



To the General Manager

- Attach** 1. Letter from Mosman Council, 15 April 2021
2. Concept Plans
3. TfNSW Comments Register
4. Submissions Summary
-

SUBJECT: (4.4) Spofforth Street, Cremorne – Proposed Intersection Upgrades – Survey Results

AUTHOR: Report of Manager Traffic & Transport Operations, Michaela Kemp

DESCRIPTION/SUBJECT MATTER:

Council received representations from residents concerning traffic and pedestrian issues at the intersection of Spofforth Street and Rangers Road, Cremorne. The matter was raised at the Traffic Committee meeting on 23 November 2018. Subsequently, at the Council meeting on 10 December 2018 (Item EPS01 Min. 486) it was resolved:

- 1. THAT Council investigate the design for Spofforth Street shopping area including traffic calming, roundabouts, pedestrian access, public domain, landscaping and the current bus routes and location of stops.*
- 2. THAT public consultation be undertaken regarding the proposed design.*
- 3. THAT the Mayor consult with the Mayor of Mosman regarding cost sharing between the two Councils on this project.*

The Traffic Committee will recall that the matter was raised on numerous occasions at subsequent Traffic Committee meetings, as has been subject to ongoing discussion between North Sydney Council, Mosman Council, Sydney Buses and Transport for NSW. The traffic study was extended to include the intersection of Spofforth Street and Holt Avenue at the request of Mosman Council and the Harrison Precinct Committee.

Most recently, on 12 June 2020, the Traffic Committee made the following recommendations which were subsequently adopted by Council at its meeting on 27 July 2020 (Item 7.1 Min. 35):

- 1. THAT the information concerning pedestrian safety on Spofforth Street be received.*
- 2. THAT Council proceed with community consultation for Spofforth Street/Holt Avenue intersection once the concept plans are updated to reflect all the feedback from Council's Traffic Engineer, Mosman Council, Sydney Buses and North Sydney Traffic Committee for the following options:*
 - a) Roundabout.*
 - b) Kerb extensions.*
 - c) Refuge islands.*

3. THAT Council proceed with community consultation for Spofforth Street/Rangers Road intersection once the concept plans are updated to reflect all the feedback from Council's Traffic Engineer, Mosman Council, Sydney Buses and North Sydney Traffic Committee for the following options:

- a) Roundabout.
- b) Traffic and pedestrian signals.
- c) Re-alignment with optional Pedestrian Actuated Crossing.

4. THAT North Sydney Council immediately correspond with Mosman Council and Transport NSW (Sydney Buses) urging them to fast track removal/relocation of bus stop on the eastern side of Spofforth Street with aim of increasing parking and all relevant consultation and usage data be provided when available. The Traffic Committee requests this matter be considered by the Mosman Council Traffic Committee, and that the North Sydney Mayor be notified of when the matter will be considered.

5. THAT a short report on the usage patterns of bus stop on western side of Spofforth St (alighting and embarking) be provided to the Traffic Committee

6. THAT the Mayor attend the Mosman Traffic Committee meeting and subsequent Council meeting to address this matter.

7. THAT it be noted that the aim of this process is to increase the amount of parking.

The full report to the 12 June 2020 Traffic Committee (Item 4.02) is available at https://www.northsydney.nsw.gov.au/Council_Meetings/Meetings/Committees/Traffic_Committee/2020/12_June_2020

Following Council's resolution of 27 July 2020, the design plans were updated to incorporate feedback received to date from Council's Traffic Engineer, Mosman Council, Sydney Buses and Transport for NSW. The amended plans were placed on public exhibition from 11 March 2021 to 11 April 2021.

This report outlines the work undertaken in response to the resolutions of the 27 July 2020 Council meeting and summarizes the feedback received the community engagement outcomes.

RECOMMENDATION:

1. THAT the community engagement outcomes and the community preferences for the different options propose for the Spofforth Street intersection upgrades be received.

2. THAT a copy of this report be forwarded to Mosman Council, Sydney Buses, and Transport for NSW for their information and records.

3. THAT the proposals for Spofforth Street and Rangers Road be abandoned due to lack of support from Mosman Council.

4. THAT the proposals for Spofforth Street and Holt Avenue be deferred for up to 6 months until amended plans are supplied from Mosman Council for further consideration and discussion.

4. THAT Council approve the proposed pedestrian refuge and kerb-buildouts in Florence Street at Spofforth Street as per the attached plan with the following amendments, and detailed design and timing of construction dependent on cost estimate, availability of funding from the LATM Traffic Facilities budget and project priorities within the LATM Actions:

- i) the existing Bus Stop 209052 to be retained (net gain of one parking space only)
- ii) a Stop sign to be incorporated on Florence Street at Spofforth Street.

CONSULTATION REQUIREMENTS

Consultation has been undertaken in accordance with Council's Community Engagement Protocol

Relates to ECM No: 7643177

Standard or Guideline Used: AS1742.10; RMS Supplement to Australian Standards 1742.10.

Signs & Lines Priority: N/A

Precinct and Ward: Harrison, Victoria

Impact on Bicycles: Each option has varying impacts on cyclists. The impacts were detailed in the report of 11 June 2020.

Impact on Pedestrians: Each option includes pedestrian facilities to enhance pedestrian access and safety at the intersections to varying degrees. The impacts were detailed in the report of 12 June 2020.

Impact on Parking: Construction of pedestrian crossing facilities to comply with the Australian Standard may result in loss of parking around the facilities. However, the parking loss can be offset by consolidation of bus stops and reconfiguration of parking in the surrounding area as outlined in the consultation material. The impacts were detailed in the report of 12 June 2020.

FINANCIAL IMPLICATIONS

North Sydney Council has not obtained cost estimates for any of the options. As such no funding has been allocated for construction. It is recommended that a further report be prepared for Council outlining the financial implications should Council decide to progress with any of the options.

DETAIL

Following Council's resolution of 27 July 2020, the design plans were updated to incorporate feedback received to date from Council's Traffic Engineer, Mosman Council, Sydney Buses and Transport for NSW. The amended plans were placed on public exhibition from 11 March 2021 to 11 April 2021 by North Sydney Council. The community engagement outcomes are summarised and discussed below.

Mosman Council

Feedback from Mosman Council's Traffic Engineer was included in the report to the [Traffic Committee on 12 June 2020](#) including North Sydney Council's response to each issue.

The report also summarised outcomes from an informal consultation with affected shop owners/operators in the vicinity of Spofforth Street and Rangers Road that was undertaken in November 2019 and was used to inform the development of the concept plans.

Representatives from Mosman Council also attended the North Sydney Traffic Committee meeting on 12 June 2020 and the minutes noted no objections to the recommendations.

The concept plans were amended by Council's design consultant between August and November 2020 to reflect the feedback from Mosman Council and other stakeholders, as much as possible.

Mosman Council was informed of the engagement by way of a copy of the notification letter on 25 March 2021. Council received a reply from Mosman Council dated 15 April 2021 (Attachment 1) advising of the decision at the Mosman Council meeting on 6 April 2021 (EP/9) as copied below; and requesting North Sydney Council's drawings for Spofforth Street and Holt Avenue in respect of Resolution No. 2:

That the Community Consultation conducted by North Sydney Council for possible works at Spofforth Street be noted and that Council resolve the following:

- 1. No further action to be taken on the proposed roundabout works located at the junction of Spofforth Street and Holt Avenue as this is not supported by Mosman Council.*
- 2. That Mosman Council conduct its own community consultation on the following possible outcomes at Spofforth Street and Holt Avenue:*
 - a. No further action to be taken, or*
 - b. Kerb Buildouts in the manner described in the concept plans provided by North Sydney Council, or*
 - c. Refuge Islands in the manner described in the concept plans provided by North Sydney Council, or*
 - d. That a further report come to the Traffic Committee to review the design and then Council to determine next steps following completion of the consultation process.*
- 3. No further action to be taken on any improvement works at Spofforth Street and Rangers Road as this is not supported by Mosman Council.*
- 4. No further action to be taken by Mosman Council on the proposed works on Spofforth Street and Florence Street noting that this site is located within the North Sydney LGA.*
- 5. No further action to be taken by Mosman Council on the consolidation or relocation of bus stops on Spofforth Street as this is not supported by Mosman Council.*
- 6. That North Sydney Council and the North Sydney Council Traffic Committee be notified in writing of the above.*

Sydney Buses

Consultation was undertaken with Sydney Buses prior to June 2020 on the relocation of the bus stop south of the intersection of Spofforth Street and Rangers Road to provide additional parking for the businesses. Sydney Buses was supportive of the removal of the bus stop given the low commuter figures, subject to community consultation undertaken by Council and no objections from local businesses and residents.

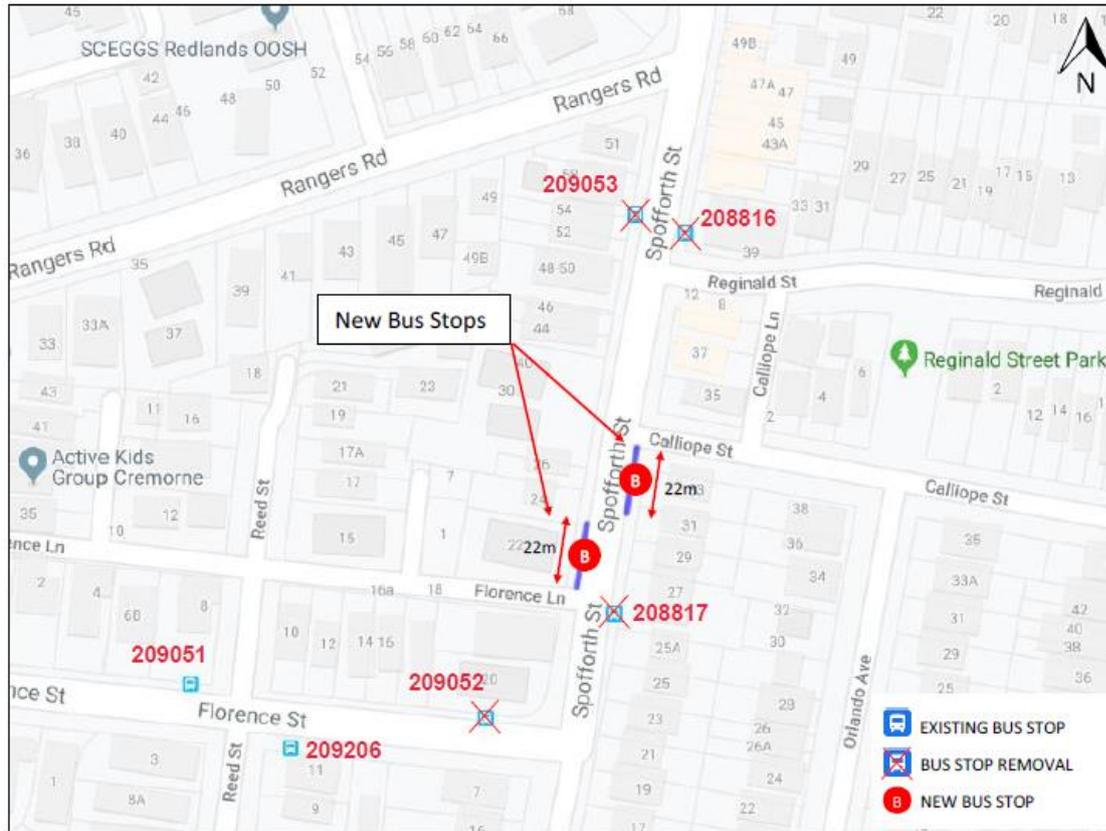
Bus Stop Usage Data

In response to recommendation No. 5 of the Traffic Committee on 12 June 2020:

- 5. THAT a short report on the usage patterns of bus stop on western side of Spofforth St (alighting and embarking) be provided to the Traffic Committee*

The existing and proposed bus stop locations are shown in Figure 1.

Figure 1 Existing and proposed bus stops



Council obtained Opal card data from Transport for NSW for Bus Stops 208816 and 209053 for October 2019 on the western side of Spofforth Street which is summarised in Table 1 and Figure 2. The data reveals relatively low usage of these bus stops outside of peak periods.

Table 1 Summary of TfNSW Opal card data

Stop	208816 - southbound Spofforth St at Reginald St		209053 - northbound Spofforth St opp. Reginald St	
	Weekday	Weekend	Weekday	Weekend
Avg. No. services per day	41	25	40	26
Avg. No. taps per day	14.62	4.57	28.15	9.00
Avg. Taps per service	0.34	0.17	0.69	0.34
Avg. Taps per hour	10.00	1.68	19.26	3.31
Peak time	7am-8am	12pm-1pm	6pm-7pm	10am-11am
Peak no. services per hour	52	14	62	14
No. Taps per peak hour	66	6	59	15
No. taps per peak hour service	1.27	0.42	1.13	1.07

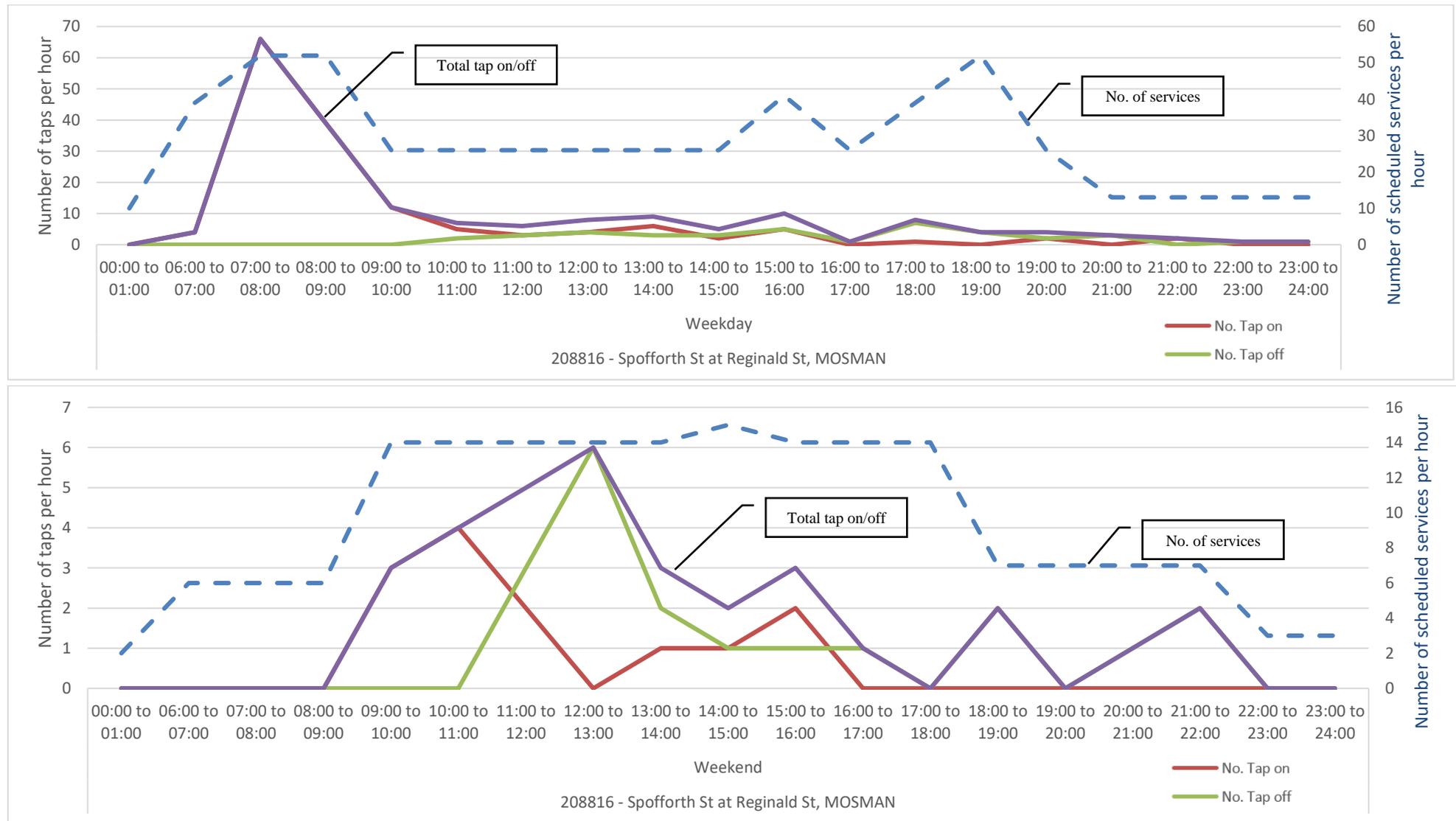


Figure 2 Bus Stop 208816 - Spofforth St at Reginald St - Southbound – Weekday and Weekend Hourly Usage

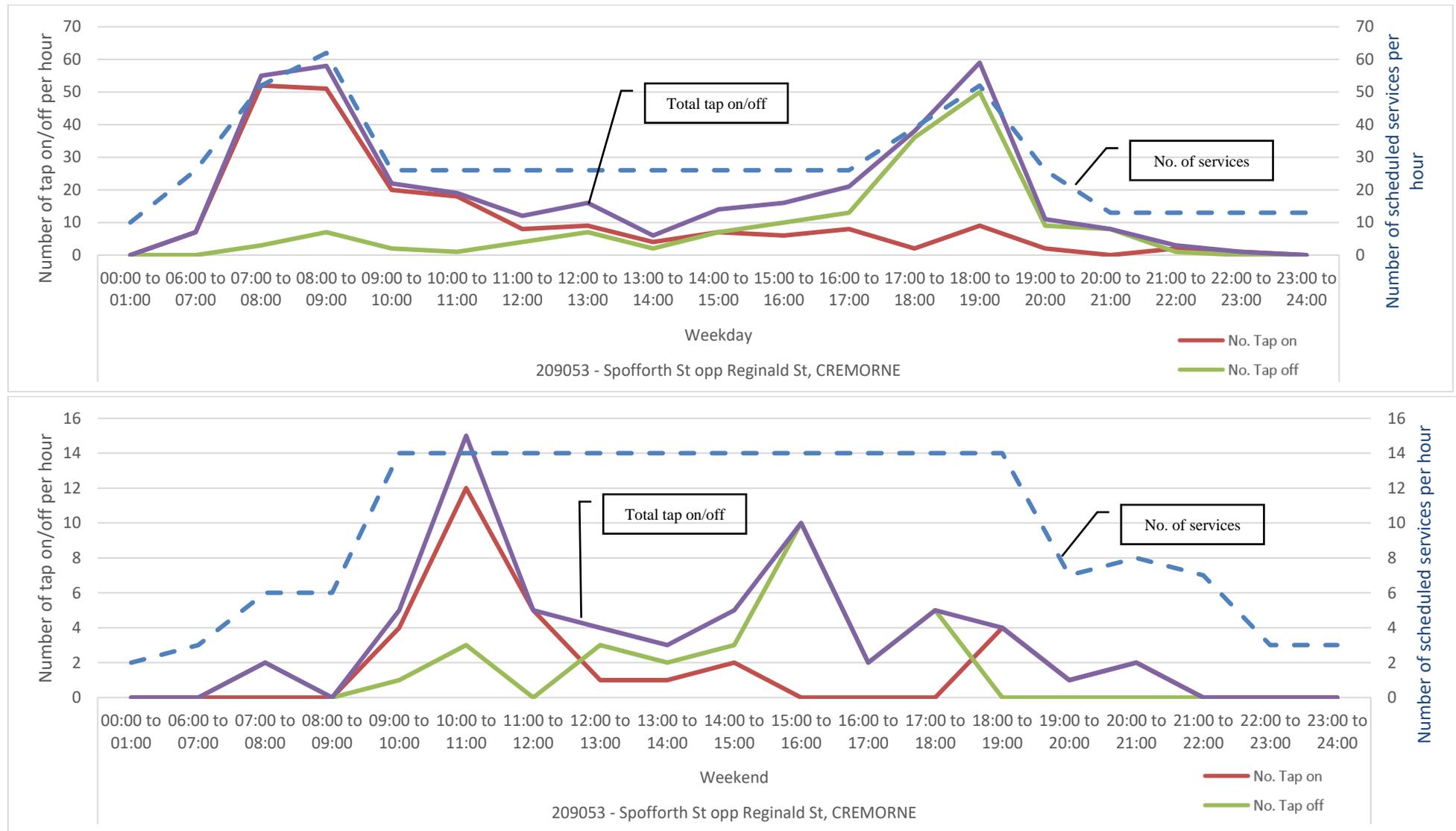


Figure 3 Bus Stop 20953 - Spofforth St opp. Reginald St – Northbound - Weekday and Weekend Hourly Usage

Transport for NSW

Transport for NSW Network and Safety provided comments on the concept plans to Council in November 2020. The comments were referred to the design consultant and their response is summarised in the TfNSW Comments Register (Attachment 3). The concept plans were refined prior to the public exhibition to address TfNSW feedback where necessary.

Approval Requirements

Spofforth Street forms the boundary of North Sydney Council and Mosman Council. Both Councils are the respective roads authorities with respect to the section of road within their respective LGAs. As such any changes on Spofforth Street must have support and be approved by both Councils. Any changes to the bus stops also requires concurrence of Sydney Buses and Transport for NSW.

Comments from Council's Senior Strategic Transport Planner

Council's Senior Strategic Transport Planner reviewed the plans and commented that roundabouts are not a preferred treatment as they take away priority from pedestrians in favour of turning traffic; result in diverting pedestrians away from desire lines; distract drivers from the presence of pedestrians. In addition, it was suggested that the kerb build-out for the realignment option at Spofforth Street and Rangers Road be accentuated to encourage more positive turning movements for vehicles exiting/entering the section of Spofforth Street south of Rangers Road.

Community Engagement Outcomes

The amended plans were placed on public exhibition from 11 March to 11 April 2021. A total of 1,419 letters were sent to residents, businesses and property owners in the North Sydney LGA and 252 letters were hand-delivered by Council to properties in Mosman LGA (by North Sydney Council), within the area shown in Figure 1, to inform the community about the proposals and invite submissions. Memorandums were also sent to Harrison/Bennett Precinct Committees.

The concept plans, photomontages and survey were published on Council's Your Say webpage (<https://yoursay.northsydney.nsw.gov.au/spofforth-street>) throughout the exhibition period, and an evening online community engagement session was hosted by Council on 16 March 2021 with eight (8) attendees. At the time of writing this report, a total of 37 session recording views and 8 FAQs views occurred following the session.

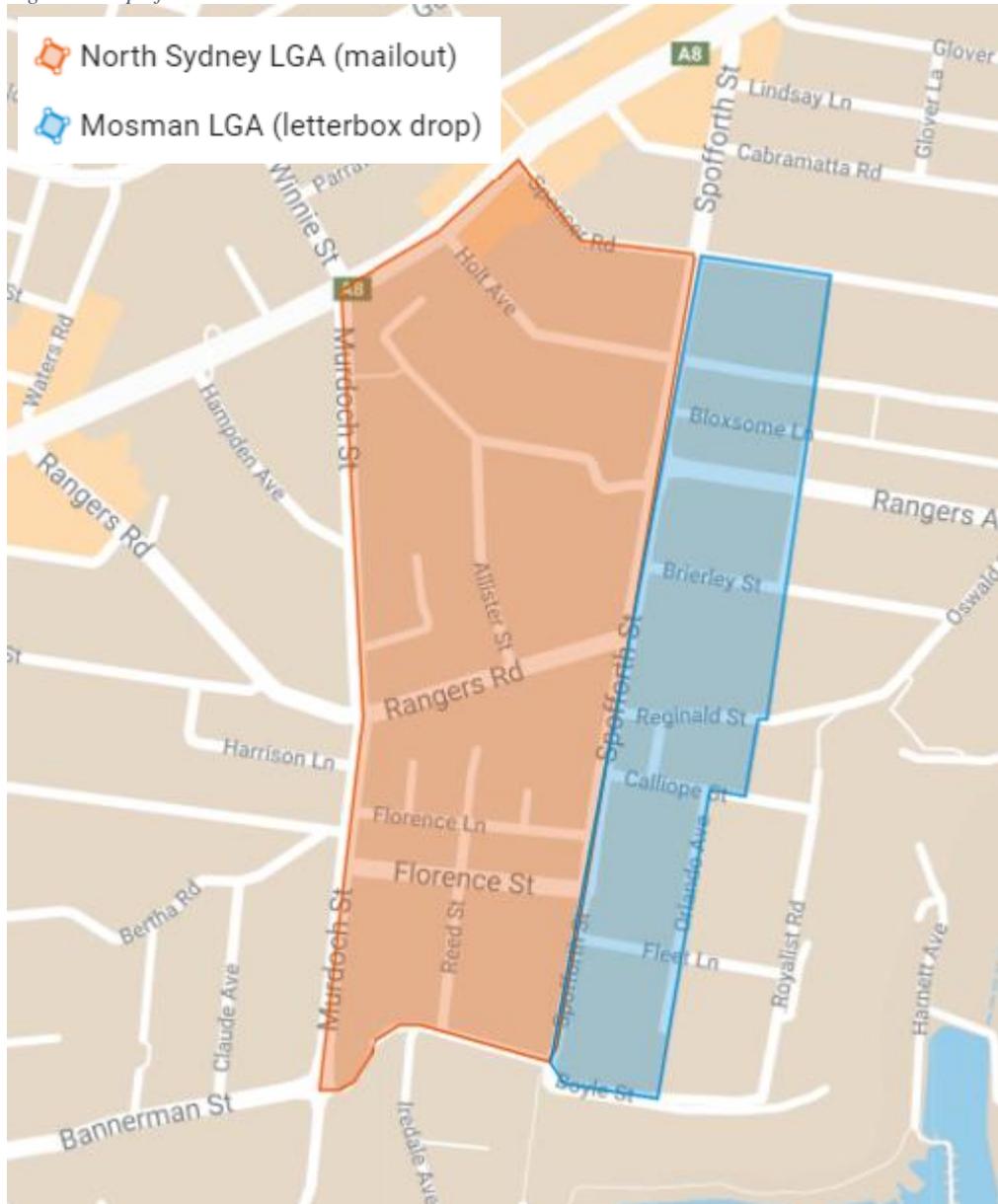
There were 497 web page views, of which 287 viewers downloaded one or more document from the library.

By the conclusion of the engagement period, a total of 159 submissions were received, consisting of 156 survey responses and 3 written submissions. This represents a response rate of 9.5%, which is slightly below the typical response rate of 10-12% for traffic surveys. The survey results and submissions are summarised and discussed below.

The engagement was also promoted via Council's social media and achieved the following exposure results:

Platform	People reached	Engagements	Likes	Shares	Comments
Facebook	1,218	103	6	1	5
Instagram	901	6	13	1	0

Figure 4 Map of Letter Distribution Area



Survey respondent demographics

Of the survey submissions received, 50 (32%) respondents were from Mosman LGA; and 103 (66%) were from North Sydney LGA, including 84 (53%) from Cremorne, and 14 (8.9%) from Cremorne Point.

146 (93%) of survey respondents identified themselves as residents; 2 (1.2%) identified as business owners; and 9 (3.8%) selected “other” including three (3) property owners; one (1) frequent visitor to the area; one (1) who works in North Sydney, and one (1) former resident.

Figure 5 Summary of survey respondents by LGA of residence

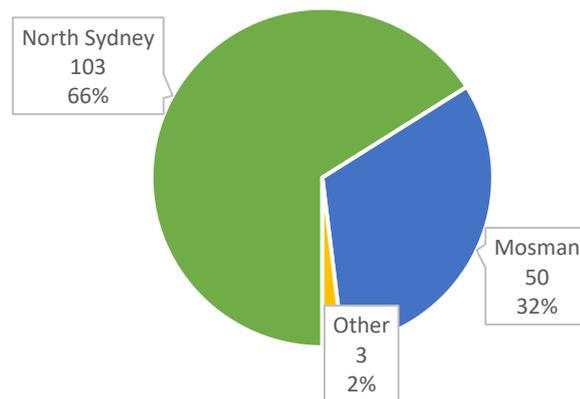


Figure 6 Summary of survey respondent by type



Survey Responses

The survey contained four questions asking respondents to indicate their preferred option (up to one option for each question), as shown below. There was one question for each of the three intersections and the fourth question concerned the bus stop consolidation on Spofforth Street and Florence Street. The survey responses are summarised overpage.

QUESTIONS	
1. At Location 1 – Spofforth Street & Holt Avenue, I support the option of	
a) Roundabout ()	b) Kerb buildouts ()
c) Refuge islands ()	d) None ()
2. At Location 2 - Spofforth Street & Rangers Road, I support the option of	
a) Roundabout ()	b) Signalisation ()
c) Re-alignment with optional pedestrian signals ()	d) None ()
3. At Location 3 - Spofforth Street & Florence Street, I support the proposed upgrade of the pedestrian refuge.	
Yes ()	No ()
4. I support the proposed bus zone consolidation on Spofforth Street and Florence Street.	
Yes ()	No ()

Table 2 Summary of survey responses - Location 1 - Spofforth Street & Holt Avenue

Question 1: At Location 1 - Spofforth Street & Holt Avenue, I support the option of:												
Respondent Suburb/ Street Address	Preferred Treatment										Grand Total	
	Kerb Buildouts	Refuge Islands	Roundabout		None	No Answer						
Cremorne	13	15%	10	12%	46	55%	9	11%	6	7%	84	54%
Allister Street							1	33%	2	67%	3	2%
Bennett Street					2	100%					2	1%
Cranbrook Avenue	2	22%	3	33%	4	44%					9	6%
Florence Street	1	25%			1	25%	1	25%	1	25%	4	3%
Gerard Street			1	100%							1	1%
Grasmere Road							1	100%			1	1%
Guthrie Avenue					1	100%					1	1%
Hampden Avenue			1	100%							1	1%
Harrison Street	1	50%					1	50%			2	1%
Holt Avenue			2	14%	11	79%	1	7%			14	9%
Murdoch Street			1	33%	2	67%					3	2%
Rangers Road	2	22%			5	56%			2	22%	9	6%
Reed Street	1	13%	1	13%	4	50%	1	13%	1	13%	8	5%
Spencer Road	3	43%	1	14%	3	43%					7	4%
Spofforth Street	3	16%			13	68%	3	16%			19	12%
Mosman	9	18%	8	16%	22	44%	8	16%	3	6%	50	32%
Belmont Road							1	100%			1	1%
Boyle Street							1	100%			1	1%
Cabramatta Road					1	50%	1	50%			2	1%
Effingham Street					1	100%					1	1%
Holt Avenue	1	11%	3	33%	3	33%	2	22%			9	6%
Orlando Avenue	1	17%	2	33%	2	33%			1	17%	6	4%
Oswald Street	1	100%									1	1%
Ourimbah Road	1	100%									1	1%
Princes Street							1	100%			1	1%
Rangers Avenue	1	100%									1	1%
Royalist Road					1	100%					1	1%
Shadforth Street					1	100%					1	1%
Spencer Road	2	67%			1	33%					3	2%
Spofforth Street	2	10%	3	14%	12	57%	2	10%	2	10%	21	13%
Cremorne Point	2	14%	4	29%	5	36%	2	14%	1	7%	14	9%
Cremorne Road	1	33%	1	33%	1	33%					3	2%
Hodgson Avenue							1	100%			1	1%
Iredale Avenue			1	50%					1	50%	2	1%
Kareela Road			2	67%	1	33%					3	2%
Milson Road	1	33%			2	67%					3	2%
Prior Avenue					1	50%	1	50%			2	1%
Neutral Bay					1	33%	2	67%			3	2%
Barry Street							1	100%			1	1%
Kurraba Road							1	100%			1	1%
Waters Road					1	100%					1	1%
Crows Nest	1	100%									1	1%
West Street	1	100%									1	1%
North Sydney					1	100%					1	1%
Bay Road					1	100%					1	1%
Other					1	50%	1	50%			2	1%
Unknown					1	50%	1	50%			2	1%
Carlingford			1	100%							1	1%
Baker Street			1	100%							1	1%
Grand Total	25	16%	23	15%	76	49%	22	14%	10	6%	156	100%

In summary for Location 1:

- Level of support for the roundabout option - 49% support the roundabout option at Spofforth Street and Holt Avenue. 62.5% of respondents from Spofforth Street support the roundabout option. 61% of Holt Avenue respondents support the roundabout option, but only 33% of those from Holt Avenue, Mosman support this option.
- Level of support for the kerb buildouts option - 16% support the kerb buildouts option at Spofforth Street and Holt Avenue. 12.5% of Spofforth Street and 4.3% of Holt Avenue respondents support the kerb buildouts option.
- Level of support for the refuge option -15% support the refuge island option at Spofforth Street and Holt Avenue. 7.5% of Spofforth Street and 21.7% of Holt Avenue respondents support the refuge island option. 33% of Holt Avenue, Mosman respondents support this option.

The mapped responses for Spofforth Street/Holt Avenue are represented graphically in Figures 3 & 4. Most respondents in the vicinity of the intersection support the roundabout option.

Figure 7 Map of whole survey area - survey responses - Location 1 Spofforth Street at Holt Avenue

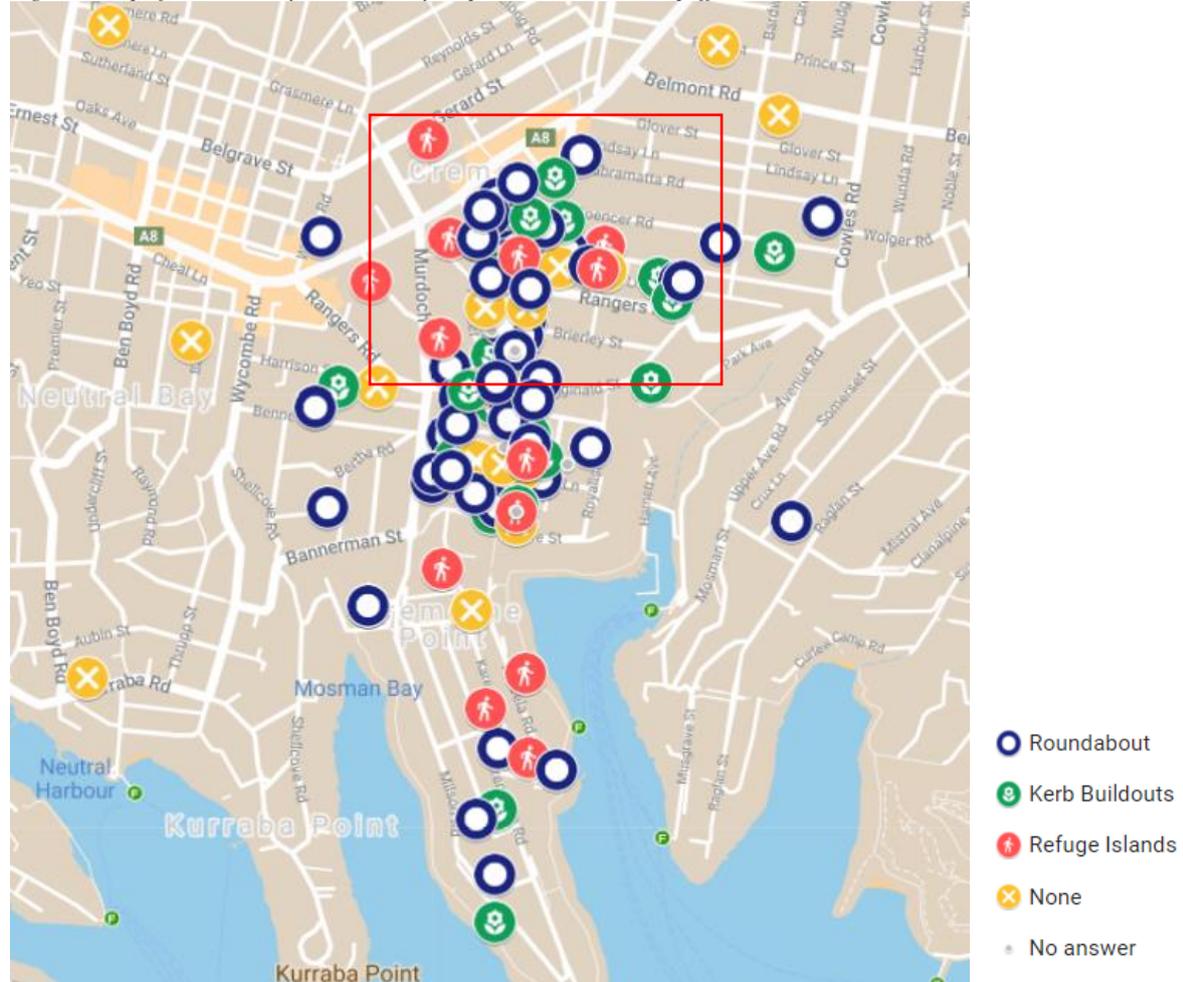


Figure 8 Inset - map of survey responses in vicinity of Spofforth Street and Holt Avenue



Table 3 Summary of survey responses - Location 2 - Spofforth Street & Rangers Road

Respondent Suburb/ Street Address	Preferred Treatment										Grand Total	
	Re-alignment with Optional Pedestrian signals		Roundabout		Signalisation		None		No Answer			
Cremorne	10	12%	42	50%	24	29%	6	7%	2	2%	84	54%
Allister Street	1	33%	1	33%	1						3	2%
Bennett Street							2	100%			2	1%
Cranbrook Avenue	1	11%	6	67%	2	22%					9	6%
Florence Street	1	25%	3	75%							4	3%
Gerard Street			1	100%							1	1%
Grasmere Road	1	100%									1	1%
Guthrie Avenue			1	100%							1	1%
Hampden Avenue			1	100%							1	1%
Harrison Street	1	50%	1	50%							2	1%
Holt Avenue	1	7%	5	36%	6	43%	1	7%	1	7%	14	9%
Murdoch Street	1	33%	2	67%							3	2%
Rangers Road	1	11%	5	56%	2	22%	1	11%			9	6%
Reed Street			3	38%	4	50%			1	13%	8	5%
Spencer Road	1	14%	6	86%							7	4%
Spofforth Street	1	5%	7	37%	9	47%	2	11%			19	12%
Mosman	6	12%	23	46%	13	26%	8	16%			50	32%
Belmont Road			1	100%							1	1%
Boyle Street			1	100%							1	1%
Cabramatta Road	1	50%					1	50%			2	1%
Effingham Street			1	100%							1	1%
Holt Avenue	2	22%	1	11%	3	33%	3	33%			9	6%
Orlando Avenue			2	33%	4	67%					6	4%
Oswald Street			1	100%							1	1%
Ourimbah Road			1	100%							1	1%
Princes Street			1	100%							1	1%
Rangers Avenue	1	100%									1	1%
Royalist Road					1	100%					1	1%
Shadforth Street							1	100%			1	1%
Spencer Road	1	33%	2	67%							3	2%
Spofforth Street	1	5%	12	57%	5	24%	3	14%			21	13%
Cremorne Point	1	7%	10	71%	1	7%	2	14%			14	9%
Cremorne Road	1	33%	2	67%							3	2%
Hodgson Avenue			1	100%							1	1%
Iredale Avenue			2	100%							2	1%
Kareela Road			3	100%							3	2%
Milson Road			2	67%	1	33%					3	2%
Prior Avenue							2	100%			2	1%
Neutral Bay	1	33%	1	33%			1	33%			3	2%
Barry Street			1	100%							1	1%
Kurraba Road							1	100%			1	1%
Waters Road	1	100%									1	1%
Crows Nest			1	100%							1	1%
West Street			1	100%							1	1%
North Sydney					1	1					1	1%
Bay Road					1	100%					1	1%
Other			2	100%							2	1%
Unknown			2	100%							2	1%
Carlingford			1	100%							1	1%
Baker Street			1	100%							1	1%
Grand Total	18	12%	80	51%	39	25%	17	11%	2	1%	156	100%

In summary for Location 2:

- Level of support for the roundabout option - 51% support the roundabout option. 47.5% of Spofforth Street and 56% of Rangers Road respondent support the roundabout option.
- Level of support for the signalisation option - 25% support the signalisation option. 35% of Spofforth Street and 22% of Rangers Road respondents support the signalisation option.
- Level of support for realignment option, with optional pedestrian signals - 12% support the realignment with optional pedestrian signals option. 5% of Spofforth Street and 11% of Rangers Road respondents support this option.

The mapped responses for Spofforth Street/Rangers Road are represented graphically in Figures 5 & 6. Most respondents in the vicinity of the intersection support the roundabout option.

Figure 9 Map of whole survey area - survey responses - Location 2 Spofforth Street at Rangers Road

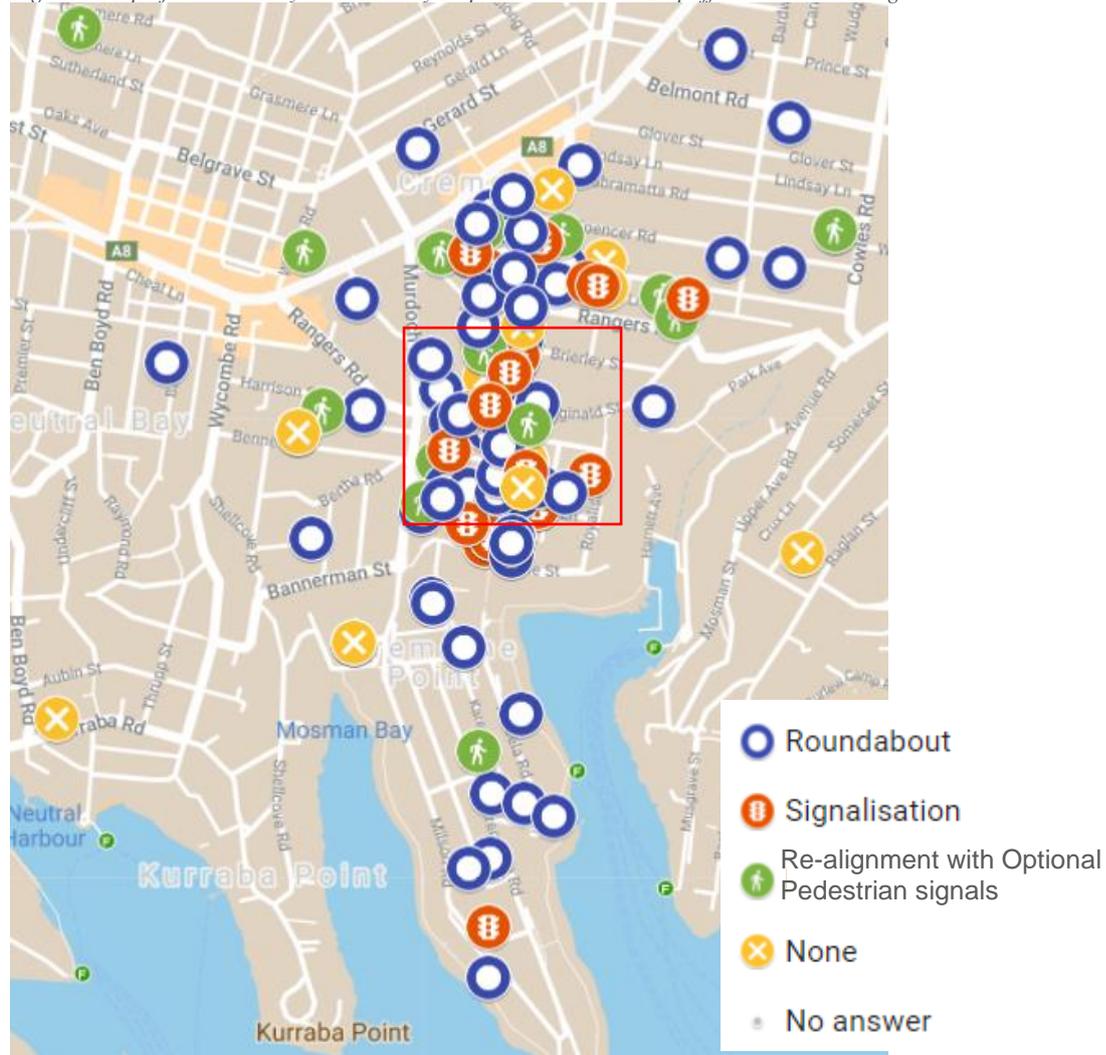


Figure 10 Inset - map of survey responses in vicinity of Spofforth Street and Rangers Road



Table 4 Summary of survey responses - Location 3 – Spofforth Street & Florence Street

Question 3: At Location 3 - Spofforth Street & Florence Street, I support the proposed improvement:

Respondent Suburb/ Street Address	Yes		No		No Answer		Grand Total	
Cremorne	67	80%	9	11%	8	10%	84	54%
Allister Street			1	33%	2	67%	3	2%
Bennett Street	2	100%					2	1%
Cranbrook Avenue	8	89%	1	11%			9	6%
Florence Street	4	100%					4	3%
Gerard Street			1	100%			1	1%
Grasmere Road	1	100%					1	1%
Guthrie Avenue	1	100%					1	1%
Hampden Avenue	1	100%					1	1%
Harrison Street	2	100%					2	1%
Holt Avenue	11	79%	2	14%	1	7%	14	9%
Murdoch Street	3	100%					3	2%
Rangers Road	4	44%	2	22%	3	33%	9	6%
Reed Street	7	88%			1	13%	8	5%
Spencer Road	6	86%			1	14%	7	4%
Spofforth Street	17	89%	2	11%			19	12%
Mosman	44	88%	2	4%	4	8%	50	32%
Belmont Road	1	100%					1	1%
Boyle Street	1	100%					1	1%
Cabramatta Road	2	100%					2	1%
Effingham Street	1	100%					1	1%
Holt Avenue	8	89%			1	11%	9	6%
Orlando Avenue	4	67%			2	33%	6	4%
Oswald Street	1	100%					1	1%
Ourimbah Road	1	100%					1	1%
Princes Street			1	100%			1	1%
Rangers Avenue	1	100%					1	1%
Royalist Road	1	100%					1	1%
Shadforth Street	1	100%					1	1%
Spencer Road	2	67%			1	33%	3	2%
Spofforth Street	20	95%	1	5%			21	13%
Cremorne Point	12	86%	2	14%			14	9%
Cremorne Road	3	100%					3	2%
Hodgson Avenue			1	100%			1	1%
Iredale Avenue	2	100%					2	1%
Kareela Road	3	100%					3	2%
Milson Road	3	100%					3	2%
Prior Avenue	1	50%	1	50%			2	1%
Neutral Bay	3	100%					3	2%
Barry Street	1	100%					1	1%
Kurraba Road	1	100%					1	1%
Waters Road	1	100%					1	1%
Crows Nest	1	100%					1	1%
West Street	1	100%					1	1%
North Sydney	1	100%					1	1%
Bay Road	1	100%					1	1%
Other	1	50%	1	50%			2	1%
Unknown	1	50%	1	50%			2	1%
Carlingford	1	100%					1	1%
Baker Street	1	100%					1	1%
Grand Total	130	83%	14	9%	12	8%	156	100%

In summary, for Location 3, 83% of respondents supported the proposed pedestrian refuge upgrade and kerb buildouts on Florence Street at Spofforth Street. 92.5% of Spofforth Street and 100% of Florence Street respondents supported the proposed upgrades.

The mapped responses for Florence Street/Spofforth Street are represented graphically in Figures 7 & 8. Most respondents in the vicinity of the intersection support the proposed upgrades.

Figure 11 Map of whole survey area - survey responses - Location 3 Florence Street at Spofforth Street

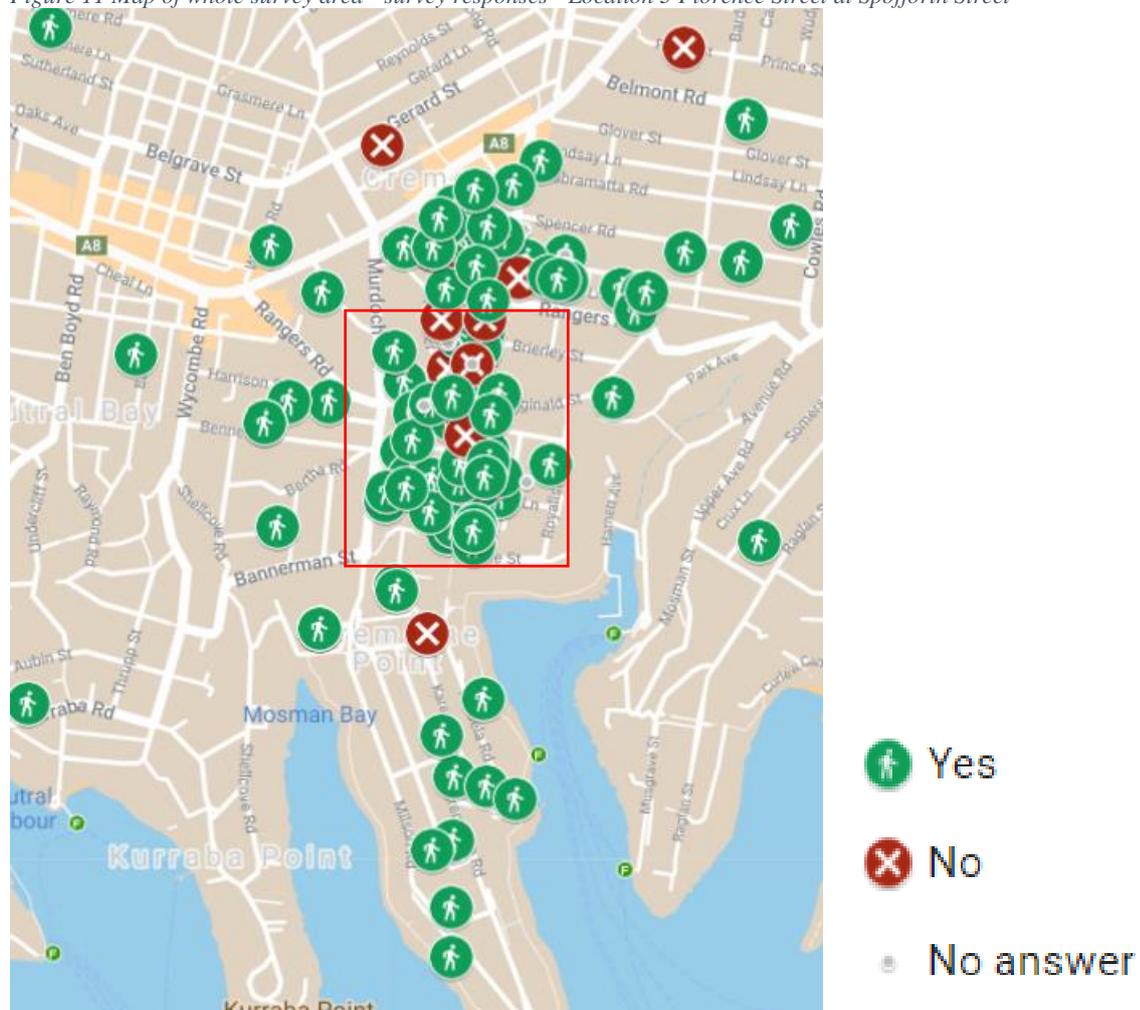


Figure 12 Inset - map of survey responses in vicinity of Florence Street at Spofforth Street

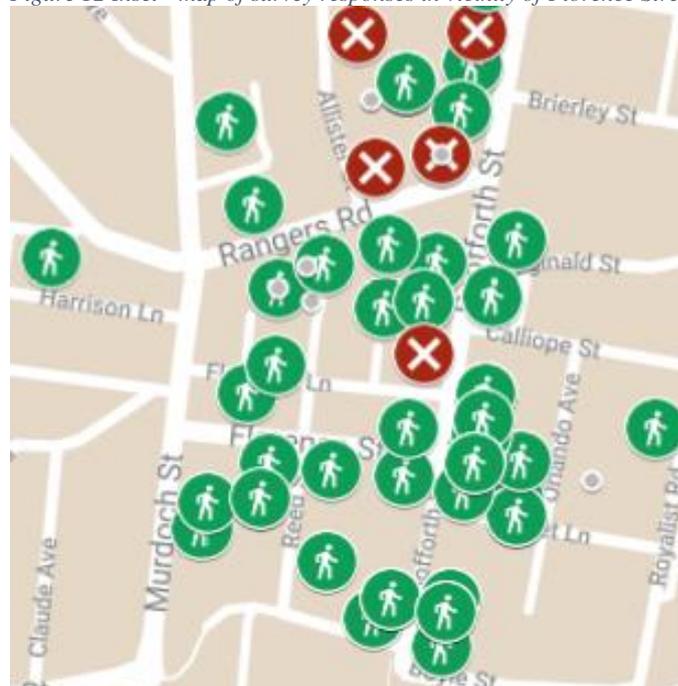


Table 5 Summary of survey responses - Bus stop consolidation proposal

Question 4: I support the proposed bus zone consolidation on Spofforth Street and Florence Street								
Respondent Suburb/ Street Address	Yes		No		No Answer		Grand Total	
Cremorne	70	83%	7	8%	7	8%	84	54%
<i>Allister Street</i>	1	33%			2	67%	3	2%
<i>Bennett Street</i>	2	100%					2	1%
<i>Cranbrook Avenue</i>	9	100%					9	6%
<i>Florence Street</i>	4	100%					4	3%
<i>Gerard Street</i>			1	100%			1	1%
<i>Grasmere Road</i>			1	100%			1	1%
<i>Guthrie Avenue</i>	1	100%					1	1%
<i>Hampden Avenue</i>	1	100%					1	1%
<i>Harrison Street</i>	2	100%					2	1%
<i>Holt Avenue</i>	12	86%	1	7%	1	7%	14	9%
<i>Murdoch Street</i>	2	67%			1	33%	3	2%
<i>Rangers Road</i>	5	56%	3	33%	1	11%	9	6%
<i>Reed Street</i>	7	88%			1	13%	8	5%
<i>Spencer Road</i>	6	86%			1	14%	7	4%
<i>Spofforth Street</i>	18	95%	1	5%			19	12%
Mosman	45	90%	4	8%	1	2%	50	32%
<i>Belmont Road</i>	1	100%					1	1%
<i>Boyle Street</i>	1	100%					1	1%
<i>Cabramatta Road</i>	2	100%					2	1%
<i>Effingham Street</i>	1	100%					1	1%
<i>Holt Avenue</i>	9	100%					9	6%
<i>Orlando Avenue</i>	6	100%					6	4%
<i>Oswald Street</i>	1	100%					1	1%
<i>Ourimbah Road</i>	1	100%					1	1%
<i>Princes Street</i>	1	100%					1	1%
<i>Rangers Avenue</i>	1	100%					1	1%
<i>Royalist Road</i>	1	100%					1	1%
<i>Shadforth Street</i>	1	100%					1	1%
<i>Spencer Road</i>	2	67%			1	33%	3	2%
<i>Spofforth Street</i>	17	81%	4	19%			21	13%
Cremorne Point	13	93%			1	7%	14	9%
<i>Cremorne Road</i>	3	100%					3	2%
<i>Hodgson Avenue</i>	1	100%					1	1%
<i>Iredale Avenue</i>	1	50%			1	50%	2	1%
<i>Kareela Road</i>	3	100%					3	2%
<i>Milson Road</i>	3	100%					3	2%
<i>Prior Avenue</i>	2	100%					2	1%
Neutral Bay	2	67%	1	33%			3	2%
<i>Barry Street</i>	1	100%					1	1%
<i>Kurraba Road</i>			1	100%			1	1%
<i>Waters Road</i>	1	100%					1	1%
Crows Nest					1	100%	1	1%
<i>West Street</i>					1	100%	1	1%
North Sydney	1	100%					1	1%
<i>Bay Road</i>	1	100%					1	1%
Other	1	50%	1	50%			2	1%
<i>Unknown</i>	1	50%	1	50%			2	1%
Carlingford	1	100%					1	1%
<i>Baker Street</i>	1	100%					1	1%
Grand Total	133	85%	13	8%	10	6%	156	100%

In summary, 85% of respondents supported the proposal to consolidate the bus stops on Spofforth Street and Florence Street. 87.5% of Spofforth Street respondents; 100% of Florence Street respondents; and 56% of Rangers Road respondents supported the proposed consolidation of the bus stops to offset the parking impacts of the intersection improvement proposals.

The mapped responses for the proposed consolidation of bus stops on Spofforth Street and Florence Street are represented graphically in Figures 9 & 10. Most respondents in the vicinity of the bus stops support the proposed consolidation.

Figure 13 Map of whole survey area - survey responses – Consolidation of Bus Stops

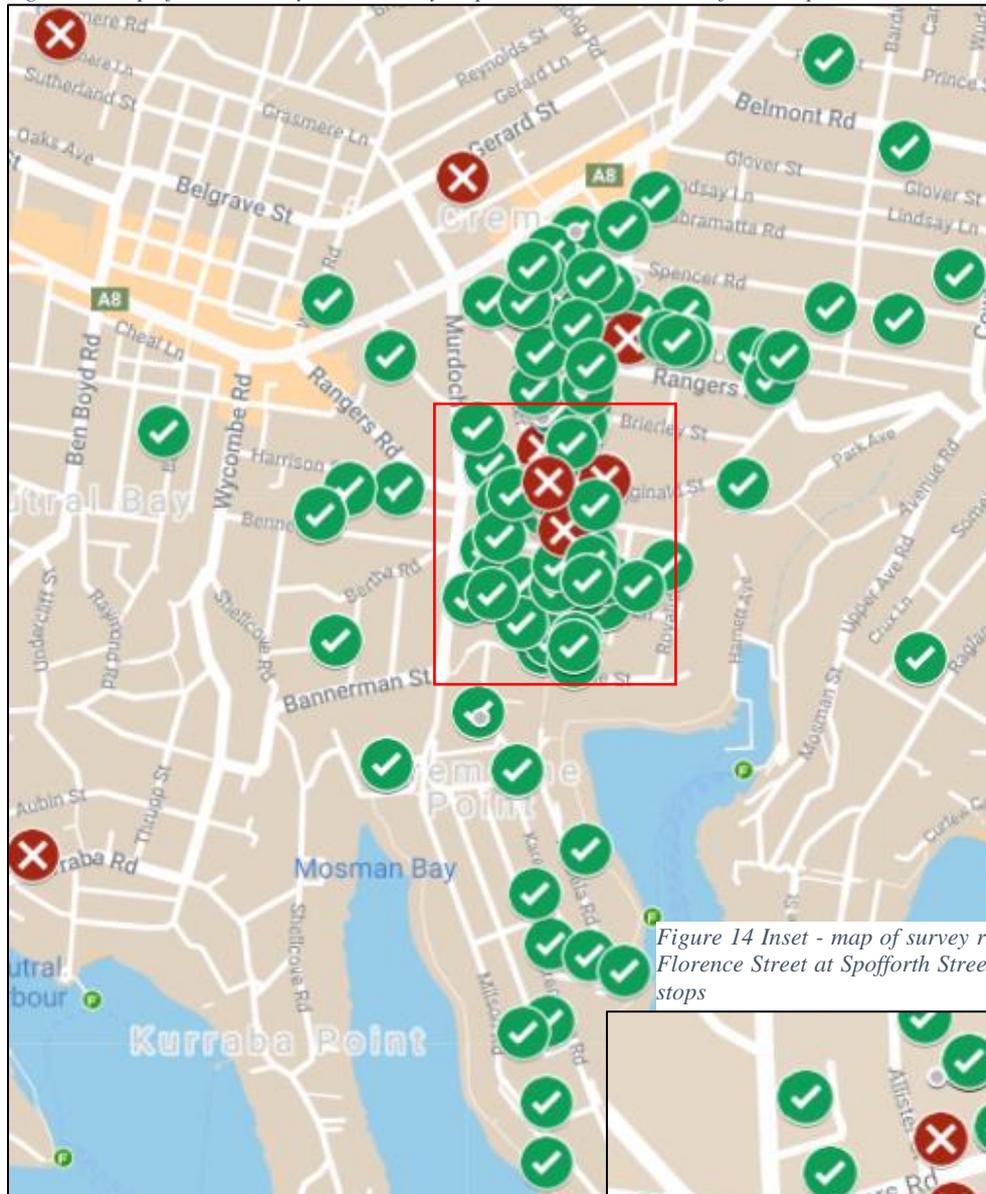
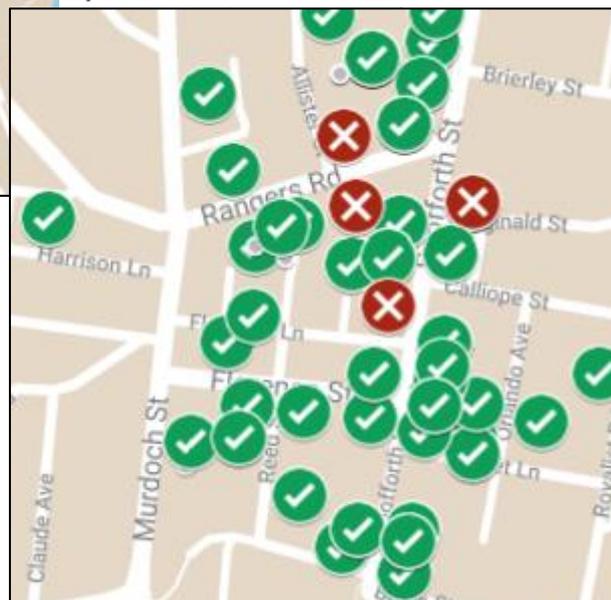


Figure 14 Inset - map of survey responses –in vicinity of Florence Street at Spofforth Street - consolidation of bus stops

- ✓ Yes
- ✗ No
- No answer



Written Submissions

In addition to the 3 written submissions received, the 91 general comments provided via the survey have been collated and summarised in the Submissions Summary (Attachment 2).

Discussion

While there is a clear community preference for roundabouts at both Holt Avenue and Rangers Road intersections, Mosman Council is a major stakeholder and is the Road Authority for the eastern side of Spofforth Street. As such, North Sydney Council does not have the jurisdiction to undertake works on that part of Spofforth Street without the consent of Mosman Council.

The matter was discussed at numerous North Sydney Traffic Committee meetings since November 2018 and Traffic Engineers from both North Sydney Council and Mosman Council have been communicating throughout this period. Previous resolutions of Mosman Council, particularly that of 3 September 2019, limited Mosman Council's input to that of technical assistance and advice only. It is North Sydney Council's understanding that much of the concerns related to impacts on parking and the need to achieve no net loss of parking.

Mosman Councillor Simon Menzies and Mosman Council's Director Environment and Planning attended the North Sydney Traffic Committee on 12 June 2020 and the minutes noted no objections to the recommendations for North Sydney Council to proceed with community consultation.

However, given that Mosman Council has resolved to oppose the roundabouts and all options for Spofforth Street and Rangers Road developed by North Sydney Council regardless of the community engagement outcomes, Council is unable to proceed further with these options.

The proposal for Spofforth Street and Florence Street is wholly within the North Sydney Council area. While issues at this intersection were not as prevalent in community representations as Holt Avenue and Rangers Road, there is nonetheless strong community support for the proposal and it is recommended that Council proceed with the works, subject to cost estimate, funding availability and ranking of project priorities within the LATM Action Plans. Several respondents requested a Stop sign be installed at the intersection which is supported by Council's Traffic Engineer. The concept plan achieves a net gain of one parking space with the bus stop retained and therefore it is recommended that no changes be made to the bus stops as part of these standalone works.

15 April 2021

Mr Ken Gouldthorp
General Manager
North Sydney Council
PO Box 12
NORTH SYDNEY NSW 2059

Dear Ken

North Sydney Council's Proposed Intersection Improvements - Spofforth Street

I refer to the email correspondence dated 25 March 2021 from North Sydney Council's Traffic and Transport Engineer regarding the North Sydney Council's proposed intersection improvements for Spofforth Street. The correspondence stated that North Sydney Council had advertised the proposal for community comment and the affected residents on the Mosman side of Spofforth Street have been notified via a letterbox drop.

As discussed with you on Monday, 12 April 2021, Mosman Council at its meeting on 6 April 2021 considered a report on this matter (EP/9: North Sydney Council's Proposal for Spofforth Street – Update can be accessed at <https://mosman.nsw.gov.au/council/meetngs/council-agendas-and-minutes-2021/>) and resolved:

That the Community Consultation conducted by North Sydney Council for possible works at Spofforth Street be noted and that Council resolve the following:

1. No further action to be taken on the proposed roundabout works located at the junction of Spofforth Street and Holt Avenue as this is not supported by Mosman Council.
2. That Mosman Council conduct its own community consultation on the following possible outcomes at Spofforth Street and Holt Avenue:
 - a. No further action to be taken; or
 - b. Kerb Buildouts in the manner described in the concept plans provided by North Sydney Council; or
 - c. Refuge Islands in the manner described in the concept plans provided by North Sydney Council; or
 - d. That a further report come to the Traffic Committee to review the design and then Council to determine next steps following completion of the consultation process.

3. No further action to be taken on any improvement works at Spofforth Street and Rangers Road as this is not supported by Mosman Council.
4. No further action to be taken by Mosman Council on the proposed works on Spofforth Street and Florence Street noting that this site is located within the North Sydney LGA.
5. No further action to be taken by Mosman Council on the consolidation or relocation of bus stops on Spofforth Street as this is not supported by Mosman Council.
6. That North Sydney Council and the North Sydney Council Traffic Committee be notified in writing of the above.

To action Item 2 of the Council resolution we would like to use parts of the North Sydney Council published documents to minimise confusion as some of the Mosman residents have previously received this correspondence from North Sydney Council. Our review of the documents identified that we only need permission to use the following two drawings in relation to Spofforth Street Upgrade – Spofforth Street and Holt Avenue:

- Drawing No: 101 (Rev F) – Kerb Buildouts
- Drawing No: 102 (Rev F) – Refuge Island

Mosman Council can prepare its own supplementary documentation for the proposed community consultation. Please let me know your thoughts in this regard.

A further report on this matter will be submitted to the Mosman Traffic Committee and Mosman Council following completion of the consultation process as described in Item (2) above.

If you wish to discuss this matter further, please call me on 9978 4001.

Yours sincerely



Dominic Johnson
General Manager

cc: North Sydney Council Traffic Committee

CONCEPT CIVIL PLANS INTERSECTION UPGRADES SPOFFORTH STREET, NORTH SYDNEY



LOCATION PLAN-IMAGE COURTESY OF METROMAP

N.T.S.

SHEET INDEX	
NUMBER	TITLE
001	LOCATION PLAN & DRAWING SCHEDULE
002	GENERAL ARRANGMENT & CONTEXT PLAN
003	SUMMARY TABLES
100	SPOFFORTH STREET & HOLT AVENUE - ROUNDABOUT
101	SPOFFORTH STREET & HOLT AVENUE - KERB BUILDOUTS
102	SPOFFORTH STREET & HOLT AVENUE - REFUGE ISLANDS
103	SPOFFORTH STREET & RANGERS ROAD - ROUNDABOUT
104	SPOFFORTH STREET & RANGERS ROAD - SIGNALISATION
105	SPOFFORTH STREET & RANGERS ROAD - RE-ALIGNMENT WITH OPTIONAL PAC

SHEET SIZE
A1

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REV	AMENDMENT / REASON FOR ISSUE	DATE	DES.	DWN.	APPROVED / PROJECT LEADER
F	2ND REVISED FINAL CONCEPT ISSUE - SURVEY AMENDMENTS	021220	NS	NS	BRAYDON AMES
E	REVISED FINAL CONCEPT ISSUE	011220	NS	NS	
D	FINAL CONCEPT ISSUE	241120	NS	NS	
C	TRAFFIC COMMITTEE ISSUE	091219	NS	NS	
B	REVISED ISSUE - FOR DISCUSSION ONLY	180919	NS	NS	
A	PRELIMINARY ISSUE - FOR INFORMATION ONLY	290819	NS	NS	

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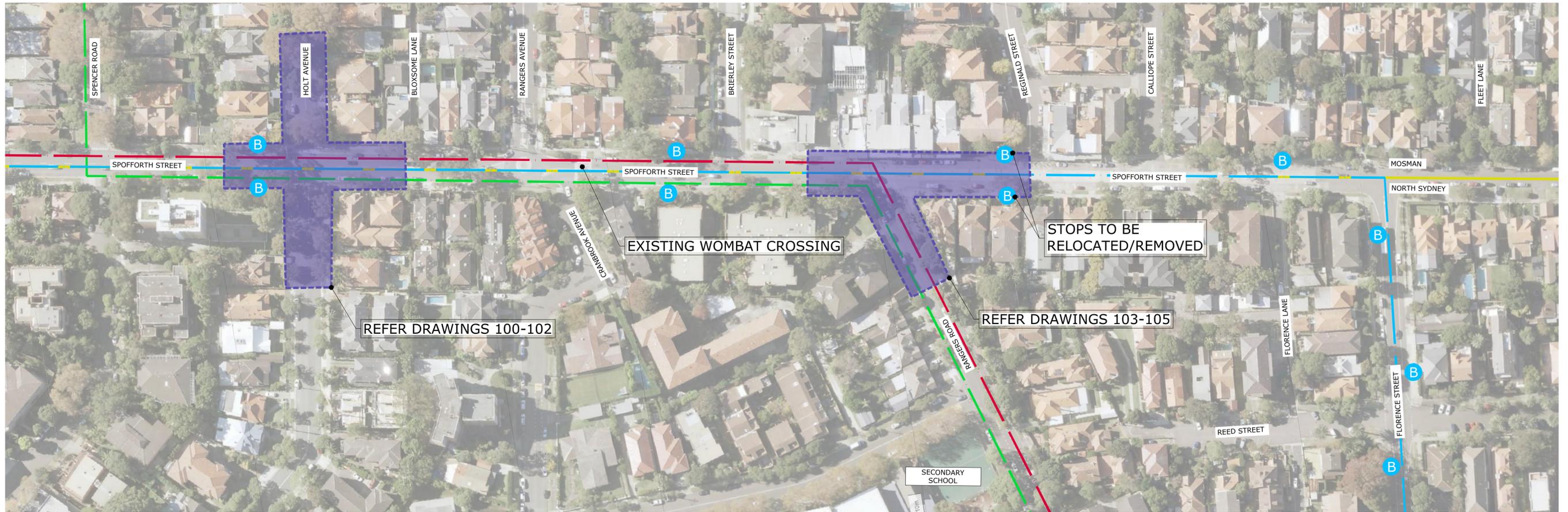
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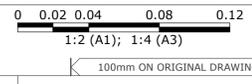
NORTH SYDNEY COUNCIL
SPOFFORTH STREET UPGRADES
LOCATION PLAN & DRAWING SCHEDULE

FILENAME: 20190977_001_COV.DWG PROJECT NUMBER: 20190977 DRAWING NUMBER: 001 REVISION: F



LEGEND

- DESIGN AREA
- LGA BOUNDARY
- RMS REGIONAL ROAD
- BUS ROUTE (225)
- BICYCLE ROUTE
- EXISTING BUS STOP



SHEET SIZE
A1

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				DATUM: ALL LEVELS TO A.H.D.
				SCALE: N.T.S.
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C	REVISED FINAL CONCEPT ISSUE	011220	NS	NS
B	COMMUNITY CONSULTATION ISSUE	241120	NS	NS
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REV	AMENDMENT / REASON FOR ISSUE	DATE	DES.	DWN.
			BRAYDON AMES	



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NORTH SYDNEY COUNCIL
SPOFFORTH STREET UPGRADES
GENERAL ARRANGEMENT & CONTEXT PLAN

FILENAME:	PROJECT NUMBER	DRAWING NUMBER	REVISION
20190977_002_GENERAL_ARRANGEMENT.DWG	20190977	002	D

LEGEND

- GOOD OUTCOME
- BETTER OUTCOME
- BEST OUTCOME

SHEET	TREATMENT OPTION	CAR SPACES				SAFETY OUTCOMES			LANDSCAPING OPPORTUNITIES
		LOST	WON	POTENTIAL	NET	PEDESTRIAN	BICYCLISTS	MOTORISTS	
100	ROUNDBABOUT	-7	0	0	-7	•	•	•••	•
101	KERB BUILDOUTS	0	0	0	0	•••	•••	••	•••
102	REFUGE ISLANDS	-4	0	0	-4	••	••	•	••
103	ROUNDBABOUT	-10	13	0	3	•	•	•	••
104	SIGNALISATION	-13	13	2	2	•••	•••	•••	•••
105	RE-ALIGNMENT WITH OPTIONAL PAC	-13	14	1	2	••	••	••	••

SHEET	TREATMENT OPTION	PROS	CONS
100	ROUNDBABOUT	EFFECTIVELY ADDRESSES VEHICLE COLLISION CONCERNS	RESULTS IN SIGNIFICANT LOSS OF PARKING & MAY NOT FUNCTION OPTIMALLY WITH DOMINANT NORTH-SOUTH TRAFFIC FLOW
101	KERB BUILDOUTS	EFFECTIVELY ADDRESSES SIGHT DISTANCE CONCERNS & OFFERS IMPROVED PEDESTRIAN SAFETY	DOES NOT FULLY ADDRESS SAFETY FOR EAST-WEST VEHICULAR MOVEMENTS
102	REFUGE ISLANDS	ADDRESSES SIGHT DISTANCE CONCERNS & OFFERS IMPROVED PEDESTRIAN SAFETY	DOES NOT FULLY ADDRESS SAFETY FOR EAST-WEST VEHICULAR MOVEMENTS & RESULTS IN SIGNIFICANT LOSS OF PARKING
103	ROUNDBABOUT	IMPROVES INTERSECTION LEGIBILITY & ADDRESSES VEHICLE COLLISION CONCERNS	MAY NOT FUNCTION OPTIMALLY WITH DOMINANT WEST-NORTH TRAFFIC. DOES NOT OFFER ADEQUATE VEHICLE DEFLECTION FOR ALL MOVEMENTS. NOT OPTIMAL FOR PEDESTRIAN OR BICYCLIST SAFETY
104	SIGNALISATION	OFFERS EXCELLENT SAFETY OUTCOMES FOR ALL USERS	RESULTS IN A NON-DOMINANT INTERSECTION LEG RECEIVING PRIORITY, POTENTIALLY EXACERBATING CONGESTION
105	RE-ALIGNMENT WITH OPTIONAL PAC	IMPROVES INTERSECTION LEGIBILITY & OFFERS IMPROVED SAFETY OUTCOMES FOR ALL USERS	

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B COMMUNITY CONSULTATION ISSUE	241120 NS NS APPROVED / PROJECT LEADER
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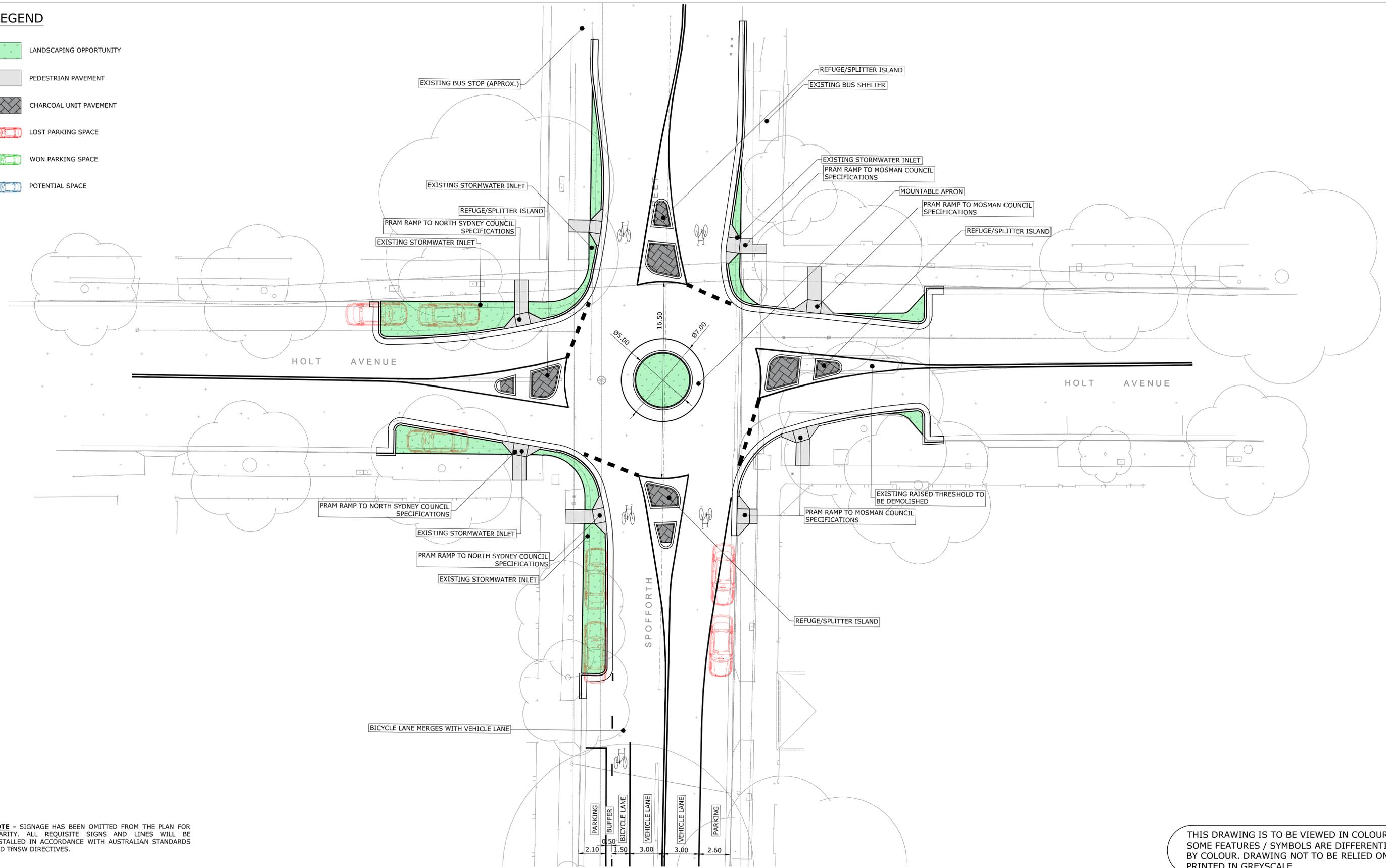
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NORTH SYDNEY COUNCIL			
SPOFFORTH STREET UPGRADES			
SUMMARY TABLES			
FILENAME: 20190977_003_SUMMARY_TABLE.DWG	PROJECT NUMBER 20190977	DRAWING NUMBER 003	REVISION D

LEGEND

-  LANDSCAPING OPPORTUNITY
-  PEDESTRIAN PAVEMENT
-  CHARCOAL UNIT PAVEMENT
-  LOST PARKING SPACE
-  WON PARKING SPACE
-  POTENTIAL SPACE



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SHEET SIZE
A1

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D	FINAL CONCEPT ISSUE	241120	NS	NS	
C	TRAFFIC COMMITTEE ISSUE	091219	NS	NS	
B	REVISED ISSUE - FOR DISCUSSION ONLY	180919	NS	NS	
A	PRELIMINARY ISSUE - FOR INFORMATION ONLY	290819	NS	NS	

COORDS: MGA94 ZONE 56
DATUM: ALL LEVELS TO A.H.D.
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SURVEY DATE: 13/08/2019
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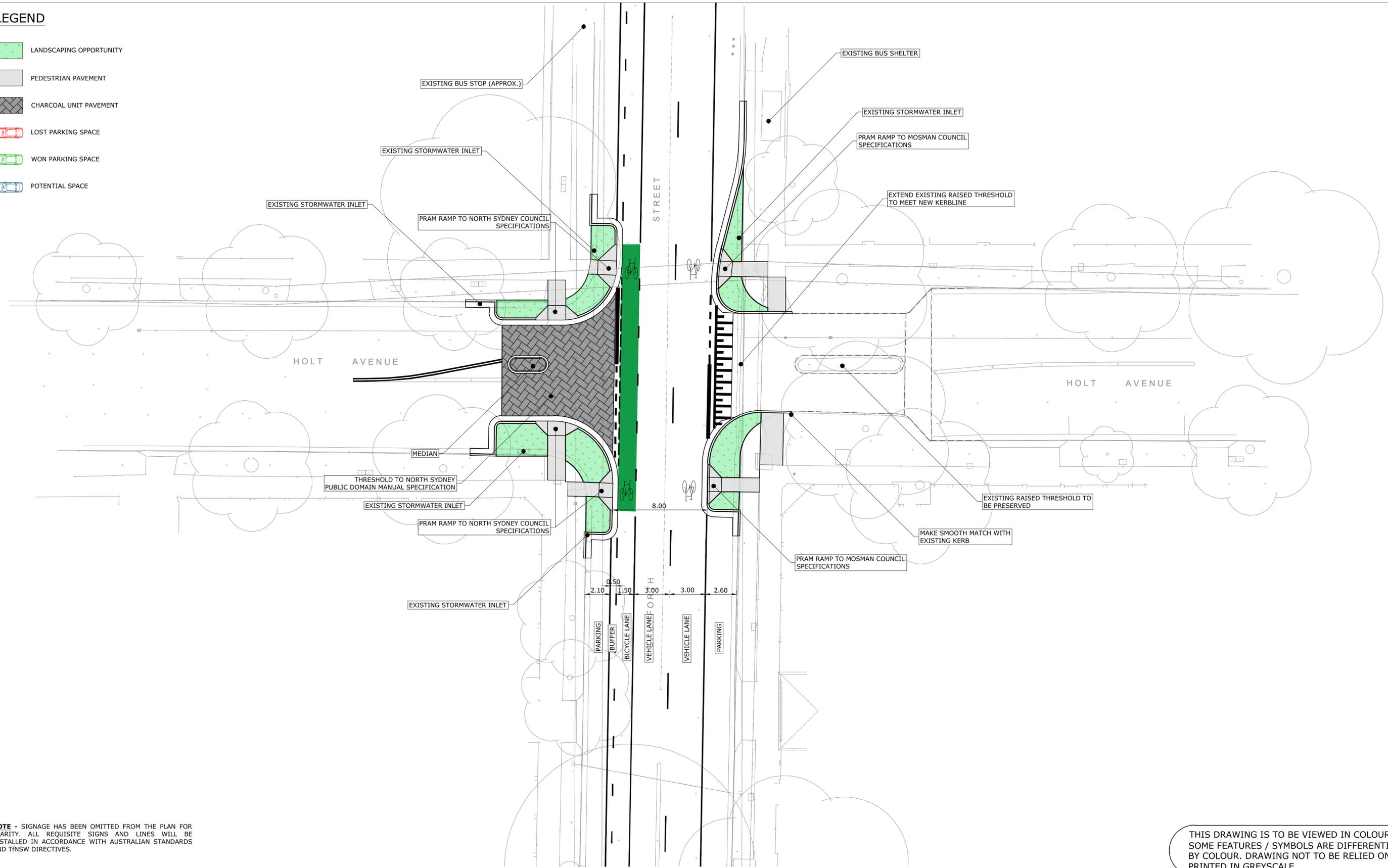
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SPOFFORTH STREET UPGRADES
SPOFFORTH STREET & HOLT AVENUE
ROUNDBOUT

FILENAME:	PROJECT NUMBER	DRAWING NUMBER	REVISION
20190977_100.DWG	20190977	100	F

LEGEND

-  LANDSCAPING OPPORTUNITY
-  PEDESTRIAN PAVEMENT
-  CHARCOAL UNIT PAVEMENT
-  LOST PARKING SPACE
-  WON PARKING SPACE
-  POTENTIAL SPACE



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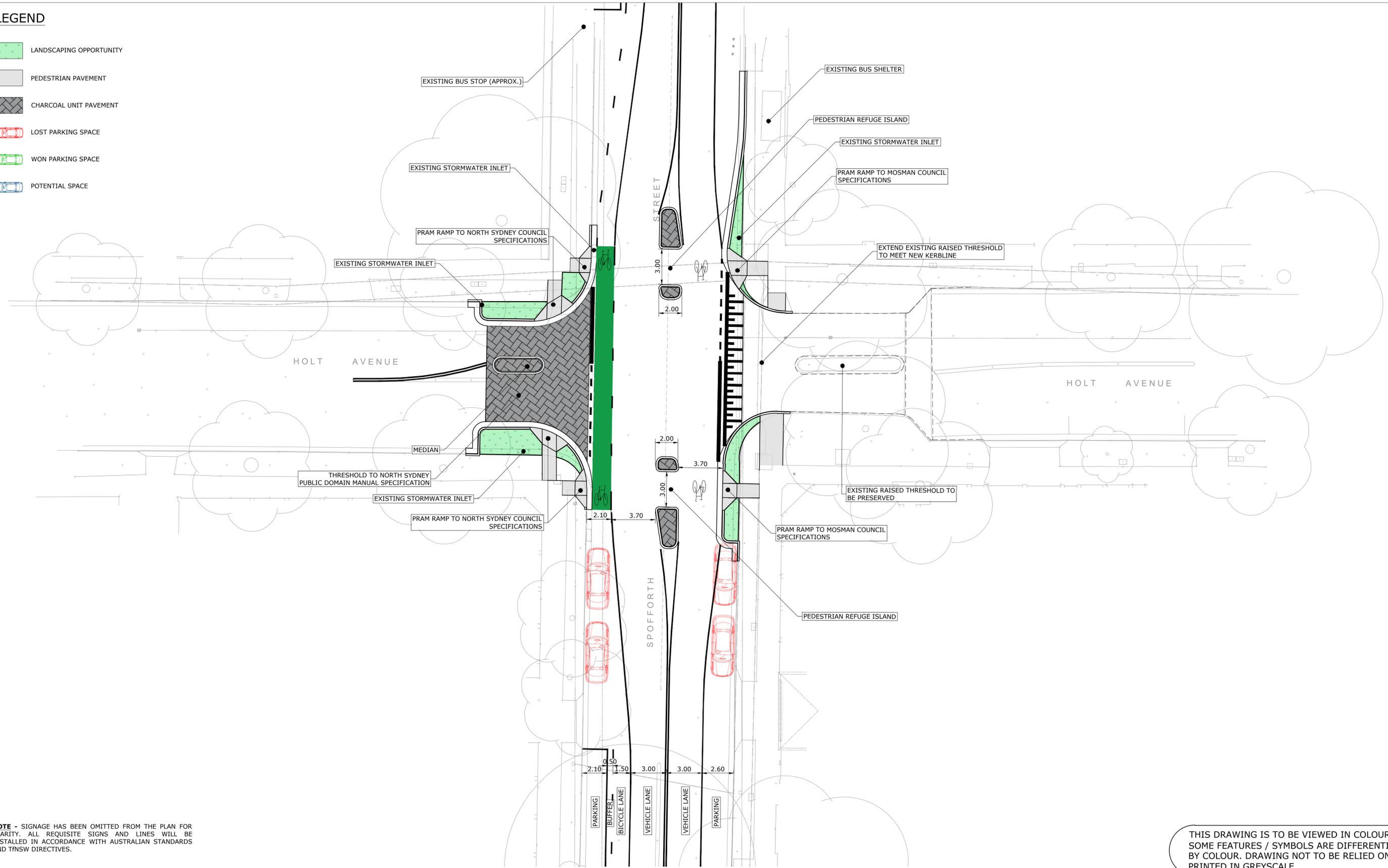
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SPOFFORTH STREET UPGRADES
SPOFFORTH STREET & HOLT AVENUE
KERB BUILDOUTS

FILENAME: 20190977_101.DWG	PROJECT NUMBER 20190977	DRAWING NUMBER 101	REVISION F
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LEGEND

-  LANDSCAPING OPPORTUNITY
-  PEDESTRIAN PAVEMENT
-  CHARCOAL UNIT PAVEMENT
-  LOST PARKING SPACE
-  WON PARKING SPACE
-  POTENTIAL SPACE



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SCALE: 1:150
SURVEYED: PROJECT SURVEYORS
SURVEY DATE: 13/08/2019
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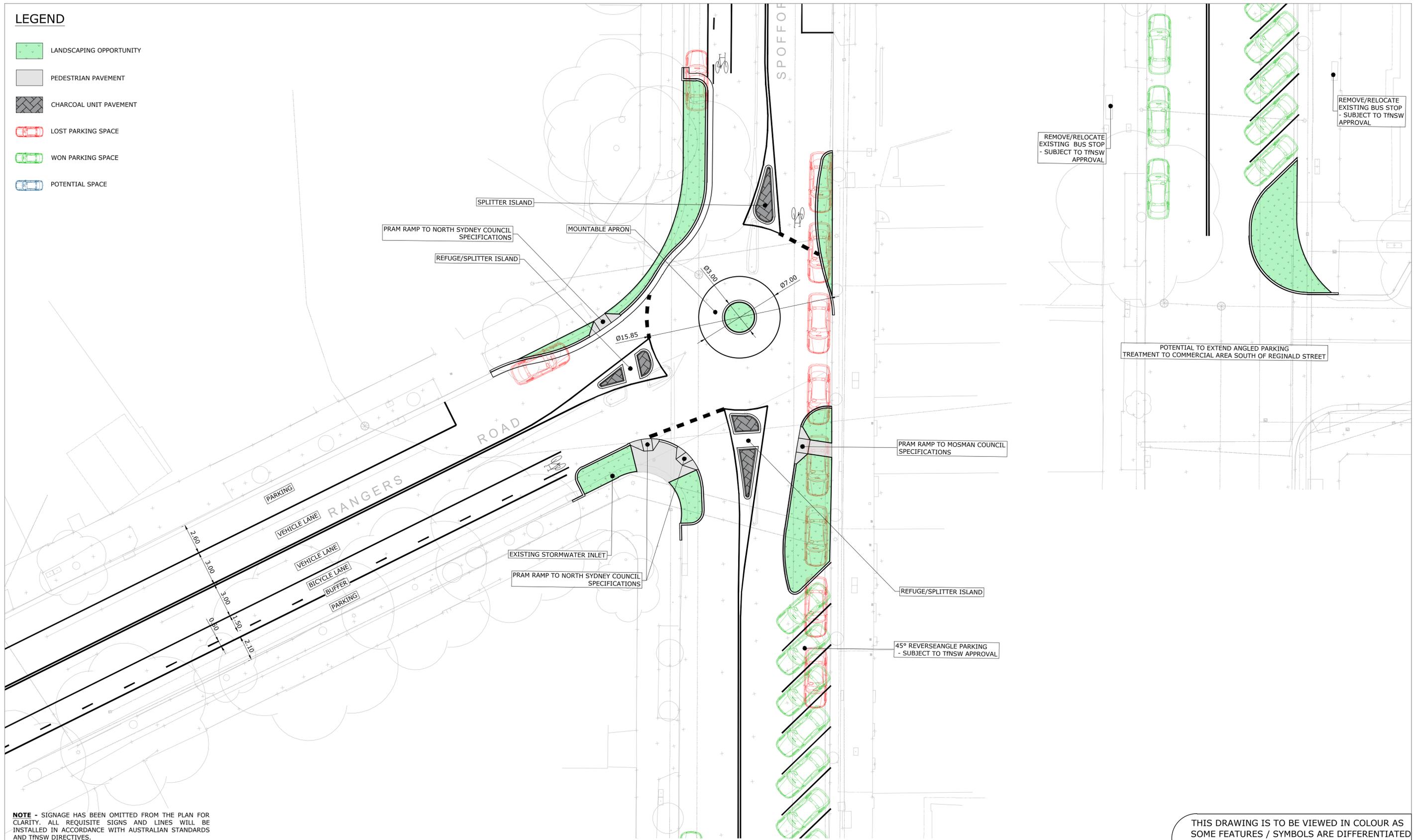
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SPOFFORTH STREET & HOLT AVENUE
REFUGE ISLANDS

FILENAME:	PROJECT NUMBER	DRAWING NUMBER	REVISION
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LEGEND

-  LANDSCAPING OPPORTUNITY
-  PEDESTRIAN PAVEMENT
-  CHARCOAL UNIT PAVEMENT
-  LOST PARKING SPACE
-  WON PARKING SPACE
-  POTENTIAL SPACE



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REV	AMENDMENT / REASON FOR ISSUE	DATE	DES.	DWN.	BRAYDON AMES
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A	PRELIMINARY ISSUE - FOR INFORMATION ONLY	290819	NS	NS	



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THE SERVICES SHOWN ARE DERIVED FROM PLANS OBTAINED FROM THE RELEVANT SERVICE AUTHORITIES. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO ARRANGE WITH THE RELEVANT SERVICE AUTHORITIES FOR CONFIRMATION OF SERVICES AND THEIR LOCATION BEFORE EXCAVATION WORK COMMENCES.



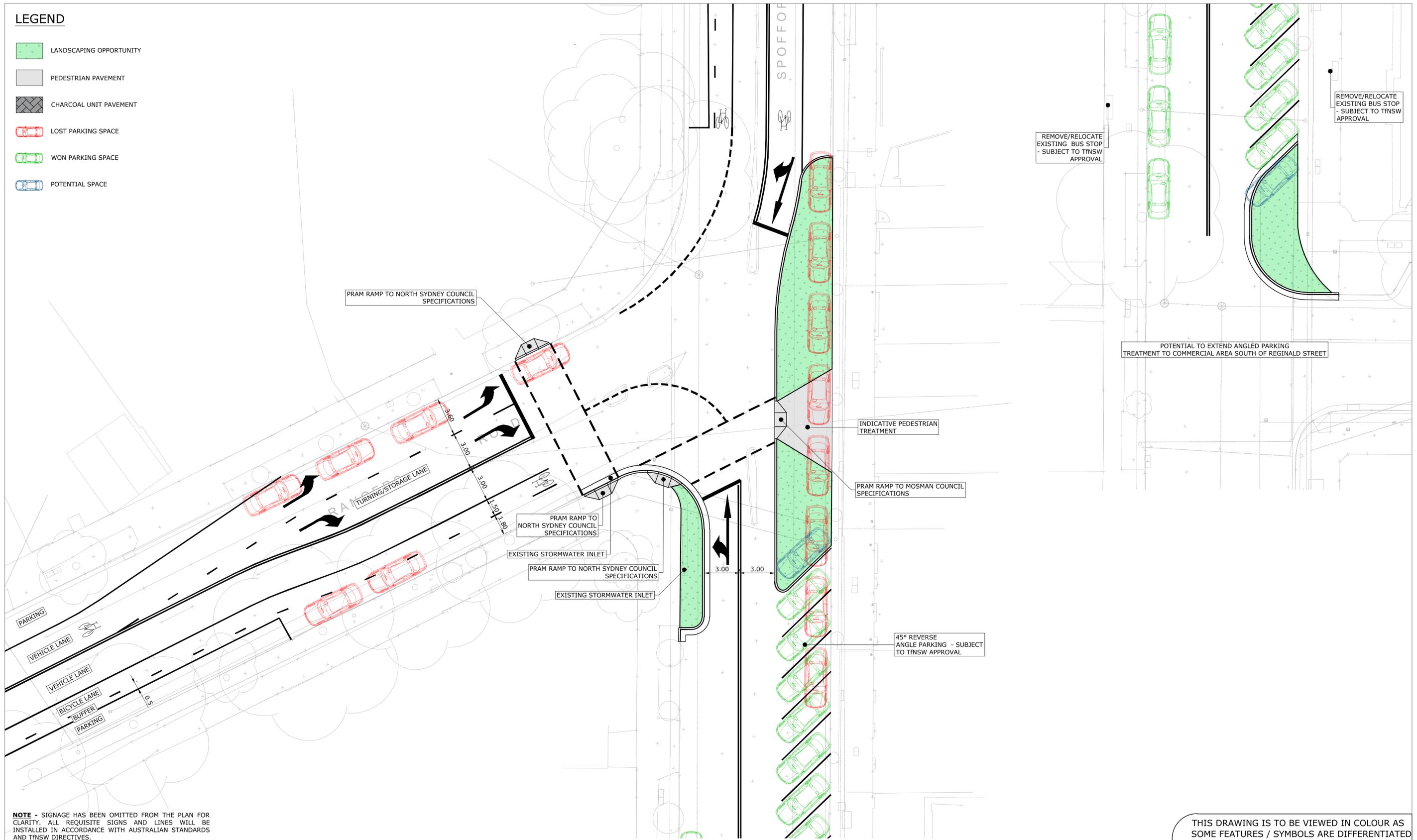
PRELIMINARY
NORTH SYDNEY COUNCIL
SPOFFORTH STREET UPGRADES
SPOFFORTH STREET & RANGERS ROAD
ROUNDBABOUT

FILENAME:	PROJECT NUMBER	DRAWING NUMBER	REVISION
20190977_103.DWG	20190977	103	F

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LEGEND

-  LANDSCAPING OPPORTUNITY
-  PEDESTRIAN PAVEMENT
-  CHARCOAL UNIT PAVEMENT
-  LOST PARKING SPACE
-  WON PARKING SPACE
-  POTENTIAL SPACE



REMOVE/RELOCATE EXISTING BUS STOP - SUBJECT TO TfNSW APPROVAL

REMOVE/RELOCATE EXISTING BUS STOP - SUBJECT TO TfNSW APPROVAL

POTENTIAL TO EXTEND ANGLED PARKING TREATMENT TO COMMERCIAL AREA SOUTH OF REGINALD STREET

NOTE - SIGNAGE HAS BEEN OMITTED FROM THE PLAN FOR CLARITY. ALL REQUISITE SIGNS AND LINES WILL BE INSTALLED IN ACCORDANCE WITH AUSTRALIAN STANDARDS AND TfNSW DIRECTIVES.

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SHEET SIZE
A1

REV	AMENDMENT / REASON FOR ISSUE	DATE	DES.	DWN.	BRAYDON AMES
F	2ND REVISED FINAL CONCEPT ISSUE - SURVEY AMENDMENTS	021220	NS	NS	
E	REVISED FINAL CONCEPT ISSUE	011220	NS	NS	
D	FINAL CONCEPT ISSUE	241120	NS	NS	
C	TRAFFIC COMMITTEE ISSUE	091219	NS	NS	
B	REVISED ISSUE - FOR DISCUSSION ONLY	190919	NS	NS	
A	PRELIMINARY ISSUE - FOR INFORMATION ONLY	290819	NS	NS	



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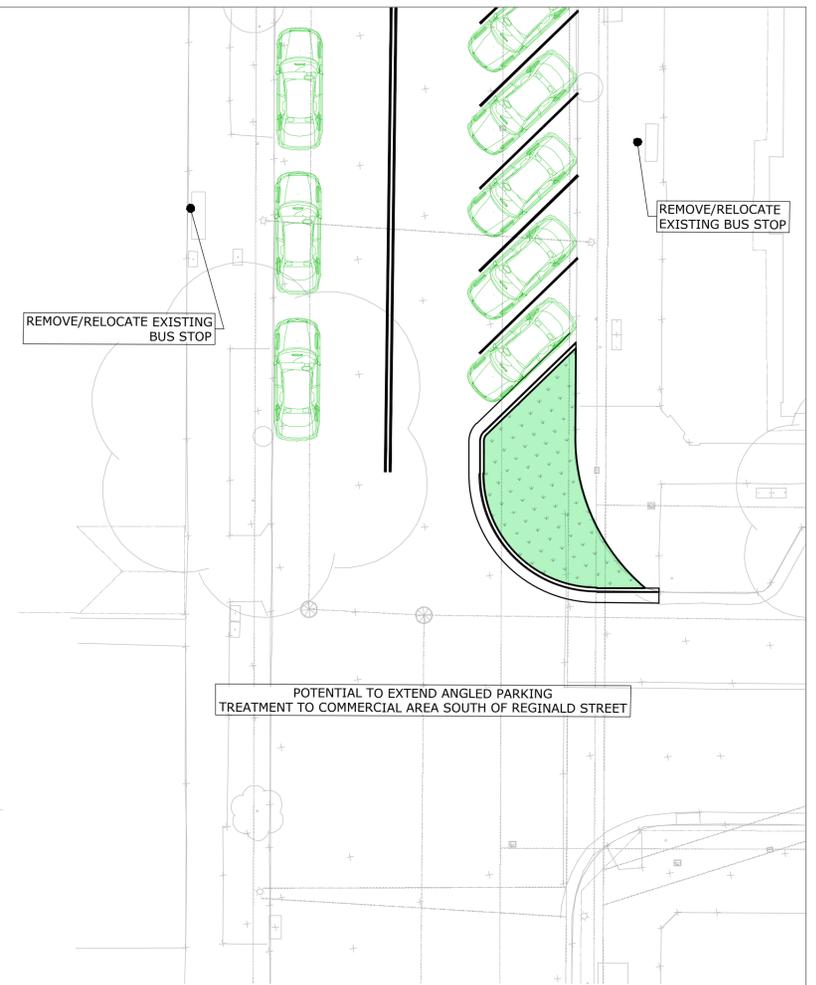
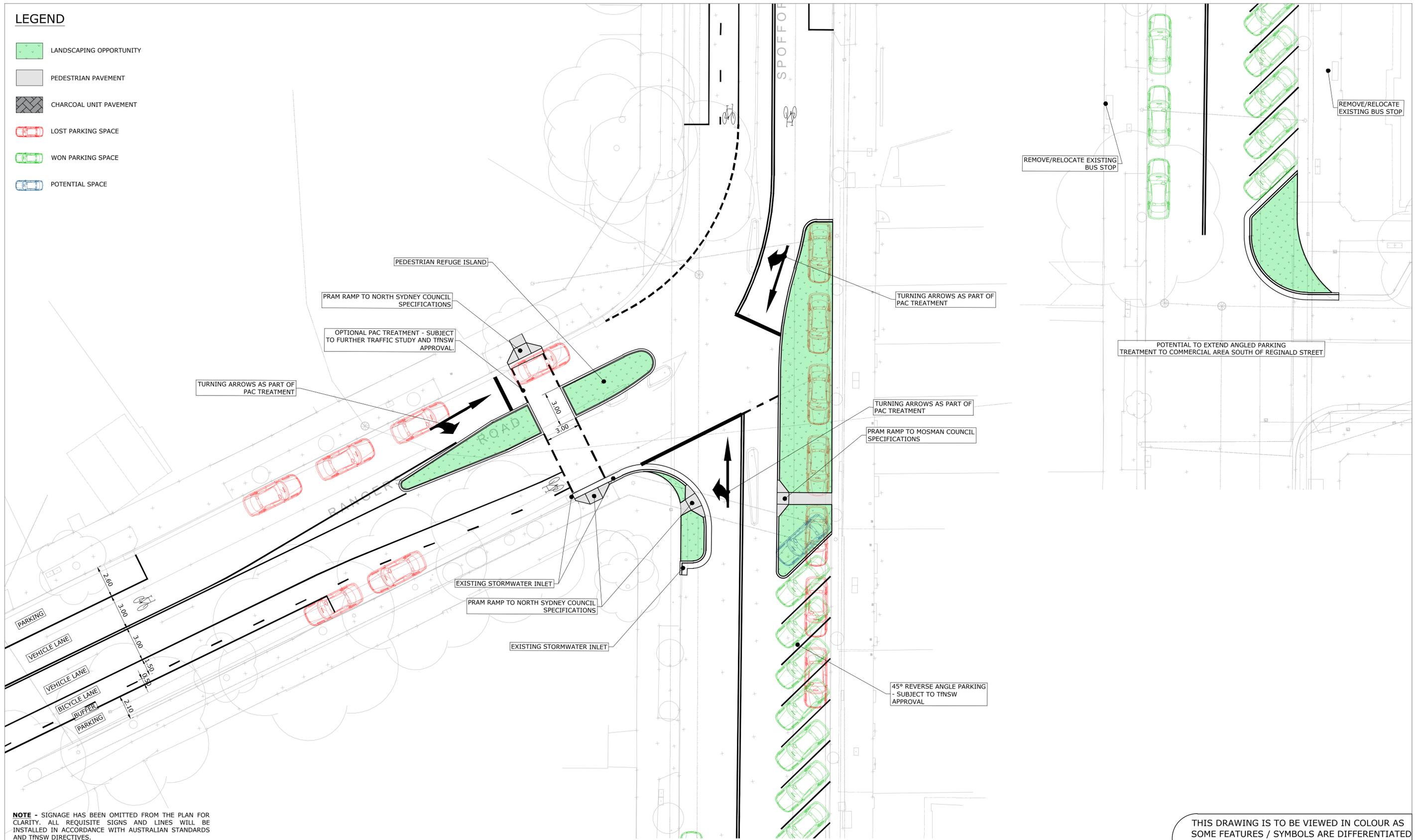


NORTH SYDNEY COUNCIL
SPOFFORTH STREET UPGRADES
SPOFFORTH STREET & RANGERS ROAD
SIGNALISATION

FILENAME:	PROJECT NUMBER	DRAWING NUMBER	REVISION
20190977_104.DWG	20190977	104	F

LEGEND

-  LANDSCAPING OPPORTUNITY
-  PEDESTRIAN PAVEMENT
-  CHARCOAL UNIT PAVEMENT
-  LOST PARKING SPACE
-  WON PARKING SPACE
-  POTENTIAL SPACE



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NORTH SYDNEY COUNCIL
SPOFFORTH STREET UPGRADES
SPOFFORTH STREET & RANGERS ROAD
RE-ALIGNMENT WITH OPTIONAL PAC

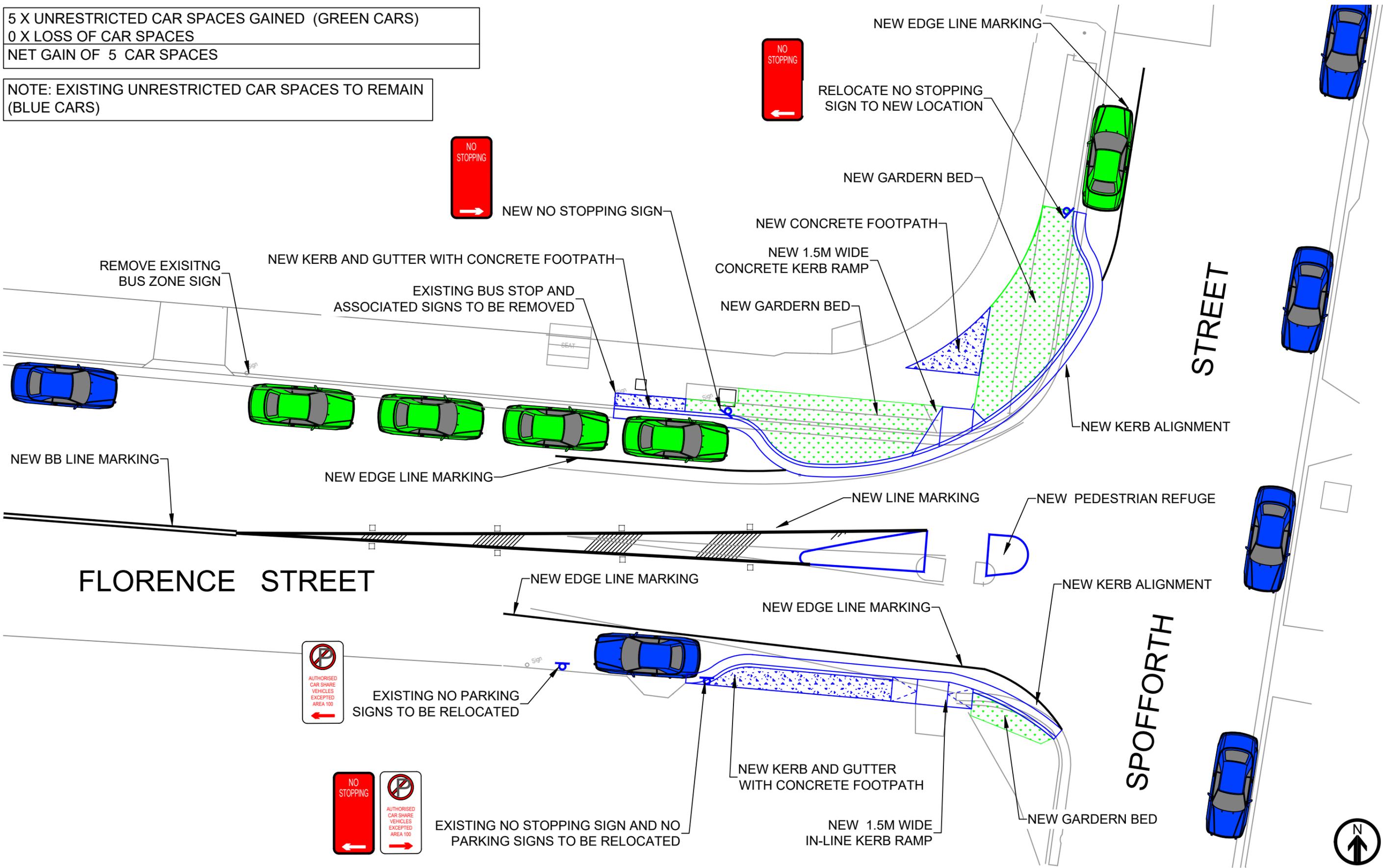
FILENAME:	PROJECT NUMBER	DRAWING NUMBER	REVISION
20190977_105.DWG	20190977	105	F

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PRELIMINARY

5 X UNRESTRICTED CAR SPACES GAINED (GREEN CARS)
 0 X LOSS OF CAR SPACES
 NET GAIN OF 5 CAR SPACES

NOTE: EXISTING UNRESTRICTED CAR SPACES TO REMAIN (BLUE CARS)



UPGRADE OF PEDESTRIAN REFUGE
 INTERSECTION OF FLORENCE AND SPOFFORTH ST, MOSMAN
 NOT TO SCALE



PROPOSED BUS STOPS CONSOLIDATION

As part of the Spofforth Street Intersection Improvement proposals, to offset parking losses;

- The existing three bus stops on Spofforth Street between Rangers Road and Florence Street, and the bus stop on the northern side of Florence Street west of Spofforth Street will be removed.
- Two (2) new bus stops will be created on Spofforth Street between these bus stops, within 120 metres of the former location. Each bus stop will encompass a 22m bus zone.
- The new bus zones will start from the existing mandatory 10m No Stopping zone north of Florence Lane and south of Calliope Street to allow easy access of buses and minimise the parking loss due to bus draw-in and draw-out clearance lengths.

Refer to diagram below.



SPOFFORTH STREET UPGRADES - REV C - TfNSW COMMENTS		
DRAWING NUMBER	TfNSW COMMENT	TONKIN RESPONSE
100	As there is already an existing roundabout roughly 85m to the south of this intersection; vehicle queues from one roundabout can potentially impact the other roundabout, which is not a desirable outcome and should be investigated further.	The predominant traffic flow through the roundabouts is north-south, meaning that we anticipate queuing at either intersection to be minimal. Nonetheless, this will be investigated and confirmed by more detailed SIDRA modelling during the detailed design stage
100	The radius of the roundabout itself seems to be smaller than required to achieve adequate vehicle deflection, especially for the northsouth movements. A larger inner radius should be explored along with providing turnpaths for the design vehicle (12.5m STA bus).	The driver behind island sizing was facilitating vehicular movements (i.e. the 12.5m STA bus). Changes to fine points of geometry can be made at the detailed design stage to optimise this against deflection
100	If Council wishes to proceed with this option, a detailed design review will need to be undertaken as there are quite a few minor design concerns that will need to be designed out.	Noted - as these are concept drawings, there are naturally refinements to be made at the detailed design stage.
101	Improved line of sight is achieved for vehicles egressing Holt Avenue.	Agreed
102	There are safety concerns that left / right turning vehicles out of Holt Avenue will be too focused on looking for a gap in traffic, which may lead to a situation where motorists miss potential pedestrians that are crossing Spofforth Street via the refuges. This issue should be designed out by placing the pedestrian refuges away from the minor road (Holt Avenue).	The lower speed environment created by the revised intersection geometry should abate this concern. The kerb extensions should also place pedestrians more within the line of sight of motorists, reducing the probability of conflict. There is also limited scope to relocate the crossings further from the intersection, as this results in significant loss of parking
102	The alignment leading up to the pedestrian refuge (NB) is directing vehicles into the proposed cycle lane.	Noted - refinements to the geometry will be made at the detailed design stage
102	Improved line of sight is achieved for vehicles egressing Holt Avenue.	Agreed
103	Design vehicle turnpaths are required for all movements.	Noted - turning paths to be provided
103	The proposal for 45 degree angle parking needs to be demonstrated that it meets the relevant Australian standards (AS 2890.5) for the required road widths and other paramount parking dimensions.	Noted - full details of dimensions and spacings will be provided at the detailed design stage
104	45 degree angle parking on the southern departure side of Spofforth Street is not supported, as there is a high risk of vehicles reversing out of the respective parking spots into oncoming traffic due to poor line of sight for the reversing vehicles.	Noted - resolved through the provision of reverse-in only angled parking
104	The NB movement on Spofforth Street is likely to experience a decrease in its level of efficiency due to left turning vehicles (and consequently the whole NB leg); as there will need to be pedestrian protection implemented on all proposed pedestrian legs. This will cause vehicles to wait whilst the pedestrian lantern displays a 'green man', therefore effectively reducing the efficiency of this TCS as quite a few pedestrians are projected to utilise this northsouth pedestrian crossing.	Noted, although the intention of the signals is to enhance pedestrian safety and amenity while providing a safe opportunity for vehicles to make a turning movement that would otherwise be difficult i.e. NB on Spofforth. A key consideration has also been to improve pedestrian safety by reducing vehicular speed, which this effectively achieves
104	The same concept applies to the southbound movement on Spofforth Street, as vehicles will be held up with pedestrians crossing the southern pedestrian crossing due to the requirement of installing pedestrian protection.	Noted, although it is inevitable that a signalised treatment will require vehicles to queue at some point during its cycle
104	To demonstrate the traffic impact of this TCS proposal on the overall surrounding network, a SIDRA model (outputs and raw SIDRA files) will need to be submitted to TfNSW (Network & Safety + Network Operations team) for review and commentary.	Noted - SIDRA modelling has been completed and can be provided
104	Turnpaths are required for the design vehicle to validate if safe turning and through movements can be achieved for all movements.	Noted - turning paths to be provided
104	The southbound movement on Spofforth Street has an inherent reverse curve built into the design, this should be explored/designed further as reverse curves often cause vehicles to lose control (especially in wet weather).	Noted - the balance between driver comfort and the re-definition of road priority through geometry will be considered in greater detail during the detail design phase
105	45 degree angle parking on the southern departure side of Spofforth Street is not supported, as there is a high risk of vehicles reversing out of the respective parking spots into oncoming traffic due to poor line of sight for the reversing vehicles.	Noted - resolved through the provision of reverse-in only angled parking
105	The NB movement on Spofforth Street is likely to experience a decrease in its level of efficiency due to left turning vehicles (and consequently the whole NB leg) as there will need to be pedestrian protection implemented on all proposed pedestrian legs. This will cause vehicles to wait whilst the pedestrian lantern displays a 'green man', therefore effectively reducing the efficiency of this TCS as quite a few pedestrians are projected to utilise this northsouth pedestrian crossing.	Noted, although the intention of the PAC is to enhance pedestrian safety and amenity, while providing a safe opportunity for vehicles to make a turning movement that would otherwise be difficult i.e. NB on Spofforth. A key consideration has also been to improve pedestrian safety by reducing vehicular speed, which this effectively achieves. The provision of additional pedestrian protection (i.e. on the southern arm of Spofforth) will be investigated at the detailed design stage
105	To demonstrate the traffic impact of this TCS proposal on the overall surrounding network, a SIDRA model (outputs and raw SIDRA) files will need to be submitted to TfNSW (Network & Safety + Network Operations team) for review and commentary.	Noted - SIDRA modelling has been completed and can be provided
105	Turnpaths are required for the design vehicle to validate if safe turning and through movements can be achieved for all movements. There are increased concerns that the right turning movement from Rangers Road into Spofforth Street is too tight and unrealistic.	Noted - turning paths to be provided
105	The southbound movement on Spofforth Street has an inherent reverse curve built into the design, this should be explored/designed further as reverse curves often cause vehicles to lose control (especially in wet weather), similar to the issue raised in the first TCS design.	Noted - the balance between driver comfort and the re-definition of road priority through geometry will be considered in greater detail during the detail design phase

Spofforth Street Proposed Intersection Upgrades
Summary of submissions received during public exhibition period
(11 March – 11 April 2021)

Prepared May 2021

The following criteria are used to analyse all submissions received, and to determine whether or not the concept plans would be amended:

1. The concept plans **would be** amended if the point:
 - a provided additional information of relevance.
 - b indicated or clarified a change in government legislation, Council's commitment or management policy.
 - c proposed strategies that would better achieve or assist with Council's objectives.
 - d was an alternate viewpoint received on the topic and is considered a better option than that proposed in the concept plans or;
 - e indicated omissions, inaccuracies or a lack of clarity.

2. The concept plans **would not be** amended if the point:
 - a addressed issues beyond the scope of the proposal.
 - b was already in the plan/policy or will be considered during the development of a subordinate plan/procedure (prepared by Council).
 - c offered an open statement, or no change was sought.
 - d clearly supported the draft proposals.
 - e was an alternate viewpoint received on the topic but the recommendation of the draft plan was still considered the best option.
 - f was based on incorrect information.
 - g contributed options that are not possible (generally due to some aspect of existing legislation or government policy) or; involved details that are not appropriate or necessary for inclusion in a document aimed at providing a strategic community direction over the long term.

No.	Name and Address	Issue/Theme	Key Points Raised	Council Response	Recommended Action	Criteria
1	Name & address withheld	General Support	Thank you so much for addressing this. The holt Ave and rangers road intersections are dangerous and traffic levels continue to increase.	Noted		2D
2	Sharon Gilpin 76 Spofforth Street Cremorne	Traffic Impacts - Spofforth St/Rangers Road	Traffic lights at Rangers & Spofforth will result in traffic not progressing through the intersection swiftly. This route carries a huge amount of through traffic to/from North Sydney and heading to Redlands. The traffic is always backed up and this would be exacerbated with lights. I feel traffic moves freely at roundabouts.	Noted		2B
3	Grant Kepler 204 West Street Crows Nest	Roundabout design - pedestrian impacts	<p>a) Spofforth St/Holt Ave: photomontages images "from above" don't match road level images. "From above" image shows relatively low entry angles. Although this is a common design within North Sydney LGA (eg, Alexander and Holterman) it also enables inappropriately high entry speeds, leading to decreased safety for cyclists and pedestrians. If a roundabout option is selected, it should be designed similar to the Clarke and Albany roundabout with high entry angles and slow vehicle entry speeds.</p> <p>b) Roundabout design generally: The photomontages and the Treatment Descriptions and Impacts statements adopt the default position that cycle lanes are incompatible with roundabouts. Why is this the default position taken? The space is available, it is just a matter of design and priorities...</p> <p>c) I need to disagree with you in the assertion that the impact on cycling of Refuge Islands (Holt intersection) are similar to curb build outs... The design advanced results in a real pinch point in the</p>	<p>The roundabouts have been designed based on the maximum design vehicle (ie buses) manourvering through the intersection.</p> <p>One of the objectives of the proposals was to minimise parking impacts. Future cycling network will be considered through the implementation of the Integrated Cycling Strategy which is a larger scope than this project.</p>		2E

No.	Name and Address	Issue/Theme	Key Points Raised	Council Response	Recommended Action	Criteria
			middle of the intersection. To be clear, as vehicles negotiate the pedestrian refuges, they are required to make a left-right-left manoeuvre. It is in the middle to latter part of the "right" segment of that manoeuvre where the pinch arises as vehicles drift to the left - as it is the tendency of drivers to take these with a minimal amount of deceleration - which is often compounded by the kerb build out also installed. My clear preference here is for kerb build outs, straight lines, and minimised pedestrian crossing distances.			
4	Patrick Graham 25 Harrison Street Cremorne	General Support - Spofforth Street/Rangers Road	I strongly support improvements at location 2: it is a very dangerous intersection for pedestrians and drivers. A roundabout seems like a good solution given that the vast majority of traffic is turning north from Rangers Rd, or west onto Rangers Rd.	Noted		2D
5	Yusuf Khan 29 Gerard Street Cremorne	Request for pedestrian crossing at Cabramatta Road	Please install a pedestrian crossing on Cabramatta Road Cremorne at the intersection with Spofforth Street, with the pedestrian crossing on Cabramatta Road.	This is outside of the scope of this proposal, but may be considered as a separate action in the LATM action plans		2A

No.	Name and Address	Issue/Theme	Key Points Raised	Council Response	Recommended Action	Criteria
6	John Lucas 58 Rangers Road Cremorne	Opposition to solutions	<p>The issue at the intersection with Rangers rd is during Redlands junior school pick up and drop off times. The schools footprint is too big for this area and every child is dropped off or picked up by car. A centralised point with less treaffic so they can be bussed would be one solution.</p> <p>A roundabout at holt would then give traffic heading west on holt right of way and only generate more traffic using this rat run while adding to a build up on Spofforth.</p> <p>Taking parking away from the shops at the intersection with Rangers will kill off the shops. The bus stops are convenient where they are. Why are local residents always getting the short end of the stick when all the problems and proposals are a result of motorists from outside the council area.</p>	<p>The options have been designed to improve legibility at the intersections and to improve pedestrian safety and access. To comply with TfNSW and Austroads guidelines for visibility and traffic flow some parking needs to be removed in the immediate vicinity of the intersections. The parking losses have been minimised as much as possible.</p>		2E
7	David Snedden 122 Holt Avenue Cremorne	Alternate suggestions	<p>Any new traffic arrangements at Holt Avenue should include at least one and preferably two traffic calming devices in Holt Avenue to the west of the intersection as vehicles inevitably accelerate quickly and unsafely up the hill once they have crossed Spofforth Street.</p> <p>Landscaping opportunities at all intersections should be maximised to soften the visual impact of the new works and improve the streetscape.</p> <p>Why can't the bus stops in Spofforth Street be relocated further to the north of the proposed new locations, closer to the Spofforth Street shops? Why not half way between Reginald Street and Calliope Street?</p>	<p>This is outside of the scope of this proposal, but may be considered as a separate action in the LATM action plans.</p> <p>The location of the bus stops was selected to minimise parking impacts and equalise spacing between bus stops as much as possible</p>		2E

No.	Name and Address	Issue/Theme	Key Points Raised	Council Response	Recommended Action	Criteria
8	Jonathan 78 Holt Avenue Mosman	Alternate suggestion - Spofforth Street at Holt Avenue	It is great that the council is taking the initiative to improve road safety, though the big issue with the holt ave and spofforth st intersection is the volume of traffic using holt ave to access military road. The majority of accidents have been from cars crossing over spofforth as this has become a rat run to cut out traffic lights. Ideally could there be an option where you cant cross straight over Spofforth from Holt?	Previous proposal to close Holt Ave was not supported by the community.		2E
9	Emma Turner 85 Holt Avenue Mosman	Opposition to roundabout at Holt Avenue due to traffic impacts and sight lines. Concerns about pakring loss Alternative suggestion to remove parking on Spofforth Street to improve sight lines.	We live at 85 Holt Ave (east of Spofforth St) & experience difficulty most days when accessing & departing our driveway during peak school times due to traffic congestion at the Holt/Spofforth intersection. A roundabout will make the congestion on Holt Ave even worse. Lack of parking is already a problem so losing 7 spots is also an issue. Biggest issue crossing Spofforth St is the line of sight south of Holt Ave due to large vehicles parked close to this intersection. Removing the parking space immediatly south of Holt so no cars are parked close to the corner would alleviate the sight distance issue.	The options have been designed to improve legibility at the intersections and to improve pedestrian safety and access. To comply with TfNSW and Austroads guidelines for visibility and traffic flow some parking needs to be removed in the immediate vicinity of the intersections. The parking losses have been minimised as much as possible.		2E
10	Carine Letortu Fosse 92 Spofforth Street Cremorne	General support	It is such a great news that something is going to be done in that area. We witnessed a few accidents and near misses on Spofforth St/Holt st and my children and ourselves had a few near miss as pedestrians crossing Holt St. Crossing Rangers St is also a nightmare and so dangerous. Very happy and relieved parents!	Noted		2D

No.	Name and Address	Issue/Theme	Key Points Raised	Council Response	Recommended Action	Criteria
11	Boris 48-50 Spofforth Street Cremorne	General support	Motorist and pedestrian safety has been a community concern for a very long time. Glad to see council is doing something.	Noted		2D
12	Rachel 48-50 Spofforth Street Cremorne	General support	Great to see action taken here.	Noted		2D
13	David Yuill 2 Prior Avenue Cremorne Point	Opposition to solutions due to impact on parking. Alternative suggestion to address congestion from school traffic	I live locally and drive through that intersection daily so am aware of the traffic problems. All of the proposals appear to over complicate the issue and do not consider the local residents who use the shops on Spofforth St. I also shop regularly at these shops and get petrol there. Spofforth shops are very busy with people and cars. There is no way 45 degree parking will work due to too much through traffic, parking angles etc. Also how will the local businesses survive if all the parking is removed ? Why remove so many car spaces in your proposals ? The big problem for morning/afternoon traffic is the Redlands school cars turning right into Allister St - why not add a No Standing zone in Rangers Road to allow cars to have extra space to get around the right hand turning cars ?	The options have been designed to improve legibility at the intersections and to improve pedestrian safety and access. To comply with TfNSW and Austroads guidelines for visibility and traffic flow some parking needs to be removed in the immediate vicinity of the intersections. To offset the parking losses, new parking spaces are proposed to be created by consolidating existing bus stops. A No Stopping zone on Rangers Road at Allister Street has been considered previously but not supported. This does not address pedestrian safety and access at Spofforth		2B

No.	Name and Address	Issue/Theme	Key Points Raised	Council Response	Recommended Action	Criteria
				Street and Rangers Road.		
14	Natalie Green 140 Spencer Road Cremorne	General support	Agree that pedestrian safety at Spofforth and Rangers Road is terrible. As a mother with a pram I never cross there given how fast cars roar around and the small width of the refuge island in between. I support any improvements that will help people crossing the road with prams, wheelchairs, the elderly etc	Noted		2D
15	Dorrie Fitzpatrick 40 Spofforth Street Cremorne	Spofforth Street at Florence Lane - removal of bus stop may impact traffic flow	There may be an issue with a bus stop on the corner of Spofforth St and Florence Lane - many vehicles use the lane to get through to their parking areas.	Buses may park over the driveway at the bus stop for short periods while passengers embark/disembark. The impact on residents entering or exiting the driveway is expected to be minimal.		2E
16	Paula Mottek 123 Holt Avenue Cremorne	Qualified support for Roundabout option at Spofforth St/Holt Ave	I think that the option of a roundabout at the Holt/Spofforth Street intersection is by far the best option. The other options focus more on reducing the speed of traffic on Spofforth Street, but do not sufficiently fix the visibility issue when turning out of Holt Ave. While the loss of a few car spaces is likely to be an issue for some, this needs to be considered in light of the current dangers at the intersection.	Noted		2D

No.	Name and Address	Issue/Theme	Key Points Raised	Council Response	Recommended Action	Criteria
17	Robert Larosa 8 Reed Street Cremorne	Suggest further measures are required at Florence Street	I don't believe the improvements to Florence St go far enough. People drive far too fast and use it simply to avoid the lights at the Rangers Rd/Murdoch St intersection. I think some form of speed hump would also be welcome to slow people down. The ideal would be to make it local traffic only, this would lessen the traffic on Spofforth St between Rangers Rd and Florence St.	This is outside of the scope of this proposal, but may be considered as a separate action in the LATM action plans		2A
18	Fiona Barry 25 Murdoch Street Cremorne	Reduce speed limit on Murdoch Street	Put an urgent speed limit for traffic in Murdoch Street!!! It can take up to 10 minutes for residents to cross the road and the traffic usually far exceeds 60kph. It is dangerous.	This is outside of the scope of this proposal, but may be considered as a separate action in the LATM action plans		2A
19	Ann Cape 17 Spofforth Street Mosman	Alternative suggestion to address congestion from school traffic	One of the major congestion problems in this area, specifically at the intersection of Rangers Road and Spofforth Street are cars travelling west, turning right up Allister street from Rangers road, to deliver or collect children from Redlands campus. This occurs early before school hours and likewise after school. This causes major congestion backing up Spofforth Street. If there was a small 'no parking' zone on the kerb during these times, the traffic could pass on the left of the cars waiting to turn right up to the school. This would have a major impact on the positive flow of traffic through this area.	A No Stopping zone on Rangers Road at Allister Street has been considered previously but not supported		2A

No.	Name and Address	Issue/Theme	Key Points Raised	Council Response	Recommended Action	Criteria
20	Carlos Corvalan 64-70 Spofforth Street Cremorne	Suggest additional pedestrian facilities in addition to proposed treatments	<p>Spofforth St and Rangers Rd: Very dangerous crossing for everyone, in particular elderly persons, persons with prams, pregnant women, children, persons with a physical disability. Cars travel very fast from Rangers Rd into Spofforth St and the other way around. Often people need to wait a long time, and run to be able to cross.</p> <p>Spofforth St and Holt Ave: Cars travel at high speed along Spofforth St and there are not enough pedestrian crossings. A roundabout at Holt Ave. with proper pedestrian crossing (not refuge island) would make it safer for everyone.</p> <p>Spofforth St and Florence St. Proper pedestrian crossing would be preferable to a refuge island. Cars do not reduce speed or stop when they see a pedestrian in the refuge island.</p>	Pedestrian crossings were considered for Spofforth St/ Holt Ave and Spofforth St/ Florence St however they do not meet the TfNSW warrants.		2G
21	Rachel Giles 3 Florence Street Cremorne	Traffic Impacts - Spofforth St/Rangers Road	Traffic congestion and flow is a major consideration in the area, especially at school drop off and pick up times. I fear the proposed traffic light option could potentially gridlock the area.	Noted		2B

No.	Name and Address	Issue/Theme	Key Points Raised	Council Response	Recommended Action	Criteria
22	Roderic Crow 36 Royalist Road Mosman	Alternative suggestion to address congestion from school traffic	The Rangers Rd intersections with both Spofforth St and Murdoch St are usually blocked on school afternoons by tailbacks behind Redlands parents waiting to turn from Rangers Rd into Allister St. This blocks north-south traffic on Spofforth and Murdoch Streets. These intersections should have hatched road markings and signs prohibiting entry to the intersections when there is no clear space to exit into.	The NSW Road Rule 128 prohibits motorists from entering any intersection if they will cause the intersection to be blocked. The proposals for Rangers Road/ Spofforth Street may make the intersection more legible to discourage this behaviour.		2A
23	Sherry Khalili 27 Murdoch Street Cremorne	Request for improvements at Florence Street and Murdoch Street	I think there is also similar issues on corner of Florence Street and Murdoch Street which could use improvements	This is outside of the scope of this proposal, but may be considered as a separate action in the LATM action plans		2A
24	Chong Oh Holt Avenue Cremorne	General support - Spofforth Street/Holt Ave	something MUST be done to improve road safety in Location 1. there is a serious blind spot turning from the Military Rd side of Holt Ave into Spofforth St due to vehicle parking on Spofforth Ave. Almost too dangerous to turn at times! to lose a few parking spaces at the expense of road safety and lives is a no brainer.	Noted		2D

No.	Name and Address	Issue/Theme	Key Points Raised	Council Response	Recommended Action	Criteria
25	Jeannie Yuill 2 Prior Avenue Cremorne Point	Alternative suggestion to address congestion from school traffic	Redlands school traffic is very bad. Take out a few parking spaces on Rangers Rd, at intersection of Allister Street, so they can turn right into Allister Street, allowing traffic to pass on the inside lane safely on Rangers Rd. Angle parking on Spofforth St not needed and it will slow traffic. Consolidation of bus stops.	A No Stopping zone on Rangers Road at Allister Street has been considered previously but not supported. This does not address pedestrian safety and access at Spofforth Street and Rangers Road.		2A
26	Vincent Cleary 76 Spofforth Street Mosman	Request to extend cycle path	I think cyclists heading to the city or North Sydney should be directed via Florence Street as the strip along Rangers Road and left turn into Murdoch Street is dangerous with school traffic very busy. You also need to continue the cycle "lane" markings from/to Murdoch Street along Rangers Road and into Spofforth Street to the roundabout with Rangers Avenue. At the moment there are no markings between Murdoch St and Rangers Avenue, they stop on Murdoch before the traffic lights on Rangers Road.	Future cyclepath would form a separate project, design and consultation.		2A

No.	Name and Address	Issue/Theme	Key Points Raised	Council Response	Recommended Action	Criteria
27	Anne McMahon 18 Reed Street Cremorne	Qualified support for traffic signals. Oppose consolidation of bus stops.	The main problem is the speed that motorists travel driving south along Spofforth St. we need traffic lights so that young and old can cross the road safely. Why move Bus Stops an awful waste of money.	The options have been designed to improve legibility at the intersections and to improve pedestrian safety and access. To comply with TfNSW and Austroads guidelines for visibility and traffic flow some parking needs to be removed in the immediate vicinity of the intersections. To offset the parking losses, new parking spaces are proposed to be created by consolidating existing bus stops.		2E
28	Aderita Sena 64-70 Spofforth Street Cremorne	General support	These proposals will benefit local residents.	Noted		2D
29	Patrick Sinsay 126-130 Spencer Road Cremorne	General comments on existing conditions	Spofforth and Rangers Ave people seem to struggle with the main through traffic is Rangers Rd so some motorist would give way northbound. Hence this is another source of accidents. It is a busy precinct with Pedestrians visiting the village there. Holt Ave and Spofforth I have seen a couple of near misses. Mechanisms to slow drivers down would be good and improvement in visibility would be welcome. Unfortunately most is through speed or just bad driver behavior.	Noted		2C

No.	Name and Address	Issue/Theme	Key Points Raised	Council Response	Recommended Action	Criteria
30	Mark Fuller 128 Holt Avenue Cremorne	Alternate suggestions for Spofforth St/Holt Ave	My strong preference for the Holt Ave / Spofforth St intersection is to permanently close the entrance from Holt Ave to Military Rd. This would reduce the traffic going along Holt towards Military Rd by 99% and obviate the problems at the Holt/Spofforth intersection. Also note: the street lighting at the Holt/Spofforth intersection needs to be improved (there isn't any). This contributes to accidents in rain at night where visibility is nearly nil.	Previous proposal to close Holt Ave was not supported by the community.		2E
31	Name & address withheld	General comments on existing conditions	Lots of non-local vehicles seem to use the route passing through locations 1, 2 & 3. Many drivers to not obey the speed, indication & give way rules on this route. At location 2, the real issue about indicating is the failure of vehicles to indicate when they proceed straight down Spofforth St - see road rule 45(2)(g). At location 2 buses have to wait a long time to proceed up Spofforth St. Vehicles enter and leave Florence St at location 3 without indicating and I have observed a number of collisions with drivers coming up Spofforth St towards Military Rd. I've also experienced drivers entering Florence St using the horn on pedestrians obeying the road rules. Thank you for trying to fix these problems.	Noted		2C
32	Warwick Soden 4 Spofforth Street Cremorne	Request for further measures on Florence Street	Speed humps should be installed in Florence to slow the traffic avoiding the Spofforth St/Rangers Rd intersection travelling south	This is outside of the scope of this proposal, but may be considered as a separate action in the LATM action plans		2A

No.	Name and Address	Issue/Theme	Key Points Raised	Council Response	Recommended Action	Criteria
33	Inger Christensen 67 Spofforth Street Mosman	Opposition to parking loss. Alternative suggestion for Spofforth St/Holt Ave	With the amount of building authorised in 2 block radius of spofforth and holt, parking is already a nightmare so losing more spaces has a big impact on home owners. What about option of only left hand turn from holt onto spofforth whic would stop cars trying to dash across	The options have been designed to improve legibility at the intersections and to improve pedestrian safety and access. To comply with TfNSW and Austroads guidelines for visibility and traffic flow some parking needs to be removed in the immediate vicinity of the intersections. To offset the parking losses, new parking spaces are proposed to be created by consolidating existing bus stops.		2E
34	Adrian Ferdinands 136 Holt Avenue Cremorne	Alternative suggestion for Holt Ave.	I would also support Holt Ave being closed at Military Rd as has previously been proposed.	Previous proposal to close Holt Ave was not supported by the community.		2A

No.	Name and Address	Issue/Theme	Key Points Raised	Council Response	Recommended Action	Criteria
35	Alastair Metcalf 140 Holt Avenue Cremorne	<p>Holt Avenue - suggestions to reduce impacts on visibility.</p> <p>Oppose traffic lights at Spofforth St/Rangers Rd.</p> <p>Request not to add hazards.</p> <p>Support relocation of bus stop.</p> <p>Florence Street - seems unnecessary.</p>	<p>Holt Ave - not a big problem, but would be better if the speed bumps on the eastern side did not cause vehicles to be elevated at the front - making vision more difficult.</p> <p>Rangers Rd - strongly oppose lights. There is not enough room for an effective roundabout. You must keep traffic flowing from the city heading to Mosman. Please do not add extra concrete hazards like you did at Murdoch and Bannerman. Do relocate the bus stop.</p> <p>Florence street - ok, but seems unnecessary expenditure.</p> <p>thank you</p>	The raised threshold has been designed in accordance with Austroads guidelines.		2E
36	MB 13 Cranbrook Avenue Cremorne	<p>Qualified support.</p> <p>Alternative suggestion to address congestion from school traffic</p>	I welcome the proposed improvements in order to increase traffic safety in Spofforth St. However, I stress that any proposed improvements will not solve the traffic issues caused through excessive traffic around school drop-off and pick-up times. As a local resident and direct neighbour of Redlands School, I had to adjust my commuting times in order to avoid peak local traffic in the morning and afternoon. I strongly encourage the Council to engage with Redlands to seek better management and reduction of school traffic. The congestions caused are beyond acceptable and reduce road safety and quality of life for residents in the area.	This is outside of the scope of this proposal, but may be considered as a separate action in the LATM action plans		2E

No.	Name and Address	Issue/Theme	Key Points Raised	Council Response	Recommended Action	Criteria
37	VB 13 Cranbrook Avenue Cremorne	Qualified support. Alternative suggestion to address congestion from school traffic	I welcome the planned improvements of the traffic situation in Spofforth Street. ..As a long time Cremorne resident and neighbour of Redlands School, we have been very negatively affected by increasing school traffic. The main traffic issues in this area are due to the school drop off & pick ups and dictates our daily life, how we can leave and enter our house. This can lead to a total gridlock of our area at times, from Spofforth to Rangers all the way up to Military Road. From experience... school traffic is mainly responsible for decreased road safety, making it dangerous for pedestrians and motorists.... the main problem can only be solved by reducing this traffic. I would strongly encourage you to plan any improvements in this area with the safety of residents in mind, working together with Redlands School towards reducing traffic and improving the safety for pedestrians, cyclists & motorists.	This is outside of the scope of this proposal, but may be considered as a separate action in the LATM action plans		2E

No.	Name and Address	Issue/Theme	Key Points Raised	Council Response	Recommended Action	Criteria
38	Julia 24 Hodgson Avenue Cremorne Point	Qualified support for roundabout option at Spofforth St/Rangers Rd	I understand that parking will be reduced due to a roundabout on Spofforth St and Rangers Road but it is such a dangerous intersection but a roundabout is the only viable option. I drive my children to school through that intersection every morning and hardly any one indicates that they are continuing along Rangers Road and you literally have to pray that cars will let you out without hitting you. One always has push out into the oncoming traffic to continue up Spofforth St. A roundabout would be the SAFEST option which would also allow for pedestrian islands to be built so it assists both drivers and pedestrians. I do sometimes go up Murdoch St and onto Rangers Road but the traffic jam caused by Redlands parents where no one can pass the car line is getting worse and worse. I have written to the school on numerous occasions with no success.	Noted		2D
39	Valerie Boyer 3 Reed Street Cremorne	General support	Thank you for this consultation. We are in desperate need of these changes!	Noted		2D
40	Keith Dennis 7 Florence Street Cremorne	Request for additional measures in Florence Street	I live on the corner of Florence and Spofforth and I've seen many cars turning left from Florence into Spofforth whose drivers seem to be oblivious of the need to give way to cars coming from the right. As a result I think give way signs at the end of Florence should be erected. Also I'm happy to discuss this with any council representatives either on site or at any other convenient location	The proposal will increase sight lines for vehicles turning out of Spofforth Street. The new sight lines will be approximately 24m to the south and 100m to the north. It may be appropriate to install Stop signs based on the restricted sight distance to the south.	Install Stop signs on Florence Street at Spofforth Street.	1A

No.	Name and Address	Issue/Theme	Key Points Raised	Council Response	Recommended Action	Criteria
41	Stephen Wilson 120B Spencer Road Mosman	General comments on existing conditions	A general issue is speed. Council has previously used monitors close to the Rangers Avenue roundabout but results probably misleading as vehicles slow down going through the roundabout. Speeds much faster between Cabramatta Road and Bloxom Lane .	Noted		2C
42	Philip Boase 27 Spofforth Street Mosman	Request for additional measures in Florence Street	Propose the inclusion of a stop sign, on Spofforth [at the intersection of Spofforth and Florence] for minor local traffic heading north. Consideration should be given to increased traffic flow on Reginald St.	The proposal will increase sight lines for vehicles turning out of Spofforth Street. The new sight lines will be approximately 24m to the south and 100m to the north. It may be appropriate to install Stop signs based on the restricted sight distance to the south.	Install Stop signs on Florence Street at Spofforth Street.	1A
43	Katharine 27 Spofforth Street Mosman	Request for additional measures in Florence Street	Would it be possible to add a stop sign at the Spofforth Street and Florence Street location on the Spofforth Street side coming up the hill?	The proposal will increase sight lines for vehicles turning out of Spofforth Street. The new sight lines will be approximately 24m to the south and 100m to the north. It may be appropriate to install Stop signs based on the restricted sight distance to the south.	Install Stop signs on Florence Street at Spofforth Street.	1A

No.	Name and Address	Issue/Theme	Key Points Raised	Council Response	Recommended Action	Criteria
44	Ingrid Anderson 23 Reed Street Cremorne	Concerns about parking losses near Spofforth St/Rangers Road	I am concerned about the loss of parking for businesses on Spofforth St and residents on Rangers Road with the proposed changes at Location 2.	The options have been designed to improve legibility at the intersections and to improve pedestrian safety and access. To comply with TfNSW and Austroads guidelines for visibility and traffic flow some parking needs to be removed in the immediate vicinity of the intersections. To offset the parking losses, new parking spaces are proposed to be created by consolidating existing bus stops.		2B
45	Jeffrey Phillips 94a Spofforth Street Cremorne	General comments on existing conditions	The Holt Street and Spofforth Street intersection is very dangerous and needs to be fixed up urgently	Noted		2C
46	S. Tolkien 13 Cranbrook Avenue Cremorne	General support	I feel these re the best options to ensure the safety of both drivers and pedestrians	Noted		2D

No.	Name and Address	Issue/Theme	Key Points Raised	Council Response	Recommended Action	Criteria
47	Simon 20 Florence Street Cremorne	Request additional measures in Florence Street	At location 3, could we please have some road line markings to indicate right of way/ who should give way to who. I feel it is unclear for drivers turning left onto Spofforth, or turning right onto Florence, and can result in an accident if a car is coming northbound up Spofforth over the crest.	The proposal will increase sight lines for vehicles turning out of Spofforth Street. The new sight lines will be approximately 24m to the south and 100m to the north. It may be appropriate to install Stop signs based on the restricted sight distance to the south.	Install Stop signs on Florence Street at Spofforth Street.	1A
48	Dominik Mueller 140 Holt Avenue Cremorne	Qualified support for roundabout at Spofforth St/Holt Ave	Comment regarding location 1: I have witnessed several car accidents on the Holt Avenue intersection and I don't feel safe crossing as a pedestrian with my child, so I believe a roundabout is the best option to reduce the speed of cars as there is a long straight road section where cars tend to go fast.	Noted		2D
49	Tim Rees 26A Orlando Avenue Mosman	Qualified support for roundabout	Hi, I am a local resident and we definitely do not need another set of traffic lights on Spofforth Street. A roundabout is the best solution to the current issues. Thanks	Noted		2D
50	Michael and Norainie Bargholz 114 Holt Avenue Mosman	Alternative suggestion for Holt Ave.	We would also support measures to reduce traffic flow at the intersection of Holt and Spofforth	A proposal to close Holt Avenue at Military Road was considered in 2011 but was not supported by the community at the time.		2A

No.	Name and Address	Issue/Theme	Key Points Raised	Council Response	Recommended Action	Criteria
51	James Pascoe Address Withheld	Support roundabout at Spofforth St/ Rangers Road	Roundabout far and away the most efficient at spofforth/rangers corner, very much support the idea!!	Noted		2D
52	Rima 1-11 Allister Street Cremorne	General support	Currently very unsafe to cross rangers road and spofforth st at rangers road intersection. Given number of schools and daycares nearby, it is good to see action being taken to make this safer.	Noted		2D
53	David Wood 17 Grasmere Road Cremorne	General comments on existing conditions	Some driver standards need to be met, often they signal at the last second when turning the corners or are not paying attention to the traffic and pedestrians.	Noted		2C

No.	Name and Address	Issue/Theme	Key Points Raised	Council Response	Recommended Action	Criteria
54	Francine Keane 40 Spofforth Street Cremorne	General comments on existing conditions (noise). Alternative suggestion to improve visibility at intersections.	Until 6 months ago I lived at the top of Spofforth Street and....there was a dramatic increase in traffic (despite introduction of the [B-line] buses from the Northern Beaches) along both Military Rd & Spofforth St. In particular, a dramatic increase in the number of motorbikes (up to 6 bikes travelling in groups) creating totally unreasonable noise day and night, cars with modified engines that also create excessive noise, along with drivers speeding in general. I now live below Rangers Rd, in Spofforth St & am shocked by the same issues existing here, with cars & motorbikes speeding up after they drive through the intersection at Rangers Rd. As a driver, one of issues I have noticed when trying to cross from one side of Spofforth Street to the other, is the difficulty in being able to see cars approaching these intersections from either end of Spofforth Street due to the number of SUVs & other utility vehicles parked on the kerbs, closest to the intersections. Could these parking spots be restricted to smaller vehicles?	The options have been designed to improve legibility at the intersections and to improve pedestrian safety and access. To comply with TfNSW and Austroads guidelines for visibility and traffic flow some parking needs to be removed in the immediate vicinity of the intersections. It is not possible to designate on-street parking for "small vehicles only" unless the parking is exclusively designated as motorbike parking		2B
55	Colin White 136 Spencer Road Cremorne	Suggestion to reduce speed limit	Reduce the speed limit to 40 or even 30 - speeding traffic is the biggest problem for pedestrians.	This is outside of the scope of this proposal, but may be considered as a separate action in the LATM action plans		2A

No.	Name and Address	Issue/Theme	Key Points Raised	Council Response	Recommended Action	Criteria
56	C Moosman 68-70 Rangers Road Cremorne	Oppose relocation of bus stops	Please don't move the bus stop further down Spofforth St. lots of elderly people and mums with prams use the current stop who may not have the ability to walk further to catch the bus at a more distant location away from the shops s well	The options have been designed to improve legibility at the intersections and to improve pedestrian safety and access. To comply with TfNSW and Austroads guidelines for visibility and traffic flow some parking needs to be removed in the immediate vicinity of the intersections. To offset the parking losses, new parking spaces are proposed to be created by consolidating existing bus stops.		2E
57	Vanessa Rowe 15 Allister Street Cremorne	Traffic Impacts - Spofforth St/Rangers Road	Any changes to the intersection at spofforth st and rangers rd needs to consider the traffic that is created by the school drop off and pick up. Traffic is very bad during this time and makes it very dangerous to get out of Allister st onto Rangers rd. Traffic signals could potentially makes this much worse.	Modelling has been undertaken for the options.		2B

No.	Name and Address	Issue/Theme	Key Points Raised	Council Response	Recommended Action	Criteria
58	Rob Firth 24 Milson Road Cremorne Point	Suggestion for second pedestrian crossing at Spofforth St/ Cranbrook Ave/ Rangers Ave	Not sure if this is NSC or Mosman Council responsibility but a second raised pedestrian crossing at the Spofforth / Cranbrook Ave /Rangers Ave roundabout would be a fantastic improvement for the pedestrians and joggers attempting to cross Rangers (on the Eastern side of Spofforth) e.g. walking up or down Spofforth on the Eastern side footpath. From what I have seen there are many more cars than pedestrians but when there is a pedestrian it is very difficult to get across the cars traffic flow.	This is outside of the scope of this proposal, but may be considered as a separate action in the LATM action plans		2A
59	John Troy 7 - 17 Waters Road Neutral Bay	General comments on existing conditions	I walk regularly from Neutral Bay to and through the areas highlighted and have experienced the potential safety issues. I'm very careful to ensure I have caught the attention of drivers before crossing the roads. As a driver, it is a high risk area requiring great deal of concentration. Also not easy getting out of the petrol station at busy times in the day.	Noted		2C
60	S Winterton 27 Spofforth Street Mosman	Alternative suggestion for Florence Street	I would like to see a reduction in the traffic that uses Spofforth and Florence Streets as a rat run to avoid the intersection of Murdoch and Rangers. Currently traffic is too heavy speeding down Spofforth Street straight past the shops and then turning into Florence Street. The speed of these cars well exceeds the 50km/hr speed limit and the drivers are often aggressive, using their horns at cars that slow to turn into driveways or pedestrians who are trying to cross the road. I suggest a No Left Turn sign at the intersection of Florence Street with Murdoch Street to render the "short cut" no longer viable.	This is outside of the scope of this proposal, but may be considered as a separate action in the LATM action plans		2A

No.	Name and Address	Issue/Theme	Key Points Raised	Council Response	Recommended Action	Criteria
61	Carolyn Conner 27 Spofforth Street Mosman	General opposition to proposals. Alternative suggestions for Spofforth St near Reginald St and Rangers Rd/ Allister St	I agree that the Rangers/Spofforth intersection requires modification. However, I do not believe any of the proposals adequately maintains the principal west-north traffic flow, as it is key (for me) that the residential nature of the southern end of Spofforth / Florence St is not impacted by the proposals. I support a pedestrian crossing on the southern end of Spofforth St (perhaps closer to Reginald St) , however, the predominant west-north traffic flow would be grossly interrupted with a pedestrian crossing on the Rangers Road side of the intersection. If the pedestrian crossing at Rangers/Murdoch is considered insufficient, I would support a pedestrian traffic island at Rangers/ Allister intersection. A roundabout may work, but only if the exit to the southern end of Spofforth Street was cross-hatched or somehow marked "local traffic only", to maintain the predominant west-north traffic flow. Signalisation may work, but only if the phasing prioritised the principal west-north traffic flow, including not permitting right turning into Spofforth from Rangers.	Noted		2C
62	Kirsty Chase 99 Cremorne Road Cremorne Point	Spofforth St/ Rangers Rd - may need more intervention. Difficulty crossing Spofforth Street from Florence Street with a pram.	Location 2 is very tricky and more than realignment may need to be done. With a pram, crossing Spofforth to get to the shops from Florence hasn't been easy.	Noted		2C

No.	Name and Address	Issue/Theme	Key Points Raised	Council Response	Recommended Action	Criteria
63	Ralph Ayling 106 Holt Avenue Mosman	Proposals for Spofforth St/ Holt Ave and Spofforth St/Rangers Rd do not address safety issues. Alternative suggestions for Holt Ave.	I agree that action should be taken to improve road safety in this area. However, the proposals for locations 1 and 2 will not do this. The real issues are that there are too many vehicles using Holt Avenue and Spofforth Street as a through route and they are travelling too fast. This could be addressed by putting in speed humps to slow the traffic. Also, steps should be taken to reduce non-resident traffic in Holt Avenue.	This is outside of the scope of this proposal, but may be considered as a separate action in the LATM action plans. A previous proposal in 2011 to close Holt Avenue at Military Road was not supported by the community.		2A
64	Catherine Clarke 26 Cranbrook Avenue Cremorne	General comments on existing conditions	Pedestrian safety measures for those crossing Holt Avenue and Spencer Street are needed urgently before someone is hit by a 'rat runner' using the cross streets to access Military Road.	Noted		2C
65	Paul Vonwiller 8-10 Cranbrook Avenue Cremorne	Environment & sustainability	Take with integrity and help significantly what's good for the environment. I am a environmentalists and like to see sustainability. Help and health the environment and how we live sustainable. Likewise I take pride	Noted		2C
66	Anne Flynn 42 Spencer Road Mosman	Suggestion for pedestrian crossing (lights) on Spofforth St/ Spencer Rd. Pedestrian safety concerns with existing arrangements at Spofforth St/ Rangers Rd.	Pedestrians need a crossing - lights would be the best option - on Spofforth street near Spencer Road. It is a death trap at the moment. I've seen pedestrians nearly killed there. Since the new 'Spencer Road' bus stop has been installed on Military Road there is an even stronger pedestrian desire line across Spofforth Street near Spencer Road, where the new apartments are being built. People also get off the bus on Spofforth Street here, including school buses such as the Scots bus, and pedestrians then cross Spofforth Street in that exact location. They don't walk to Military and they don't	This is outside of the scope of this proposal, but may be considered as a separate action in the LATM action plans.		2A

No.	Name and Address	Issue/Theme	Key Points Raised	Council Response	Recommended Action	Criteria
			<p>walk to the crossing near Cranbrook Ave. They just walk straight across Spofforth with no protection. I addressed a monthly Mosman Council meeting with the Mayor in attendance in late 2019 after I saw an old lady nearly struck by a motor bike on Spofforth Street near Spencer Road. Other 'jay walkers' include mothers with prams, older pedestrians and school children alone or in groups. I have multiple photos of vulnerable pedestrians I have been so concerned. This is an urgent problem. The solution is a proper crossing where cars have to STOP. Not a pedestrian island.</p> <p>Also the crossing at Rangers and Spofforth, on Rangers, is also a death trap. I would NEVER let my kids cross here unaccompanied. I have personally witnessed 4 car crashes including involving a bus and a taxi at this roundabout over the years. The pedestrian island got moved back down Rangers a bit but this actually made it worse for pedestrians because cars have time to pick up speed heading down Rangers. There are just too many cars. I don't know the solution here...can you have lights next to a roundabout I don't know. But someone will be killed here too.</p>			
67	Danielle 131 Holt Avenue Cremorne	General support	These improvements are so necessary! Spofforth street is a very dangerous street. The intersection at holt Ave needs to be made safer for both pedestrians and cars!	Noted		2D

No.	Name and Address	Issue/Theme	Key Points Raised	Council Response	Recommended Action	Criteria
68	Mike Boyd 5 Shadforth Street Mosman	Oppose traffic lights. Qualified support for roundabout at Spofforth St/ Holt Ave.	1. Traffic lights are not the solution. 2. Per Location 1 - Spofforth Street & Holt Avenue - I think a roundabout is the best solution here, but it needs to be made very clear that traffic travelling along Spofforth congesting the roundabout needs to be managed ruthlessly. A case in point is the roundabout at the intersection of Burlington and Alexander Sts in Crows Nest. Too much traffic combined with the pedestrian crossing outside Woolies makes this a very slow intersection most of the time. Traffic consistently backs up through the roundabout bogging down traffic in all directions.	Noted		2C
69	Yasmin Harris 126 Spencer Road Cremorne	General support	I am so glad to see these proposed changes, as someone who lives just off of Spofforth street (Spencer Road), non driver and avid walker (especially down to Cremorne Point) I am using these crossing points daily, the Florence Road turning is especially dangerous as the pedestrian refuge point is barely there anymore over time and dangerous and I feel unsafe crossing especially when cars zoom around without indicating. Thanks North Sydney Council!	Noted		2D
70	Taso Lambridis 104 Spofforth Street Cremorne	Oppose proposals due to impact on parking.	As a local business owner whose clients rely on finding parking I support those measures that retain the current level of car spaces and improve road safety, rather than those that would result in a net loss. At some point drivers & pedestrians need to take some responsibility for their safety and I would dispute the view that somehow these 3 locations are 'death traps'. Sure, accidents have occurred but I don't support measures that would impact negatively on local businesses, nor residents that struggle to find available car spots.	Noted		2E

No.	Name and Address	Issue/Theme	Key Points Raised	Council Response	Recommended Action	Criteria
71	Mark Harvey 39 Spofforth Street Mosman	Oppose removal of bus stop at Spofforth St/ Reginald St. Support for roundabout or realignment at Rangers Road.	Please keep the [bus] stop where it is in relation to Spofforth and Reginald. The main concern is drivers speeding down Spofforth from the Rangers road intersection, without looking. There needs to be either a roundabout or realignment.	The options have been designed to improve legibility at the intersections and to improve pedestrian safety and access. To comply with TfNSW and Austroads guidelines for visibility and traffic flow some parking needs to be removed in the immediate vicinity of the intersections. To offset the parking losses, new parking spaces are proposed to be created by consolidating existing bus stops.		2E
72	Adam Wells 102 Unknown Other	General comments on existing conditions	The most dangerous intersection is Rangers and Spofforth. It is noted that this would need approval from [Mosman] council as well but you are strongly urged to do this. Also I don't know why the Spofforth/ Cabramatta isn't being considered as well? This is dangerous too.	Cabramatta Road did not form part of the scope for this proposal, but may be considered separately in the future.		2A
73	Chelsea Gillies 39 Spofforth Street Mosman	Support changes to intersections, but not angled parking proposal.	As a resident at the corner of Spofforth and Reginald we support the changes to the intersections but don't support the angle parking addition. It will be too tight having cars reversing out of those parks into traffic. The lights from the cars will also come directly into our house. Parallel parking if required would be much better. Or ideally nothing.	The options have been designed to improve legibility at the intersections and to improve pedestrian safety and access. To comply with TfNSW and		2E

No.	Name and Address	Issue/Theme	Key Points Raised	Council Response	Recommended Action	Criteria
				Austroads guidelines for visibility and traffic flow some parking needs to be removed in the immediate vicinity of the intersections. To offset the parking losses, new parking spaces are proposed to be created by converting the parallel parking to angle parking. TfNSW has specified the parking should be reverse in only to maximise visibility & minimise risk of collisions.		
74	Elouise Monck 66 Holt Avenue Mosman	General comments on existing conditions	I live on Holt Avenue and I find cars go way too fast down Spofforth Street and it is very hard for cars to see. I have seen multiple accidents there. It is also hard to cross as a pedestrian and I worry about all the kids going past there.	Noted		2C

No.	Name and Address	Issue/Theme	Key Points Raised	Council Response	Recommended Action	Criteria
75	Suzanne Lulham 24 Spofforth Street Cremorne	Oppose consolidation of bus stops.	Merging of the two bus stops will result in longer distance between the bus stops. It will also remove parking outside a block of units. These spots are always used, often by residents of the units.	The options have been designed to improve legibility at the intersections and to improve pedestrian safety and access. To comply with TfNSW and Austroads guidelines for visibility and traffic flow some parking needs to be removed in the immediate vicinity of the intersections. To offset the parking losses, new parking spaces are proposed to be created by consolidating existing bus stops.		2E
76	Barbara Potter 7 Spofforth Street Mosman	Spofforth St/ Florence St - needs to be designed for bus movements. Suggestion to remove parking at Spofforth St/ Florence St to improve visibility. Spofforth St/ Holt Ave - support pedestrian and	Points 3/4 Florence St. Please consider the turning circle of the 225 bus moving south along Spofforth St then turning right, into Florence St. (leave plenty of room) . The corner here is also dangerous with traffic moving too fast heading north up Spofforth St, from Mosman Bay. Can the parking at the corner (Spofforth and Florence), be set back to more than 10m to aid visibility? I approve and support the proposed removal and changes to the bus stops, especially as it will increase car spaces at the local shops. Point 2; Rangers Rd. It is most imperative that something/anything is done to fix up this much	The options have been designed to accommodate the largest design vehicle, including buses where there are existing bus routes. The proposal for Spofforth St/ Florence St should increase sight lines but moving the kerb extensions out. However parking losses need to be minimised as		2E

No.	Name and Address	Issue/Theme	Key Points Raised	Council Response	Recommended Action	Criteria
		<p>visibility improvements.</p> <p>Additional suggestions for Reginald Street (Mosman Council).</p> <p>Support consolidation of bus stops.</p> <p>Spofforth St/ Rangers Rd - general comments on existing conditions.</p> <p>Spofforth Street - angle parking design inconsistent</p>	<p>neglected intersection with Spofforth St. Mandatory pedestrian safety, better traffic movement and general improvement in the appearance, functionality and beautification of the Spofforth St shops, their patrons and shopkeepers is long overdue. Angle parking is a great idea (but note that you are inconsistent with the direction in your drawings); the photo montages are the correct direction for angle parking. The planned cycle path along Rangers Rd is unnecessary, as most cyclists use Florence St, heading towards the city. However cyclists heading from the city back to Mosman, use Rangers Rd, as the preferred route, so a cycle lane located on the opposite side of Rangers Rd, would be better.</p> <p>Pedestrian refuge islands are really necessary, if signalisation is not possible. I'm so pleased to see such super proposals by your council employees and consultants.</p> <p>Point 1; anything there at Holt St, to improve safety for pedestrians and visibility for drivers, is good.</p> <p>Overall, I'd really like action on all the intersections proposed by North Sydney Council.</p> <p>Perhaps Mosman Council should do more on Calliope and Reginald St, to slow through traffic, and protect pedestrians. More angle parking on the north side of Reginald St would improve car access to the local shops and businesses.</p>	<p>much as possible.</p> <p>The proposed angle parking was reconfigured to reverse in to address TfNSW comments. This arrangement is shown in the publicly exhibited plans (note the photomontage shows the incorrect angle).</p>		
77	John Potter 7 Spofforth Street	General comments on	I live on Spofforth St, south of Florence St. I drive and walk frequently, and occasionally cycle.	Cycle lane was adapted from the Integrated		2E

No.	Name and Address	Issue/Theme	Key Points Raised	Council Response	Recommended Action	Criteria
	Mosman	<p>existing traffic conditions.</p> <p>Support for roundabout with refuges or signals at Spofforth St/ Rangers Rd.</p> <p>Suggest stop sign at Spofforth St / Florence St.</p> <p>Suggest cycle lane on Rangers Road should be changed to eastbound.</p> <p>Alternative suggestion to address school traffic issues on Rangers Rd near Allister St.</p> <p>Spofforth St/ Holt Ave - support kerb buildouts or refuges.</p> <p>Support consolidation of</p>	<p>My personal safety concerns, in order of my priority, are:</p> <p>1. driving northbound along Spofforth St, crossing Rangers (many drivers, including me, have to force their way into the eastbound turning northbound traffic, who have right of way: we sometimes do this by illegally blocking the traffic in the opposite direction, until someone lets us in). Also southbound traffic on Spofforth often fails to indicate right turns, so when exiting from the south, you cannot rely on traffic indicators.</p> <p>2. driving, turning right from Florence eastbound, into Spofforth southbound (the problem is the sightlines: with cars parked on the SW corner of intersection, it is impossible to see cars coming up the Spofforth St hill, even though I usually stop at the intersection, before turning right) 3. driving up the Spofforth St hill northbound, many drivers on the rat-run turning right from Spofforth southbound into Florence westbound, fail to give way, or only do so belatedly (bad sightlines again) 4. walking across Rangers Rd at Spofforth St 5. walking across Florence St/Spofforth St intersection</p> <p>At Location 2, either a roundabout with pedestrian refuges, or signalisation would be good solutions. I have no particular preference. [Both options address concerns 1 and 4 above.]</p> <p>At Location 3, in addition to the proposed improvement to the pedestrian refuge [addressing concern 5], I would like to see extra traffic control (e.g. stop sign northbound on Spofforth [addressing concern 2 above] and stop or give way sign southbound on Spofforth [addressing concern 3].</p>	<p>Cycling Strategy.</p> <p>A No Stopping zone on Rangers Road at Allister Street has been considered previously but not supported</p>		

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		<p>bus stops and angle parking proposals to offset parking loss.</p>	<p>At Location 1, I have no particular preference, but would like to see some kerb build outs or refuges at the least.</p> <p>To increase availability of car parking I strongly support the reduction and moving of bus stops, and angle parking on the eastern side of Spofforth at the shops.</p> <p>As a cyclist, I have observed that city-bound cyclists typically come all the way down Spofforth St southbound, then Florence St westbound. On the other hand, Mosman-bound cyclists typically go northbound to the lights at Murdoch/Rangers (avoiding an earlier dangerous uphill right turn into Florence), then eastbound on Rangers.</p> <p>So I think the proposal for a westbound cycleway along Rangers is misplaced. It would be better to be eastbound.</p> <p>Finally, at school pickup/dropoff times, Rangers Rd is often blocked by traffic turning into Allister St. If lanes are being realigned along Rangers, as in some of the proposals for Location 2, perhaps a turn right lane into Allister may ease some of that congestion.</p>			

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78	Peter 37A Spofforth Street Mosman	Support realignment option at Spofforth St/ Rangers Rd. Support consolidation of bus stops to offset parking loss. Suggestion for reduced speed limit and traffic calming in Spofforth St. Other suggestions to increase parking.	LOC 2 #3 alignment is a fair solution. the amount of traffic is not going to disappear, it will only increase over the coming years. lights and a roundabout will do little. locals know how to circumvent the gridlock at the point in question. removing bus stop allows additional parking, for the trade of a 150m flat walk. relaxing the 10m parking rule for 'lanes' would also increase viable parking. Remove the communal rental car at Caliope st. Speed bumps, 40km per hour signs and a complete reseal of lower spofforth is also required. Its a damn race track at certain parts of the week. Very dangerous.	A 40km/h HPAA in Spofforth Street is listed in the <i>40km/h & 10km/h Shared Zone Masterplan</i> . This will be considered separately as part of the LATM Action Plans		2A
79	Emma Hodges 128 Holt Avenue Cremorne	Support refuge island at Holt Ave.	I live on Holt Avenue (Military rd side) and it's very dangerous to try and cross Spofforth St, especially with a pram and a young child I think there needs to be a zebra crossing or refuge island at the very least	Provision of pedestrian crossing was considered however the site does not appear to meet the TfNSW warrants		2F

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80	Vanessa Michael 23 Spofforth Street Mosman	Did not receive notification.	Spofforth Street residents on Mosman side did NOT receive any notification of these changes. We found out through casual conversation on 10th April.	Letters were hand-delivered to Mosman residents within the area bounded by Spofforth St, Spencer Rd, Lodge Lane, Cartref Lane, Orlando Ave, and Boyle St.		2B
81	Name & address withheld	Additional suggestions for Spofforth St at Spencer St and Cabramatta Rd	Work to improve safety along Spofforth should be undertaken collaboratively with Mosman council to address rat runs & risks at Spencer & Cabramatta intersections too	NSC has engaged with Mosman Council. These discussions are detailed in the Traffic Committee reports. Further discussions to continue		2A
82	Nicole 25 Spofforth Street Mosman	Traffic impacts on Oswald Street and Reginald Street. Engagement with Mosman Council.	Given Spofforth street is both mosman and north sydney council, assume mosman council has been engaged in this conversation as well? It is important as additional changes to Oswald and Reginald streets will be required to ensure no flow on negative impact and further funnelling of "rat run" traffic along these streets in attempt to avoid improvements proposed by Nth sydney council.	NSC has engaged with Mosman Council. These discussions are detailed in the Traffic Committee reports.		2B

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83	Patricia O'Grady 5 Spofforth Street Mosman	General comments on existing conditions.	<p>At the Spofforth Street and Rangers Road intersection it is imperative that either a roundabout or signalling is installed. There is a high probability of both minor and fatal accidents to pedestrians and vehicles at this extremely dangerous intersection. Visitors to the area approaching the intersection from south Spofforth Street heading north are confused as southbound traffic along Spofforth Street turning into Rangers Road cannot be relied upon to signal.</p> <p>Cars parked outside of the shops south of the garage on Spofforth Street, Nosh and the Pharmacy, often turn right at high speed within the intersection when leaving their parking space. Their actions are not within the peripheral vision of the motorist attempting to enter the intersection who is giving way to traffic from Rangers Road heading north into Spofforth, turning right from Rangers into Spofforth, approaching from north Spofforth Street to south through the intersection or turning right from Spofforth into Rangers.</p>	Noted		2C

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84	Richard Wilkins 29 Reed Street Cremorne	General comments on existing conditions. Preference for options at each location.	The source of all these problems is the rat run to/from Mosman (both at Rangers Ave roundabout and to Military Rd Jn) I support all 4 changes, but Rangers/Spofforth is most urgent and most dangerous. My order of preference for Location 1 is c/b/a . For Location 2 b/c/a . Traffic at Rangers/Spofforth junction is much too fast/ impatient, especially in peak hours. Much road rage. Very dangerous for pedestrians and cyclists. Many vehicles travelling southbound in Spofforth Street don't signal to turn right into Rangers Rd westbound . My strong preference is full traffic lights here, including PACs- which should partly deter the current rat run. Option C is less good because it doesn't solve the safety/access problem for northbound traffic in Spofforth St. A roundabout is not a good idea- there is not enough room and it would be abused by the dominant traffic flow, just as the roundabout at Spofforth/ Rangers AVENUE junction has been abused for many years.	Noted		2C

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85	Diana Gibson 21 Spofforth Street Mosman	Spofforth St/ Rangers Rd - impacts on Florence Street.	<p>My comments refer to the proposed changes to the Spofforth St/Rangers Rd intersection.</p> <p>As a resident of Spofforth St near Florence St, I am very concerned that any of these changes would make an all-day rat run of Florence St and Spofforth St south of Rangers Rd, which would adversely affect both pedestrian safety and residential amenity in this area. North-east bound traffic will prefer to avoid the traffic lights at the intersection of Murdoch St and Rangers Rd if there is a quicker way.</p> <p>Of the three proposed options I believe Signalisation, with only a short green signal for northbound traffic on Spofforth St, is the least worst in being least likely to encourage through traffic from Murdoch St onto Florence St and then through the intersection in question. I also believe the Signalisation option would be the best of the three for pedestrian/cyclist/motorist safety at the intersection.</p>	Noted		2C
86	Christian McGregor 21 Spofforth Street Mosman	<p>Oppose roundabout or signals at Spofforth St/Rangers Rd due to impacts on Florence St.</p> <p>Suggestions for additional measures for Florence Street in</p>	<p>Thank you for the opportunity to comment.</p> <p>I am a resident of Spofforth St, our house is directly opposite Florence St. There is already a heavy morning peak rat-run to the city southbound using Spofforth-Florence-Murdoch, which creates queues of traffic turning onto Murdoch. There is far less of an evening equivalent due to the difficulty of drivers crossing the Spofforth-Rangers intersection.</p> <p>A roundabout or traffic signals at Spofforth-Rangers will have a huge impact on the evening traffic</p>	Noted.		

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		<p>conjunction if proposals proceed.</p> <p>Alternative suggestions for Spofforth St/ Rangers Rd.</p>	<p>creating a terrible rat-run, as cars will be able to bypass the Murdoch-Rangers right turn and use Florence-Spofforth instead. Google maps will route drivers that way and create the same kind of problems Holt Ave has due to weekend Zoo and Balmoral traffic.</p> <p>The proposals claim that signals '*may*' increase congestion' - living here, I would submit that there is no doubt, given current driver behaviour in the morning peak.</p> <p>The roundabout is the worst option as it does nothing to discourage rat-runners. The traffic signals are almost as bad, but if traffic lights must be installed, it would be essential that the northbound Spofforth lights be on a very long interval to discourage rat-run behaviour.</p> <p>Another possible mitigation to this new rat-run would be to have a no right turn sign (busses excepted) during evening peak on Murdoch into Florence.</p>			

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87	N James 104 Holt Avenue Mosman	Proposals for Spofforth St/ Holt Ave and Spofforth St/Rangers Rd do not address safety issues. Suggest reduced speed limit and traffic calming for Spofforth St.	It is agreed that there is an accident risk, but the proposed changes at Holt Ave will not solve the problem because they do not address the cause: too much traffic driving too fast, especially along Spofforth Street. We need the traffic to be reduced in speed along Spofforth Street, which could be achieved with much less expense through speed reduction humps in the road and other traffic slowing devices.	A 40km/h HPAA in Spofforth Street is listed in the 40km/h & 10km/h Shared Zone Masterplan. This will be considered separately as part of the LATM Action Plans		2A
88	Deborah McWilliams 110 Holt Avenue Mosman	General comments on existing conditions. Suggest speed humps for Spofforth Street and Holt Avenue.	The major problem is too much traffic, especially in Holt Ave which is used as a rat run. So much through traffic in the avenue, bad driving and speeding. What about speed bumps in Spofforth to slow down that traffic? Are speed bumps feasible in Holt Ave also?	A 40km/h HPAA in Spofforth Street is listed in the 40km/h & 10km/h Shared Zone Masterplan. This will be considered separately as part of the LATM Action Plans		2A

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89	Stuart Millar 68 Rangers Road Cremorne	Oppose loss of parking	We cannot lose parking in this area, for residents and the shops. There is a simple solution.	The options have been designed to improve legibility at the intersections and to improve pedestrian safety and access. To comply with TfNSW and Austroads guidelines for visibility and traffic flow some parking needs to be removed in the immediate vicinity of the intersections. To offset the parking losses, new parking spaces are proposed to be created by consolidating existing bus stops.		2B

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90	Andrew 99 Baker Street Carlingford	Suggestions for design of bus stops.	<p>Could the council consider installing bus stop shelters at both relocated stops to allow passengers to wait out of the hot sun and rain? At the new stops can the Australian Disability Standards that had not been adhered to when the kerb and guttering were replaced at the other stops along Spofforth St.</p> <p>TfNSW has improved services creating 15-minute frequency during peak hours and low floor buses, but councils have been reluctant to enhance the stops for elderly and disabled passengers to go shopping up the hill at the local shops. Could the following be considered:</p> <ol style="list-style-type: none"> 1. Bus Shelters. 2. Kerbs at bus stops 8 inches high. 3. Remove trees or build out kerbs to avoid trees. 4. All signs more than 800mm from the edge of the kerb. <p>These changes will encourage more people, especially the elderly, to take public transport locally.</p>	Noted. Any relocated bus stops will be designed in accordance with State Transit Bus Infrastructure Guide		2B
91	Donald Wilson 39 Rangers Road Cremorne	<p>Spofforth St/ Rangers Rd - proposals do not consider impacts from school traffic.</p> <p>Consolidation of bus stops is essential if any of the options</p>	The assessments for Location 2 do not refer to the significant issues arising from SCEGGS school traffic in mornings and afternoons - in the peak period this results in almost total traffic stall between Spofforth and Murdoch st that flows into the connecting streets. Rangers rd is a priority through road for emergency vehicles but this is a nonsense during these hours. Traffic light option may increase congestion on Rangers rd if traffic can't flow as readily in to lower Spofforth. Broader consideration needs to be given to traffic flows around the school	Modelling has been undertaken for the options.		2B

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		proceed to offset parking loss.	<p>and where traffic might be diverted - was consideration given to diverting traffic coming from Mosman directions on Spofforth down Spofforth and into Florence St, bypassing Rangers Rd? There is already an issue with accelerating cars trying to run the lights at Rangers Rd and Murdoch - there is a risk this could increase with traffic light options for Location 2.</p> <p>ABSOLUTELY CRITICAL THAT ANY OF THE OPTIONS ADOPTED ARE ACCOMPANIED BY THE BUS RELOCATION - PARKING IS ALREADY AT PREMIUM ESPECIALLY IN RANGERS RD 8AM-5PM AND AROUND SPOFFORTH ST SHOPS - CURRENT PARKING LOCATED AT AND IMMEDIATELY ADJACENT TO INTERSECTION ON MOSMAN SIDE CREATE TRAFFIC HAZARDS AS WELL AS INTERRUPTING FLOW.</p>			
91	Glenda S Easton 47 Rangers Road Cremorne	General comments on existing conditions.	<p>At present arrangement it all sorts itself out amazingly well, considering. The sheer constant flow of traffic in all directions, especially at peak time hours, every (day and evening) moves reasonably and also prevents speeding completely for several hours each day. Travelling south down Spofforth St, does have some drivers, often the buses, moving at speeds inappropriate to the prevailing condition. Traffic lights, at intersection of Rangers and Spofforth St, would help prevent this occurring or at very least slow vehicles down somewhat. Human nature in drivers is the cause of many dangerous conditions here and everywhere really.</p>	Noted		2C

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92	Dr Sue-Anne Wallace Neutral Bay	Suggest additional treatment at Spofforth St/ Cabramatta Rd	<p>Thank you for the opportunity to comment to say how timely it is that you are doing improvements to three Spofforth Street intersections, particularly Rangers Road and Spofforth Street. However there is one further intersection that also requires a roundabout, the intersection of Spofforth and Cabramatta streets. Cabramatta crosses Spofforth but is not aligned which adds to the difficulties for traffic and pedestrians.</p> <p>Have you seen the traffic exiting the shopping centre in Cremorne, trying to make a right hand turn against the traffic coming from Military Road, especially at school finish times traffic coming up Spofforth towards Military Road and all competing with the traffic from the east side of Cabramatta making a right hand turn into Spofforth. This intersection is a night mare because the sight lines are insufficient as well with parking in Spofforth from the intersection with Cabramatta towards Rangers Rd.</p> <p>Please can you add this to your schedule as you will be working in Spofforth Street.</p>	This is outside of the scope of this proposal, but may be considered as a separate action in the LATM action plans		2A
93	Fiona Caffin 49A Rangers Road Cremorne	Do not support any of the options.	<p>I wish to advise that I do NOT support either of the 3 options proposed.</p> <p>Option 1 - Roundabout - my concern with this option is it will INCREASE traffic northwards on Spofforth St with City traffic 'cutting through' from the Murdoch St 'city run'. With a clear 'right' to travel north on Spofforth St, traffic will likely avoid the Murdoch St / Rangers Road traffic lights and cut through Florence (or other) to use this round-a-bout. This will cause</p>	Noted		2E

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			<p>untold chaos and increase the already extremely bad congestion (esp at school hours) on Rangers Rd/Spofforth St</p> <p>Option 2 - Traffic Lights - Ditto above.</p> <p>Option 3 - realignment - this completely fails to address the most dangerous issue of all - which is northbound cars on Spofforth St failing to give way to east bound cars and motorbikes arriving at the intersection on Rangers Rd. I was effectively knocked off my motor scooter on 3/12/2020 at this intersection by a car who failed to give way at the give-way sign and proceeded North up Spofforth St on a collision course with myself. I fell avoiding them and was fortunate not to really badly injure myself (I did have to take an ambulance to RNS to be checked out and stop some bleeding).</p> <p>As a local I regularly see cars "push" north through the give-way sign at this intersection relying on cars in both directions to 'let them through'. It is very dangerous.</p> <p>There should be a 4th Option - to CEASE allowing traffic to proceed north up Spofforth St at this point. ONLY left turn onto Rangers Rd should be allowed at this intersection.</p>			
94	John Lucas 58 Rangers Road Cremorne	<p>General comments on existing traffic conditions.</p> <p>Concerns about parking impacts.</p> <p>Options favour</p>	<p>A few observations I have as a resident of the lower end of Rangers rd between Alistair and Spofforth sts.</p> <p>Traffic is exacerbated during Redlands drop off and pick up. The schools footprint is too big for the area and adds to the peak hour traffic. It's a car park along rangers rd with many frustrated drivers as mums try and turn into Alistair st.</p> <p>The single issue on the cnr with Spofforth is drivers</p>	<p>Noted.</p> <p>The options have been designed to improve legibility at the intersections and to improve pedestrian safety and access. To comply with TfNSW and</p>		2E

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		<p>through traffic rather than local traffic and pedestrians.</p> <p>Cycle route should be placed along Florence St.</p>	<p>heading south and not indicating their intention to turn right into rangers. You then don't know if they are indeed turning or going straight down Spofforth. This is the scenario that puts pedestrians in danger. Regarding the intersection of Spofforth and Holt, a roundabout would be a disaster as it would give drivers heading west on Holt equal egress to traffic on Spofforth.</p> <p>Additionally, the eastern side of Spofforth st is the jurisdiction of Mosman council. What is their position on proposed changes, especially related to the viability of the group of shops who rely mostly on trade from people driving and parking. If they can't park they won't shop there.</p> <p>Also as a local resident, if you take parking away that puts pressure on resident parking at the eastern end of Rangers. It's hard enough now to park.</p> <p>The whole Rangers rd/Spofforth st section incl the three options appears to favour traffic from other areas rather than the residents who live here or the shopkeepers trying to keep businesses viable.</p> <p>It would be far safer for cyclists to place the bicycle route along Florence st. Florence st is much wider than Rangers Rd and carries significantly less traffic. Rangers rd by comparison is very dangerous for cyclists as motorists spend when they can, it a narrow road that also takes heavy traffic during drop off and pick up times for Redlands junior school with motorists watching for a gap in traffic to turn and not looking out for cyclists....or even pedestrians for that matter.It would also mean cyclists could travel straight down Spofforth st without crossing the intersection.</p>	<p>Austrroads guidelines for visibility and traffic flow some parking needs to be removed in the immediate vicinity of the intersections. To offset the parking losses, new parking spaces are proposed to be created by consolidating existing bus stops.</p> <p>The proposed cycle lane was adapted from the Integrated Cycling Strategy.</p>		