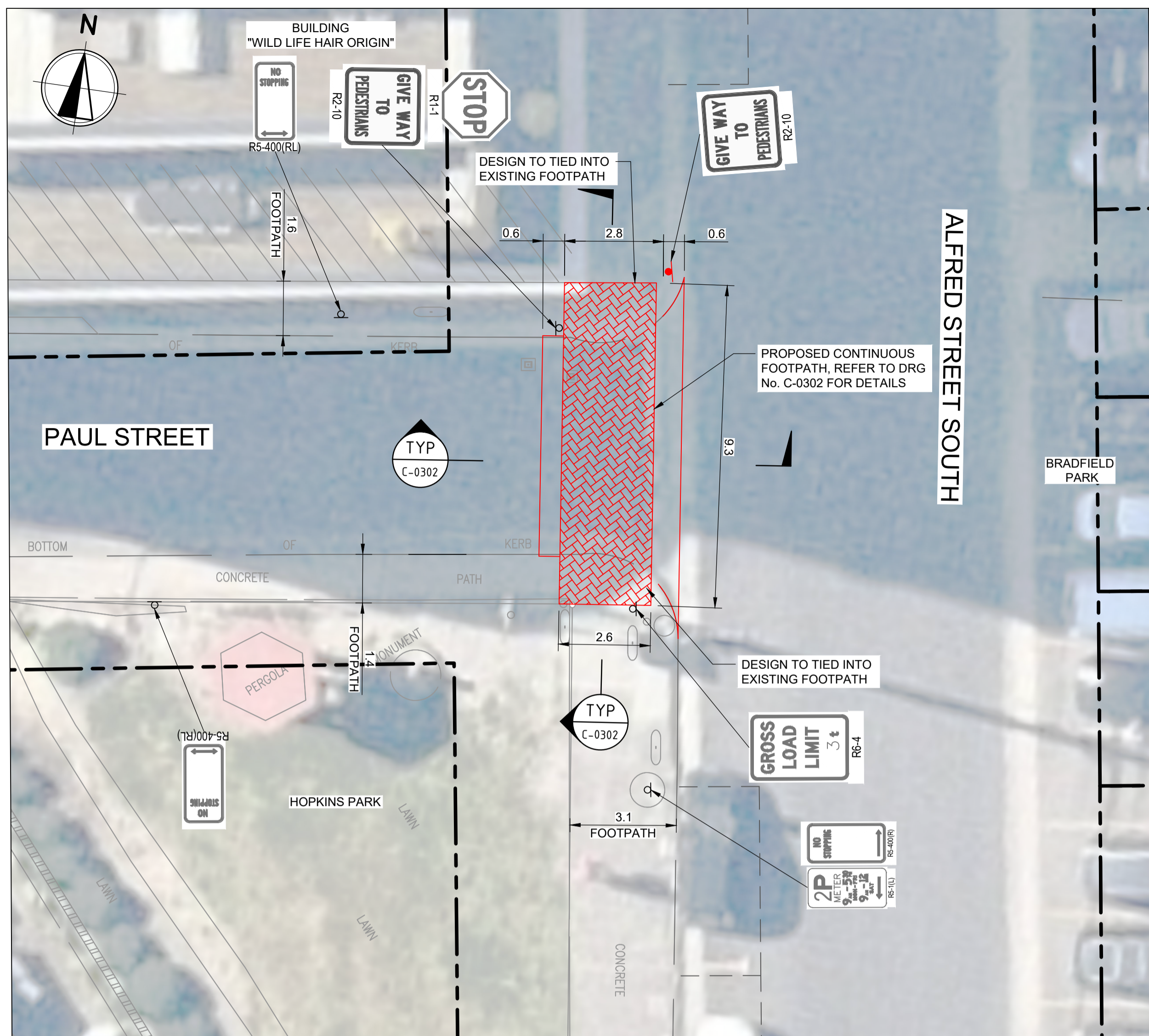
PROJECT  
**TRAFFIC CALMING DEVICES**  
KIRIBILLI & MILSONS POINT

STATUS: **DETAILED CONCEPT DESIGN**  
NOT TO BE USED FOR CONSTRUCTION

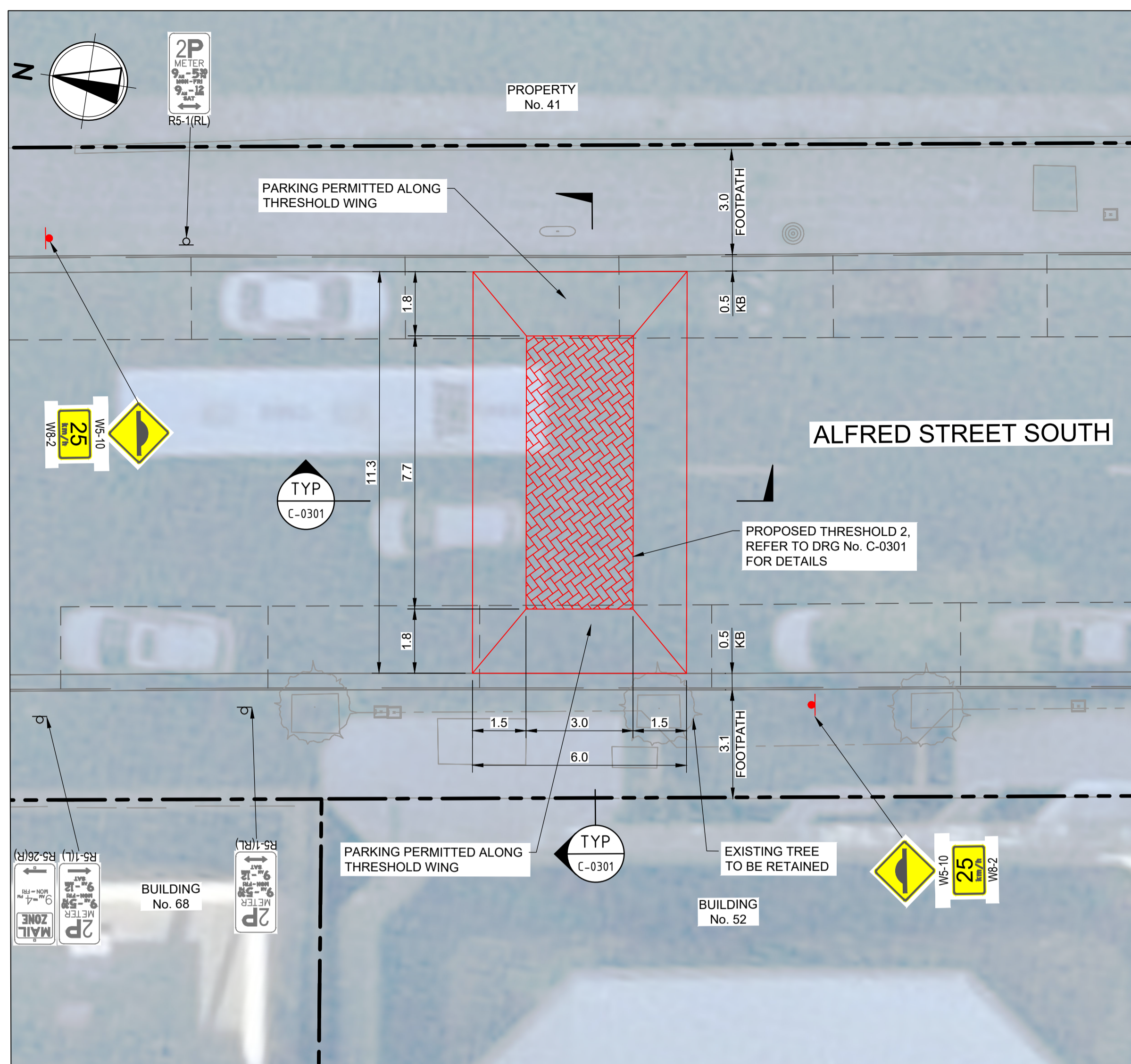
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TD	TD	TT	TN
DATUM	GRID	SCALE	
AHD	MGA	AS SHOWN	AT A1 SIZE

TITLE: **SITWORKS**  
**SITES 9 & 10**  
**PLAN, PROFILE & SETOUT**

PROJECT No.	DRAWING No.	REV.
S19373	DRG-C-0103	B



**PLAN - SITE 11 - CONTINUOUS FOOTPATH**  
SCALE 1:100  
(NO PARKING LOSS)



**PLAN - SITE 12 - RAISED THRESHOLD**  
SCALE 1:100  
(NO PARKING LOSS)

**LEGEND**

- LOT BOUNDARY
- PROPOSED DESIGN
- PARKING AREAS (INDICATIVE)
- TREE TO BE PLANTED
- EXISTING TREE
- PROPOSED SIGN POST
- EXISTING SIGN POST
- PROPOSED SIGN FACE
- W5-10  
W8-2
- EXISTING SIGN FACE TO BE RETAINED OR RELOCATED
- R5-400(L)
- EXISTING SIGN FACE TO BE REMOVED
- R2-209(L)

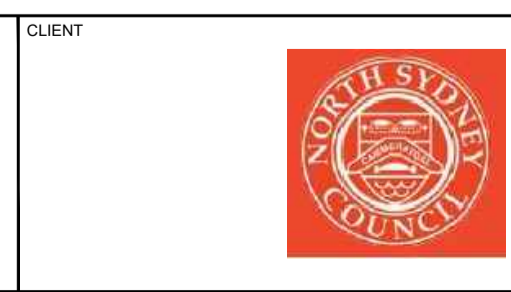
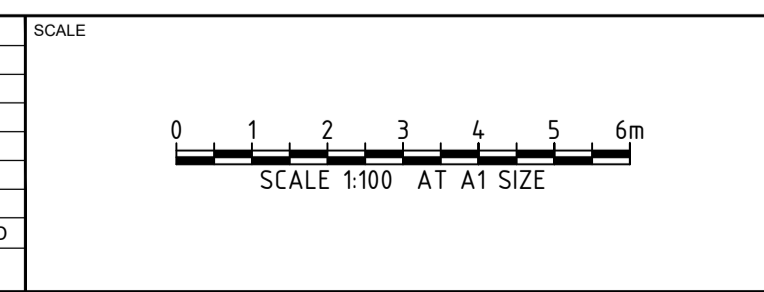
**NOTES**

1. KERB AND GUTTER TO BE CONSTRUCTED IN ACCORDANCE WITH NORTH SYDNEY COUNCIL STANDARD DRAWING No. S101B.
2. FOR TREATMENT DETAILS, REFER TO DRAWING Nos. C-0301 & C-0302.
3. CONCRETE FOOTPATH TO BE CONSTRUCTED IN ACCORDANCE WITH NORTH SYDNEY COUNCIL STANDARD DRAWING No. S104A.
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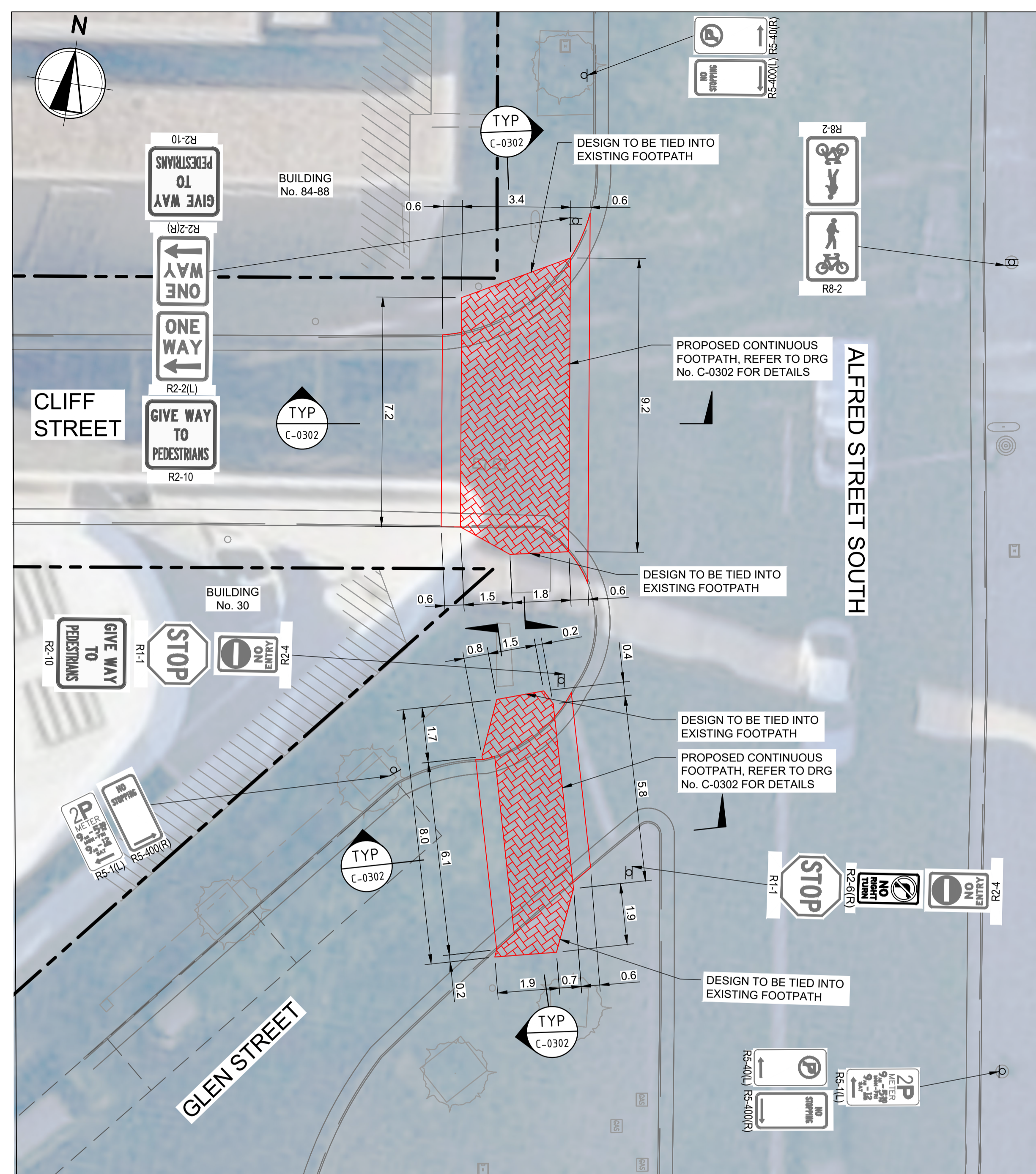


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**BG & E**  
TRAFFIC CALMING DEVICES  
KIRRIBILLI & MILSONS POINT

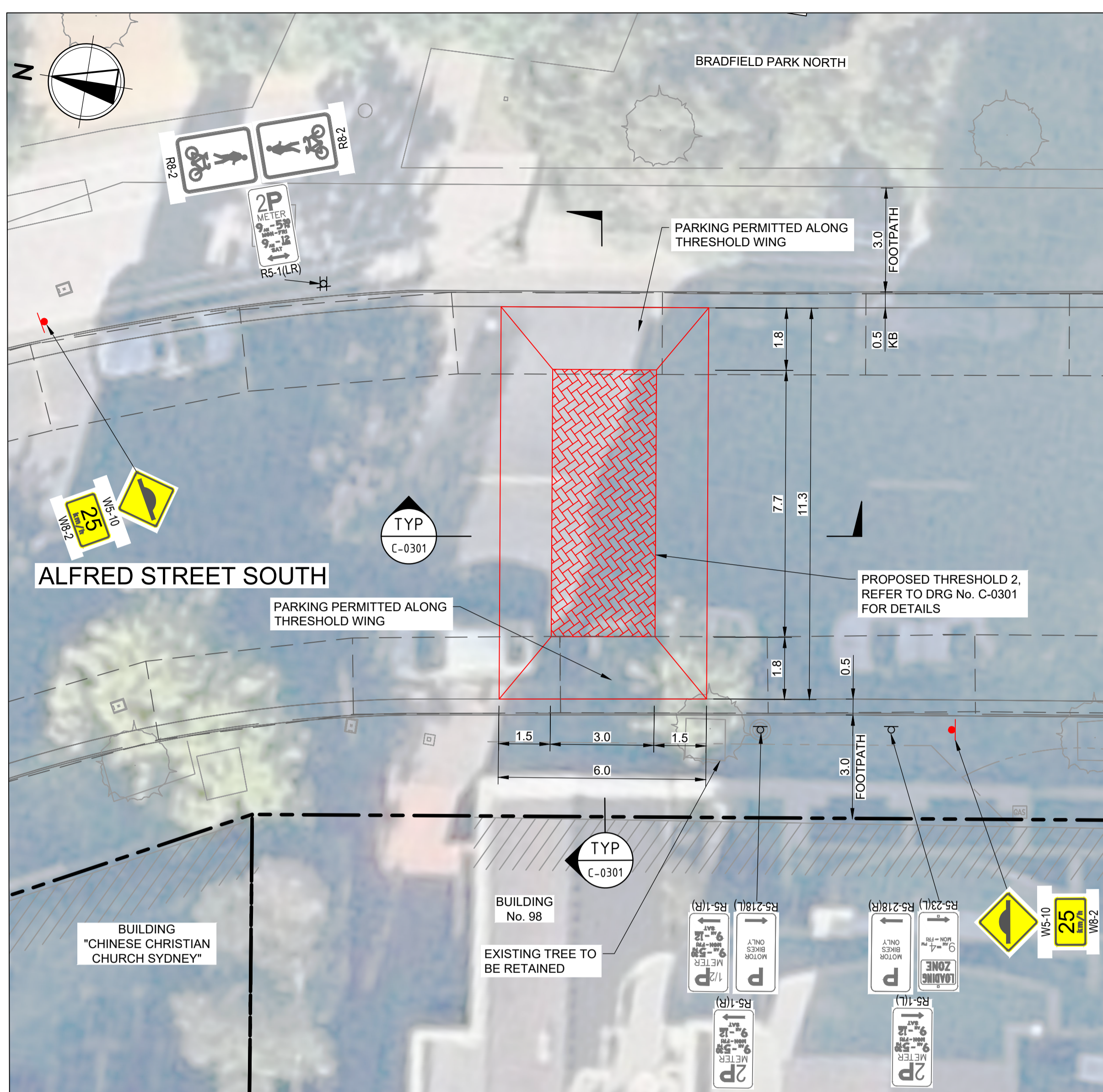
STATUS <b>DETAILED CONCEPT DESIGN</b> NOT TO BE USED FOR CONSTRUCTION			
DRAWN	DESIGNED	CHECKED	APPROVED
TD	TD	TT	TN
DATUM	GRID	SCALE	
AHD	MGA	AS SHOWN	AT A1 SIZE

TITLE <b>SITeworks</b> SITES 11 & 12 PLAN, PROFILE & SETOUT		
PROJECT No.	DRAWING No.	REV.
S19373	DRG-C-0104	B



PLAN - SITES 13 & 19 - CONTINUOUS FOOTPATH

SCALE 1:100  
(NO PARKING LOSS)



PLAN - SITE 14 - RAISED THRESHOLD

SCALE 1:100  
(NO PARKING LOSS)

**LEGEND**

- LOT BOUNDARY
- PROPOSED DESIGN
- PARKING AREAS (INDICATIVE)
- TREE TO BE PLANTED
- EXISTING TREE
- PROPOSED SIGN POST
- EXISTING SIGN POST
- PROPOSED SIGN FACE
- W5-10  
25 km/h  
WB-2
- EXISTING SIGN FACE TO BE RETAINED OR RELOCATED
- R5-400(L)
- EXISTING SIGN FACE TO BE REMOVED
- R2-209(L)

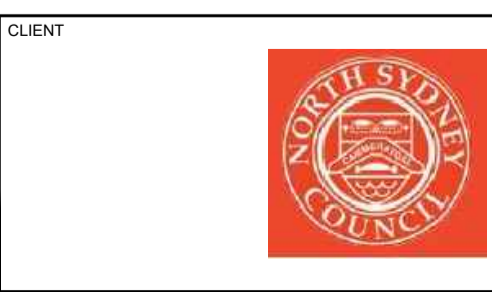
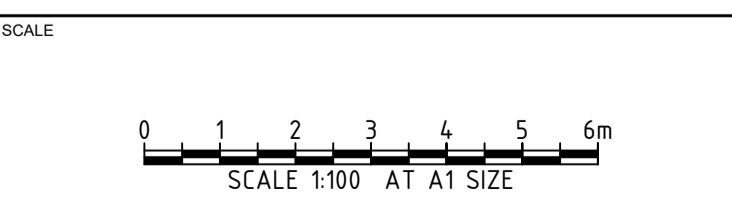
**NOTES**

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B	15.01.20	REVISED DRAWING	TN				
A	10.01.20	ISSUED FOR DCD - COMMUNITY CONSULTATION	TN				

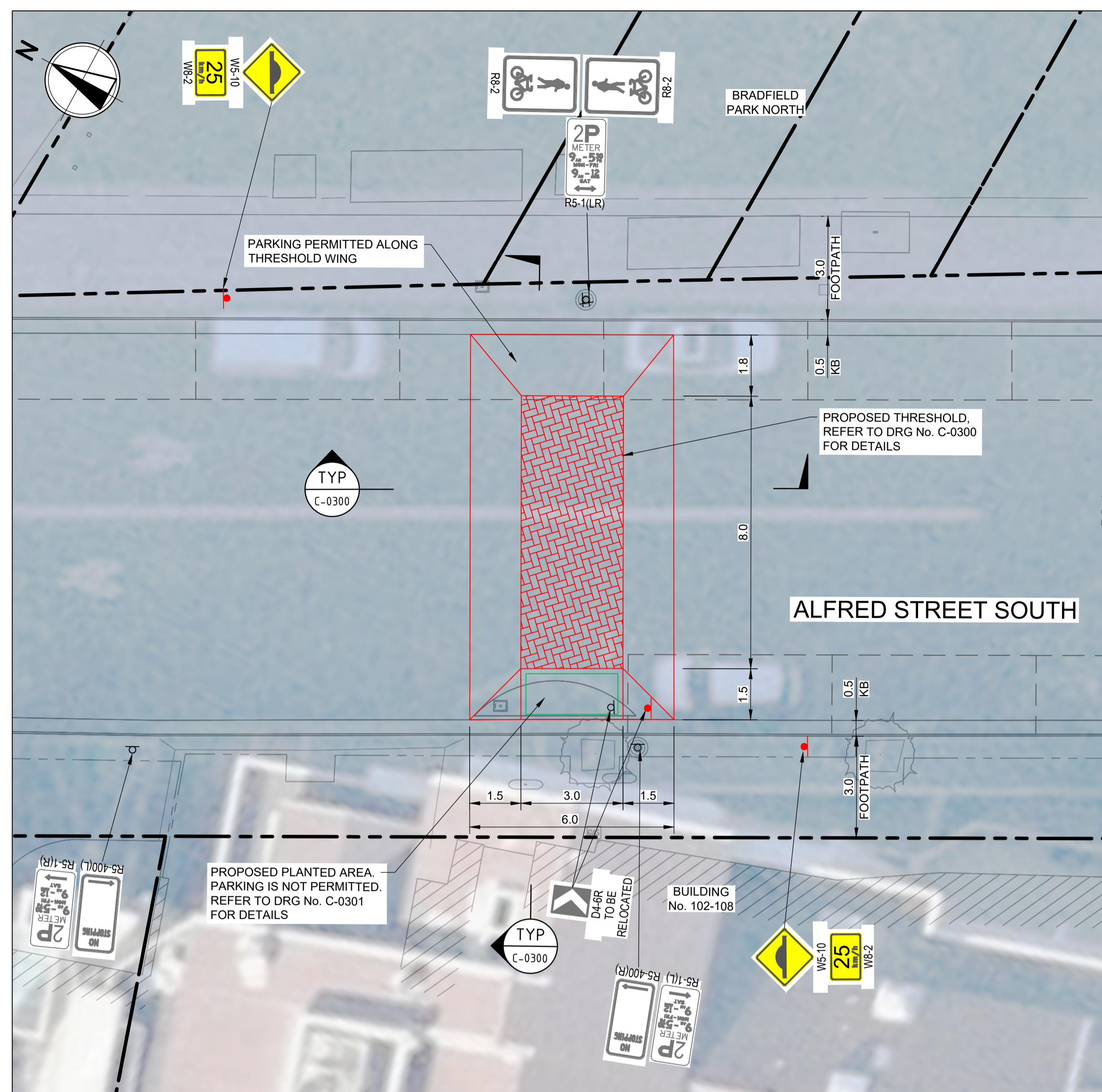


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PROJECT  
**TRAFFIC CALMING DEVICES**  
KIRIBILLI & MILSONS POINT

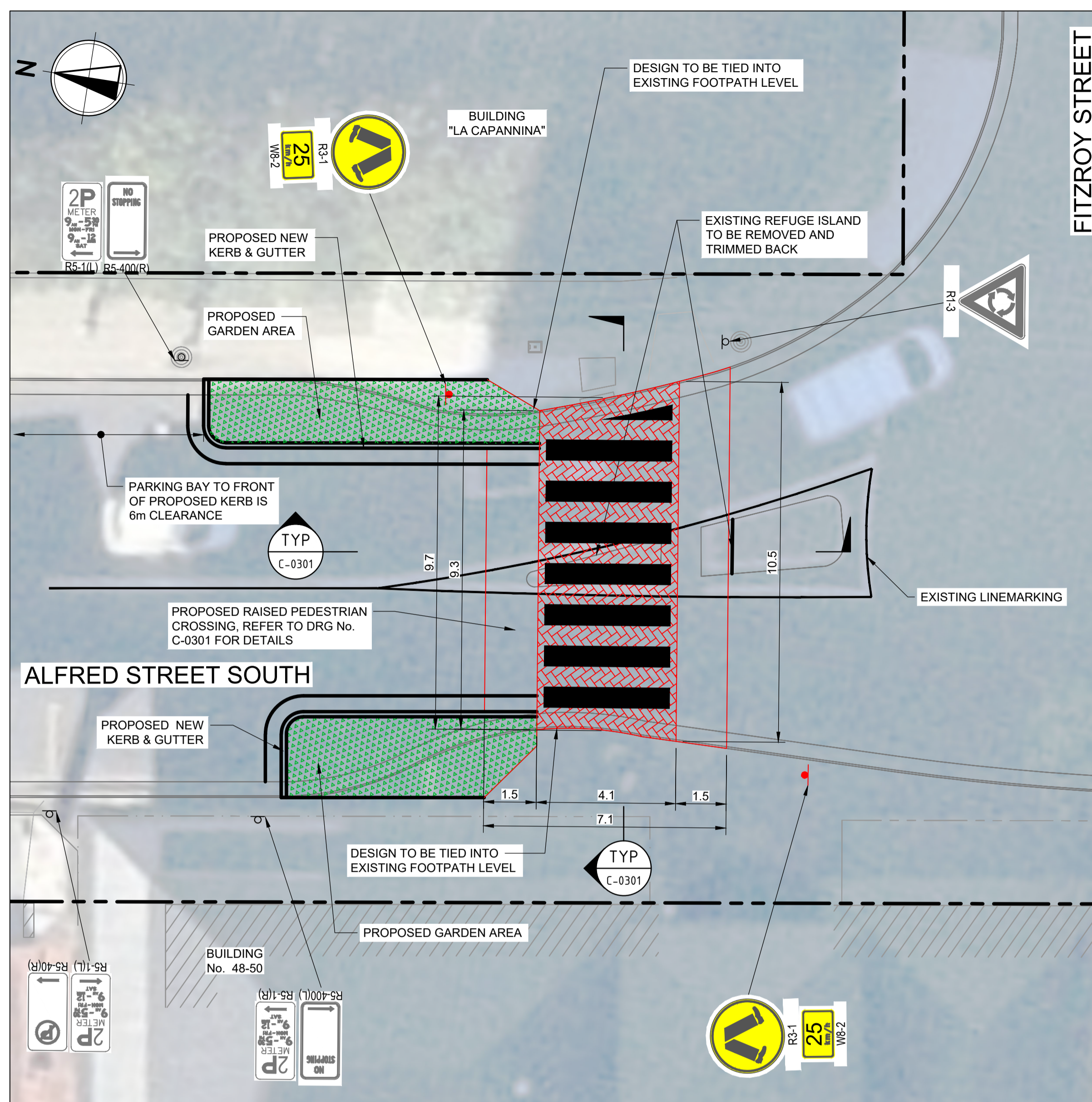
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NOT TO BE USED FOR CONSTRUCTION			
DRAWN	DESIGNED	CHECKED	APPROVED
TD	TD	TT	TN
DATUM	GRID	SCALE	
AHD	MGA	AS SHOWN	

TITLE		
SITeworks		
SITES 13, 14 & 19		
PLAN, PROFILE & SETOUT		
PROJECT No.	DRAWING No.	REV.
S19373	DRG-C-0105	B



**PLAN - SITE 15 - RAISED THRESHOLD**

SCALE 1:100  
(NO PARKING LOSS)



**PLAN - SITE 18 - RAISED PEDESTRIAN CROSSING**

SCALE 1:100  
(NO PARKING LOSS)

**LEGEND**

- LOT BOUNDARY
- PROPOSED DESIGN
- PARKING AREAS (INDICATIVE)
- TREE TO BE PLANTED
- EXISTING TREE
- PROPOSED SIGN POST
- EXISTING SIGN POST
- PROPOSED SIGN FACE
- PROPOSED SIGN FACE
- EXISTING SIGN FACE TO BE RETAINED OR RELOCATED
- EXISTING SIGN FACE TO BE RETAINED OR RELOCATED
- EXISTING SIGN FACE TO BE REMOVED
- EXISTING SIGN FACE TO BE REMOVED

**NOTES**

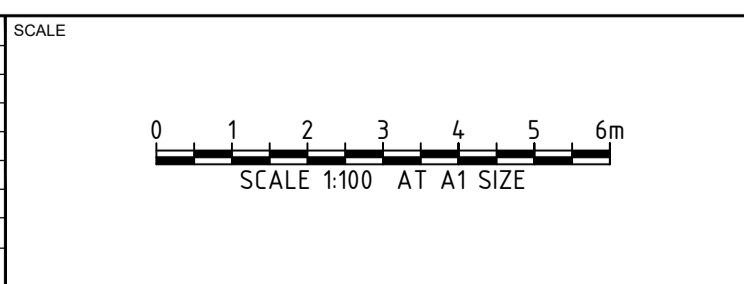
1. KERB AND GUTTER TO BE CONSTRUCTED IN ACCORDANCE WITH NORTH SYDNEY COUNCIL STANDARD DRAWING No. S101B.
2. FOR TREATMENT DETAILS, REFER TO DRAWING Nos. C-0300 & C-0301.
3. CONCRETE FOOTPATH TO BE CONSTRUCTED IN ACCORDANCE WITH NORTH SYDNEY COUNCIL STANDARD DRAWING No. S104A.
4. BARRIER KERB CONSTRUCTION IN ACCORDANCE WITH NORTH SYDNEY COUNCIL STANDARD DRAWING No. S101B.
5. FOR PARKING TIMES AND RESTRICTIONS, REFER TO POSTED STREET SIGN.

**WARNING**  
BEWARE OF UNDERGROUND SERVICES  
The location of underground cables are approximate only and their exact position should be checked on site. No guarantee is given that all existing cables and services are shown. Locate all underground cables and services before commencement of work. Refer to Worksafe Regulation 3.21.

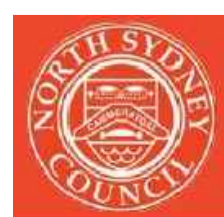
**DIAL 1100**  
BEFORE YOU DIG

REV	DATE	DESCRIPTION	RVD	REV	DATE	DESCRIPTION	RVD
B	15.01.20	REVISED DRAWING	TN				
A	10.01.20	ISSUED FOR DCD - COMMUNITY CONSULTATION	TN				

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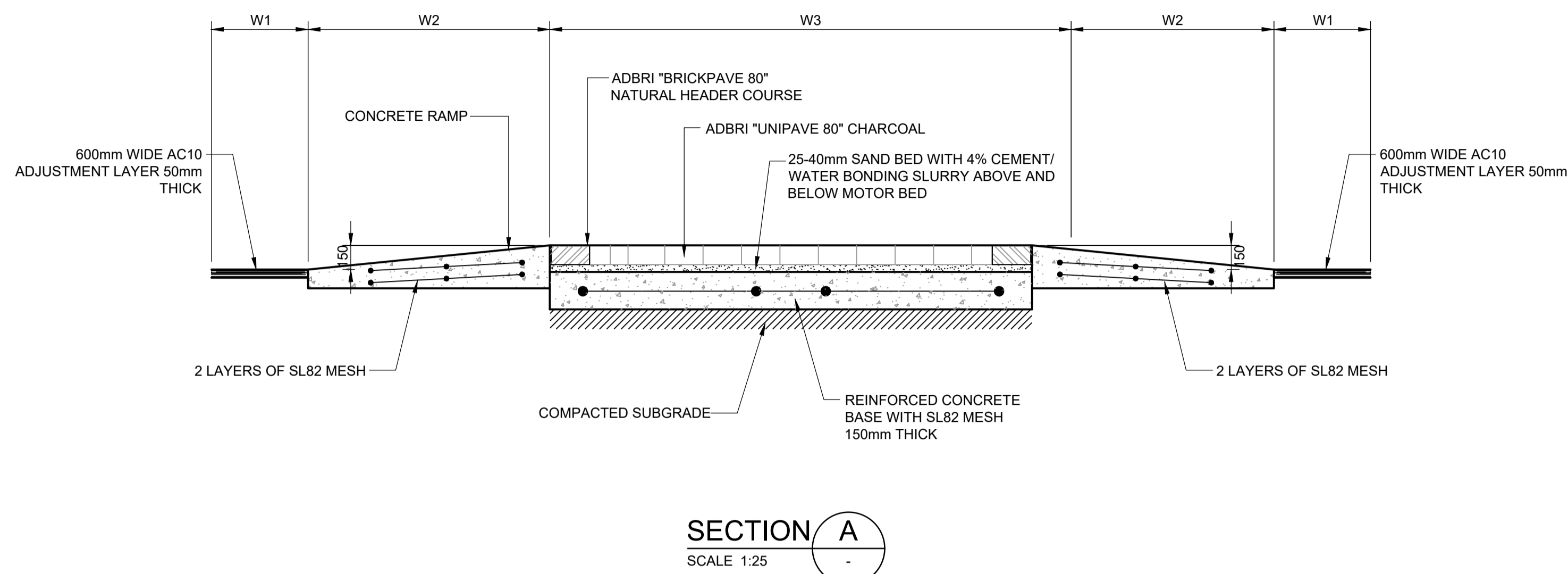
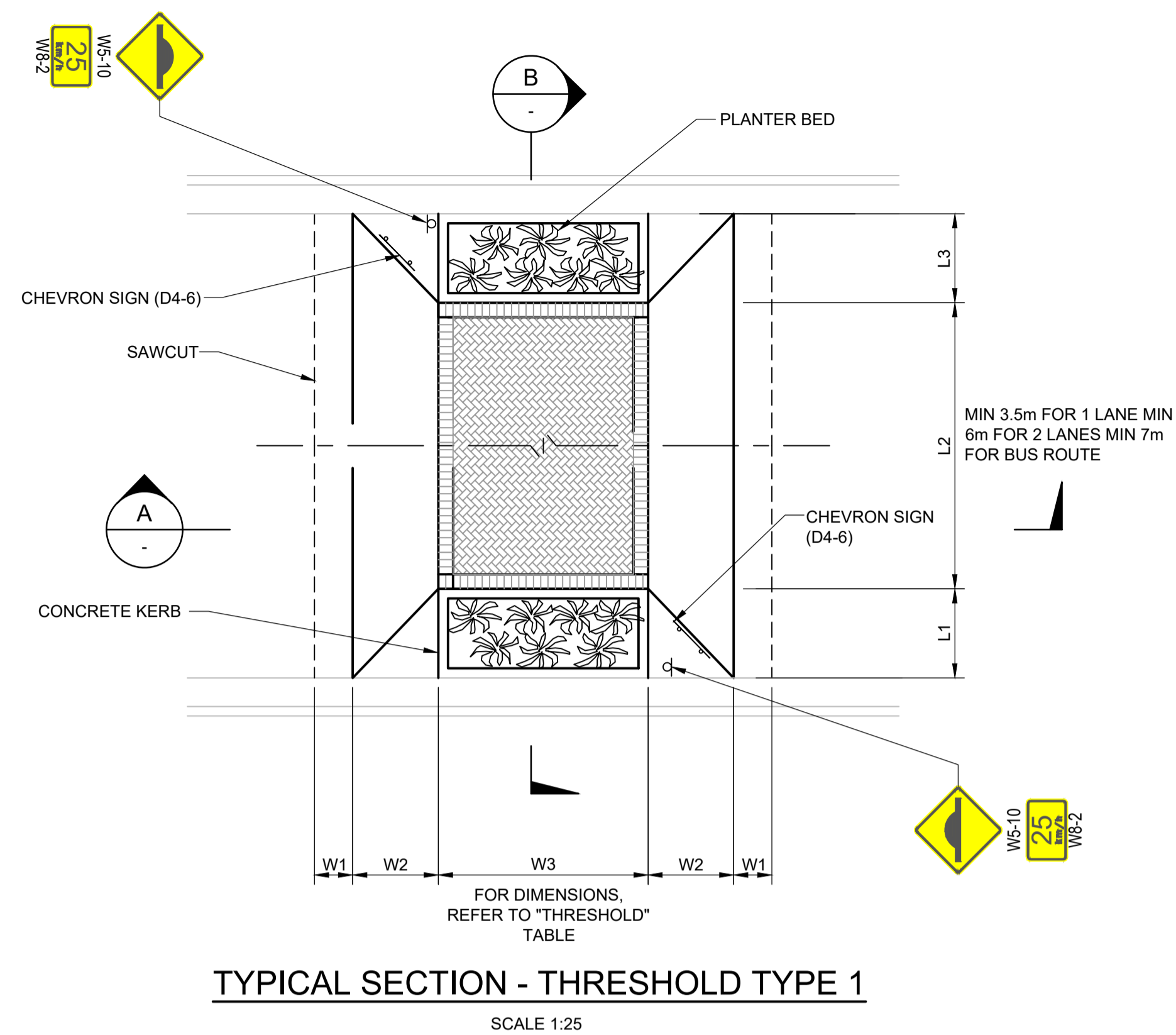
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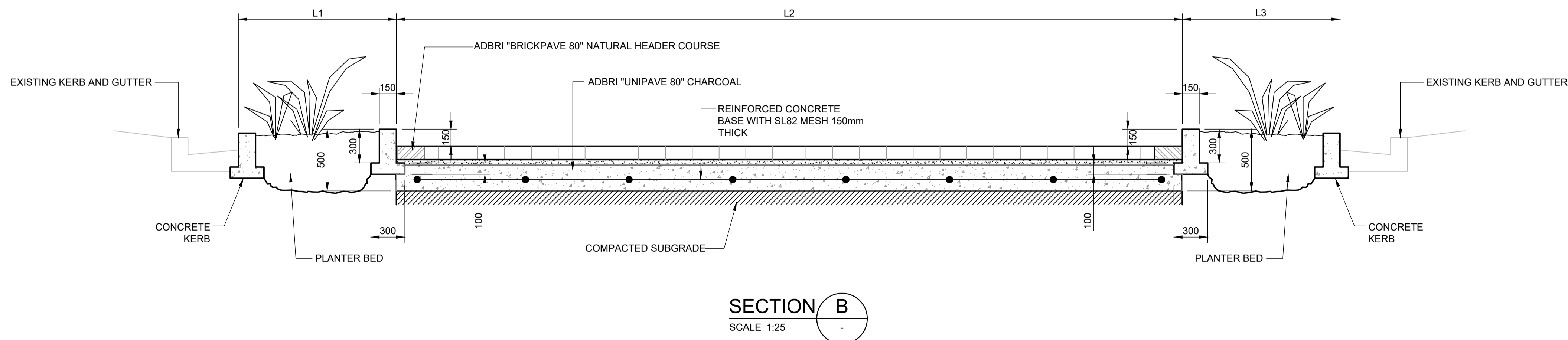
PROJECT  
**TRAFFIC CALMING DEVICES**  
KIRIBILLI & MILSONS POINT

STATUS			
DETAILED CONCEPT DESIGN			
NOT TO BE USED FOR CONSTRUCTION			
DRAWN	DESIGNED	CHECKED	APPROVED
TD	TD	TT	TN
DATUM	GRID	SCALE	
AHD	MGA	AS SHOWN	

TITLE		
SITeworks		
SITES 15 & 18		
PLAN, PROFILE & SETOUT		
PROJECT No.	DRAWING No.	REV.
S19373	DRG-C-0106	B



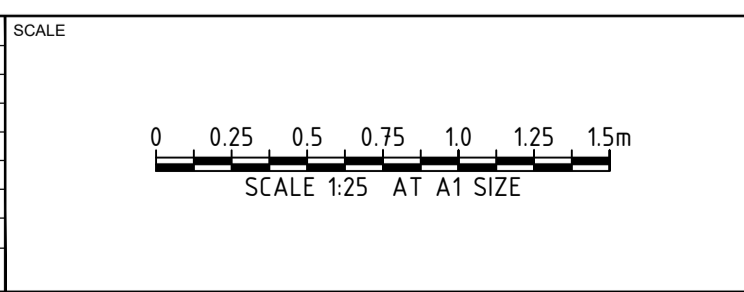
THRESHOLD TYPE 1 - DIMENSIONS TABLE							
SITE	WIDTH			LENGTH			SETOUT
	W1	W2	W3	L1	L2	L3	
15	600	1500	3000	1500	8000	1800	-



**NOTES**

- FOR PLANTER BED DETAILS, REFER TO NORTH SYDNEY COUNCIL PUBLIC DOMAIN STYLE MANUAL AND DESIGN CODES (SEPTEMBER 2019).

REV	DATE	DESCRIPTION	RVD	REV	DATE	DESCRIPTION	RVD
B	15.01.20	REVISED DRAWING	TN				
A	10.01.20	ISSUED FOR DCD - COMMUNITY CONSULTATION	TN				



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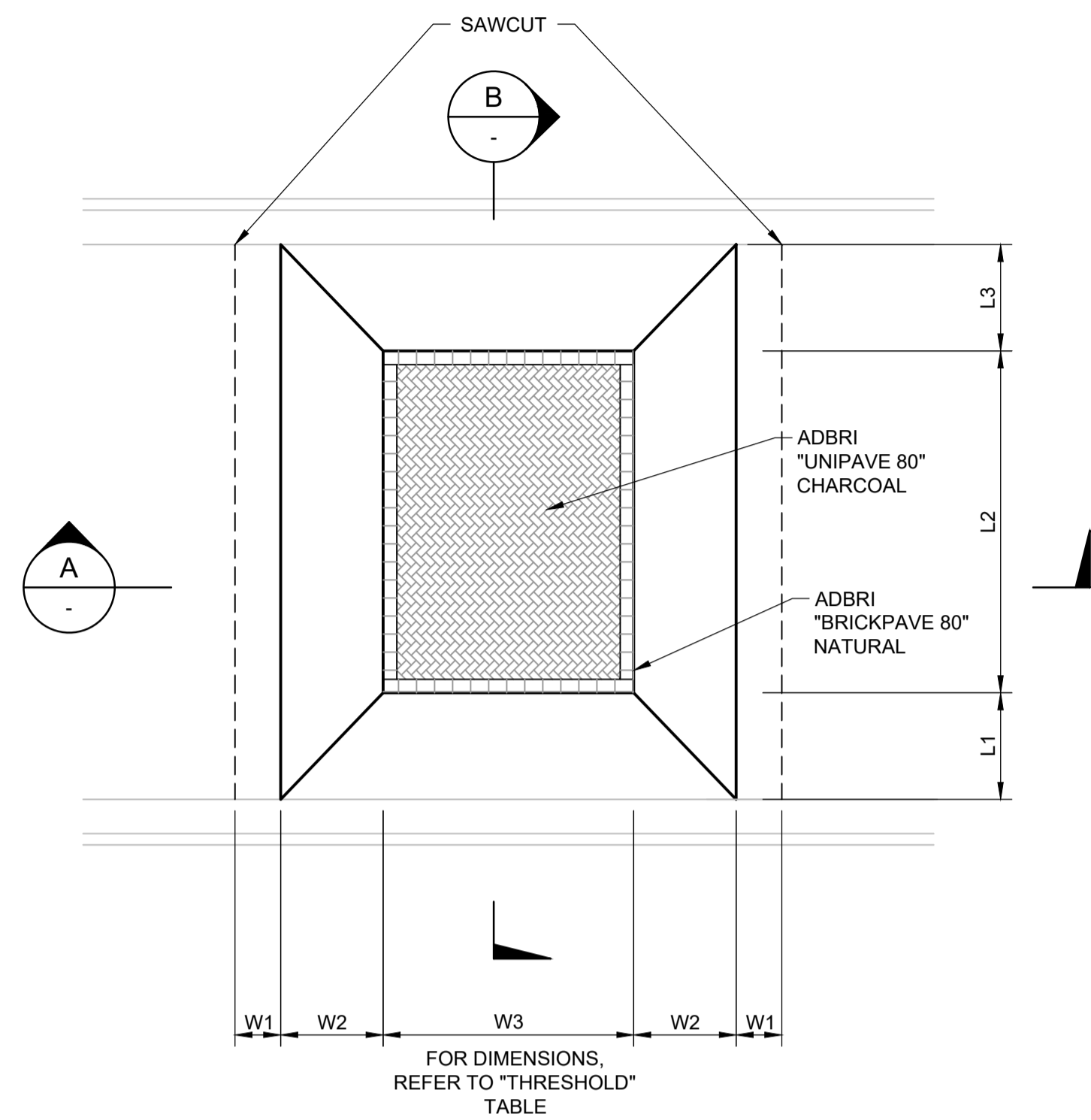


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PROJECT  
**TRAFFIC CALMING DEVICES**  
KIRIBILLI & MILSONS POINT

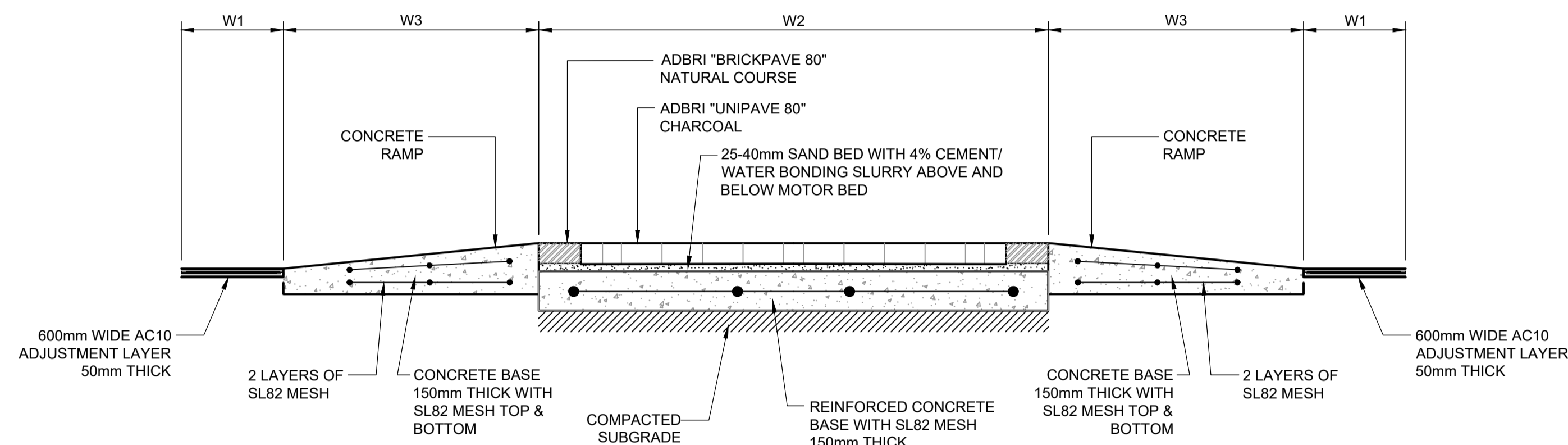
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DETAILED CONCEPT DESIGN			
NOT TO BE USED FOR CONSTRUCTION			
DRAWN	DESIGNED	CHECKED	APPROVED
TD	TD	TT	TN
DATUM	GRID	SCALE	
AHD	MGA	AS SHOWN	AT A1 SIZE

TITLE		
TYPICAL SECTIONS AND DETAILS - THRESHOLD 1		
SHEET 1 OF 1		
PROJECT NO.	DRAWING NO.	REV.
S19373	DRG-C-0300	B



**TYPICAL SECTION - THRESHOLD TYPE 2**

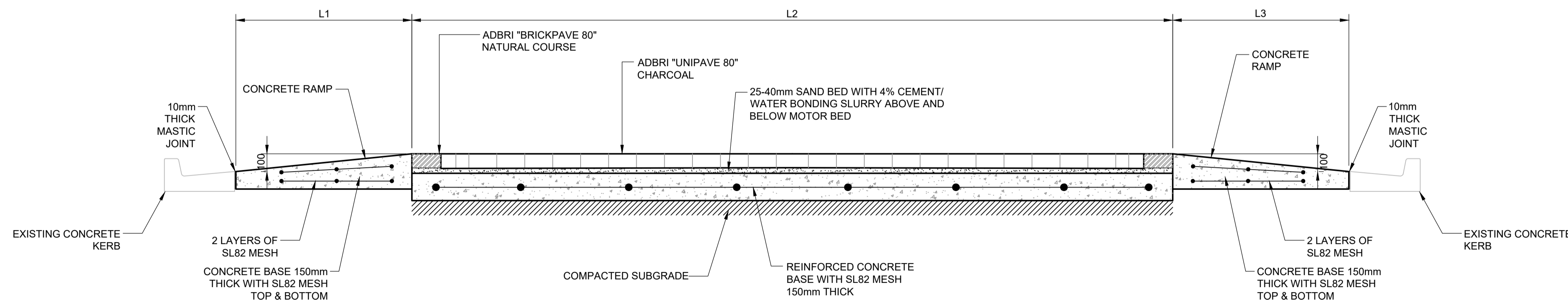
SCALE 1:25



**SECTION A**

SCALE 1:25

THRESHOLD TYPE 2 - DIMENSIONS TABLE							
SITE	WIDTH			LENGTH			SETOUT
	W1	W2	W3	L1	L2	L3	
							-
1	600	1500	3000	1800	4400	1500	-
2	600	1500	3000	1800	5400	1800	-
3	600	1500	3000	1800	5400	1800	-
4	600	1500	3000	1800	6500	1700	-
12	600	1500	3000	1800	7700	1800	-
14	600	1500	3000	1800	7700	1800	-
8 (RAISED PEDESTRIAN)	600	1500	4000	0	4600	0	-
18 (RAISED PEDESTRIAN)	600	1500	4100	0	9700	0	-

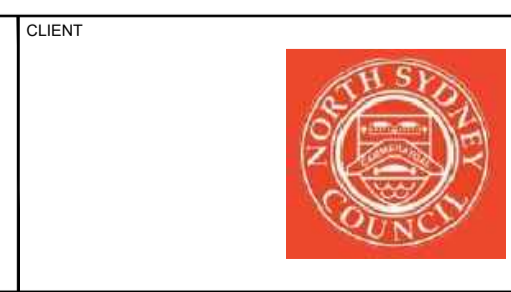
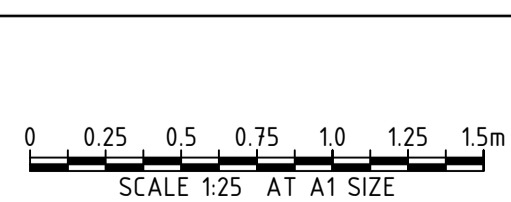


**SECTION B**

SCALE 1:25

REV	DATE	DESCRIPTION	RVD	REV	DATE	DESCRIPTION	RVD
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A	10.01.20	ISSUED FOR DCD - COMMUNITY CONSULTATION	TN				

PROJECT: S19373-100 DRAWING: CIVIL/AUTOCAD/S19373-DRG-C-0301.DWG 15/01/2020 12:09:32 PM



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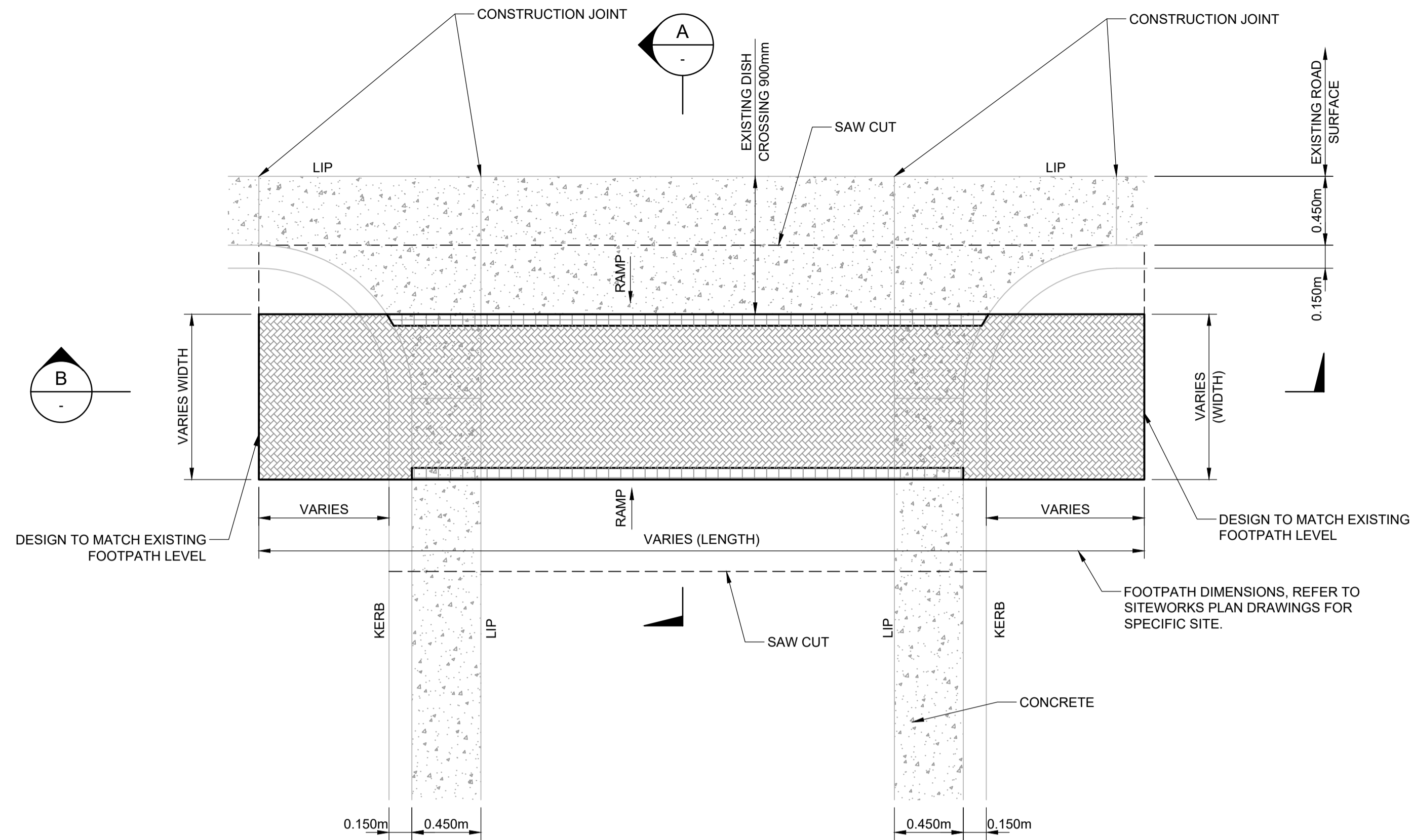


PROJECT  
**TRAFFIC CALMING DEVICES**  
KIRIBILLI & MILSONS POINT

STATUS			
DETAILED CONCEPT DESIGN			
NOT TO BE USED FOR CONSTRUCTION			
DRAWN	DESIGNED	CHECKED	APPROVED
TD	TD	TT	TN
DATUM	GRID	SCALE	
AHD	MGA	AS SHOWN	

TITLE		
TYPICAL SECTIONS AND DETAILS - THRESHOLD 2		
SHEET 1 OF 1		
PROJECT NO.	DRAWING NO.	REV.
S19373	DRG-C-0301	B

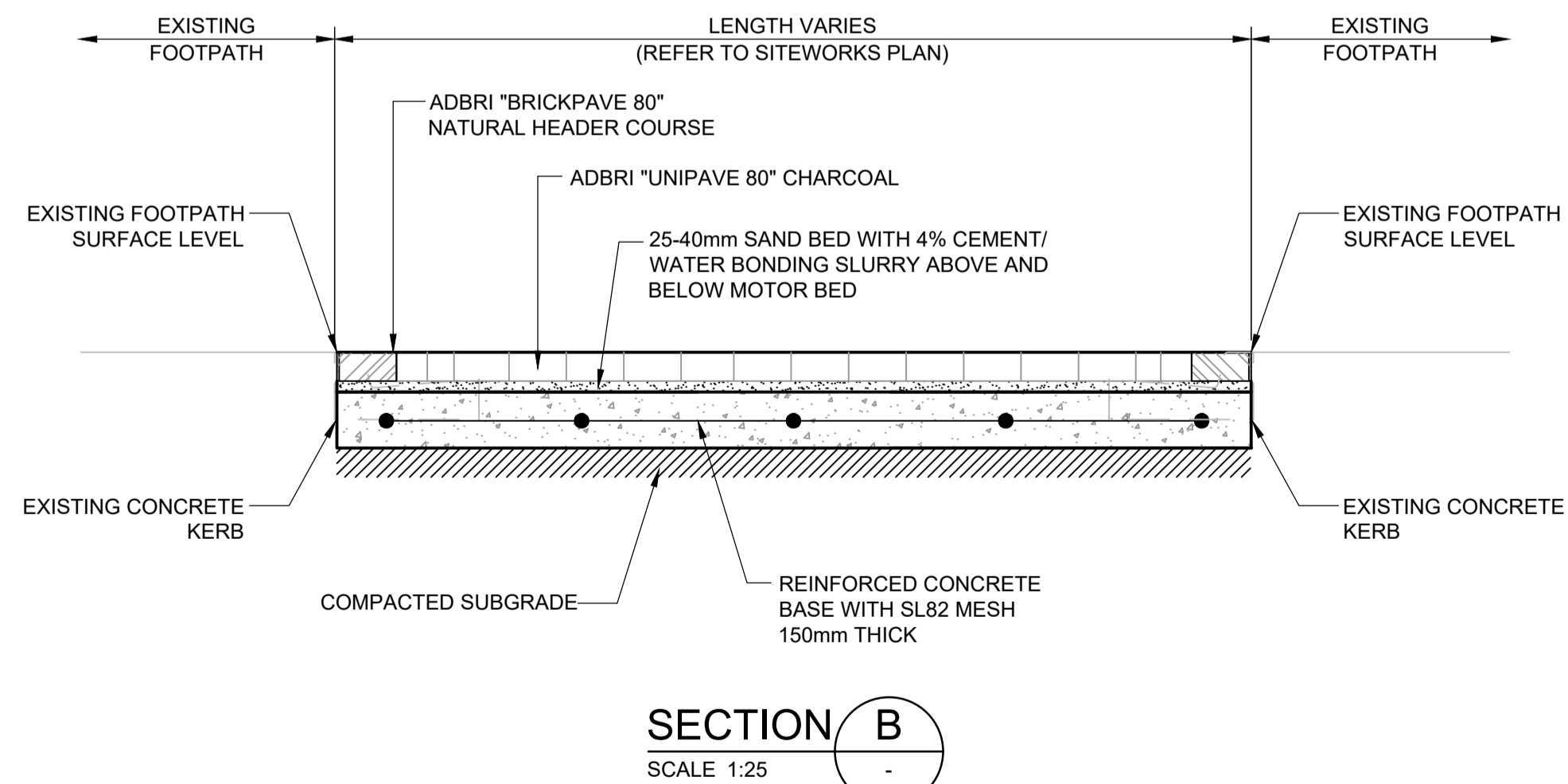
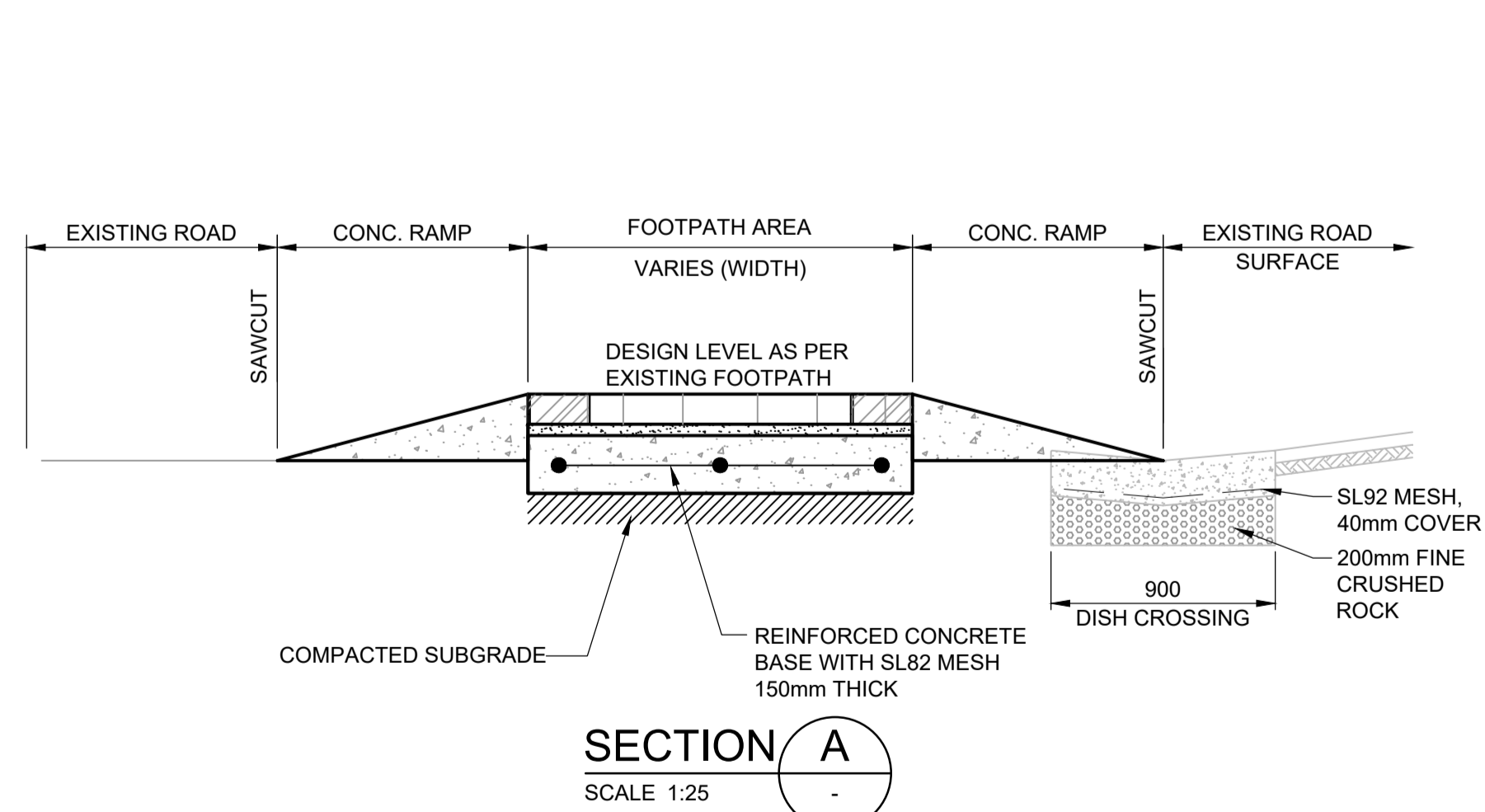




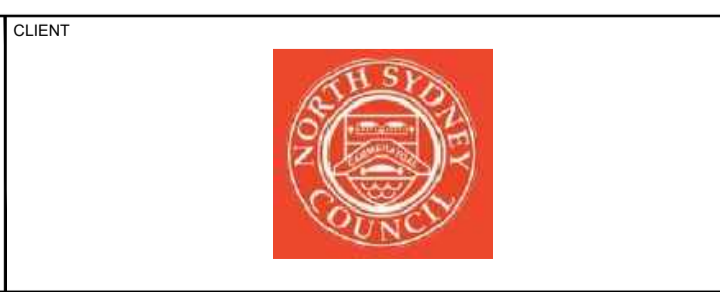
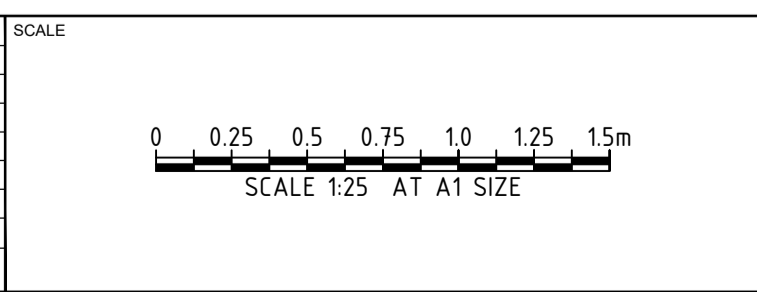
**CONTINUOUS FOOTPATH PLAN**

SCALE 1:25

CONTINUOUS FOOTPATH - DIMENSIONS TABLE		
SITE	WIDTH & LENGTH	SETOUT
6	REFER TO DRG No. C-0102	-
9	REFER TO DRG No. C-0103	-
10	REFER TO DRG No. C-0103	-
11	REFER TO DRG No. C-0104	-
13	REFER TO DRG No. C-0105	-
19	REFER TO DRG No. C-0105	-



REV	DATE	DESCRIPTION	RVD	REV	DATE	DESCRIPTION	RVD
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**TRAFFIC CALMING DEVICES**  
 KIRIBILLI & MILSONS POINT

STATUS			
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DRAWN	DESIGNED	CHECKED	APPROVED
TD	TD	TT	TN
DATUM	GRID	SCALE	
AHD	MGA	AS SHOWN	AT A1 SIZE

TITLE	
TYPICAL SECTIONS AND DETAILS - CONT. FOOTPATH SHEET 1 OF 1	
PROJECT No.	DRAWING No.
S19373	DRG-C-0302
REV.	B