

8.7. Roundabout at Grasmere Road and Young Street, Cremorne - Outcomes of Councillor Briefing

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ATTACHMENTS: Nil

PURPOSE:

This report provides Council with an update on the outcomes of a Councillor briefing held on 12 October 2020, to discuss options for road infrastructure treatments at the intersection between Grasmere Road and Young Street, Cremorne

EXECUTIVE SUMMARY:

At its meeting of 22 June 2020 Council resolved with respect to options for road infrastructure treatments at the intersection between Grasmere Road and Young Street, Cremorne the following:

- 1. THAT this matter be deferred to a Councillor Briefing which will include a representative from the RMS and Council's Engineering and Property Division, to discuss design specifications and limitations at the intersection.*

A briefing was held on 12 October 2020. The briefing was attended by specialist Traffic Engineering consultants from SMEC Engineering who were engaged by Council to review the current design of the intersection in terms of its compliance with current road design and safety standards, and to provide Council with objective feedback on how the intersection could be improved.

The recommendation of this report is consistent with recommendation from the independent consultants engaged by Council (SMEC), which was that Council implement a change of priority at the intersection subject to concurrence from the North Sydney Traffic Committee.

FINANCIAL IMPLICATIONS:

The works are anticipated to range in cost between \$12,000 to \$18,000 depending on the extent to which road pavements need to be reconstructed and kerbs adjusted. The scope will be confirmed following further engineering investigations and discussion with the North Sydney Traffic Committee. Works will be funded from the 2020/21 Traffic Facilities budget.

RECOMMENDATION:

- 1. THAT** designs be prepared for a change of priority at the intersection between Grasmere Road and Young Street, Cremorne, and that the change be constructed subject to concurrence from the North Sydney Traffic Committee.
- 2. THAT** community notification on the change include details regarding why the change is being made and why a roundabout cannot be installed at the intersection.

LINK TO COMMUNITY STRATEGIC PLAN

The relationship with the Community Strategic Plan is as follows:

2. Our Built Infrastructure

2.4 Improved traffic and parking management

BACKGROUND

At its meeting of 22 June 2020, a report was provided to Council providing details of options for road infrastructure treatments at the intersection between Grasmere Road and Young Street, Cremorne. The report was a response to MM02 “Bring Back the Roundabout” at the 24 February 2020 Council meeting.

At the meeting Council resolved:

1. THAT this matter be deferred to a Councillor Briefing which will include a representative from the RMS and Council's Engineering and Property Division, to discuss design specifications and limitations at the intersection.

A Councillor briefing was held on 12 October 2020 and was attended by specialist Traffic Engineering consultants from SMEC Engineering, who were engaged by Council to review the current design of the intersection in terms of its compliance with current road design and safety standards and to provide Council with objective feedback on how the intersection could be improved.

CONSULTATION REQUIREMENTS

Community engagement will be undertaken in accordance with Council’s Community Engagement Policy and Notification Guidelines.

DETAIL

Changes were made to the intersection between Grasmere Road and Young Street in 2017. Following the change members of the community raised concerns about speeds and intersection operation. At its meeting of 22 June 2020 Council considered a report into options for the intersection and resolved that a briefing be held to further discuss these options.

A request was made to TfNSW to attend the briefing consistent with the Council resolution at the meeting of 22 June 2020. TfNSW declined, responding that they are able to review any subsequent design proposals prepared for the intersection via the North Sydney Traffic Committee. Accordingly, qualified traffic engineering consultant

(SMEC) was engaged to attend the briefing and provide independent advice to inform the discussion of any further design options at the intersection.

At the briefing, attendees discussed the range of options presented in previous reports on this matter, site constraints that result from the intersection geometry (Young Street is narrower than many local roads) and the need to provide space for bus movements (as the intersection falls on a bus route). The presentation acknowledged that, while a roundabout would be the preferred treatment in terms of community expectations, the intersection constraints make it highly unlikely that a roundabout which meets both the current and relevant design standards and also achieves the expectations of the community could be constructed.

Accordingly, the key change to the intersection recommended by the specialist consultants (SMEC) was that a change of intersection priority – with stop signs on Grasmere Road rather than Young Street – be implemented as this was the best design option for resolving outstanding community concerns within the design constraints of the intersection.

This design outcome is consistent with a previous Council resolution from the meeting of 29 April 2019, where it was resolved:

3. THAT subject to concurrence from the North Sydney Traffic Committee, Council change the Stop priority of the intersection between Grasmere Road and Young Street, Cremorne (giving Young Street priority), including any required changes to linemarking.

A change in priority has also previously been proposed by some members of the community as a preferred option for the intersection.

At the briefing it was also discussed that detailed community notification, explaining the project background and rationale behind the change of priority be distributed prior to the change being made.