

7.1. Traffic Committee Minutes - 23 July 2021

AUTHOR: Josh Jongma, Governance Coordinator

ENDORSED BY: Duncan Mitchell, Director Engineering and Property Services

ATTACHMENTS:

1. 23 July 2021 Traffic Committee minutes [7.1.1 - 11 pages]

PURPOSE:

Council is required to consider the Minutes of this Committee under the Code of Meeting Practice.

EXECUTIVE SUMMARY:

This report presents the recommendations of the last meeting of the Traffic Committee held on 23 July 2021 for Council adoption. The minutes are attached for information.

The full reports to the Traffic Committee can be viewed at https://www.northsydney.nsw.gov.au/Council_Meetings/Meetings/Committees/Traffic_Committee/2021/23_July_2021

An alternate recommendation has been proposed for Item 5.3 (recommendation No. 9).

FINANCIAL IMPLICATIONS:

Financial implications are outlined in the reports to the Traffic Committee.

RECOMMENDATION:

1. **THAT** the information regarding Delegated Authority items be received. (5.1)
2. **THAT** the matter *concerning Moodie Street, Cammeray – Footpath design and Parking Re-arrangement, Community Consultation* be deferred to until after the September Local Government election and until such time that residents can attend in person to address the Committee. (5.2)
3. **THAT** the submitters be notified of the deferral of this matter. (5.2)
4. **THAT** the Committee thank the staff involved in the report for the efforts in ameliorating the traffic in Moodie Street. (5.2)
5. **THAT** that Council apply to TfNSW for a 40km/h speed zone on Blues Point Road between Lavender Street and Blues Point Reserve. The scheme should incorporate the traffic and pedestrian upgrades identified in the McMahons Point (Blues Point Road) Public Domain Upgrade Masterplan, and as minimal use of *raised flat top thresholds* as possible between Princes Street and Blues Point Reserve to address the TfNSW criteria for the proposed 40km/h speed zone. (5.3)

6. **THAT** the raised flat top threshold be used instead of speed cushions. (5.3)
7. **THAT** if the scheme cannot be implemented with a maximum of two raised flat top thresholds, then the matter be brought back to the Committee. (5.3)
8. **THAT** following discussions with TfNSW on the proposed scheme, a report be brought back to Council outlining the proposed scheme, the cost implications of the proposed scheme, potential funding, proposed schedule and details of further community engagement if required. (5.3)
9. **THAT** Council commits to no further use of rubber speed cushions. (5.3)
- 9a. **THAT** Council notes a preferred position for full width concrete or asphalt raised thresholds rather than rubber speed cushions for any speed humps proposed on Council roads, where it is practical and feasible to do so (5.3) (**alternate recommendation, see note in report**)
10. **THAT** Council be included in the consultation process for the beautification works in Blues Point Reserve following the completion of the Metro works. (5.3)
11. **THAT** Council seeks clarification on the timeline and status of the Metro works in the North Sydney LGA. (5.3)
12. **THAT** the application for Blues Point Road 40km/h speed zone ensures that there is no loss of parking. (5.3)
13. **THAT** the previous resolution of the 30th April Traffic Committee (Item 5.4) regarding line marking and signage on Blues Point Road be prioritised (subject to Public Health Orders). (5.3)
14. **THAT** the Council acknowledge that there is a pedestrian safety issue alongside the Pacific Highway between Arthur Street and Blue Street. (5.4)
15. **THAT** this matter be included as a part of the pedestrian safety standing item. (5.4)
16. **THAT** the alternative existing on road cycling route down Miller Street and Lavender Street be the official route to the harbour bridge. (5.4)
17. **THAT** Council promptly remove 'shared path' signage on western side of Pacific Highway between Blue Street and Arthur Street and installing of 'no cycling' signage at Arthur Street and at Blue Street (5.4)
18. **THAT** 'no cycling' footpath stencils be installed on the footpath on the western side of Pacific Highway between Blue Street and Arthur Street in the same manner as St Peters Park. (5.4)
19. **THAT** the parking restrictions installed in North Sydney and Neutral Bay Resident Parking Area 1 in December 2020, remain. (5.5)
20. **THAT** the information concerning the Western Harbour Tunnel and Warringah Freeway Upgrade project be received. (6.1)
21. **THAT** a request is made to TfNSW that any damage at Winter Avenue and Alfred Street North pedestrian crossing be promptly remediated. (6.1)
22. **THAT** a request is made to TfNSW that the public be informed through signage that the works for the Warringah Freeway Upgrade at St Leonards Park are temporary. (6.1)
23. **THAT** the information concerning Standing Item – Pedestrian Safety be received. (6.2)
24. **THAT** the decisions of Item 5.4 (Pacific Highway, North Sydney - Shared Path between Arthur Street and Blue Street) be included in this report. (6.2)
25. **THAT** the information concerning the Abandoned Vehicles and Unattended Boat Trailers Processed Report be received (6.3)

LINK TO COMMUNITY STRATEGIC PLAN

The relationship with the Community Strategic Plan is as follows:

5. Our Civic Leadership

5.1 Council leads the strategic direction of North Sydney

5.2 Council is well governed and customer focused

BACKGROUND

Section 5.3.2 of the *RMS Delegation to Council for the Regulation of Traffic* states that: *All proposals recommended by the LTC must still be formally approved by the elected Council (or their sub-delegate), subject to certain limitations.*

CONSULTATION REQUIREMENTS

Community engagement is not required.

DETAIL

In accordance with Council's past practice, this report presents the recommendations of the last meeting of the Traffic Committee held on 23 July 2021 for Council adoption. The minutes are attached for information.

Note for Item 5.3 – recommendation concerning use of rubber speed cushions

With regard to the Traffic Committee Recommendation No. 9 - *THAT Council commits to no further use of rubber speed cushions*, the following information is provided for Council's consideration. Rubber speed cushions are an alternative traffic calming device to concrete or asphalt raised thresholds and typically cost around 15% for supply and installation compared to the concrete or asphalt alternatives. There are some applications where speed cushions are appropriate such as for narrow laneways where it is desirable to maintain a flat travel path for pedestrians, or where a trial traffic calming scheme is recommended. The *State Transit Bus Infrastructure Guide* also notes a preference for speed cushions 1.6m wide or less on bus routes so that buses can straddle the speed cushion without causing disruption or injury to unrestrained passengers.

With regard to the above, Council officers recommend that Council notes a preferred position is for full width concrete or asphalt raised thresholds where practical and feasible, and the following alternative recommendation is suggested to replace Recommendation No 9:

THAT Council notes a preferred position for full width concrete or asphalt raised thresholds rather than rubber speed cushions for any speed humps proposed on Council roads, where it is practical and feasible to do so.



MINUTES

The Minutes of the **541st Traffic Committee MEETING** held in the Council Chambers, 200 Miller Street, North Sydney on Friday 23 July 2021.



PRESENT

Councillor Gibson in the Chair, Councillor Keen.

Staff: Michaela Kemp, Manager Traffic and Transport Operations
Iman Mohammadi, Traffic & Transport Engineer
Mark Richardson, Manager Ranger and Parking Services
Nigel Turner, Senior Strategic Transport Planner
Josh Jongma, Governance Co-ordinator (minutes)

Members: Sgt Ryan Edwards, North Shore Police
Garvin Rutherford representing Gladys Berejiklian, Member for Willoughby
Lisa Forrest representing Felicity Wilson, Member for North Shore
David Osborne, Transport for New South Wales

Non-Voting

Members: Egwin Herbert, STA

Visitors: Nil

Apologies: Duncan Mitchell, Director Engineering and Property Services
Veronique Marchandau representing Felicity Wilson, Member for North Shore

The meeting commenced at 10.05 am.

1. Confirmation of Minutes

The Minutes of the previous meeting held on 11 June 2021, copies of which had been previously circulated, are to be taken as read and confirmed.

A Motion was moved by Garvin a

THAT the Minutes of the previous 540th Traffic Committee Meeting held on Friday, 11 June 2021, copies of which had been previously circulated, were taken as read and confirmed.

The Motion was put and **Carried**.

Voting was unanimous.

Resolved to Recommend:

THAT the Minutes of the previous 540th Traffic Committee Meeting held on Friday, 11 June 2021, copies of which had been previously circulated, were taken as read and confirmed.

2. Disclosures of Interest

Councillor Keen declared a non-pecuniary and less than significant interest in item 8.2 as a member of the Neutral Bay Public School Council.

3. Matters Arising from the Minutes

Nil.

4. Matters Arising from Council Resolutions

Nil.

5. Items for Consideration

5.1. Delegated Authority

AUTHOR: Maria Coyne, Traffic Operations Officer

To report to the Committee matters given approval under delegated authority to the Traffic & Transport Operations Manager.

Attached is a list of projects given approval under delegated authority to the Traffic & Transport Operations Manager. Approval was given subject to concurrence of Transport for NSW, the NSW Police and the local State Members.

There are no direct financial implications arising from this report.

RECOMMENDATION:

1. THAT the information regarding Delegated Authority items be received.

The Recommendation was moved by Councillor Keen and seconded by David Osborne.

The Motion was put and **Carried**.

Voting was unanimous.

Resolved to Recommend:

1. THAT the information regarding Delegated Authority items be received.

5.2. Moodie Street, Cammeray – Footpath design and Parking Re-arrangement, Community Consultation

AUTHOR: Iman Mohammadi, Traffic & Transport Engineer

To report the community engagement outcomes on the Footpath design and Parking Re-arrangement in Moodie Street, Cammeray.

Council received representations from residents of Moodie Street concerning speeding and rat-running and requests for Moodie Street to be converted to one-way northbound due to the restricted carriageway. Residents have also requested a footpath in Moodie Street from Ernest Street to the start of the bend. The matter was raised at the Traffic Committee meeting on 27

November 2020. Subsequently, at the 3741st Council meeting on 22 February 2021 it was resolved:

1. **THAT** Council progress as soon as possible the construction of a footpath in the northern section of Moodie Street and offset some of the parking loss by converting the parallel parking in the central section of Moodie Street to angle parking.
2. **THAT** Council proceed with community consultation as soon as practicable.
3. **THAT** a report be submitted to the next Traffic Committee on the design and estimated cost of this work.

A copy of the report to the 27 November 2020 is available at:

https://www.northsydney.nsw.gov.au/Council_Meetings/Meetings/Committees/Traffic_Committee/2020/27_November_2020

A further report in response to the resolutions of 22 February 2021 was prepared and considered at the 537th Traffic Committee on 5 February 2021. Subsequently, at the 3741st Council meeting on 22 February 2021 it was resolved:

1. **THAT** residents of Moodie Street be consulted on the proposed footpath and parking re-arrangement and the result of this consultation be reported to the next available Traffic Committee.
2. **THAT** it be noted that the Moodie Street footpath and parking re-arrangement is a medium-term priority in the LATM Action Plan Zone 2 and funding allocations for 2021/22 will be determined based on funding availability and respective priorities of projects within the 7 LATM Zones.

A copy of the report to the 5 February 2021 Traffic Committee is available at:

https://www.northsydney.nsw.gov.au/Council_Meetings/Meetings/Committees/Traffic_Committee/2021/5_February_2021

Following Council's resolution of 5 February 2021, Council consulted with residents of Moodie Street regarding the footpath and parking re-arrangement design plan. Community engagement took place from 7 May until 6 June 2021. This report details the outcomes of the community engagement.

The cost for this project is estimated to be \$100,000. The proposal is ranked as a medium-term priority in the LATM Action Plan Zone 2. Funding allocations for 2021/22 will be determined based on funding availability and respective priorities of projects within the 7 LATM Action Plans.

RECOMMENDATION:

1. **THAT** Council construct footpath in the northern section of Moodie Street and offset some of the parking loss by converting the parallel parking in the central section of Moodie Street to angle parking.

A Motion was moved by Councillor Gibson and seconded by Garvin Rutherford.

1. **THAT** the matter be deferred to until after the September Local Government election and until such time that residents can attend in person to address the Committee.
2. **THAT** the submitters be notified of the deferral of this matter.
3. **THAT** the Committee thank the staff involved in the report for the efforts in ameliorating the traffic in Moodie Street.

The Motion was put and **Carried**.

Voting was unanimous.

Resolved to Recommend:

1. **THAT** the matter be deferred to until after the September Local Government election and until such time that residents can attend in person to address the Committee.
2. **THAT** the submitters be notified of the deferral of this matter.
3. **THAT** the Committee thank the staff involved in the report for the efforts in ameliorating the traffic in Moodie Street.

5.3. Blues Point Road - Proposed Traffic Calming Survey Results

AUTHOR: Michaela Kemp, Manager Traffic & Transport Operations

The purpose of this report is to report the community engagement outcomes to the Traffic Committee on the proposed speed cushions in Blues Point Road, McMahons Point and to provide a progress report on previous resolutions concerning traffic management in Blues Point Road.

At the Traffic Committee meeting on 5 February 2021, it was recommended, and Council subsequently resolved:

1. ***THAT** Council consults with the affected community with regard to the speed cushion traffic calming scheme for Blues Point Road between Princes Street and Blues Point Reserve as shown in the attached plans. (4.3)*

The matter has been a standing item at the Traffic Committee meetings since April 2021 and the Traffic Committee has subsequently made several recommendations in regard to traffic management in Blues Point Road. Progress updates on each resolution are provided in this report.

Community engagement on the proposed speed cushions was **Carried** out between 4 May 2021 to 6 June 2021. There were 188 respondents to the survey and 60% supported the proposed speed cushions; and 40% were opposed. Respondents from Blues Point Road were generally supportive of the speed cushions (76% versus 24% opposed).

Traffic count data for Blues Point Road shows that the majority of motorists on Blues Point Road are obeying the speed limit of 50km/h, with an 85th percentile speed of 39-47km/h. There is a desire from the community and Council has previously resolved to implement a 40km/h speed limit on Blues Point Road. Given that the speeds in some sections of Blues Point Road exceed 40km/h, some form of traffic calming would be required for TfNSW to approve the proposal.

The speed cushions are estimated to cost in the order of \$35,000. Cost implications of the McMahons Point (Blues Point Road) Public Domain Upgrade Masterplan were previously reported to Council. Funding has been partially allocated to the McMahons Point (Blues Point Road) Public Domain Upgrade Masterplan in 2021/22. Additional funding is required to implement the full scheme.

RECOMMENDATION:

1. **THAT** that Council apply to TfNSW for a 40km/h speed zone on Blues Point Road between Lavender Street and Blues Point Reserve. The scheme should incorporate the traffic and pedestrian upgrades identified in the McMahons Point (Blues Point Road) Public Domain Upgrade Masterplan, and as minimal speed cushions as possible between Princes Street and Blues Point Reserve to address the TfNSW criteria for the proposed 40km/h speed zone.
2. **THAT** following discussions with TfNSW on the proposed scheme, a report be brought back to Council outlining the proposed scheme, the cost implications of the proposed scheme, potential funding, proposed schedule and details of further community engagement if required.

A Motion was moved by Councillor Gibson and seconded by Lisa Forrest

1. **THAT** that Council apply to TfNSW for a 40km/h speed zone on Blues Point Road between Lavender Street and Blues Point Reserve. The scheme should incorporate the traffic and pedestrian upgrades identified in the McMahons Point (Blues Point Road) Public Doman Upgrade Masterplan, and as minimal use of *raised flat top thresholds* as possible between Princes Street and Blues Point Reserve to address the TfNSW criteria for the proposed 40km/h speed zone.
2. **THAT** the raised flat top threshold be used instead of speed cushions.
3. **THAT** if the scheme cannot be implemented with a maximum of two raised flat top thresholds, then the matter be brought back to the Committee.
4. **THAT** following discussions with TfNSW on the proposed scheme, a report be brought back to Council outlining the proposed scheme, the cost implications of the proposed scheme, potential funding, proposed schedule and details of further community engagement if required.
5. **THAT** Council commits to no further use of rubber speed cushions.
6. **THAT** Council be included in the consultation process for the beautification works in Blues Point Reserve following the completion of the Metro works.
7. **THAT** Council seeks clarification on the timeline and status of the Metro works in the North Sydney LGA.
8. **THAT** the application ensures that there is no loss of parking.
9. **THAT** the previous resolution of the 30th April Traffic Committee (Item 5.4) regarding line marking and signage on Blues Point Road be prioritised (subject to Public Health Orders).

The Motion was put and **Carried**.

Voting was unanimous.

Resolved to Recommend:

1. **THAT** that Council apply to TfNSW for a 40km/h speed zone on Blues Point Road between Lavender Street and Blues Point Reserve. The scheme should incorporate the traffic and pedestrian upgrades identified in the McMahons Point (Blues Point Road) Public Doman Upgrade Masterplan, and as minimal use of *raised flat top thresholds* as possible between Princes Street and Blues Point Reserve to address the TfNSW criteria for the proposed 40km/h speed zone.
2. **THAT** the raised flat top threshold be used instead of speed cushions.
3. **THAT** if the scheme cannot be implemented with a maximum of two raised flat top thresholds, then the matter be brought back to the Committee.
4. **THAT** following discussions with TfNSW on the proposed scheme, a report be brought back to Council outlining the proposed scheme, the cost implications of the proposed scheme, potential funding, proposed schedule and details of further community engagement if required.
5. **THAT** Council commits to no further use of rubber speed cushions.
6. **THAT** Council be included in the consultation process for the beautification works in Blues Point Reserve following the completion of the Metro works.
7. **THAT** Council seeks clarification on the timeline and status of the Metro works in the North Sydney LGA.
8. **THAT** the application ensures that there is no loss of parking.
9. **THAT** the previous resolution of the 30th April Traffic Committee (Item 5.4) regarding line marking and signage on Blues Point Road be prioritised (subject to Public Health Orders).

5.4. Pacific Highway, North Sydney - Shared Path between Arthur Street and Blue Street

AUTHOR: Lindsay Menday, Sustainable Transport Project Coordinator

This report provides a response to Item (7.4) Pacific Highway between Arthur Street & Blue Street – Share Path from the 11 June 2021 Traffic Committee.

At the 11 June 2021 Traffic Committee meeting, a review into pedestrian safety on the shared path alongside the Pacific Highway between Arthur Street and Blue was requested.

A site visit was undertaken and it was noted that the existing shared path is constrained by trees and posts which complicates pedestrian and cyclist movements and reduces the path width.

In its current configuration, the path is not consistent with contemporary shared path standards. However, it is recommended that the shared status be retained until a formalised cycling alternative can be provided, as no comparable safe or legal alternatives were identified.

To reduce the potential for conflict in the immediate term, it is recommended that additional ‘! SLOW and ‘10 kph’ speed advisory path marking be installed. Medium term, it is recommended that options to separate riders from pedestrians be developed and brought back to the traffic committee in 3-6 months.

The cost of the markings can be funded from Council’s signs and lines budget. The cost of preparation of concept plans can be funded from Council’s Cycling Strategy budget.

RECOMMENDATION:

- 1. THAT** blue line path markings (‘! SLOW’ and 10 kph speed advisory) be added to the shared path alongside the Pacific Highway between Arthur Street and Blue Street.
- 2. THAT** concept options to provide separated walking and cycling paths for the shared path alongside the Pacific Highway between Arthur Street and Blue Street be prepared and brought back to Traffic Committee and Transport for NSW for consideration.

A Motion was moved by Councillor Gibson and seconded by Ryan Edwards.

- 1. THAT** the Council acknowledge that there is a pedestrian safety issue alongside the Pacific Highway between Arthur Street and Blue Street.
- 2. THAT** this matter be included as a part of the pedestrian safety standing item.
- 3. THAT** the alternative existing on road cycling route down Miller Street and Lavender Street be the official route to the harbour bridge.
- 4. THAT** Council promptly remove ‘shared path’ signage on western side of Pacific Highway between Blue Street and Arthur Street and installing of ‘no cycling’ signage at Arthur Street and at Blue Street
- 5. THAT** ‘no cycling’ footpath stencils be installed on the footpath on the western side of Pacific Highway between Blue Street and Arthur Street in the same manner as St Peters Park.

The Motion was put and **Carried**.

Voting was unanimous.

Resolved to Recommend:

- 1. THAT** the Council acknowledge that there is a pedestrian safety issue alongside the Pacific Highway between Arthur Street and Blue Street.
- 2. THAT** this matter be included as a part of the pedestrian safety standing item.
- 3. THAT** the alternative existing on road cycling route down Miller Street and Lavender Street be the official route to the harbour bridge.

4. THAT Council promptly remove ‘shared path’ signage on western side of Pacific Highway between Blue Street and Arthur Street and installing of ‘no cycling’ signage at Arthur Street and at Blue Street

5. THAT ‘no cycling’ footpath stencils be installed on the footpath on the western side of Pacific Highway between Blue Street and Arthur Street in the same manner as St Peters Park.

5.5. Parking Area 1 - 6 Month Review

AUTHOR: Tram Nguyen, Parking Facilities Operations Officer

This report details the outcomes of a six month review of the parking changes in North Sydney and Neutral Bay Resident Parking Area 1 in December 2020.

At the North Sydney [Traffic Committee meeting](#) held on 27 November 2020, the Traffic Committee considered the survey results of a community consultation for North Sydney and Neutral Bay Resident Parking Area 1 ([attached](#)). At the meeting, the following recommendations were made and subsequently adopted by Council:

1. **THAT** Council change the one (1) existing “1/2 Hour Parking 8.30am - 6pm Mon – Fri Permit Holders Excepted Area 1” parking space fronting property No. 19 Bray Street, North Sydney, to “2 Hour Parking 8.30am - 6pm Mon – Fri Permit Holders Excepted Area 1”.
2. **THAT** Council remove the ‘mobility permit’ limitation from the opening sign for the two (2) parking spaces fronting property no. 62 Clark Road, North Sydney, to match the closing sign “2 Hour Parking 8.30am - 6pm Mon – Fri Permit Holders Excepted Area 1”.
3. **THAT** Council change the six (6) existing “2 Hour Parking 8.30am - 6pm Mon – Fri Permit Holders Excepted Area 1” parking spaces between property no. 1 and 4 Margaret Street, North Sydney, on the southern side of Margaret Street Reserve, to “1/2 Hour Parking 8.30am - 6pm Mon – Fri Permit Holders Excepted Area 1”.
4. **THAT** Council change the three (3) unrestricted parking spaces in The Avenue at the south eastern boundary of no. 32 Whaling Road, North Sydney, to “4 Hour Parking 8.30am - 6pm Mon – Fri Permit Holders Excepted Area 1”.
5. **THAT** Council notify the residents before installing the parking restriction changes in North Sydney and Neutral Bay Parking Area 1.
6. **THAT** Parking changes be implemented under delegation to the Manager Traffic & Transport Operations.
7. **THAT** the new parking restrictions be reviewed six (6) months after the date of installation in North Sydney and Neutral Bay Parking Area 1.

The new signs were subsequently installed on 11 December 2020 and are therefore due for review.

There are no financial implications associated with this report.

RECOMMENDATION:

1. THAT the parking restrictions installed in North Sydney and Neutral Bay Resident Parking Area 1 in December 2020, remain.

The Recommendation was moved by Councillor Keen and seconded by David Osborne.

The Motion was put and **Carried**.

Voting was unanimous.

Resolved to Recommend:

1. THAT the parking restrictions installed in North Sydney and Neutral Bay Resident Parking Area 1 in December 2020, remain.

6. Informal Items for Consideration

6.1. Standing Item - Western Harbour Tunnel & Warringah Freeway Upgrade

AUTHOR: Michaela Kemp, Manager Traffic & Transport Operations

The purpose of this report is provide an update on current works and impacts associated with the Transport for NSW Western Harbour Tunnel and Warringah Freeway Upgrade project (SSI 8863).

The Western Harbour Tunnel and Warringah Freeway Upgrade project SSI 8863 was approved by the Minister for Planning and Public Spaces on 21 January 2021. The project is being undertaken by Transport for NSW.

Warringah Freeway Upgrade Early Works commenced in April 2021 and impact on a number of Council roads adjacent to and alongside the Warringah Freeway. Transport for NSW has exercised functions of a roads authority under the Roads Act 1993 for those roads.

This report provides a high-level overview of the current work sites and summary of complaints received by Council.

There are no direct financial implications arising from this report.

RECOMMENDATION:

1. THAT the information concerning the Western Harbour Tunnel and Warringah Freeway Upgrade project be received.

Councillor Keen noted that the pedestrian crossing on Alfred Street North at Winter Avenue appears to be damaged from construction activities. Councillor Keen also stated that the WFU site fencing at St Leonards Park used to have NSW Government signage on the fence to identify the project site but the signage is no longer there.

A Motion was moved by Councillor Keen and seconded by David Osborne.

1. THAT the information concerning the Western Harbour Tunnel and Warringah Freeway Upgrade project be received.

2. THAT a request is made to TfNSW that any damage at Winter Avenue and Alfred Street North pedestrian crossing be promptly remediated.

3. THAT a request is made to TfNSW that the public be informed through signage that the works for the Warringah Freeway Upgrade at St Leonards Park are temporary.

The Motion was put and **Carried**.

Voting was unanimous

Resolved to Recommend:

1. **THAT** the information concerning the Western Harbour Tunnel and Warringah Freeway Upgrade project be received.
2. **THAT** a request is made to TfNSW that any damage at Winter Avenue and Alfred Street North pedestrian crossing be promptly remediated.
3. **THAT** a request is made to TfNSW that the public be informed through signage that the works for the Warringah Freeway Upgrade at St Leonards Park are temporary.

6.2. Standing Item - Pedestrian Safety

AUTHOR: Michaela Kemp, Manager Traffic & Transport Operations

To provide a report to the Committee on current pedestrian safety matters and projects, and their current status.

At the 530th Traffic Committee meeting on 7 February 2020 it was recommended that pedestrian safety be added to the agenda as a standing item.

A list of current pedestrian safety standing items and their current status is attached.

There are no financial implications arising directly from this report.

RECOMMENDATION:

1. **THAT** the information concerning Standing Item – Pedestrian Safety be received.

A Motion was moved by Councillor Keen and seconded by David Osborne

1. **THAT** the information concerning Standing Item – Pedestrian Safety be received.
2. **THAT** the decisions of Item 5.4 (Pacific Highway, North Sydney - Shared Path between Arthur Street and Blue Street) be included in this report.

The Motion was put and **Carried**.

Voting was unanimous.

Resolved to Recommend:

1. **THAT** the information concerning Standing Item – Pedestrian Safety be received.
2. **THAT** the decisions of Item 5.4 (Pacific Highway, North Sydney - Shared Path between Arthur Street and Blue Street) be included in this report.

6.3. Abandoned Vehicles and Unattended Boat Trailers Processed Report

AUTHOR: Yvonne Watt, Infringe and Impound Officer

Provide information to the Traffic Committee.

Report to the Traffic Committee regarding Ranger and Parking Activities relevant to abandoned vehicles and boat trailers.

There are no direct financial implications arising from this report.

RECOMMENDATION:

1. **THAT** the information concerning the Abandoned Vehicles and Unattended Boat Trailers Processed Report be received

The Recommendation was moved by Garvin Rutherford and seconded by Councillor Keen

The Motion was put and **Carried**.

Voting was unanimous.

Resolved to Recommend:

1. THAT the information concerning the Abandoned Vehicles and Unattended Boat Trailers Processed Report be received

7. Local Development Advisory Committee Items for Consideration

Nil.

8. General Business

8.1 Risk Management at Falcon Street at Warringah Freeway

Councillor Keen raised a request for an update on the phasing of the lights whereby vehicles performing U-turns pose risk to pedestrians. David Osborne provided an update that this is under review by TfNSW.

8.2 School Zone Flashing Lights at Neutral Bay Public School

Councillor Keen declared a non-significant and non-pecuniary interest in this item as a member of the Neutral Bay Public School Council.

Councillor Keen raised a request for an update on the flashing lights at Neutral Bay Public School. David Osborne advised that there is a need for six hours of full sun a day for the lights to be charged. There was discussion on the viability of other options and the Committee was notified that TfNSW is currently reviewing the signage.

8.3 Amherst Street at Miller Street Incident

Councillor Gibson raised that the Mayor and Manager Traffic & Transport Operations wrote to TfNSW this week following an incident. TfNSW raised that they are in response investigating increasing pedestrian protection measures such as phase time and the review is already underway.

Councillor Keen requested that TfNSW investigate similar improvements to Palmer and Miller Street.

9. Closure

The Meeting concluded at 11.21am.