

Item 5.3 - Traffic - 20/03/20

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



To the General Manager

Attach: 1. Updates

SUBJECT: (5.3) Standing Item - Military Road B-Line

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

DESCRIPTION/SUBJECT MATTER:

At the Traffic Committee meeting on 3 May 2019, it was agreed to add a standing item for each future traffic committee agenda with regard to B-Line, including matters concerning offset parking arrangements due to parking losses along Military Road, and general traffic and parking matters that arise.

The table overleaf outlines the status of current traffic and parking matters relating to B-Line.

RECOMMENDATION:

- 1. THAT** the information concerning Standing Item - Military Road B-Line be received.
- 2. THAT** the information concerning Puffin Crossings and Red Light Cameras (Item 20/02) be received and removed as a standing item for future agendas.

Item	Matter/ Background	Update
19/01	<p>Offset parking</p> <p>At the 523rd Traffic Committee meeting on 22/3/19 it was recommended: 10. THAT the Director Engineering & Property Services negotiate compensation from Transport for NSW for the loss of meter revenue from 6 on-street parking spaces on Parraween Street as a result of direct flow-on effects of parking losses on Military Road associated with the B-Line project. (4.2.1) 11. THAT Council consult with local residents and businesses with regard to parking changes on Parraween Street at the rear of 330-338 Military Road (Meter ID 5948) to convert 6 spaces of “2 Hour Meter 8.30am-6pm Mon-Fri 8.30am-12.30pm Sat Permit Holders Excepted Area 27” to 11.4 metres of “Loading Zone 6am-6pm Mon-Fri 8.30am-12.30pm Sat” and four (4) spaces of “1 Hour Parking 8.30am-6pm Mon-Fri 8.30am-12.30pm Sat”; and the parking changes be approved under delegated authority to the Traffic Engineer, subject to majority support. (4.2.1)</p> <p>At the 525th Traffic Committee meeting on 14/6/19 it was recommended: 7. THAT the community survey regarding offset parking in Parraween Street be expedited. (5.3) 8. THAT an update be provided to the next Traffic Committee on the Parraween Street survey. (5.3)</p> <p>At the 526th Traffic Committee meeting on 26/7/19 it was recommended: 1. THAT Council make all parking meters along the whole of Parraween Street, both sides from Winnie Street to Macpherson Street, first 15 minutes free parking for a 1-year trial period, erecting signage as well as an appropriate information campaign for residents. Occupancy and turnover are to be monitored during the trial. 2. THAT two dedicated loading zone spaces be allocated along Parraween Street with Council’s Manager Traffic and Transport Operations liaising with Mr Quinn as to the appropriate spots for these zones, making sure they are placed where they will least affect the residents. 3. THAT Council notify residents and businesses regarding the above changes in Parraween Street prior to implementation, and should Council receive significant objections, implementation be deferred for further consideration by the Traffic Committee.</p>	<p>1/7/19: Consultation letters were sent out to residents and businesses on 21/6/17 and posted on Council’s ‘Your Say’ webpage. Submissions close 21/7/19.</p> <p>13/1/20: Baseline parking occupancy and turnover data for Parraween Street was collected in October and November 2019. Council’s contractor is currently working on upgrading parking meter technology to facilitate the 15-minute free period. An initial notification was hand-dropped on 8/1/20 to properties in Parraween Street and businesses fronting Military Road informing them of the planned changes.</p> <p>The most suitable location for the loading zone was determined in front of Cremorne Garden Plaza. The loading zone was installed in January 2020 following consultation with Mr Quinn.</p>
19/02	<p>Traffic and Parking Impacts (General Item)</p>	<p>29/5/19: Council has collected baseline data in the following streets between April 2018 to April 2019. Subsequent data will be collected in the next month or so to measure relative changes in traffic conditions since the tidal flow changes were implemented.</p>

		Wycombe Road Yeo Street Rangers Road Ben Boyd Road Young Street	Gerard Street Parraween Street Waters Road Winnie Street Grosvenor Street	Cabramatta Road Spofforth Street Spencer Road Murdoch Street
19/03	Public Domain Upgrades along Military Road Corridor Between Neutral Bay and Cremorne	<p>29/5/19: Tenders have been called for and received for the public domain upgrades which will commence in July 2019.</p> <p>9/1/20: Information regarding these works and notifications can be accessed at https://www.northsydney.nsw.gov.au/Projects_Infrastructure/Council_Projects</p>		
20/01	<p>Matters raised by Harrison Precinct Committee:</p> <p>a) Traffic signals near Cabramatta Road Motorists reported to be regularly ignoring red light putting pedestrians in danger. Motorists are not aware there is a traffic light due to the removal of the signal at the median. Therefore, there has been an increase in the number of motorists not stopping on the red signal due to lack of visibility.</p> <p>b) Hampden Street bus stop closure during morning peak (outbound)</p> <ul style="list-style-type: none"> • Residents in Cranbrook Avenue and Hampden Avenue are now required to walk a significantly further distance to alternative bus stops in Cremorne or Neutral Bay <p>c) Cremorne bus stop (outbound)</p> <ul style="list-style-type: none"> • Longer distance to reach this bus stop and inadequate shelter during wet weather conditions <p>d) Cremorne AM bus stop (citybound)</p> <ul style="list-style-type: none"> • Inadequate footpath width to accommodate volume of commuters and no queuing system causing crowding of the footpath • Inadequate shelter during wet weather 	<p>23/1/20: Overhead mast arm was installed in October 2019.</p> <p>The Mayor and Member for North Shore attended a site meeting with representatives from Harrison Precinct on 3/12/19.</p> <p>The Member for North Shore advised that a review of the pedestrian signals was undertaken and an additional 2 seconds of green walk time has been added to the signal phasing. Enforcement of red lights and queuing across crossing referred to NSW Police.</p> <p>23/1/20: The matters concerning the bus stops (b,c & d) will be referred to B-Line and STA.</p>		
20/02	<p>Puffin Crossings:</p> <p>At the Traffic Committee meeting on 7 February 2020 a suggestion was made to install a puffin crossing on Military Road. The Traffic Committee subsequently recommended:</p>	<p>Puffin Crossings are defined in Austroads <i>Guide to Road Design Part 4: Intersections and Crossings – General (2017)</i>:</p> <p><i>The name 'puffin' is derived from 'pedestrian user friendly intelligent' signals. The crossing is a normal pedestrian operated signal crossing that is modified to overcome deficiencies in existing facilities. Infra-red devices</i></p>		

***THAT** detailed information about Puffin Crossings and their appropriateness for use in Cremorne and Neutral Bay Shopping Centres as well as information on red light cameras and pedestrian safety, be brought back to the next Traffic Committee meeting.*

detect the presence of people crossing the carriageway and enable extra time to be allocated to the pedestrian phase if needed. This can eliminate the need to extend every pedestrian phase time to account for slower moving pedestrians such as the elderly and people with disabilities.

As a result, the overall efficiency and acceptability of the crossing is improved. The installation provides a more flexible operation to pedestrians who need it and gives pedestrians a greater share of the total cycle time when volumes demand it. The cancellation of unwanted pedestrian phases can be a significant benefit to through vehicular traffic.

Footpath detectors monitor pedestrians on the kerbside footpath near the push button. The intent is to ensure that traffic is not stopped if a pedestrian crosses the road or leaves the footpath before the green “walk” signal.

Carriageway detectors monitor pedestrians on the carriageway to reduce traffic delay by starting the traffic as soon as pedestrians are clear of the crossing.

The purpose of the optimised phasing is to improve traffic efficiency by reducing the pedestrian phase time when traffic volumes are high while ensuring pedestrian safety by extending the clearance time when needed to allow slow moving pedestrians to cross safely.

Puffin crossings are used in the UK, Victoria and some parts of Queensland and WA. However, specifications vary depending on the jurisdiction.

Guidelines for both Queensland and WA suggest that puffin crossings are suitable for:

- Long pedestrian crossings (e.g. over 4 lanes)
- Crossings with high traffic or pedestrian volumes
- Crossings with many mobility-impaired pedestrians
- Crossings used by bicycle riders
- roads with speeds of 70km/h or less

The TfNSW (RMS) Traffic Signal Design Manual does not reference puffin crossings or similar pedestrian detection systems (apart from pedestrian push buttons), and as such puffin crossings are not authorised for use in NSW.

	<p>Red Light Cameras & Pedestrian Safety:</p>	<p>It should also be noted that Military Road is a state road under the control of TfNSW and Council does not have authority to regulate traffic on Military Road.</p> <p>Sources: <i>Guide to Road Design Part 4: Intersections and Crossings – General</i>, Austroads, 2017 <i>Traffic and Road Use Management Volume 1 – Guide to Traffic Management, Part 9: Traffic Operations (2016)</i>, The State of Queensland (Department of Transport and Main Roads), 2019 <i>TCS 027-1-2004 Specification for Puffin Crossing “Walk Detectors”</i>, Vic Roads, 2004 <i>Planning and Designing for Pedestrians: Guidelines</i>, Department of Transport Western Australia, 2011</p> <p>There are a number of studies in Australia and internationally on the effectiveness of red light cameras on crash reduction. The results of each study vary considerably, however there are estimates of 25-30 per cent reductions in injury crashes at intersections where red light and speed enforcement cameras are installed, and acknowledged a reduction in the total number of crashes, but found no significant effect on the severity of crashes. Most of the studies looked at overall crash rates or right-angle vehicle crashes which are the most common crashes at signalised intersections, rather than the effect on pedestrian crashes alone. Much of the research acknowledges that Safety cameras which are red light cameras combined with speed enforcement cameras are more effective than red light cameras alone as they deter motorists from speeding through the signals in an attempt to “beat” the red light.</p> <p>Sources: <i>NSW Safety Camera Review</i>, NSW Centre for Road Safety, 2011 <i>Evaluation of the Crash Effects of Victoria’s Fixed Digital Speed and Red-Light Cameras</i>, L. Budd, J. Scully, S. Newstead, Monash University Accident Research Centre, 2011 <i>Guidelines for Setting-up and Operation of Signalised Intersections with Red Light Cameras</i>, Austroads, 2004</p>
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