To the General Manager   **Attach:** 1. List of Recommendations

SUBJECT: (4.3) Minor Traffic Investigations

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DESCRIPTION/SUBJECT MATTER:

Attached is a list of recommendations made for minor traffic investigations.

RECOMMENDATION:

1. THAT the recommendations made for minor traffic investigations be received.

	Street/ Location	Precinct, Ward,	Issue/ Request	Investigation	Rec	Signs & Lines Priority	Standard/ Guideline	ECM
1	Bay Road at Browns Lane and Pacific Highway at Bay Road and McLaren Street, North Sydney	Edward, Wollstone craft	A resident of Browns Lane has raised safety concerns at the two signalised intersections Pacific Highway and Bay Road, and Pacific Highway and McLaren Street due to proximity of the two sets of signals. The resident has also raised concerns with the speed of vehicles travelling along Bay Road and Pacific Highway. The resident has also raised concerns about visibility when exiting Browns Lane onto Bay Road. The resident has requested Keep Clear markings on Bay Road at Browns Lane and a roundabout in lieu of traffic signals at the Pacific Highway	The Pacific Highway is a state road under the care and control of TfNSW. The signalised intersections are also controlled by TfNSW. A review of the most recent 5-year crash data revealed 8 crashes at the intersection of Bay Road and Pacific Highway, and 2 crashes at the intersection of McLaren Street and Pacific Highway. The most recent available traffic count data for this section of Bay Road reveals an average daily volume of 6,654 vehicles and 85th percentile speed of 48.1km/h. This is typical for a collector road such as Bay Road. A review of the most recent 5-year crash data for Bay Road and Browns Lane revealed no crashes at this intersection. The sight lines are typical of an urban laneway. Keep Clear markings are generally only appropriate where a blockage would cause further queuing and blockages back to another intersection. They are not intended to be used to facilitate access or egress to a side street.	1. **THAT** the safety concerns at Pacific Highway and Bay Road be referred to TfNSW for their attention. 2. **THAT** the information concerning the intersection of Bay Road and Browns Lane be received.	N/A	AS1742.2	8055810 (MK)

	Street/ Location	Precinct, Ward,	Issue/ Request	Investigation	Rec	Signs & Lines Priority	Standard/ Guideline	ECM
2	Ben Boyd Lane, Cremorne – between Grosvenor Street and Belgrave Street	Parks, Tunks	Council received representations from residents of the apartment building at 221 Ben Boyd Road, which has its driveway access off Ben Boyd Lane, to convert the laneway to one way. The residents have raised concerns about pedestrian safety under the current conditions and increased traffic associated with approved developments in the area.	Ben Boyd Lane is two-way between Grosvenor Street and Belgrave Street. The laneway is approximately 5.3m wide and parking is permitted on the eastern side of the laneway at the northern end towards Belgrave Street (3 spaces). Elsewhere there are No Stopping and No Parking restrictions to facilitate access to driveways along the laneway. Council does not have historical traffic count data for Ben Boyd Lane, however based on site observations the volume is likely to be in the order of 1000 vehicles per day or less. Council does not have delegation to approve changes that restrict traffic movements, such as changing a two-way street into a one-way street, via the Traffic Committee until a Traffic Management Plan (TMP) is approved by TfNSW. The TMP must include an assessment of the impacts on the surrounding road network and Council is required to undertake community consultation.	**1. THAT** Council survey affected residents with regard to converting Ben Boyd Lane between Grosvenor Street and Belgrave Street to one-way, including which direction of traffic flow is preferred. **2. THAT** concurrent to the community consultation, Council obtain traffic count data in Ben Boyd Lane, Belgrave Lane and Young Lane (between Grosvenor Street and Belgrave Street) **3. THAT** subject to majority support from the community consultation to convert Ben Boyd Lane between Grosvenor Street and Belgrave Street to one-way, a Traffic Management Plan is prepared and submitted to TfNSW for approval	N/A	TfNSW Delegation to Councils – Regulation of Traffic	8037589 (MK)
3	Dind Street at Alfred Street South, Kirribilli	Lavender Bay, Victoria	A resident of Alfred Street South has requested a convex mirror on the corner of Dind Street and Alfred Street South.	Visibility from Dind Street to the south along Alfred Street South is partially obscured by the pylons of the 'Welcome to North Sydney/Luna Park/ Olympic Pool/ Bradfield Park' historic iconic sign which was restored in 2016. The pylons were in place since 1935 and were replicated in the same position with the 2016 restorations. The Traffic Committee has not approved the installation of convex mirrors for many years due to the distorted image it portrays to motorists. The image of an approaching	**1. THAT** the information concerning the intersection of Dind Street and Alfred Street South be received.	N/A	AS1742.2	8054470 (MK)

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				vehicle reflected in a convex safety mirror appears smaller, further away and travelling at a slower speed. These distortions can result in drivers misinterpreting the image and can be potentially dangerous especially in the case of a speeding vehicle. Hence Council is unable to install convex mirrors on any road. A review of the most recent 5 years of available RMS crash data revealed no crashes at this intersection suggesting that the intersection is functioning satisfactorily.				