



# AGENDA

A **MEETING of Traffic Committee** will be held at the Council Chambers, 200 Miller Street, North Sydney at 10:00 AM on Friday 18 March 2022.

The agenda is as follows.

Ken Gouldthorp  
**GENERAL MANAGER**



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## **1. Confirmation of Minutes**

The Minutes of the previous meeting held on 4 February 2022, copies of which had been previously circulated, were taken as read and confirmed.

## **2. Disclosures of Interest**

Nil.

## **3. Matters Arising from the Minutes**

Nil.

## **4. Matters Arising from Council Resolutions**

Nil.

## **5. Items for Consideration**

### **5.1. Traffic Delegations**

**AUTHOR:** Tram Nguyen, Parking Facilities Operations Officer

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

**ATTACHMENTS:**

1. 4 01 Attach Traffic Delegations [5.1.1 - 5 pages]

**PURPOSE:**

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

**EXECUTIVE SUMMARY:**

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.

**FINANCIAL IMPLICATIONS:**

There are no direct financial implications arising from this report.

**RECOMMENDATION:**

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

## **LINK TO COMMUNITY STRATEGIC PLAN**

The relationship with the Community Strategic Plan is as follows:

- 2. Our Built Infrastructure
  - 2.1 Infrastructure and assets meet community needs
  - 2.4 Improved traffic and parking management
- 3. Our Future Planning
  - 3.5 North Sydney is regulatory compliant

**APPROVAL FOR PROJECTS UNDER  
DELEGATED AUTHORITY TO THE TRAFFIC & TRANSPORT OPERATIONS MANAGER  
545<sup>th</sup> TRAFFIC COMMITTEE – 18 March 2022**

No.	Street	Location	Precinct, Ward, Electorate	Issue	Recommendation	Appr	Date	ECM	Comments
<b>Resident Parking</b>									
21-005	23 Carlow St, North Sydney	Between Cassins Ln and Miller St	Hayberry, Cammeraygal, North Shore	Inconsistent signage	<b>THAT</b> Council removes the P10 min signage and replaces the existing 2P signs, so that they are consistent with the other signs on the street.	Yes	16/04/21	8476779	
22-004	301 Miller Street, Cammeray	Between Ernest St and Falcon St	Registry, St Leonards, Willoughby	Reinstate parking spaces	<b>THAT</b> Council relocate the existing 'No Parking' sign in front of 301 Miller Street, Cammeray to the south of the driveway to 303 Miller Street in the existing unrestricted parking area as shown in the attached plan.	Yes	31/01/22	8779207	
22-012	11 Balls Head Rd, Waverton		Waverton, Cammeraygal, North Shore	Relocate 4P signage to preserve on- street parking	<b>THAT</b> Council relocate the 4P parking sign on the southern side of the driveway to no. 11 Balls Head Road, Waverton, approximately 1.5m to the north, to preserve on-street parking when the driveway works are complete	Yes	15/02/22	8792979	
<b>Temporary Road Closures</b>									
21-160	60 Miller St, North Sydney	Between Mount St and Blue St	Central Business District, Cammeraygal, North Shore	Temporary Road Closure	1. <b>THAT</b> Council raise no objection to the temporary road closure of William St between Mount St and Blue St for 23.01.22, from 4pm-12am for the purpose of crane works, as per the submitted application and council's standard road closure conditions. Approval is subject to managed access to all affected properties and the applicant notifying all affected residents/tenants as per Council's standard conditions of approval.	Yes	17/01/21	8760057	

No.	Street	Location	Precinct, Ward, Electorate	Issue	Recommendation	Appr	Date	ECM	Comments
					2. <b>THAT</b> should Council receive an application for an extension or alternative date/s to carry out these works due to inclement weather or operational delays, that application be approved, subject to Police Permit approval.				
22-008	Blues Point Rd, McMahons Point	Sydney Metro Blues Point tunnel site	Lavender Bay, Cammeraygal, North Shore	Temporary Road Closure	<b>THAT</b> Council approve the temporary closure of Blues Point Road as outlined in the Construction Traffic Management Plan commencing from 21 February 2022 and subject to Council's standard conditions of closure including but not limited to receipt of an application form, community notification, police approval, and payment of relevant fees. <b>THAT</b> should Council receive an application for an extension or alternative dates to carry out these works due to inclement weather or operational delays, that the application be approved, subject to Police Permit approval and Council approval.	Yes	17/02/22	8794987	
22-009	6 The Boulevarde, Cammeray	Between Miller St and Rowlison Pde	The Plateau, St Leonards, Willoughby	Temporary Road Closure	1. <b>THAT</b> Council raise no objection to the temporary road closure of The Boulevarde, Cammeray between Miller St and Rowlison Pde for 14.03.22, from 7am-5pm for the purpose of excavating for meter to main works, as per the submitted application and council's standard road closure conditions. Approval is subject to managed access to all affected properties and the applicant	Yes	9/02/22	8785416	

No.	Street	Location	Precinct, Ward, Electorate	Issue	Recommendation	Appr	Date	ECM	Comments
					notifying all affected residents/tenants as per Council's standard conditions of approval. 2. <b>THAT</b> should Council receive an application for an extension or alternative date to carry out these works due to inclement weather or operational delays, that application be approved, subject to Police Permit approval.				
<b>Special Use Zones</b>									
22-001	William Street, North Sydney	SHORE School	Lavender Bay/Union, Cammeraygal, North Shore	New temporary bus zone	<b>THAT</b> Council convert the first 13 meters of metered parking (Bays 3 & 4 of Meter #4282) to "No Parking 2:30pm to 4pm School Days – Bus Excepted" north of Gate 10 SHORE school's driveway. The current 1 Hour and ½ Hour Meter parking would apply outside of these times.	Yes	25/01/222	8759837	
<b>Regulatory Signs</b>									
22-003	Lytton St, Cammeray	Between Ernest St and Falcon St	Registry, Leonards, Willoughby St	Trucks turning right onto Lytton St	<b>THAT</b> Council install additional "No Trucks" sign and additional "All Trucks to Council Depot exempted" plate on Ernest Street at the entry to Lytton Street to alleviate trucks turning right onto Lytton Street, as shown on the attached plan.	Yes	2/02/22	8778361	
<b>Signs Across Driveways</b>									
22-011	1A-1B Stratford St, Cammeray	On Carter St between Stratford St and Tiley St	The Plateau, Leonards, Willoughby St	Driveway line marking	<b>THAT</b> Council install a driveway line marking on the western side of the driveway to no. 1A-1B Stratford St, Cammeray, located in Carter St.	Yes	9/02/22	8791574	
22-013	44 High St, North Sydney	Between Alfred St North and Clark Rd	Milson, Cammeraygal, North Shore	Driveway line marking	<b>THAT</b> Council install a driveway line marking on the western side of the driveway to no. 44 High St, North Sydney, in line with the existing No Parking sign.	Yes	15/02/22	8797097	



No.	Street	Location	Precinct, Ward, Electorate	Issue	Recommendation	Appr	Date	ECM	Comments
<b>Warning Signs</b>									
Nil									
<b>Construction Management Plan</b>									
21-033	85 Carabella St, Kirribilli	Loreto Kirribilli	Bradfiled/Milson, Cammeraygal, North Shore	Operational Transport and Access Management Plan (OTAMP)	<b>THAT</b> the traffic aspects of the Operational Transport and Access Management Plan prepared by McLaren Traffic Engineering dated 7 September 2020 (Reference: 18524.03FD), for Loreto Kirribilli development at 85 Carabella Street, Kirribilli be approved.	Yes	22/06/21	8766286	
21-155	5-7 Doohat Ave, North Sydney	Between Pacific Hwy and dead-end	Edward, Cammeraygal, North Shore	CTMP	<b>THAT</b> the traffic aspects of the Construction Traffic Management Plan prepared by "Stanbury Traffic Planning" dated December 2021 Ref No.21-055-6 for Development Application 227/18 at 5-7 Doohat Avenue, North Sydney be approved subject to the conditions of approval.	Yes	28/01/22	8749643	
22-002	51 Blues Point Rd, McMahons Point	Between Parker St and E Cres St	Lavender Bay, Cammeraygal, North Shore	CTMP	<b>THAT</b> the traffic aspects of the Construction Traffic Management Plan prepared by "SafeWay Traffic management Solutions" received on 13 January 2022 for Development Application 328/2020 at 51 Blues Point Rd, McMahons Point be approved subject to the conditions of approval. <b>THAT</b> the Work Zone on Blues Point Rd as described in this CTMP is approved under delegated authority of Council's Traffic Engineer, with the same conditions pending lodgment of a Work Zone application and payment of all applicable fees.	Yes	7/02/22	8769634	Approved with conditions from TfNSW

No.	Street	Location	Precinct, Ward, Electorate	Issue	Recommendation	Appr	Date	ECM	Comments
<b>Australian Road Rules Compliance Signs</b>									
Nil									
<b>Traffic Facilities</b>									
22-005	Shirley Rd, Wollstonecraft	Wollstonecraft Station	Wollstonecraft, St Leonards, North Shore	Wollstonecraft Station Upgrade	<b>THAT</b> Traffic aspect of design plans for Wollstonecraft Station Upgrade in Shirley Road be approved. This includes new kerb extension on the western side of bridge, widening and re arranging parking spaces on the eastern side of the bridge, new line markings and new signage.	Yes	11/02/22	8786514	
22-006	Alfred Street South & Fitzroy Street, Milsons Point	At the intersection of Fitzroy St with Alfred St South	Lavender Bay, Cammeraygal, North Shore	Hazard Markers on roundabout	<b>THAT</b> Council installs hazard maker signage on the central island of the roundabout at the intersection of Alfred Street South and Fitzroy Street similar to the one at the Alfred Street South/Lavender Street roundabout.	Yes	8/02/22	8787452	
<b>Council Decisions</b>									
Nil									

## **5.2. Fall Street, Cammeray - Parking Restrictions Petition**

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

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

**ATTACHMENTS:** Nil

### **PURPOSE:**

The purpose of this report is to advise the Traffic Committee of a petition received from residents of Fall Street, Cremorne requesting changes to the parking restrictions and to report on the parking conditions in the street.

### **EXECUTIVE SUMMARY:**

Council received a petition from 9 signatories, all being residents of Fall Street, Cremorne, requesting the unrestricted parking be changed to 8 Hour Parking Permit Holders Excepted, similar to those in Park Avenue. The petition also raised concerns about breaches of the one-way traffic conditions in Fall Street.

### **FINANCIAL IMPLICATIONS:**

There are no financial implications arising from this report.

### **RECOMMENDATION:**

**1. THAT** the information concerning the petition and parking and traffic conditions in Fall Street, Cremorne be received.

## **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**

Council received a petition from 9 signatories, all being residents of Fall Street, Cremorne, requesting the unrestricted parking be changed to 8 Hour Parking Permit Holders Excepted, similar to those in Park Avenue. The Traffic Committee will recall that 8 Hour Parking restrictions were installed in Park Avenue several years ago to discourage trailer parking in the street. The petition claims that the restricted parking in Park Avenue and surrounding streets has pushed trailers, small vans, trucks and commuter vehicles into Fall Street.

The petition also raised concerns about breaches of the one-way traffic conditions in Fall Street.

## **CONSULTATION REQUIREMENTS**

Community engagement will be undertaken in accordance with Council's Community Engagement Protocol.

**Relates to ECM No:** 8780810

**Standard or Guideline Used:** AS2890.5; Resident Parking Policy

**Signs & Lines Priority:** N/A

**Precinct and Ward:** Parks, St Leonards

**Impact on Bicycles:** Nil

**Impact on Pedestrians:** Nil

**Impact on Parking:** Impacts as outlined in the report.

## **DETAIL**

Council officers undertook recent site observations in Fall Street to ascertain the relative parking occupancy. Site observations in Fall Street mid-December 2021 revealed an occupancy of 75%. Subsequent site observations in mid-February 2022 revealed an occupancy of 45%. This is an average parking occupancy of 60%. There were no trailers observed parked in the street at the time of the site visits.

Figure 1 Fall Street - typical parking conditions - weekday February 2022



The parking rates in North Sydney are set to demand manage parking and achieve the maximum use of this finite resource. Council generally aims for a maximum occupancy rate of 85% to best make use of the parking resource whilst still ensuring motorists are able to find a parking space.

It is noted that residents claim that the parking issues are more prevalent in the evenings and on weekends. Council's standard restrictions are usually implemented 8.30am-6pm Mon-Fri. Given that the parking occupancy during these times is significantly below Council's targets, it would be difficult to justify parking restrictions in Fall Street. Further, it would be unusual for Council to install parking restrictions only in the evenings or on weekends and it would be inconsistent with signage elsewhere.

In addition, Fall Street is approximately 9m wide with parking on both sides of the street and one-way traffic westbound. If Council were to implement parking restrictions in Fall Street, the parking occupancy would reduce accordingly. This is likely to exacerbate the concerns that residents have raised about vehicles travelling against the one-way flow as the lack of kerbside parked vehicles and wider carriageway would induce greater traffic speeds. Historic traffic counts for Fall Street revealed an 85<sup>th</sup> percentile speed of 45km/h and volume of 163 vehicles per day with approximately 4% travelling in the wrong direction. The traffic volumes are very low and the proportion of contra-flow traffic is typical for most one-way streets, either intentionally or unintentionally.

### **5.3. 145 Kurraba Road, Kurraba Point - Disabled Parking Relocation**

**AUTHOR:** Lizzie Cheng, Traffic and Transport Engineering

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

**ATTACHMENTS:**

1. Site plan [5.3.1 - 1 page]

**PURPOSE:**

To relocate an existing on-street disability parking space to the north of the driveway to 143 Kurraba Road, Kurraba Point

**EXECUTIVE SUMMARY:**

The development of 147 Kurraba Road, Kurraba Point has the location of the future basement parking entry/exit driveway at the site of the existing disability parking at 145 & 147 Kurraba Road. It is recommended that to relocate this disability parking space to the north of the driveway to 143 Kurraba Road.

**FINANCIAL IMPLICATIONS:**

The cost of the signs can be funded from Council's signs and lines budget.

**RECOMMENDATION:**

1. **THAT** Council relocate the existing disability parking space on the western side of Kurraba Road to the north of the driveway to 143 Kurraba Road, Kurraba Point.

## **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
  
- 5. Our Civic Leadership
  - 5.3 Community is informed and consulted

## **BACKGROUND**

Council staff has received a temporary vehicular crossing application and an amended Construction Traffic Management Plan (which yet to be approved separately under delegated Authority) for the development site of 147 Kurraba Road, Kurraba Point. The proposed temporary vehicular crossing position is in the same location of the future basement parking entry/exit driveway however, it overlaps with an existing disability parking space in front of 145 Kurraba Road, Kurraba Point.

## **CONSULTATION REQUIREMENTS**

Community engagement has occurred in accordance with Council's Community Engagement Protocol. The detail of this report provided the outcomes from the engagement for Council to consider prior to adoption.

**Relates to ECM No: 8801779**

**Standard or Guideline Used:** Disabled Parking Policy

**Signs & Lines Priority:** N/A

**Precinct and Ward:** Kurraba Precinct, Cammeraygal Ward,

**Impact on Bicycles:** N/A

**Impact on Pedestrians:** N/A

**Impact on Parking:** No loss of on-street parking space in the long term

## **DETAIL**

The site is located on the southmost corner of Kurraba Road just before the Hodgesons Lookout Park one-way loop. This section of Kurraba Road has a variable road width from 6 metres to 10 metres from kerb to kerb with 2P timed on-street parking restrictions '8:30 am to 6 pm Monday to Friday, permit holders excepted, Area 32' allowed on the left-hand side of the travel direction only.

This is an area with very high on-street parking demand due to existing medium density developments and ongoing developments. There are in total two ongoing construction activities happening in this section of the road, one of them is 147 Kurraba Road.

The current builder (Richard Crookes Pty Ltd) of 147 Kurraba Road approached Council in December 2021 with an application for temporary vehicular crossing and amended Construction Traffic Management Plan (CTMP) for approval. The request included building the proposed driveway before the formwork for B1 level to level 1 and required the removal of the existing disability parking space in front of the proposed driveway.

The builder has an existing 20 metres 'Work Zone' approved under the most recent CTMP and a 7.3 metres driveway kept from the old development and utilizing it as a site access/exit point (see attachment). It was noted that in the previous Traffic Delegated Authority approved CTMP section 3.5 'Construction Site Access' the builder states 'in order to maintain the existing on-street accessible parking space in the north-east corner of the site...'. The builder was aware of the existence of the disability parking space but did not propose it be removed during the construction stage in its original CTMP.

The applicant for this disability parking space resides at 145A Kurraba Road, it is a battle-ax property with only its driveway facing the road and therefore does not have a property frontage facing Kurraba Road. In accordance with North Sydney Council Disabled Parking Policy Condition 3:

The location requested for the installation of disabled parking must be located immediately adjacent to the resident's property.'

In 2017 surrounding residents were consulted for the proposal of installation of the disability parking space south of garage to 145 Kurraba Road and the matter was referred to Traffic Committee at the 512th Meeting on 20 October 2017 and subsequently resolved to recommend at the 3696<sup>th</sup> Council meeting on 30 October 2017:

"14. THAT provision of a disabled parking space be approved south of the driveway to No. 145 Kurraba Road, Kurraba Point. In addition, No Parking signs be approved across driveway access to No. 147. (4.1.2)"

Signages were installed in November 2017 after the approval.

In January 2022 developers at 147 Kurraba Road requested Council for the relocation of the disability parking space as the position of the existing disability parking space overlaps with its future development's basement driveway access. Council staff investigated this issue and the following three treatment options were considered:

1. Remove the existing disability parking space
2. Relocate the disability parking space to the south of the driveway to 143 Kurraba Road.
3. Relocate this disabled parking space to the north of the driveway to 143 Kurraba Road.



As the existing disability parking is adjacent to 145 and 147 Kurraba Road property frontage and approved by the Traffic Committee in 2017, option one is less favorable. Similarly, to option two, site inspection indicated that the space is a small space that will not be suitable for most of the cars. Consequently, option three has been considered and discussed with the original applicant, it has a similar walking distance to the existing disability parking space and was proposed in the resident consultation. Option three also indicates that there will be no net loss of on-street parking space in the long term when the construction of No.147 finishes.

Residents who live within an approximate 150 metres radius next to the proposed site were notified by letter box notification. With approximately 500 copies of letters distributed, with consultation open for comments from 17 January 2021 to 13 February 2021 (4 weeks).

A total of seventeen comments were received during the consultation period, this represents a response rate of 3%, which is below the average response rate of 10%-12%.

From the total responses received there were 82.4% who objected and 17.6% who supported for the space relocation.

The result of this survey is shown on the tabular format below:

I support the proposed proposal to relocate the existing disabled parking to the frontage of No. 143	Response				
	Yes		No		Total
Residential Street Address	Qty	%	Qty	%	
Kurraba Road	2	11.8%	13	76.5%	15
Baden Road	-	-	1	5.9%	1
Other (not included in the survey area)	1	5.9%	-	-	1
<b>Total</b>	<b>3</b>	<b>17.6%</b>	<b>14</b>	<b>82.4%</b>	<b>17</b>

The above result indicates that majority of respondents (82.4%) oppose the relocation of disability parking space.

## Comments Received

Respondents were asked to provide general comments/feedback as desired. Comments have been grouped by emerging themes.

### **Support proposal to relocate the disability parking space**

- Seems a simple and well presented update
- I know many people who are in wheelchairs, it Would be great for them to be able to access the unit
- I do have concerns about the new parking being located in front of the new development at 182 kurraba road. The developer has a habit of putting up cones in this spaces without a work zone permit. It is also going to pose issues when the developers start pouring concrete, delivering plant etc. this will this inconvenience the disabled parking user. Also the pavement is not even at this point

### **Oppose proposal to relocate the disability parking space**

#### **Loss of parking**

- I do not see why we should lose another parking spot, just for the convenience of the property developer. Why not relocate the disabled parking spot further south, rather than north? This development has already caused enormous angst and inconvenience to the local community, whose views have been ignored all along. I am not aware of a special need for a disabled parking spot. I pass it every day - generally, it's unused.
- Please do not change the existing parking on Kurraba Road. There are not enough parking spaces and with the existing and continuing developments on Kurraba Road, parking spaces are very scarce.
- Parking is and always has been at an absolute premium on Kurraba Road. We cannot afford to lose a single space. Why can the existing access to 147 not be used? Have the developers of 147 offered any consideration for this request?
- Parking is extremely scarce and while handicapped parking is PC and makes people feel generous in reality these car parks will be empty 99% of the time.  
I would support the proposal reluctantly if and only if
  - 1) there is only one handicapped car park
  - 2) it is positioned right next to the lower level gate to 143 in order make entry and exit easier given the car park will be empty most of the time.

- The disability Parking scheme is abused by many people who's situation does not necessitate any special consideration. The mentioned parking spaces are utilised by one family only for guaranteed parking. They have consistently demonstrated no physical impairment that limits their abilities in relation to walking, carrying significant weights or accessing their property. It is unfortunate that the limited parking situation is made worse by this favourable allocation for the benefit of so few people. I have no objections to Disabled Parking facilities but only in the circumstances that people with real disabilities access them.
- There are several reasons for objecting to this proposal. Firstly, there is a great scarcity of off street parking in this location already which is exacerbated by the various local developments being undertaken at the moment. These developments regularly commandeer parking places for their own use at the expense of locals without off street parking and visitors. To remove two pieces of an already scarce resource makes no sense and places a greater burden on locals. Secondly, it moves the existing space further away from what I understand to be the dwelling of the main beneficiary of this disabled parking space, which already takes up two potential parking spaces.
- Prior to council approving developments in Kurraba Point, the existing street parking in Kurraba Road was insufficient to meet the needs of residents. The shortage has been exacerbated by council's actions over the past few years in removing 2 public parking spots to create a disability park in front of # 145 and by approving developments that have brought in many construction vehicles. Unless council is legally required to afford a disability parking place many metres away from the residence of the disabled person, council should not take away from the general public approximately half of the street parking space outside #143. Council would thereby deprive the many residents of parking for their guests, carers, food deliverers, cleaners, workmen etc. The street parking of 2 hours encourages movement of vehicles. Disability parking lets the same car sit there for unlimited time, effectively "reserving" a spot that would otherwise become available to the public.
- The proposed car spots are often used by residents or tenants in the area to park small vans/trucks when moving into or out of apartments in 143, 145, 145A, 141 Kurraba Rd. When residents/visitors to these addresses park their car, they sometimes end up parking in Shellcove Rd because there is nothing closer available. Removing these car spots from general parking will further increase the demand for spots in that limited section of Kurraba Rd leading to increased parking traffic in Shellcove Rd. There are also many driveways in that section of Kurraba Rd, also limiting available parking. The new car spots should be moved south of their current spot.

### **Loss of parking and have concerns for the proposed location**

- Remark: Council notification refers to the space as fronting 145. This is incorrect. The majority fronts 147 – the DA subject site.  
1: the space is moved further away from Hodgson and Spains

- 2: the space is reduced by approximately .9 metres
- 3: a standard space is removed for those residents in the Kurraba Road 'choke' point
- 4: the pavement is in poor condition
- 5: the traffic congestion is greatest at that point and the road at its narrowest.
- 6: pavement slope

I understand the development issue. As such, if it is relocated then it should be temporary.

The above issues are addressed if the permanent position, following issue of construction certificate, is relocated south of the 147 basement access.

- The relocation of the disabled parking to the proposed location in front of 143 Kurraba Rd poses an unacceptable risk to disabled drivers. This is because the proposed location is in one of the narrowest locations on the two way section of Kurraba Rd. Adjacent to and opposite 4 driveways, two of which service 64 apartments. Disabled drivers will need to negotiate two way traffic that cannot pass as the road as it is too narrow. As the parent of an adult disabled child who has used the existing disabled parking space over a number of years I find the proposed location lacks thought and any real understanding of the people who would be using it. This location will stop traffic in both directions while a disabled driver is getting out of the car. This will place additional stress on the disabled driver as cars bank up in both directions.

The proposed relocation places the disabled parking in the most congested choke point on Kurraba Rd.

The proposed relocation also moves the parking further away from Hodgsons Lookout Park making it more difficult for those with a disability to access this amenity. The existing location of the disability parking is at the wider part of Kurraba Rd and allows traffic to continue to move while a driver is leaving the vehicle.

If the disabled parking cannot remain in its current location due to the development at 147 Kurraba Rd then it should be moved further south on Kurraba Rd to remain in front of 147 Kurraba Rd and opposite Hodgsons lookout.

It is curious that this was not considered as part of the original development application when the community was being consulted and before construction commenced.

- The proposed site will not suit all disabled drivers as it is on sloping ground which will not enable all types of users to suitably utilise the proposed site. I'm thinking about people with wheel chairs, physical disability who would need to exit a car on sloping ground.

The proposed site is closer to higher density dwellings who will be affected by (unless they have a disability) the loss of the proposed car parking space.

The current site is flat and much more amenable to use by disabled persons.

The approved design for the construction should have catered for the car space. A better site if it has to be moved is behind the current spot toward the point which is flatter ground.

- The relocation of the disabled parking space to the north of the driveway to 143 Kurraba would be to an area which is a) on a slope and b) it is much further away from both the park areas and the sloping/disabled entrance to the Harbour foreshore making it very hard for those with disabilities to access. PLEASE DON'T!
- This was not part of the original development application by the developers Thirdi. It is not fair to the residents and visitors to 143 Kurraba road and surrounds that there is suddenly two less parking spots outside just because Thirdi suddenly decide to change their plans at the last minute. The steep slope outside 143 is not appropriate for Disability Parking anyway. This is wrong on all counts.

#### **Other**

- Moving the disabled parking space further north along to 143 Kurraba Road causes inconvenience to those disabled people who wish to access the Hodgson's Lookout Park and require wheelchair access to the Kurraba Reserve. Please move it closer not further away from these areas.

**PROPOSED DISABILITY PARKING RELOCATION**



## **5.4. On-Street Parking Restriction Change Outside 50 Miller Street, North Sydney**

**AUTHOR:** Tram Nguyen, Parking Facilities Operations Officer

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

**ATTACHMENTS:**

1. Attach Parking Restriction Change Proposal - 50 Miller St [5.4.1 - 1 page]

**PURPOSE:**

To report to the Committee a request from the Protective Security Group of NSW Police to change the on-street parking arrangements outside no. 50 Miller Street, North Sydney.

**EXECUTIVE SUMMARY:**

In March 2021 the American Consulate requested a change to on-street parking restrictions outside no. 50 Miller Street, North Sydney, to facilitate parking specific to the Consulate. The request was reported to the Traffic Committee on 30 April 2021. It was resolved:

1. **THAT** no further action be taken with regard to the request for dedicated parking spaces outside 50 Miller Street be received.
2. **THAT** NSW Police has since requested that the parking restrictions be reviewed.

**FINANCIAL IMPLICATIONS:**

The four metered parking spaces that would be impacted currently produce approximately \$7500 in income annually.

**RECOMMENDATION:**

1. **THAT** Council extend the existing Bus Zone south into the four (4) metered parking bays outside no. 50 Miller Street, North Sydney.
2. **THAT** as previously resolved by Council that no further action be taken with regard to the request for parking changes outside 50 Miller Street, North Sydney.

## LINK TO COMMUNITY STRATEGIC PLAN

The relationship with the Community Strategic Plan is as follows:

- 2. Our Built Infrastructure
  - 2.1 Infrastructure and assets meet community needs
  - 2.4 Improved traffic and parking management
- 3. Our Future Planning
  - 3.5 North Sydney is regulatory compliant

## BACKGROUND

The relocation of the American Consulate from the Sydney CBD to no. 50 Miller Street, North Sydney was scheduled for late 2021.

Parking in front of 50 Miller Street consists of approximately 20m of:

No Stopping	6.30am-9.30am Mon-Fri
1/2P Meter	9.30am-3pm Mon-Fri
Bus Zone	3pm-6.30pm Mon-Fri
2P Meter	6.30pm-midnight Mon-Fri
1P	8.30am-4pm Sat

at the southern end of the frontage followed by 30m of Bus Zone which extends along Miller Street towards Pacific Highway (total length 58m).

The Consulate requested that the metered parking spaces outside the new premises be changed to parking spaces dedicated to the building to receive high-level officials and dignitaries. This request was reported to the Traffic Committee on 30 April 2021 and was not supported.

## CONSULTATION REQUIREMENTS

Community engagement is not required.

**Relates to ECM No:** 8799883, 8449944

**Standard or Guideline Used:** AS2890.5

**Signs & Lines Priority:** 2

**Precinct and Ward:** CBD, Cammeraygal

**Impact on Bicycles:** Nil

**Impact on Pedestrians:** Nil



**Impact on Parking:** Two (2) options for a change to parking restrictions is proposed as outlined in the report.

## **DETAIL**

On Miller Street between Blue Street and Pacific Highway, there are 22 parking spaces in total, and a 24m loading zone opposite no. 50 Miller Street. The proposal would result in 18 parking spaces, 24m loading zone and 4 spaces accessible to the Consulate.

A request for changes to the parking restrictions outside of the new American Consulate was previously reported to the Traffic Committee on 30 April 2021. It was resolved that no further action be taken for the request to have dedicated parking spaces outside of 50 Miller Street.

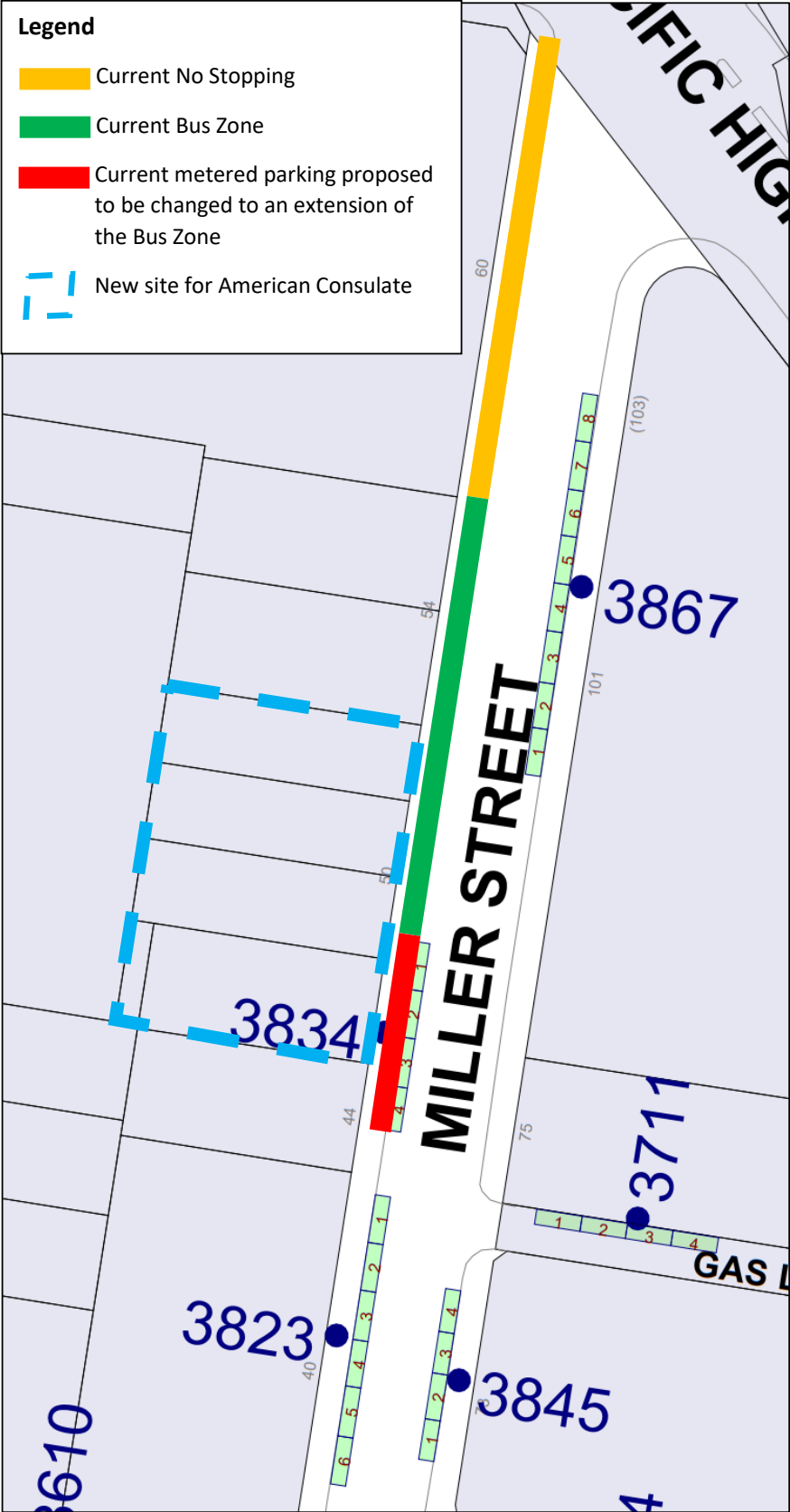
Since the 30 April 2021 resolution, a further request has come from the police to change the parking and Bus Zone arrangements.

The police have proposed that the Bus Zone outside of no. 50 Miller Street, North Sydney, be extended to include the four metered parking spaces immediately south of the Bus Zone.

Given the above, it is recommended that the following options be considered by the Local Traffic Committee:

1. **THAT** Council extend the existing Bus Zone south into the four (4) metered parking bays outside no. 50 Miller Street, North Sydney;
2. **THAT** as previously resolved by Council that no further action be taken with regard to the request for parking changes outside 50 Miller Street.

### 50 Miller Street, North Sydney – Proposed Parking Changes



## 5.5. Renaming Clark Road Island

**AUTHOR:** Ian Hoskins, Council Historian

**ENDORSED BY:** Rebecca Aukim, Acting Director Community and Library Services

Rebecca Aukim, Acting Director Community and Library Services

### **ATTACHMENTS:**

1. Carthorse Place name application Webber p.1 [5.5.1 - 1 page]
2. Carthorse Place Name p.2 [5.5.2 - 1 page]
3. Clark Road Island [5.5.3 - 1 page]

Application for renaming Clark Road Island from Emeritus Professor Peter Webber  
Map showing Clark Road Island

### **PURPOSE:**

This report supports the application received for renaming Clark Road Island from local resident Emeritus Professor Peter Webber

### **EXECUTIVE SUMMARY:**

Clark Road Island is a triangular traffic island sitting at the junction of Clark and Kurraba Roads, Neutral Bay. It is a green space with tree plantings but is not gazetted as a park or reserve. Emeritus Professor Peter Webber, who has sat on North Sydney Council's Design Excellence Panel as the community representative, has applied to have this 'accidental park' renamed Cart Horse Corner so that it becomes an identified community place opposite local shops and behind the Clark Road bus shelter. Professor Webber was instrumental in having a nearby 1920s horse trough relocated to the Island so as to elevate the profile of that historic piece of infrastructure while highlighting the rarely acknowledged role played by horses in the local area. The renaming of the traffic island furthers that goal.

Because this is a traffic island and not a road or a park, renaming carries no need for Geographic Names Board [GNB] approval. The name would appear on interpretative signage and in Council maps.

### **FINANCIAL IMPLICATIONS:**

A baked enamel sign, with the name Cart Horse Corner and text outlining the local history of horse transport and drafted by Council's Historian, would cost approximately \$2500 to produce. This can be met by recurrent funding.

### **RECOMMENDATION:**

**1. THAT** Council approve the name Cart Horse Corner for the site currently called Clark Road Island and that interpretative signage outlining the reason for the name be installed in the site.

## **LINK TO COMMUNITY STRATEGIC PLAN**

The relationship with the Community Strategic Plan is as follows:

4.4.1 North Sydney History is Preserved and Recognised

2. Our Built Infrastructure

2.2 Vibrant centres, public domain, villages and streetscapes

4. Our Social Vitality

4.4 North Sydney's history is preserved and recognised

## **BACKGROUND**

The traffic island in question was probably created when Clark Road was built in 1913-1914. It was referred to as a 'Garden Plot' on Council's 1930s block plan but was un-named on the 1977 block plan. The site was called 'Clark Road Island' on Council's 2009 Inventory of Parks and Gardens and remains so named on the current Cadcorp Webmap. Neither the space nor the name have been gazetted.

North Sydney Council's Road and Place Naming Policy stipulates that applications for naming be reviewed by both the Property Officer and Historian and forwarded, if appropriate, for Council approval. GNB approval is subsequently required for roads and gazetted places such as parks. Clarification sought by Council's Property Officer from the GNB determined that the site in question only requires Council's approval for naming. Preferred sources for names include local history, relevant Aboriginal associations and local flora and fauna.

## **CONSULTATION REQUIREMENTS**

Community engagement is not required.

As the renaming does not require Geographic Names Board approval, community consultation is not mandatory.

## **DETAIL**

In March 2021 Professor Peter Webber suggested that the space currently listed as Clark Road Island be named Cart Horse Corner in order that the space become a recognised place and that the historical role of cart horses in North Sydney be recognised. Professor Webber was instrumental having the nearby horse trough moved to the site in the interest of historical interpretation and the preservation of the trough itself. As a former New South Wales Government Architect, a Professor of Town Planning and a local resident, he has a keen interest in, and deep understanding of, place-making.

Horses did graze in nearby Anderson Park (formerly Warringa Park) after its creation in 1898 until at least the 1920s. During the construction of the Sydney Harbour Bridge (1924-1931), Kurraba Road was used as alternative route for horse and motor transport from the vehicular ferry at Kirribilli to Neutral Bay.

The horse trough, which was moved to the traffic island in 2021, was originally located nearby on Rawson Street, just beyond Clark and Kurraba Roads. It was likely installed in the 1920s by North Sydney Council to cater for the diverted horse traffic. The trough was made by Richard Taylor and Co of Marrickville. Another trough, one of the hundreds funded by the bequest of animal-lovers Annis and George Bills, was installed further up Montpellier Street in the 1930s. It remains *in situ*. There is another Taylor-made horse trough in Parraween Street, Neutral Bay.

**NORTH SYDNEY COUNCIL**

**Road and Place Naming Application Form**

**NOMINATOR/S**

Nominating organisation or person/s:

EMERITUS Prof. PETER WEBSTER

Phone number:

9955 - 4294

Email:

< peterwebster @ bigpond . com >

Submissions may be made by post to the Property Officer,  
North Sydney Council, PO Box 12, North Sydney NSW 2059  
or email to [council@northsydney.nsw.gov.au](mailto:council@northsydney.nsw.gov.au)

**PRIVACY STATEMENT**

Personal details requested on this form will only be used for the purpose of processing your application. The supply of information by you is voluntary. If you cannot provide or do not wish to provide the information sought, the Council may not be able to process your application. Access to the information is restricted to Council officers and other authorised people. You may make application for access or amendment to information held by Council. Applications by members of the public to view Council's records are subject to the provisions of Council's Privacy Management Plan, Section 18 Government Information (Public Access) Act 2009 & Schedule 1 - Government Information (Public Access) Regulation 2009.

I have read and understand the Privacy Statement

Signed: 

Date: 9/03/21

## Place Naming Application Form

### JUSTIFICATION

#### **The proposed name is 'Carthorse Corner'.**

The small triangular green park area at the corner of Clark and Kurraba Roads, Neutral Bay, has *no name*. It is not shown on late 19<sup>th</sup> century maps of the area, and almost certainly was a 'left-over' space as a result of the concrete storm-water canal being aligned to replace the adjoining earlier creek and a new intersection of the two roads being built, probably in the very early years of the 20<sup>th</sup> century. On the western side a short connecting road was built, defining space for the triangular future green area on one side and allowing for commercial uses on the other. In succeeding years this small space was landscaped and now has mature trees and grass, creating a pleasant 'accidental' park, which acts as a very welcome separation and barrier to constant traffic at the intersection.

Adjacent to this area on the corner of Rawson Street was a forgotten horse-trough, hard against the road edge, and often used by inconsiderate passers-by for dumping cigarette butts and litter. There is another such trough several hundred metres away in Montpelier Street, adjacent to the entrance to Forsyth Park. Research by Council Historian Ian Hoskins suggested that there would have been a number of others in the present North Sydney Council area, but only one other has so far been discovered, in Parraween Street, Cremorne.

In the era before motor cars and trucks these troughs would have been essential for the many horses passing by. All supplies had to be picked up from boat wharves, or producers in the area, and delivered by horse-drawn carts. Many cart-drivers on this route would have stopped next to the Rawson street trough to give their horses time to drink before dragging supplies up the steep hill to Neutral Bay centre or the wharf and beyond.

Because the trough was in an awkward place, where it was hard to recognise and maintain, only last week Council organized for it to be moved into the triangular park, very close to what was almost certainly its original location. As a next stage it would be desirable for it to be fully restored, preferably filled with water as it once would have been. It is understood that Dr Hoskins will be organizing signage which will tell its story.

**The proposed name would be a valuable recognition of the social history of settlement in this area, and a reminder of one aspect of what life was like 100 years and more ago.**





## 5.6. New Car Share Applications – Consultation Outcomes, March 2022

**AUTHOR:** Iman Mohammadi, Public Projects Engineering Officer

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

### ATTACHMENTS:

1. 4 07 Car Share Consultation April 2021 [5.6.1 - 6 pages]

### PURPOSE:

This report recommends the two spaces in Earl Street and Grasmere Road be converted to 'Goget' car share spaces in line with the data provided by the operator that surplus demand exists at the sites proposed.

### EXECUTIVE SUMMARY:

A report concerning (3) new dedicated car share spaces by Car Share operator 'Goget', one in each of Earle Street, Grasmere Road and Gilles Street was considered at the 539<sup>th</sup> Traffic Committee meeting on 30 April 2021 where it was recommended:

1. **THAT** a Car Share space is not installed in Gilles Street given that consultation did not confirm demand within the community.
2. **THAT** the consideration of the new car share spaces in Earle Street and Grasmere Road be deferred pending further evidence (as set out in Attachment 1 of this report) that there is sufficient demand in the locations.
3. **THAT** Council write to 'Goget' seeking removal of any vehicles that are on Council land which have not been endorsed by Council.

Car Share operator 'Goget' further provided Council with three months data on the 'Goget' users in Earl Street and Grasmere Road between October and December 2020.

In addition, 'Goget' has completed its Annual Survey and the result for North Sydney revealed a steep decrease in car ownership after residents join. 30% of members have given up a car entirely since joining 'Goget', meaning 63% of North Sydney members no longer own a car. 63% of 'Goget' members reported that joining carshare enabled them to defer the purchase of a car.

This report recommends the two spaces in Earl Street and Grasmere Road be converted to 'Goget' car share spaces in line with the data provided by the operator that surplus demand exists at the sites proposed.

**FINANCIAL IMPLICATIONS:**

There will be no financial implications to Council

**RECOMMENDATION:**

**1. THAT** the consideration of the new car share spaces in Earle Street and Grasmere Road be supported by Council.

## LINK TO COMMUNITY STRATEGIC PLAN

The relationship with the Community Strategic Plan is as follows:

- 2. Our Built Infrastructure
  - 2.3 Sustainable transport is encouraged
  - 2.4 Improved traffic and parking management
- 3. Our Future Planning
  - 3.3 North Sydney is smart and innovative
- 5. Our Civic Leadership
  - 5.3 Community is informed and consulted

## BACKGROUND

The *North Sydney Community Strategic Plan 2018 – 2028* ('CSP') sets a vision that "*car ownership will decrease as more people take up car share options*" and targets an increase in the level of car share membership in the LGA. The expanded provision of on-road car share spaces in appropriate locations is required to achieve the commitments set out in the CSP.

Car Share schemes provide potential benefits to the whole community, not just scheme members as they can:

- Reduce the level of private vehicle ownership
- Reduce pressure on parking, as one car/space can cater for many residents
- Reduce traffic congestion caused by drivers 'cruising' to find parking
- Provide a transport option for residents and community members who don't or can't own their own car.

## CONSULTATION REQUIREMENTS

{Community consultation has been undertaken as outlined in this report}

**Standard or Guideline Used:** North Sydney Car Share Policy, RMS TTD 2018/001

**Signs & Lines Priority:** 2

**Precinct and Ward:** Various

**Impact on Bicycles:** Nil.

**Impact on Pedestrians:** Nil.

**Impact on Parking:** The recommendation results in conversion of two (2) parking spaces to Car Share spaces.

## DETAIL

### Application and Consultation Process

Operators seeking to install a new vehicle space are first required to submit an application to Council that contains information relevant to the criteria set out in the North Sydney Car Share Policy Operators and a justification for the installation of the space. Applications are subject to a fee.

Applications are assessed by Council's Traffic & Transport Operation staff, and if they do not conflict with the North Sydney Car Share Policy, TfNSW car share guidelines, or any other of Council's Policies, a sign is installed seeking community feedback on the proposal, prior to consideration by the North Sydney Traffic Committee. Consultation signs are installed at each location for a minimum of 2 weeks. An example of the sign is provided below. This process for consultation was adopted by Council at its meeting held on 5 August 2013.



### Consultation for current applications

Car Share operator 'Goget' applied for three (3) new dedicated car share spaces, one in each of Earle Street, Grasmere Road and Gilles Street. A report concerning (3) new dedicated car share spaces by Car Share operator 'Goget', one in each of Earle Street, Grasmere Road and Gilles Street was considered at the 539<sup>th</sup> Traffic Committee meeting on 30 April 2021 where it was recommended:

- 1. THAT** a Car Share space is not installed in Gilles Street given that consultation did not confirm demand within the community.
- 2. THAT** the consideration of the new car share spaces in Earle Street and Grasmere Road be deferred pending further evidence (as set out in Attachment 1 of this report) that there is sufficient demand in the locations.
- 3. THAT** Council write to 'Goget' seeking removal of any vehicles that are on Council land which have not been endorsed by Council.

### Discussion

Car Share operator 'Goget' further provided Council with three months data of the 'Goget' users in Earl Street and Grasmere Road between October and December 2020.

In addition, 'Goget' has completed its Annual Survey and the result for North Sydney revealed a steep decrease in car ownership after residents join. 30% of members have given up a car entirely since joining 'Goget', meaning 63% of North Sydney members no longer own a car. 63% of 'Goget' members reported that joining carshare enabled them to defer the purchase of a car.

This report recommends the two spaces be converted to 'Goget' car share spaces in Earl Street and Grasmere Road in line with the data provided by the operator that surplus demand exists at the sites proposed.

## Item 4.7 - Traffic - 30/4/21

N O R T H S Y D N E Y C O U N C I L R E P O R T S



**To the General Manager**

**Attach:** 1. List of recommendations  
2. Application from Goget

**SUBJECT:** (4.7) New Car Share Applications – Consultation Outcomes, April 2021

**AUTHOR:** Report of Sustainable Transport Project Coordinator, Lindsay Menday

**DESCRIPTION/SUBJECT MATTER:**

Car Share operator 'Goget' applied for three (3) new dedicated car share spaces, one in each of Earle Street, Grasmere Road and Gilles Street. This report provides detail of the consultation outcomes on the applications.

The spaces proposed do not conflict with any key technical standards or guidelines, however submissions indicated mixed views within the community and a low total number of supporting submissions. Given that car share service already operates within these areas, the consultation outcomes did not provide a definitive indication of additional need in these areas.

This report recommends that one of the spaces be refused and the other two be deferred pending evidence from the operator that surplus demand exists at the sites proposed.

Communications from Goget during the application process also indicated that a vehicle is already located near the proposed locations in unrestricted parking areas. As community members have not been able to comment on this vehicle placements via the formal consultation process this report recommends that Council write to Goget seeking that these vehicles, and any similar other, be removed pending a formal application and approvals process.

**RECOMMENDATION:**

1. **THAT** a Car Share space is not installed in Gilles Street given that consultation did not confirm demand within the community.
2. **THAT** the consideration of the new car share spaces in Earle Street and Grasmere Road be deferred pending further evidence (as set out in Attachment 1 of this report) that there is sufficient demand in the locations.
3. **THAT** Council write to Goget seeking removal of any vehicles that are on Council land which have not been endorsed by Council.

Report of Traffic Sustainable Transport Project Officer, Lindsay Menday  
 Re: New Car Share Application – Consultation Outcomes, April 2021

(2)

## CONSULTATION REQUIREMENTS

Community consultation has been undertaken as outlined in this report.

## DETAIL

**Standard or Guideline Used:** North Sydney Car Share Policy, RMS TTD 2018/001

**Signs & Lines Priority:** 2

**Precinct and Ward:** Various

**Impact on Bicycles:** Nil.

**Impact on Pedestrians:** Nil.

**Impact on Parking:** The recommendations do not require any changes to parking at this point.

## DISCUSSION

The *North Sydney Community Strategic Plan 2018 – 2028* ('CSP') sets a vision that “*car ownership will decrease as more people take up car share options*” and targets an increase in the level of car share membership in the LGA. The expanded provision of on-road car share spaces in appropriate locations is required to achieve the commitments set out in the CSP.

Car Share schemes provide potential benefits to the whole community, not just scheme members as they can:

- Reduce the level of private vehicle ownership
- Reduce pressure on parking, as one car/space can cater for many residents
- Reduce traffic congestion caused by drivers ‘cruising’ to find parking
- Provide a transport option for residents and community members who don't or can't own their own car.

## Application and Consultation Process

Operators seeking to install a new vehicle spaces are first required to submit an application to Council that contains information relevant to the criteria set out in the North Sydney Car Share Policy Operators and a justification for the installation of the space. Applications are subject to a fee.

Applications are assessed by Council’s Traffic & Transport Operation staff, and if they do not conflict with the North Sydney Car Share Policy, TfNSW car share guidelines, or any other of Council’s Policies, a sign is installed seeking community feedback on the proposal, prior to consideration by the North Sydney Traffic Committee. Consultation signs are installed at each location for a minimum of 2 weeks. An example of the sign is provided below. This process for consultation was adopted by Council at its meeting held on 5 August 2013.



Report of Traffic Sustainable Transport Project Officer, Lindsay Munday  
Re: New Car Share Application – Consultation Outcomes, April 2021

(3)

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### **Consultation for current applications**

Car Share operator ‘Goget’ applied for three (3) new dedicated car share spaces, one in each of Earle Street, Grasmere Road and Gilles Street. This report provides detail of the consultation outcomes on the applications.

A summary of consultation outcomes and recommendations relating to the three (3) proposed car share spaces is provided in Attachment 1.

### **Discussion**

The spaces proposed do not conflict with any key technical standards or guidelines, however submissions indicated mixed views within the community and a low total number of supporting submissions. Given that car share service already operates within these areas, the consultation outcomes did not provide a definitive indication of additional need in these areas.

The application process has also highlighted that some carshare vehicles are currently placed in unrestricted parking areas throughout North Sydney LGA (rather than in dedicated bays).

Goget has previously indicated that this is “due to increase demand/growth, or to test an area before we apply for a bay to find the best location”. As community members have been unable to provide feedback about these vehicles and location, this report recommends that Council write to Goget seeking the removal of any vehicles that have not been subject to a public consultation process.

At the time of writing, Goget was advertising vehicles in non-dedicated spaces adjoined to the locations proposed in these applications. This practice of placing cars without community notification potentially undermines Council’s capacity to deliver a car share network consistent with community expectations, and to damage Council’s reputation in terms of capacity to manage car share effectively.



Report of Traffic Sustainable Transport Project Officer, Lindsay Menday  
 Re: New Car Share Application – Consultation Outcomes, April 2021

(4)

### Attachment 1. Details of consultation outcomes relating to new Car Share Spaces

Proposed Car Share Space (Operator)	Approx. existing Members within 250 m*	Number of existing spaces within 400m (as shown on Goget website)	Submissions	Comments	Recommendation
Earle Street (north side of street, between Young Street and View Street) (Goget)	22	2	Two supporting submissions (one of these confirmed living in the immediate area)	<i>“Please, please, please approve this space. I am a regular GoGet user/member and this location would greatly improve vehicle accessibility. It is a good location as the street parking is NOT heavily used by residents, most of which have carports with their house (vs. Grasmere Road which has many apartments). Thank you for considering!”</i>	<p><b>1. THAT</b> the consideration of the space be deferred pending further evidence that there is sufficient demand in the location. Specifically:</p> <ul style="list-style-type: none"> <li>that in accordance with 2.1 b)/2.2 of the Car Share Policy, at least 10 resident members will nominate the vehicle as their preferred vehicle, and that the placement of this vehicle will not prevent any other Goget vehicle from meeting this criteria</li> <li>that the vehicle will meet all other eligibility criteria in the Car Share Policy</li> <li>evidence that existing provision of Goget vehicles is not sufficient for current demand ( i.e. that existing vehicles are over capacity)</li> </ul>

Report of Traffic Sustainable Transport Project Officer, Lindsay Menday  
 Re: New Car Share Application – Consultation Outcomes, April 2021

(5)

Proposed Car Share Space (Operator)	Approx. existing Members within 250 m*	Number of existing spaces within 400m (as shown on Goget website)	Submissions	Comments	Recommendation
Grasmere Street (north side of street immediately east of the intersection with Benelong Road)	26	3	Six supporting submissions (3 of these respondents confirmed living in the immediate area)  One objection	The bulk of supporting submissions provided general/broad support for car share as a concept for e.g.: <i>“Grateful for more GoGet pods in our local area Cremorne/Neutral Bay. We use GoGet vehicles often as our second car!!”</i>  Three of the submissions provided specific comments regarding <i>“Grasmere Road for e.g. I support the creation of a dedicated pod in Grasmere Road. I am a user of the service and would greatly benefit from a pod nearby (as I live in Grasmere Road). Thanks.”</i>	<b>1. THAT</b> the consideration of the space be deferred pending further evidence that there is sufficient demand in the location. Specifically: <ul style="list-style-type: none"> <li>• that in accordance with 2.1 b)/2.2 of the Car Share Policy, at least 10 resident members will nominate the vehicle as their preferred vehicle, and that the placement of this vehicle will not prevent any other Goget vehicle from meeting this criteria</li> <li>• that the vehicle will meet all other eligibility criteria in the Car Share Policy</li> </ul> evidence that existing provision of Goget vehicles is not sufficient for current demand ( i.e. that existing vehicles are over capacity).

Report of Traffic Sustainable Transport Project Officer, Lindsay Menday  
 Re: New Car Share Application – Consultation Outcomes, April 2021

(6)

<b>Proposed Car Share Space (Operator)</b>	<b>Approx. existing Members within 250 m*</b>	<b>Number of existing spaces within 400m (as shown on Goget website)</b>	<b>Submissions</b>	<b>Comments</b>	<b>Recommendation</b>
Gilles Street	76	4	One objection  No supporting submissions	There are other car share vehicles with 400m of the site	<b>1. THAT</b> a Car Share space is not installed in Gilles Street

Note: Members within the 250m catchment may also be within the catchment of another car share space. Overall, the number of members, within the 250m catchment area, meets the requirements set out in the North Sydney Car Share Policy.

## **5.7. Warringa Road, Cammeray -Removal of four parking spaces**

**AUTHOR:** Report of Public Projects Engineering Officer, Iman Mohammadi

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

### **ATTACHMENTS:**

1. Warringa Rd No Stopping Plan [5.7.1 - 2 pages]

### **PURPOSE:**

To remove four parking spaces in Warringa Road, Cammeray where the Active Transport Link in Cammeray Golf Course meets the road. In addition, No Stopping signs be installed in front of existing driveway access to the GTP to ensure access is maintained at all times.

### **EXECUTIVE SUMMARY:**

TfNSW is currently carrying out works in part of Cammeray Golf Course for the relocation of the active transport link (ATL) – closest to the Warringah Freeway. A footpath connection is required to the ATL along Warringa Road. Cyclists will be directed onto Warringa Road to connect into the cycling links under the Principal Bicycle Network. The footpath connection to the ATL is provided as a safe connection point for pedestrians along the southern verge of Warringa Road to connect to the footpath near Cammeray Road.

Where the ATL meets Warringa Road, four car parks need to be converted to no stopping so that no one parks in front of the kerb ramp and to allow for sight distance.

It is also proposed to formalise the existing access onto the GTP by putting no-stopping signage in front of the existing driveway crossover in Warringa Road

### **FINANCIAL IMPLICATIONS:**

The cost of signage installation will be funded by Transport for NSW under the Warringah Freeway Upgrade project.

## **RECOMMENDATION:**

- 1. THAT** the existing four parking spaces on the southern side of Warringa Road, Cammeray be removed, and No Stopping signs be installed to achieve the adequate sight distance where the ATL meets Warringa Road.
- 2. THAT** No Stopping signage be installed in front of the existing driveway crossover in Warringa Road to formalise the existing access onto the GPT.

## **LINK TO COMMUNITY STRATEGIC PLAN**

The relationship with the Community Strategic Plan is as follows:

2. Our Built Infrastructure
- 2.3 Sustainable transport is encouraged
- 2.4 Improved traffic and parking management

## **BACKGROUND**

TfNSW is currently carrying out works in part of Cammeray Golf Course for the relocation of the active transport link (ATL) – closest to the Warringah Freeway. A footpath connection is required to the ATL along Warringa Road. Cyclists will be directed onto Warringa Road to connect into the cycling links under the Principal Bicycle Network. The footpath connection to the ATL is provided as a safe connection point for pedestrians along the southern verge of Warringa Road to connect to the footpath near Cammeray Road.

## **CONSULTATION REQUIREMENTS**

Community engagement is not required.

### **Relates to ECM No:**

**Standard or Guideline Used:** Austroads Guide to Road Design Part 4A

**Signs & Lines Priority:** N/A

**Precinct and Ward:** The Plateau / St Leonards

**Impact on Bicycles:** The proposal improves cyclist amenity and safety in the street

**Impact on Pedestrians:** The proposal improves pedestrian safety in the street

**Impact on Parking:** The proposal will result in loss of four parking spaces.

## DETAIL

TfNSW is currently carrying out works in part of Cammeray Golf Course for the relocation of the active transport link (ATL) – closest to the Warringah Freeway.

A footpath connection is required to the ATL along Warringa Road. Cyclists will be directed onto Warringa Road to connect into the cycling links under the Principal Bicycle Network. The footpath connection to the ATL is provided as a safe connection point for pedestrians along the southern verge of Warringa Road to connect to the footpath near Cammeray Road.

Where the ATL meets Warringa Road, four car parks need to be converted to no stopping so that no one parks in front of the kerb ramp and to allow for sight distance. This is required to provide adequate sightlines for cyclists of oncoming vehicles to safely exit on to Warringa Road. The works have specifically been designed to minimise tree loss, to potentially 1 or 2 trees impacted as part of the footpath extension, and all efforts will be made to not impact any trees.

In accordance with Austroads Guide to Road Design Part 4A, 4 spaces are required to be removed to meet a minimum Safe Intersection Stopping Distance (SISD) of 48m from the Active Transport Link exit onto Warringa Road. This was adopted due to the following design considerations:

- Motorists will not be expecting cyclists to be exiting on to Warringa Road at this location
- 3 second observation time was allowed for the driver on Warringa Road to observe any cyclists approaching into a conflict situation
- Cyclists are considered to be more vulnerable road users, and requires additional protection measures to mitigate collision risk
- Design speed of 30kph was adopted in consideration of the residential / low speed nature of the area

It is also proposed to formalise the existing access onto the GPT by putting no-stopping signage in front of the driveway crossover in Warringa Road. While this will not result in additional parking loss as it is not permitted to legally park in front of a driveway, there will be additional signage to formalise this.



- NOTES**
- FOR NOTES AND LEGEND REFER TO SHEET WVR GE-0121 TO GE-0123.
  - SERVICING TO BE PROVIDED TO THE PROPOSED MAINTENANCE SHED. CONTRACTOR TO WORK WITH TENANT AND CAMMERAY GOLF COURSE TO AGREE ON WHAT SERVICES ARE REQUIRED AND ON THE ROUTE OF SERVICE CONDUITS TO THE NEW MAINTENANCE SHED.
  - FOR UTILITIES IMPACT ASSESSMENT, REFER SHEET SERIES 'UT'.

UNCONTROLLED DRAWING

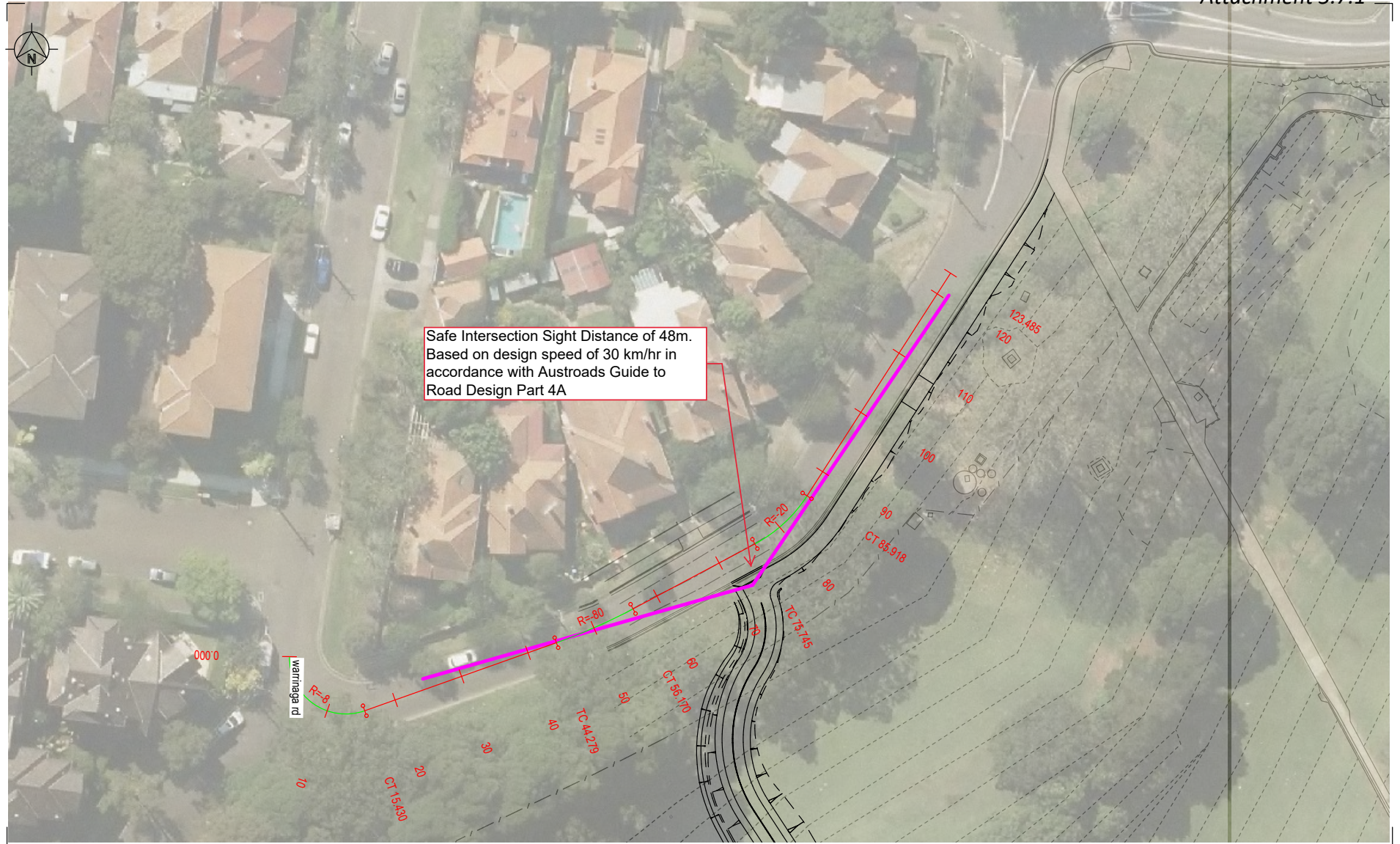
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EXTERNAL REFERENCE FILES		REV	DATE	AMENDMENT / REVISION DESCRIPTION		WVR No.	APPROVAL	DRAWINGS / DESIGN PREPARED BY 		TITLE		NAME		DATE		
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										ISSUE STATUS FOR INFORMATION		ISSUE No. 0		SHEET No. 1 OF 1		ISSUE







## **6. Informal Items for Consideration**

### **6.1. Standing Item - Pedestrian Safety**

**AUTHOR:** Bec Thomas, Road Safety Co-ordinator

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

**ATTACHMENTS:**

1. Standing Item Pedestrian Safety attach March 2022 [6.1.1 - 7 pages]

**PURPOSE:**

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

**EXECUTIVE SUMMARY:**

At the 530<sup>th</sup> 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.

**FINANCIAL IMPLICATIONS:**

There are no financial implications arising directly from this report.

**RECOMMENDATION:**

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

## **LINK TO COMMUNITY STRATEGIC PLAN**

The relationship with the Community Strategic Plan is as follows:

- 2. Our Built Infrastructure
  - 2.1 Infrastructure and assets meet community needs
  - 2.3 Sustainable transport is encouraged

## **BACKGROUND**

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.

## **CONSULTATION REQUIREMENTS**

Community engagement is not required.

## **DETAIL**

**Relates to ECM No:** N/A

**Standard or Guideline Used:** N/A

**Signs & Lines Priority:** N/A

**Precinct and Ward:** All Precincts, All Wards

**Impact on Bicycles:** Impacts on cyclists will be assessed for individual projects when they are reported to the Committee in detail.

**Impact on Pedestrians:** This report highlights current projects that benefit pedestrians

**Impact on Parking:** Impacts on parking will be assessed for individual projects when they are reported to the Committee in detail.

**Standing Item - Pedestrian Safety**  
**Traffic Committee 18 March 2022**

Item	Street	Location	First TC	Summary	Problem/Request	Comments	ECM
20/01	Bligh Street, Kirribilli	Between Broughton Street and Humphrey Place	20/3/20	Request for Shared Zone	Mayor Gibson has requested a Shared Zone be implemented in Bligh Street due to narrow footpaths and high pedestrian activity in the street.	<p>Bligh Street Shared Zone is listed in Council's Zone 7 LATM Action Plan as a long term priority (T.17).</p> <p>Bligh Street Shared Zone is also listed in Council's Draft 40km/h and 10km/h Shared Zone Masterplan as a long term priority.</p> <p>A Shared Zone for Bligh Street is being implemented as part of the DPIE Streets as Shared Spaces Program.</p> <p><b>A proposal to construct a permanent shared zone in Bligh Street has been submitted under Active Transport Walking &amp; Cycling Program for funding.</b></p>	
20/02	Various	Various	8/7/20	Blackspot Grant Funded Projects 2020/21	<p>Council was successful with grant funding applications for 4 locations under the Federal Black Spot Program.</p> <p>Design, consultation and construction is scheduled for 2020/21 financial year.</p>	<p>Projects include:</p> <ol style="list-style-type: none"> <li>1. Hazelbank St/Morton St - move stop lines forward &amp; install refuge island (TC 5/2/21 - Item 4.6; TC 19/3/21 - Item 4.5) <b>(Completed)</b></li> <li>2. Kurraba Road near Hayes St - raise existing pedestrian crossing <b>(Completed)</b></li> <li>3. Lavender St at Walker St - raise existing pedestrian crossing (TC 5/2/21 - Item 4.7) <b>(Completed)</b></li> <li>4. Ben Boyd Road between Lindsay Street and Kurraba Road - traffic calming (TC 19/3/21 - Item 4.4) <b>(Further investigation is being undertaken)</b></li> </ol>	

Item	Street	Location	First TC	Summary	Problem/Request	Comments	ECM
20/03	Various	Various	20/3/20	Pedestrian Crossing Audit	Council's Traffic Engineer completed an audit of all existing pedestrian crossings to prioritise upgrade of existing flush pedestrian crossings to raised crossings.	<p>Crossings to be upgraded in 2020/21 include:</p> <ol style="list-style-type: none"> <li>1. Clark Road at Margaret Street <b>(Completed)</b></li> <li>2. Ben Boyd Road at Hardie Street <b>(Completed)</b></li> <li>3. Carabella Street at Fitzroy Street (TC 5/2/21 - Item 4.8)<b>(Completed)</b></li> </ol> <p>Crossings to be upgraded in 2021/22 include:</p> <ol style="list-style-type: none"> <li>1. Burton Street at St Aloysius Junior School, Kirribilli</li> <li>2. Clarke Street at Willoughby Road, Crows Nest</li> <li>3. Waters Road at Grosvenor Street, Cremorne <b>(Design completed, community consultation is being undertaken close on 13 March 22)</b></li> <li>4. Morton Street at Rocklands Road, Wollstonecraft</li> </ol>	
20/06	Moodie Street, Cammeray	Between Ernest Street and Falcon Street	27/11/20	Pedestrian safety	Residents of Moodie Street have raised concerns about pedestrian safety due to lack of footpath in the 100m section south of Ernest Street.	<p>Refer to report 4.4 to the Traffic Committee 27/11/20 and report to 23/7/2021.</p> <p>Matter deferred until after Council elections &amp; when public is able to address Committee.</p>	
21/01	River Road at Russell Street, Wollstonecraft		5/2/21	LATM implementation - pedestrian refuge islands	As part of the implementation of the 2020/21 pedestrian refuge islands are proposed at the intersection of River Road and Russell Street	Refer to report 4.5 to the Traffic Committee 5/2/21. Construction completed August 2021.	

Item	Street	Location	First TC	Summary	Problem/Request	Comments	ECM
21/02a	Gerard Street at Macpherson Street, Cremorne	Pedestrian crossing	19/3/21	Pedestrian safety at existing pedestrian crossing	At its meeting of 25 February 2019, Council resolved to adopt the following recommendation of the North Sydney Traffic Committee: <i>1. THAT pedestrian signals on Gerard Street at Macpherson Street be expedited as a high priority project and funding be brought forward to progress the project to construction.</i>	A report was considered at the Council meeting on 30 November 2020 where it was resolved:  <i>1. THAT Council write to the Minister for Transport and Roads requesting special consideration for installation of traffic signals at the intersection of Gerard Street and Macpherson Street on the basis of pedestrian safety and amenity, with reference to this report.</i> The letter was sent 5/2/21  <i>2. THAT the following signage changes be referred to the Traffic Committee for installation under delegation of the Manager Traffic &amp; Transport Operations:</i> <i>a. an additional pedestrian crossing sign installed in front of the tree on the southern side of Gerard Street facing west.</i> <i>b. the Give Way sign on the left-hand side of Macpherson Street at Gerard Street be removed so as not to obstruct the pedestrian crossing sign.</i> Approved and signage instruction issued.  <i>3. THAT all line marking associated with the pedestrian crossing including, zebra markings and zig zag markings on approaches, be maintained and refreshed to ensure visibility to the crossing is adequate.</i> Crossing is included in regular maintenance program.  Council received a response from the Parliamentary Secretary for Transport and Roads on 19 April 2021 . The response is not favourable to Council's request for traffic signals and staff will contact Transport for NSW regarding alternate solutions.	8478715

Item	Street	Location	First TC	Summary	Problem/Request	Comments	ECM
20/02b	Gerard Street at Macpherson Street, Cremorne	Pedestrian crossing	19/3/21	Pedestrian safety at existing pedestrian crossing	At the Traffic Committee meeting 3/9/21 it was recommended: <i>1. THAT Council notes that despite repeated requests to Transport for New South Wales, there has been a refusal to install traffic lights at the crossing on Gerard Street at Macpherson Street. Therefore, Council must find alternative methods to improve pedestrian safety.</i> <i>2. THAT Council urgently remark the pedestrian crossing at Gerard Street and Macpherson Street to make it more visible in accordance with TfNSW standards.</i> <i>3. THAT the crossing at Gerard Street and Macpherson Street be included in the maintenance schedule more frequently.</i> <i>4. THAT Council examine alternative methods of increasing visibility at the crossing at Gerard Street and Macpherson Street within TfNSW standards.</i> <i>5. THAT Council reviews the lighting at the crossing on Gerard Street at Macpherson Street for compliance with the relevant standards for inclusion under the pedestrian safety item at the next Traffic Committee.</i>	27/9/21: To be investigated/actioned.	

Item	Street	Location	First TC	Summary	Problem/Request	Comments	ECM
21/03	Various Locations	Federal Stimulus	30/4/21	School Pedestrian Crossing Upgrades - Grant Funding	<p>Council has received grant funding under the TfNSW and Federal Government Stimulus Road Safety Program (School Zone Infrastructure) for 14 projects totalling \$1.6M in 2020/21 &amp; 2021/22.</p> <p>The grants will be used to create raised crossings, to extend kerbs and introduce pedestrian refuge islands, which all help improve visibility and slow down traffic, making children safer as they walk to and from school.</p>	<p>The funding has been allocated to upgrade the following crossings:</p> <ul style="list-style-type: none"> <li>- St Aloysius College Junior School: Install two raised pedestrian crossings on the Alfred Street South at Fitzroy Street intersection, Milsons Point COMPLETED</li> <li>- St Aloysius College: Install raised pedestrian crossing on Broughton Street at Kirribilli Avenue, Kirribilli COMPLETED</li> <li>- Loreto Kirribilli: Raise existing crossing on Carabella Street at Fitzroy Street, Kirribilli COMPLETED</li> <li>- St Aloysius College: Raise existing crossing on Clark Road at Margaret Street, North Sydney COMPLETED</li> <li>- Neutral Bay Public School: Raise existing crossing on Ben Boyd Road at Hardie St, Neutral Bay COMPLETED</li> <li>- Cammeray Public School: Raise existing crossing on Carter Street at Colin Street, Cammeray COMPLETED</li> <li>- Cammeraygal High School: Raise existing crossing on Clarke Street at Willoughby Road, Crows Nest - Under Consultation</li> <li>- St Aloysius College Junior School: Raise existing crossing on Burton Street, Kirribilli. NOT TO PROCEED (Refer to TC 15/10/21 item 5.2)</li> <li>- Redlands: Raise existing crossing on Waters Road at Grosvenor Street, Neutral Bay (Design completed, community consultation is being undertaken close on 13 March 22)</li> <li>- North Sydney Public School: Raise existing crossing on Morton St at Rocklands Rd, Wollstonecraft - Under Consultation.</li> <li>- North Sydney Public School: Construct pedestrian refuge islands and kerb buildouts on Crows Nest Road at McHatton Street, Waverton - Under Consultation</li> </ul>	
21/04	Military Road. Neutral Bay	At Spofforth Street and Cabramatta Road	24/7/20	Request to amend phasing and cycle times	A resident of Cremorne has requested additional time be added to the pedestrian phase to cross at this intersection, and reduced waiting time between cycles for pedestrians.	1/7/20: The email from the resident was to TfNSW for their attention as the Road Authority for Military Road and all signalised intersections.	

Item	Street	Location	First TC	Summary	Problem/Request	Comments	ECM
21/05	Grosvenor Lane, Neutral Bay	At Young Street	30/4/21	Pedestrian safety	The Traffic Committee recommended: 1. THAT “end shared zone” signage in Grosvenor Lane be moved closer to Young Street and add “give way to pedestrian” signage. (7.4) 2. THAT Council Staff review the current signage and options for increased safety measures. (7.4)	16/8/21: Signage changes completed 29/7/21.  Further reviews to be undertaken when public health orders permit.	8525757
21/07	Miller Street at Amherst Street, Cammeray	Intersection traffic signals	11/6/21	Pedestrian Safety - reports of near misses & recent crashes	On 11/6/21 the Traffic Committee recommended: 1. THAT the Traffic Committee acknowledge a recent incident at the intersection of Miller and Amherst Streets which involved the safety of a child crossing the road on the 24 May 2021. Council thank our resident Ms Freeman for bringing this to our attention at the meeting and that this be actioned as a matter of urgency. 1a) THAT Council acknowledge the incident and the long history of dangerous driving and incidents at this intersection. 2. THAT Council start immediate lobbying to TfNSW to extend the red-light pedestrian protection arrow and add a green right turn arrow phase at the intersection. 3. THAT Council TfNSW looks at the intersection of Palmer and Miller Streets in conjunction with this matter. 4. THAT Council actively lobby Transport for NSW for a red-light camera to be installed in this location. 5. THAT the matter be brought back to the next Traffic Committee meeting to be held on Friday, 23 July 2021.	16/8/21: Letter sent to TfNSW 19/7/21. Response received 13/8/21 from A/Director Network and Asset Management:  <i>Road safety, including pedestrian safety, is a top priority for Transport for NSW. I am very sorry to read about the very serious incident you describe, and I wish the people involved a full recovery.</i> <i>As you may be aware, Transport for NSW installed an extra left and right-turn red arrow at the traffic lights under the ‘Green on Green’ project in June 2020, to improve safety for pedestrians at this location.</i> <i>Miller Street is a State Road which caters for high network demands, including public transport to and from the Cammeray area. Installing a dedicated right-turn arrow from Miller to Amherst streets is not supported at this time due to further congestion that would occur on Miller Street.</i> <i>You may be assured that Transport for NSW will continue to monitor the intersection, to ensure it operates safely and as reliably as possible.</i> <i>Transport for NSW is reviewing further potential safety measures in this area, including:</i> • <i>Adjusting the traffic light phasing for both pedestrians and motorists at the intersection</i> • <i>Installing a red-light speed camera at this intersection</i> • <i>Constructing a pedestrian crossing on the western side of the intersection of Miller and Palmer streets.</i> <i>Transport for NSW will continue to update council’s local traffic committee on the review of these safety measures.</i>  27/9/21: Variable Messaging Sign (VMS) installed in Amherst Street near Miller Street temporarily to alert motorists to watch for pedestrians.	8606280



Item	Street	Location	First TC	Summary	Problem/Request	Comments	ECM
21/08	Miller Street, Camberay	Mid-block pedestrian signals at Camberay Place	3/9/21	Pedestrian Safety	Reports of pedestrian crash which occurred on Sunday evening 1/8/21	16/8/21: Request sent to TfNSW 3/8/21 to lengthen pedestrian crossing signal (phasing) b, and suggestion to improve the visibility of the lights. This is being investigated by TfNSW Network Operations.	

## **6.2. Standing Item - Blues Point Road - Vehicle Noise & Traffic Issues**

**AUTHOR:** Lizzie Cheng, Traffic and Transport Engineering

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

**ATTACHMENTS:**

1. Attach Blues Point Road Table 1 Summary of previous Traffic Committee [6.2.1 - 4 pages]

**PURPOSE:**

The purpose of this report is to provide an update on previous Council resolutions in regard to traffic management in Blues Point Road, McMahons Point.

**EXECUTIVE SUMMARY:**

At the Traffic Committee meeting on 19 March 2021, it was recommended that the matter of vehicle noise and traffic issues in Blues Point Road, McMahons Point be kept as a standing item at the Traffic Committee meetings.

This report provides an update on previous Council resolutions in relation to this matter.

**FINANCIAL IMPLICATIONS:**

Financial implications will be outlined for any proposed measures prior to the matter being considered by Council for adoption.

**RECOMMENDATION:**

1. **THAT** the updates concerning Standing Item - Blues Point Road – Vehicle Noise & Traffic Issues be received.

## **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**

A petition was tabled at the Traffic Committee meeting on 12 June 2020 from residents of McMahons Point concerning vehicle noise, illegal parking and street racing in Blues Point Road near Blues Point Reserve. Council has received representations concerning this issue since that time and the matter has been considered by the Traffic Committee on numerous occasions since then. A report was considered at the Traffic Committee meeting on 5 February 2021 where the Traffic Committee recommended a number of interventions for further investigation.

At the Traffic Committee meeting on 19 March 2021, it was recommended that the matter of vehicle noise and traffic issues in Blues Point Road, McMahons Point be kept as a standing item at the Traffic Committee meetings.

## **CONSULTATION REQUIREMENTS**

Community engagement will be undertaken in accordance with Council's Community Engagement Protocol.

**Relates to ECM No:** 8525770; 8446599; 8272680

**Standard or Guideline Used:** Austroads Guide to Traffic Management Part 8: Local Street Management

**Signs & Lines Priority:** N/A

**Precinct and Ward:** Lavender Bay, Wollstonecraft

**Impact on Bicycles:** Nil

**Impact on Pedestrians:** Nil

**Impact on Parking:** Impacts as outlined in reports.

## **DETAIL**

The list of Council resolutions relating to Blues Point Road traffic management and latest updates since the previous Traffic Committee meeting is attached.

Table 1 Summary of previous Traffic Committee recommendations and Council resolutions

<b>Traffic Committee Recommendation / Council Resolution</b>	<b>Status</b>
<b>Traffic Committee: 5-Feb-2021 / Council Meeting: 22-Feb-2021</b> <a href="https://www.northsydney.nsw.gov.au/Council_Meetings/Meetings/Committees/Traffic_Committee/2021/5_February_2021">https://www.northsydney.nsw.gov.au/Council_Meetings/Meetings/Committees/Traffic_Committee/2021/5_February_2021</a>	
<b>1. THAT</b> 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)	<i>Consultation was undertaken between 4 May to 6 June 2021. The community engagement outcomes are detailed in the report to the <a href="#">Traffic Committee 23 July 2021</a>.</i>
<b>2. THAT</b> Council request police enforcement of excessive noise from vehicles, illegal parking and street racing as raised by local residents, particularly on Friday and Saturday evenings between 9pm and 4am. (4.3)	<i>Police enforcement requested through discussions at the Traffic Committee</i>
<b>3. THAT</b> Council request TfNSW install a speed camera in Blues Point Road between East Crescent Street and Blues Point Reserve. (4.3)	<i>Online request submitted through the Safer NSW website on 15/4/21</i>
<b>4. THAT</b> the traffic calming proposal be included in any funding applications for the McMahons Point (Blues Point Road) Public Domain Upgrade Masterplan and vice versa. (4.3)	<i>Council has submitted the application for 'Streets as Shares Spaces Grant' on 11/2/22. The works include:</i> <ul style="list-style-type: none"> <li>• <i>King George Street pedestrian crossing upgrade to fully raised crossing.</i></li> <li>• <i>Continuous footpath treatment across King George Street</i></li> <li>• <i>Continuous footpath treatment across East Crescent Street at Blues Point Road.</i></li> <li>• <i>Narrow road width and extend kerb out on the southern side of East Crescent Street, etc.</i></li> </ul>
<b>5. THAT</b> a site inspection be held ASAP with the Mayor, Councillor Keen, the Director Open Space and Environmental Services and Manager Traffic & Parking to determine: <ol style="list-style-type: none"> <li>a) where new line marking can be painted to clearly delineate legal parking spaces eastern side of Blues Point Road;</li> <li>b) how signage can be made more effective and efficient;</li> <li>c) where extra lighting can be installed.</li> <li>d) where short term parking can be provided (4.3)</li> </ol>	<i>A site meeting was held on 18 March 2021.</i>

<b><i>Traffic Committee Recommendation / Council Resolution</i></b>	<b><i>Status</i></b>
<b>6. THAT</b> the Committee give in principle approval for CCTV on Blues Point Road and report to next Traffic Committee on how these measures can proceed. (4.3)	<i>Investigations continuing. Blues Point Road closed in association with Sydney Metro works for approx. 3 months from August 2021 and has been extended further. Will review the situation after March 2022.</i>
<b><i>Traffic Committee: 19-Mar-2021 / Council Meeting: 26-Apr-2021</i></b> <a href="https://www.northsydney.nsw.gov.au/Council_Meetings/Meetings/Committees/Traffic_Committee/2021/19_March_2021">https://www.northsydney.nsw.gov.au/Council_Meetings/Meetings/Committees/Traffic_Committee/2021/19_March_2021</a>	
<b>THAT</b> Blues Point Road be kept as a standing item on the Agenda. (7.9)	<i>Standing item added from 30 April 2021 meeting onwards.</i>
<b><i>Traffic Committee: 30-Apr-2021 / Council Meeting: 24-May-2021</i></b> <a href="https://www.northsydney.nsw.gov.au/Council_Meetings/Meetings/Committees/Traffic_Committee/2021/30_April_2021">https://www.northsydney.nsw.gov.au/Council_Meetings/Meetings/Committees/Traffic_Committee/2021/30_April_2021</a>	
<b>1. THAT</b> the updates concerning Standing Item - Blues Point Road - Vehicle Noise & Traffic Issues be received. (5.4)	<i>For noting.</i>
<b>2. THAT</b> line marking be reinstated urgently to clearly delineate the 4 angle parking spots at the end of Blues Point Road. (5.4)	<i>Postponed due to Sydney Metro occupation of Blues Point Road. Review after March 2022.</i>
<b>3. THAT</b> urgent investigation be undertaken to improve the lighting in the same vicinity at the end of Blues Point Road. (5.4)	<i>A lighting consultant will be engaged to assess lighting levels at this location and advise Council on proposed lighting. This has been postponed due to Sydney Metro occupation of Blues Point Road. Review after March 2022.</i>
<b>4. THAT</b> signage at the end of Blues point Road be reviewed with the aim to make it clearer and more effective. (5.4)	<i>To be actioned</i>
<b>5. THAT</b> in response to residents concerns, Council fast-track the implementation of the 40KM/hr HPAA initiatives to ensure traffic speed and calming on Blues Point Road can be addressed.	<i>Implications outlined in report to the Traffic Committee 23 July 2021.</i>
<b><i>Traffic Committee: 11-Jun-2021 / Council Meeting: 28-Jun-2021</i></b> <a href="https://www.northsydney.nsw.gov.au/Council_Meetings/Meetings/Committees/Traffic_Committee/2021/11_June_2021">https://www.northsydney.nsw.gov.au/Council_Meetings/Meetings/Committees/Traffic_Committee/2021/11_June_2021</a>	
<b>1. THAT</b> the updates concerning Standing Item - Blues Point Road – Vehicle Noise & Traffic Issues be received.	<i>For noting.</i>
<b>2. THAT</b> a letter be sent to Felicity O’Brien giving her an update on Blues Point Road and thank her for her ongoing involvement and advocating on behalf of residents on Blues Point Road.	<i>Email sent 19/7/21</i>

<b><i>Traffic Committee Recommendation / Council Resolution</i></b>	<b><i>Status</i></b>
<b><i>Traffic Committee: 23-Jul -2021 / Council Meeting: 23-Aug-2021</i></b>	
<a href="https://www.northsydney.nsw.gov.au/Council_Meetings/Meetings/Committees/Traffic_Committee/2021/11_June_2021">https://www.northsydney.nsw.gov.au/Council_Meetings/Meetings/Committees/Traffic_Committee/2021/11_June_2021</a>	
<p><b>5. THAT</b> 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)</p> <p><b>6. THAT</b> the raised flat top threshold be used instead of speed cushions. (5.3)</p> <p><b>7. THAT</b> 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)</p> <p><b>8. THAT</b> 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)</p> <p><b>12. THAT</b> the application for Blues Point Road 40km/h speed zone ensures that there is no loss of parking. (5.3)</p>	<p><i>Part of the traffic and pedestrian upgrades identified in the McMahons Point Public Domain Upgrade Masterplan were included in the 'Streets as Shares Spaces Grant' application submitted on 11/2/22. Council will continue to seek funding opportunities for 40km/h speed zone on Blues Point Road between Lavender Street and Blues Point Reserve.</i></p>
<p><b>10. THAT</b> Council be included in the consultation process for the beautification works in Blues Point Reserve following the completion of the Metro works. (5.3)</p>	<p><i>Referred to Council's Director Open Space and Environment.</i></p>
<p><b>11. THAT</b> Council seeks clarification on the timeline and status of the Metro works in the North Sydney LGA. (5.3)</p>	<p><i>See Standing Item – Sydney Metro – Project Update</i></p>
<p><b>13. THAT</b> 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)</p>	<p><i>See Resolution No. 2 TC 30/4/21</i></p> <p><i>Postponed due to Sydney Metro occupation of Blues Point Road. Review after March 2022.</i></p>

<b>Traffic Committee: 15-Oct-2021 / Council Meeting: 25-Oct-2021</b>	
<a href="https://www.northsydney.nsw.gov.au/Council_Meetings/Meetings/Committees/Traffic_Committee/2021/15_October_2021">https://www.northsydney.nsw.gov.au/Council_Meetings/Meetings/Committees/Traffic_Committee/2021/15_October_2021</a>	
<b>1. THAT</b> the updates concerning Standing Item - Blues Point Road – Vehicle Noise & Traffic Issues be received.	<i>For noting</i>
<b>2. THAT</b> Council proceed with CCTV monitoring immediately after Blues Point Road is reopened.	<i>To be actioned.</i>

### **6.3. Standing Item - Sydney Metro - Project Update**

**AUTHOR:** Iman Mohammadi, Public Projects Engineering Officer

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

**ATTACHMENTS:** Nil

#### **PURPOSE:**

The purpose of this report is to update the North Sydney Traffic Committee on the current status of the Metro City & South-West (Metro) project and upcoming works affecting local roads.

Updates are also provided on the Sydney Metro website at <https://www.sydneymetro.info/>

#### **EXECUTIVE SUMMARY:**

Consent for the Metro City & South-West (Metro) project was granted by the Department of Planning and Environment on 9 January 2017. The consent can be viewed in full at [www.majorprojects.planning.nsw.gov.au](http://www.majorprojects.planning.nsw.gov.au).

The project will deliver new railway infrastructure for Sydney, including two new Metro stations within the North Sydney Local Government Area - at Crows Nest and Victoria Cross (North Sydney Centre). Construction commenced in early 2017, with train operations expected to be underway by 2024.

In accordance with the various conditions of consent, a Traffic and Transport Liaison Group (TTLG) has been established to inform traffic and transport measures during construction and operation of the project. The TTLG is chaired by the Sydney Coordination Office (SCO) and comprises representatives from the relevant Road Authorities, which includes North Sydney Council. The TTLG meets monthly and a smaller group of representatives known as the Traffic Control Group (TCG) meets weekly to discuss impending construction-related traffic management matters.

The Construction Traffic Management Plans (CTMPs) must be developed in consultation with the TTLG. TfNSW is the approval authority for the CTMPs, following endorsement by the SCO.

#### **FINANCIAL IMPLICATIONS:**

There are no direct financial implications arising from this report.

#### **RECOMMENDATION:**

**1. THAT** the information concerning Sydney Metro City & South-West Construction Update be received.



## LINK TO COMMUNITY STRATEGIC PLAN

The relationship with the Community Strategic Plan is as follows:

- 2. Our Built Infrastructure
  - 2.1 Infrastructure and assets meet community needs
  - 2.4 Improved traffic and parking management
- 5. Our Civic Leadership
  - 5.2 Council is well governed and customer focused
  - 5.3 Community is informed and consulted

## BACKGROUND

Consent for the Metro City & South-West (Metro) project was granted by the Department of Planning and Environment on 9 January 2017. The consent can be viewed in full at [www.majorprojects.planning.nsw.gov.au](http://www.majorprojects.planning.nsw.gov.au).

The project will deliver new railway infrastructure for Sydney, including two new Metro stations within the North Sydney Local Government Area - at Crows Nest and Victoria Cross (North Sydney Centre). Construction commenced in early 2017, with train operations expected to be underway by 2024.

## CONSULTATION REQUIREMENTS

As this is a state government project, Transport for NSW are responsible for all community engagement relating to the project.

## DETAIL

**Relates to ECM No:** N/A

**Standard or Guideline Used:** N/A

**Signs & Lines Priority:** N/A

**Precinct and Ward:** Various precincts, St Leonards & Cammeraygal Wards

**Impact on Bicycles:** Local cycling access maintained and managed through traffic guidance schemes

**Impact on Pedestrians:** Local pedestrian access may be impacted adjacent to and around the Sydney Metro work sites and managed through traffic guidance schemes.

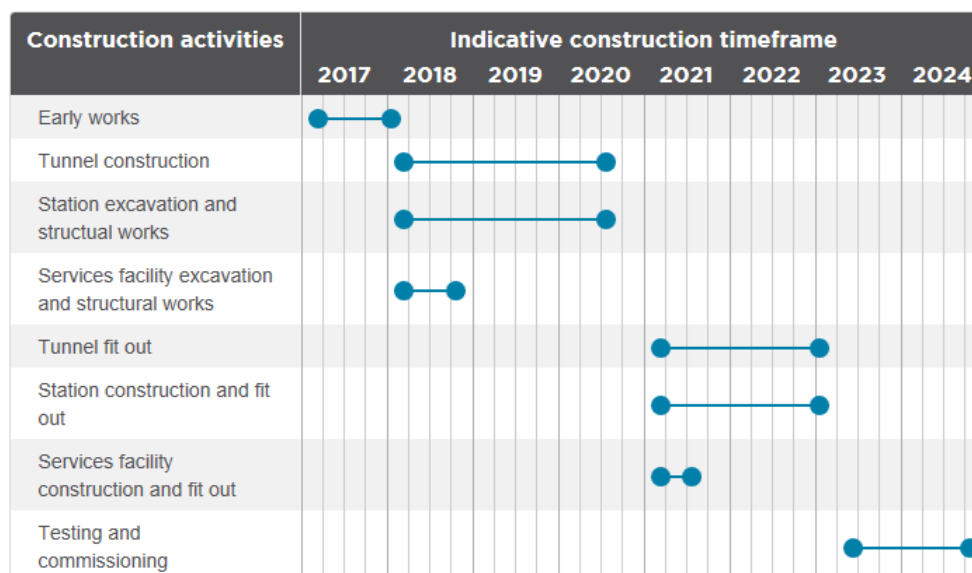
**Impact on Parking:** Parking adjacent to each construction site has been removed under applications throughout the project to facilitate construction.

There are four (4) construction sites within the North Sydney LGA associated with the Metro project.

1. **Victoria Cross Station (VC2)** – includes 155-189 Miller Street bounded by Miller Street, Berry Street and Denison Street.
2. **Victoria Cross North (VC1)** –site for the services building and additional access point at 52 McLaren Street (vacant site on northern corner of Miller Street and McLaren Street intersection).
3. **Crows Nest Station (CN)** – includes 497-521 Pacific Highway bounded by Pacific Highway, Oxley Street, Clarke Lane and Hume Street; 14 Clarke Street (Beaurepaires site); and 477-495 Pacific Highway bounded by Pacific Highway, Hume Street and Clarke Lane.
4. **Blues Point Reserve (BP)** – Temporary construction site, including creation of a shaft for the delivery and extraction of tunnel boring equipment.

The City & Southwest (Chatswood to Sydenham) project has been split into stages. Each stage is subject to separate contracts and may be undertaken by different contractors. An indicative timeline for the full City & Southwest portion is provided below.

## Indicative timeline



Source: Sydney Metro website 26/5/17

Works at each site are currently at station construction/ fit out and linewide trackworks. The key activities are summarised below.

### Update on sites within North Sydney Council area

#### Victoria Cross South

#### [Vic Cross – Construction Updates](#)

Excavation works, formwork steel fitting, deliveries, concrete pouring. Installation of hoardings, site accommodation and tower cranes on Miller Street frontage. Deliveries via Miller Street Work Zone.

Miller Street – major stormwater upgrade works located within southbound, establishment of one-way contra flow – staged night works from March 2022 until first week of May (approx. 4 weeks total).

### **Victoria Cross North**

#### [Vic Cross – Construction Updates](#)

Deliveries and tower crane operations within site boundary. Access via McLaren Street.

### **Crows Nest Station**

#### [Crows Nest – Construction Updates](#)

Deliveries occurring from Pacific Highway “logistics lane” – footpath occupation - pedestrians diverted to western side of Pacific Highway. Some concrete pours occurring from Clarke Lane.

Hume Street fully closed to traffic between Pacific Highway and Clarke Lane until 31 December.

### **Blues Point**

#### [Blues Point – Construction Updates](#)

DPIE granted modification for continued use of Blues Point site for additional 12 months from December 2020 for linewide track fitout.

The site acoustic shed was removed in December 2021.

A site compound has been established on Blues Point Road to facilitate and expedite these works. Blues Point Road south of Henry Lawson Avenue was closed to traffic from 16 August 2021 for an initial period of 3 months. Pedestrian access to Blues Point Reserve maintained with temporary pathway.

Existing parking spaces at Blues Point Road had to be temporary removed and Blues Point Road be closed to traffic at the reserve to enable completion of Capping beam removal works and landscaping works in the Blues Point Reserve. These works started on 21<sup>st</sup> February 2022 and expects to be complete by end of March 2022

Park reinstatement works in Henry Lawson Reserve will continue into 2022.

## **6.4. Standing Item - Western Harbour Tunnel & Warringah Freeway Upgrade**

**AUTHOR:** Iman Mohammadi, Public Projects Engineering Officer

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

**ATTACHMENTS:** Nil

### **PURPOSE:**

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).

### **EXECUTIVE SUMMARY:**

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.

### **FINANCIAL IMPLICATIONS:**

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.

## LINK TO COMMUNITY STRATEGIC PLAN

The relationship with the Community Strategic Plan is as follows:

- 2. Our Built Infrastructure
  - 2.1 Infrastructure and assets meet community needs
  - 2.4 Improved traffic and parking management
- 5. Our Civic Leadership
  - 5.2 Council is well governed and customer focused
  - 5.3 Community is informed and consulted

## BACKGROUND

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. The works impact on a number of Council roads adjacent to and alongside the Warringah Freeway. All community notifications are available on the Western Harbour Tunnel and Warringah Freeway Upgrade webpage at <https://caportal.com.au/rms/wht/documents-and-notifications>

## CONSULTATION REQUIREMENTS

As this is a state government project, Transport for NSW are responsible for all community engagement relating to the project.

## DETAIL

**Relates to ECM No:**

**Standard or Guideline Used:**

**Signs & Lines Priority:** N/A

**Precinct and Ward:** Registry/ Stanton/ Neutral/ Anderson/ CBD; Tunks/ Victoria/ Wollstonecraft

**Impact on Bicycles:** Local cycling access may be impacted adjacent to and around the WHT/WFU work sites under traffic management

**Impact on Pedestrians:** Local pedestrian access may be impacted adjacent to and around the WHT/WFU work sites under traffic management

**Impact on Parking:** Approximately 75 parking spaces on Alfred Street North; 35 spaces on Cammeray Avenue and 10 spaces on Ridge Street have so far been removed by TfNSW to facilitate the works.

Council has received numerous notices from Transport for NSW under 64(1A) of the Roads Act 1993 of their intention to exercise functions of a roads authority. This means that TfNSW has the same powers under the Roads Act 1993 as Council for the roads listed in each notice.

**7. Local Development Advisory Committee Items for Consideration**

Nil

**8. General Business**

**9. Closure**