



AGENDA

A **MEETING** of **Traffic Committee** will be held on Cammeraygal Land in the Council Chambers, 200 Miller Street North Sydney, at 10am Friday 29 November 2024.
The agenda is as follows.

Therese Cole
CHIEF EXECUTIVE OFFICER



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1. Confirmation of Minutes	3
2. Disclosures of Interest	3
3. Matters Arising from the Minutes	3
4. Matters Arising from Council Resolutions.....	3
5. Items for Consideration.....	4
5.1. <i>Raised pedestrian crossings and footpath widening - Fitzroy Street, Kirribilli</i>	<i>4</i>
5.2. <i>Footpath widening and raised pedestrian crossing - Russell Street at Smoothey Park, Wollstonecraft</i>	<i>16</i>
5.3. <i>Road Opening, Left Turn Only restriction and Continuous Footpath Treatments – Young Street, Neutral Bay.....</i>	<i>23</i>
5.4. <i>Grosvenor Lane, Neutral Bay to Young Street - Left Turn Only Restriction.....</i>	<i>45</i>
5.5. <i>Temporary Road Closures - New Year's Eve 2024.....</i>	<i>54</i>
5.6. <i>Approvals under TfNSW's Delegation to Council</i>	<i>58</i>
5.7. <i>Out of Session Approvals</i>	<i>77</i>
6. Informal Items for Consideration.....	87
7. Local Development Advisory Committee Items for Consideration	87
8. Closure	88

1. Confirmation of Minutes

The Minutes of the previous meeting held on 18 October 2024, copies of which had been previously circulated, were taken as read and confirmed.

2. Disclosures of Interest

Nil.

3. Matters Arising from the Minutes

Nil.

4. Matters Arising from Council Resolutions

Nil.

5. Items for Consideration

5.1. Raised pedestrian crossings and footpath widening - Fitzroy Street, Kirribilli

AUTHOR	Pragya Sharma, Traffic and Transport Engineer, Traffic and Transport Operations
ENDORSED BY	Gary Parsons, Director Open Space and Infrastructure
ATTACHMENTS	1. Fitzroy Street and Jeffreys Street - Map [5.1.1 - 1 page]
CSP LINK	2. Our Built Infrastructure 2.1 Infrastructure and assets meet diverse community needs 2.3 Prioritise sustainable and active transport 4. Our Social Vitality 4.1 North Sydney is connected, inclusive, healthy and safe 5. Our Civic Leadership 5.3 Community is engaged in what Council does

PURPOSE:

The purpose of this report is to seek Committee endorsement for the installation of two raised pedestrian crossings at the intersection of Fitzroy Street and Jeffreys Street in Kirribilli.

EXECUTIVE SUMMARY:

- In development of the Local Area Traffic Management Plan for Kirribilli and North Sydney, Council received concerns about road safety for pedestrians including students crossing at the intersection of Fitzroy Street and Jeffreys Street. The Council adopted actions in the Local Area Traffic Management Plan 2019 (LATM) included the redesign of the intersection to improve pedestrian safety.
- Council has also received safety concerns that the footpath is too narrow to accommodate the number of students waiting at the southeastern corner of the intersection of Broughton Street and Fitzroy Street.
- In response to the concerns raised, Council is proposing to construct two raised pedestrian crossings at the intersection of Fitzroy Street and Jeffreys Street and remove the garden bed at the corner of Broughton Street and Fitzroy Street to widen the footpath.

RECOMMENDATION:

1. THAT the Committee endorse the installation of two raised pedestrian crossings across Jeffreys Street, just south of Fitzroy Street and across Fitzroy Street just west of Jeffreys Street in Kirribilli.

- 2. THAT** the Committee endorse the installation of a kerb extension on the southern side of Fitzroy Street, Kirribilli between the points 0 metres and 10 meters east of Jeffreys Street.
- 3. THAT** the Committee endorse the installation of a kerb extension on the western side of Jeffreys Street, Kirribilli between the points 10 metres and 17 meters south of Fitzroy Street.
- 4. THAT** the Committee endorse the installation of a kerb extension on the eastern side of Jeffreys Street, Kirribilli between the points 8.5 metres and 14.8 meters south of Fitzroy Street.
- 5. THAT** the Committee endorse the reallocation of parking on the eastern side of Jeffreys Street, Kirribilli between the points 14.8 metres and 20.8 meters south of Fitzroy Street as “No Parking Authorised Car Share Vehicles Excepted Area 100”.
- 6. THAT** the Committee note the provision of a wider footpath and removal of low level landscaping in the road related area on the southeastern corner of Broughton Street and Fitzroy Street.

Background

In 2019, North Sydney Council approved the Local Area Traffic Management (LATM) Action Plan for Area 7, which addresses concerns submitted from the community regarding pedestrian safety, particularly for children, at the intersection of Fitzroy Street and Jeffreys Street. The adopted plan includes an action to redesign this intersection to enhance pedestrian safety.

TfNSW Centre for Road Safety crash statistics have identified that there has been one pedestrian seriously injured while crossing the intersection of Fitzroy Street and Jeffreys Street in the last five years of available data.

Additionally, Council has received concerns from representatives of the nearby St Aloysius College and Loreto Kirribilli about the amount of space for pedestrians waiting at the southeastern corner of the intersection of Broughton Street and Fitzroy Street. The narrow footpath at this corner cannot accommodate the large number of pedestrians, particularly students waiting to cross Broughton Street during the afternoon peak hour.

TfNSW Centre for Road Safety crash statistics have identified that there has been one pedestrian fatality and one minor pedestrian injury at the corner of Broughton Street and Fitzroy Street in the last five years of available data.

Report

To improve safety for pedestrians crossing at the intersection of Fitzroy Street and Jeffreys Street in Kirribilli, it is proposed to construct two pedestrian crossings at the western and southern arms of the intersection.

It is also proposed to provide kerb extensions on the southern side of Fitzroy Street, just east of Jeffreys Street and on the southern side of the crossing across Jeffreys Street. The kerb extensions will physically prevent drivers from parking in an area that would be prohibited as it would obstruct visibility of pedestrians using the pedestrian crossing.

As part of this proposal, two parking spaces on Jeffreys Street are proposed to be removed to comply with Technical Directions for sightlines. An existing car share space is proposed to be relocated to the adjacent space directly to the south. The relocation of the car share space is in line with Councils policy to support car share as facilitating multiple drivers using one vehicle reduces the pressure on on-street parking.

To address the inadequate footpath space on the southeastern corner of Broughton Street and Fitzroy Street, it is proposed to reduce the area dedicated to low level landscaping to provide increased footpath width. The change will increase the space for pedestrians to wait on the footpath and help address the pedestrian safety issues at the intersection. There is a significant tree located within the existing landscaped area which will not be impacted by the works. As these works are within the road related area and do not impact the regulation of parking or traffic, there is no requirement for endorsement by Committee for the works to occur.

The proposals aim to reduce vehicle speeds and create a safer crossing environment for pedestrians and improve overall road safety.

Consultation requirements

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

Public Consultation

Community consultation on this proposal took place from 28th August 2024 to 23rd October 2024. Approximately 139 letters were delivered to the households in the surrounding area and the survey was available online through Council’s ‘Have Your Say’ webpage. A total of 8 responses were received including 2 responses from outside the survey area.

The results indicated 37.5% support and 62.5% opposition for the proposal. The results of the survey are shown in table below:

I support the proposed installation of Raised Pedestrian Crossings and Footpath Widening at Fitzroy Street in Kirribilli	Response				
	Yes		No		Total
	Qty	%	Qty	%	
Within Survey area: <ul style="list-style-type: none"> Fitzroy Street Jeffreys Street 	1	17	5	83	6
Outside Survey area: <ul style="list-style-type: none"> Peel Street Alexander Street 	2	100	0	0	2
Grand Total	3	37.5	5	62.5	8

Public Consultation

Theme	Community Comments	Office Comments
Pedestrian Safety and Active Transport	Highly supportive of pedestrianizing and increasing walkability and reducing reliance on private cars. The respondent also requested Council do a lot more to improve bicycling in the area suggesting further removal of car parking and reducing the speed limit.	Council places a high priority on improving walkability and active transport. Council is currently developing a new Bike Plan to prioritise actions in areas which would have the greatest impact to the safe access and uptake for road users travelling by bicycle. Council supports lower speed limits to improve safety, the

		decision on posted speed limits is determined by Transport for NSW (TfNSW).
	St Aloysius' College has identified they are highly supportive of this proposal as it will improve pedestrian safety for students and staff, many of whom use this intersection as they walk to and from Milsons Point Railway Station. In addition, the removal of the garden bed to increase the size of the pedestrian waiting area is also very practical due to the high volume of student numbers who gather on this corner from both Loreto Kirribilli and St Aloysius' College.	Noted.
Biased Proposal	Concern that the proposal benefits privileged schools and their visitors in the area at the expense of rate paying owners. St Aloysius Building was definitely a 60's eyesore but at least it was somewhat contained. Then the school started buying up property. Two beautiful sandstone footed bungalows with lovely gardens torn down to accommodate a gymnasium and car park, flowed by further renovations in the last year or so. None of this work ever enhances the area, it just detracts.	The infrastructure changes are proposed in response to an ongoing safety issue in the area. The proposal aims to reduce the frequency and severity of crashes in the area, reduce vehicle speeds and make it safer to be a pedestrian, reducing the reliance on access by vehicle. As all community members are impacted by the safety of their environment, the proposal aims to benefit the community as a whole.
No Safety Concerns	Resident concern raised that for as long as they have lived here, no safety issues have been observed at the intersection. While the area does become crowded due to its proximity to the school, it appears that pedestrians have the common sense to navigate the intersection safely as it currently exists.	In addition to representations from the two nearby schools, data provided by the Centre for Road Safety shows that there has been a serious injury to a pedestrian at the intersection of Fitzroy Street and Jeffrey's Street and a fatality and minor injury at the intersection of Broughton Street and Fitzroy Street.

		The proposed changes address concerns raised in the adopted Local Area Traffic Management Plan to address road safety in the area.
Concerns about Submission Process	<p>The submission process is perceived as flawed due to inconsistent messaging between Council's website and letter to residents. The website mentions pedestrian safety concerns in general, while the letter specifies concerns about the safety of students.</p> <p>Residents argue that these are two distinct issues—general pedestrian safety versus school-related traffic—and should be handled through separate submission processes with clearer, unified communication from the Council.</p> <p>They request that Council restarts the submission process with consistent messaging.</p>	<p>The proposal aims to provide a safer and more accessible road environment for all pedestrians crossing at the intersections of Fitzroy Street and Jeffreys Street and at the intersection of Broughton Street and Fitzroy Street.</p> <p>Students, while walking on public roads are pedestrians and as such the proposal would also improve safety for school students who choose to cross at these intersections.</p>
Opposition to the Proposal	<p>The residents expressed strong opposition to the proposed raised pedestrian crossing and road narrowing on Jeffreys Street, as well as the additional pedestrian crossing on Fitzroy Street.</p> <p>They believe these proposals are poorly conceived and will negatively impact local residents, particularly those living near the proposed crossings. Residents question the necessity of the proposed crossings, stating that pedestrian traffic at the corner is minimal outside of school hours.</p> <p>They argue that there is no community-driven need for pedestrian crossings at this location and consider the infrastructure an unnecessary use of Council funds.</p>	<p>This proposal is part of the LATM plan, which has been adopted by the Council following consultation with the community.</p> <p>The primary aim of this proposal is to enhance road safety in the area.</p> <p>If approved the project would be funded by TfNSW Towards Zero Road Safety Program.</p> <p>The intent of the proposal is to create safer conditions for all road users, including pedestrians, particularly during peak school hours when foot traffic and safety issues are more prevalent.</p>
Alternative Routes	Has anyone actually looked at the other routes available? Students could walk down Broughton Street cross at the lights and then turn left	Pedestrians tend to walk along the most direct route. Attempts to redirect pedestrians through infrastructure placement or

	<p>into Pitt Street and cross Jeffrey Street at the quiet one way end which takes them to some stairs and directly to the school building.</p> <p>They could also cross at the lights at Broughton Street turn left into Fitzroy Street and stay on that side of the road, continue down Jeffrey Street and then cross at the same quiet end of the street just past Pitt Street. This again would deliver the students straight to the school building. Both these options would keep the foot traffic to the mostly commercial areas of the streets leading to the school.</p>	<p>barriers tends to result in ineffective infrastructure and results and would result in existing road safety issues not being addressed.</p>
<p>Noise concerns</p>	<p>Residents state that they already tolerate daily congestion, noise, and other impacts caused by Aloysius students and parents. They accommodate the school's needs during special events, such as noisy sports events or by adjusting construction work around school hours. However, the noise from large groups of students passing by their homes can be unbearably disruptive, especially for residents who work shifts or from home, where the noise can be deafening. While there is laughter, residents also report frequent yelling, screaming, and swearing, which they find offensive and intrusive. They believe it is unfair and poorly considered to concentrate this noise along a single route, and they feel that the school and Council should show reciprocal consideration for residents' needs, rather than introducing infrastructure that would increase student traffic near their homes.</p>	<p>The project originated as part of the LATM initiative and has since been adapted by Council to address identified road safety concerns along a well-established pedestrian desire line.</p> <p>While it is acknowledged that high pedestrian volumes and associated noise are already present in the area, this proposal is intended to enhance safety for vulnerable road users by providing improved infrastructure to facilitate safer crossing.</p>

<p>Proposals Authenticity</p>	<p>It appears that the decision regarding this matter has already been made, as evidenced by the scoping of the area and the painted drafts on the footpaths indicating where the proposed changes are intended to be implemented. This gives the impression that the proposal is a foregone conclusion. It is concerning that such an approach has been taken, and many feel that it undermines the transparency and consultative process that should be expected in matters affecting the community.</p>	<p>While this proposal is funded by Transport for NSW (TfNSW) and has undergone consultation. Construction will only begin after the project receives approvals and the design is finalised.</p> <p>No works related to the crossing have occurred on site at the time of this meeting.</p>
<p>Crossing's Location and Traffic Congestion</p>	<p>Residents believe that traffic congestion around St. Aloysius during school drop-off and pick-up times is already significant. They argue that directing all school-related traffic through the narrow Fitzroy Street and the short northern end of Jeffreys Street only exacerbates the congestion, leading to daily bottlenecks. Residents urge North Sydney Council to explore alternative solutions to alleviate this congestion rather than intensifying it.</p> <p>The proposed addition of two pedestrian crossings near the school is viewed as potentially worsening traffic flow issues. Their proposed locations—near a frequently used turning point and adjacent traffic lights—are likely to cause gridlock if both crossings are in use during peak pedestrian hours. Heavy foot traffic from students and other pedestrians could obstruct vehicle movement, resulting in longer delays and increased congestion.</p>	<p>Congestion is a significant issue faced by all urban communities. Council cannot build more capacity into the road network and attempts to do so require the removal of footpaths, parking and open space. Instead, Council aims to create safer and more accessible environments to walk to provide alternative options to relying on private vehicles.</p> <p>Currently, pedestrians cross these streets at multiple points near the intersection. To address this concern, the two crossings have been strategically positioned along key pedestrian desire lines to provide clear and designated crossing areas. This design aims to direct foot traffic safely toward bus stops, train stations, and local shops.</p>

	<p>Residents note that most pedestrians, including students and local residents, tend to walk further east on Fitzroy Street and cross near the corner of 31B Fitzroy Street, rather than using both Fitzroy and Jeffreys Streets. In light of this behaviour, residents suggest implementing a single pedestrian crossing on the eastern arm of Fitzroy Street. This change would allow pedestrians to cross only once, reducing the likelihood of traffic disruptions and facilitating smoother vehicle movement between Fitzroy and Jeffreys Streets.</p> <p>There are concerns that additional infrastructure on an already constrained corner will create further bottlenecks. Residents believe that the proposed changes will not only fail to alleviate existing congestion but may also worsen it, particularly given the limited space and current traffic challenges in the area. They feel that the Council should prioritize solutions that effectively address existing congestion rather than introducing measures that could exacerbate traffic issues.</p>	
<p>Impacts of Construction</p>	<p>This work will create a worse situation that can be dealt with by existing infrastructure during construction. There is no clear plan to ensure it will be constructed quickly and will be bad if school kids are trying to navigate the area while construction is occurring. The works will be loud and disruptive to neighbours and as a resident of 31B Fitzroy Street would have to consider ending my lease since living on top of a construction site will be extremely unpleasant.</p>	<p>Construction is anticipated to take 3 weeks. While the design and construction program are not complete, the works are planned to occur during school holidays.</p> <p>Any construction impacts during school term will require appropriate traffic management will be implemented to ensure the safety of all pedestrians. Construction activity, with the exception of painting line marking will occur during the day.</p>

Parking Concerns	There is also already insufficient parking for residents of surrounding buildings and a reduction in parking will increase congestion which makes the supposed safety benefits likely redundant anyway.	The current proposal involves the removal of two parking spaces. While there is an impact on parking, the works are required to addressing a road safety issue.
Flower Bed	There is no need to remove the existing flower beds at Broughton Street, this is pointless.	The existing footpath at the corner of Broughton Street and Fitzroy Street is too narrow to safely accommodate the large number of pedestrians, particularly during peak school hours. In the past five years, there have been three crashes at this intersection, two involving pedestrians, with one incident resulting in a fatality. While Council aims to preserve green spaces, pedestrian safety is the priority in this case. Increased landscaping will be incorporated into the kerb buildout at the proposed crossing at the Fitzroy Street and Jeffreys Street intersection.
Traffic Committee Engagement	Residents would like an opportunity to discuss the proposal further, asking if there is a traffic committee meeting where they can raise their concerns in person and seek alternative solutions that consider the needs of both students and residents.	Members of the public are welcome to attend Traffic Committee and speak to any item on the agenda.
40km speed signs	A resident has expressed concerns relating to traffic safety on Fitzroy Street and Jeffreys Street. The resident highlighted that Fitzroy Street east of Broughton Street is a perpetual 40 km/h speed zone but lacks clear speed signs and markings to indicate this. They noted that while there is a sign at the 60-meter mark indicating the speed limit, it can easily be missed by drivers focused on the narrow road, especially since a nearby tree obscures it.	The proposed crossings aim to enhance pedestrian safety in the area. Installation and maintenance of speed signs fall under the jurisdiction of TfNSW. The request for improved signage will be referred to TfNSW for their consideration and action.

	<p>At the T-junction with Jeffreys Street, the resident mentioned there is adequate warning, but confusion can arise as this spot marks the beginning of a school hours 40 km/h zone. The resident emphasized the high pedestrian activity in the area, particularly from students at nearby schools, raising concerns about speeding motorists.</p> <p>They shared a personal experience as a junior doctor, recounting a tragic incident involving a pedestrian hit by a bus, which underscored their fear that a similar event could occur with a school child. This would have a tremendous impact into the family and into a school filled with impressionable young people. They strongly urged for safety improvements, such as cross-hatching the road over approximately 90 meters and erecting clear signs at the intersection to prevent potential accidents.</p>	
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Financial/Resource Implications

The proposal is fully grant funded by TfNSW Towards Zero Road Safety Program.

5.2. Footpath widening and raised pedestrian crossing - Russell Street at Smoothey Park, Wollstonecraft

AUTHOR	Jasmine Wong, Transport Engineer
ENDORSED BY	Gary Parsons, Director Open Space and Infrastructure
ATTACHMENTS	1. Amended Proposal - Russell Street at Smoothey Park, Wollstonecraft [5.2.1 - 1 page]
CSP LINK	2. Our Built Infrastructure 2.1 Infrastructure and assets meet diverse community needs 2.4 Efficient traffic mobility and parking 4. Our Social Vitality 4.1 North Sydney is connected, inclusive, healthy and safe 5. Our Civic Leadership 5.3 Community is engaged in what Council does

PURPOSE:

The purpose of this report is to seek committee endorsement for the widening of a footpath and installation of a raised pedestrian crossing across Russell Street, east of Smoothey Park, in Wollstonecraft.

EXECUTIVE SUMMARY:

- To address community safety concerns, Council has adopted the action items in Council’s Local Area Traffic Management Plans, including Item T.44 to improve pedestrian crossing facilities across Russell Street at Smoothy Park.
- In response to concerns raised, Council undertook community consultation to widen the existing footpath by up to 1.2m additional width and replace the pedestrian refuge island with a raised pedestrian crossing to improve pedestrian safety, accessibility, and reduce vehicle speeds.
- The original plan also included the proposed removal of northbound and southbound speed cushions on Russell Street. The amended proposal consists of the retention of the southbound speed cushions and the provision of zig-zag line-marking on Russell Street to address community feedback.

RECOMMENDATION:

- 1. THAT** the Committee endorse the raised pedestrian crossing on Russell Street between points 129m and 135m, south of River Road, Wollstonecraft.
- 2. THAT** the Committee endorse the footpath widening of 1.2m on the eastern side and 3.2m on the western sides of Russell Street, between points 111m and 144m south of River Road.
- 3. THAT** the Committee endorse the reallocation of kerb space from “No Parking” to “No Stopping”:

- a. On the eastern side of Russell Street between points 111m and 120m south of River Road.
 - b. On the western side of Russell Street between points 122m and 132m south of River Road.
- 4. THAT** the Committee endorse the zig-zig line-marking on Russell Street between points 47m and 96m south of River Road.

Background

In 2019, North Sydney Council approved the Local Area Traffic management (LATM) Action Plan for Area 1. The plan includes an action to install a traffic calming scheme in response to speeding and pedestrian safety concerns along Russell Street, Wollstonecraft. Subsequently, Council installed speed cushions to help reduce speeds as part of the Traffic Program 2018/19.

The amended proposal seeks to further improve pedestrian accessibility while continuing to address concerns about speeding and pedestrian safety. The proposal involves upgrading the existing pedestrian refuge island to a raised pedestrian crossing, and footpath widening on the eastern side of Russell Street. No on-street parking would be removed.

Report

In response to concerns about speeding and pedestrian safety along Russell Street at Smoothery Park, Council undertook community consultation on a proposal to widen the footpath on the eastern side of Russell Street and install a raised pedestrian crossing.

The crossing point will be designed in accordance with Transport for New South Wales' (TfNSWs') Stopping and Parking Restrictions at Intersections and Crossings (TDT 2002/12c). As a result, two sections currently marked as "No Parking" on Russell Street will be converted to "No Stopping" to meet TfNSW requirements, ensuring motorists have clear visibility of pedestrians in and around the crossing. The extended "No Stopping" restriction will not impact the length of the existing on-street parking zones.

Under NSW Road Rules, a driver approaching a pedestrian crossing must drive at an appropriate speed which allows them to slow down and stop as necessary before the crossing. Further, a driver must give way to any pedestrian on a pedestrian crossing.

Following community consultation, Council received majority support for the proposal. However, several submissions raised concerns about the removal of the southbound speed cushions due to insufficient sight distance for oncoming vehicles when exiting the nearby driveway. As a result, the proposal was amended to retain of southbound (only) speed cushions only. In addition, the amended proposal includes zig-zag line-marking on the southbound approach to the pedestrian crossing to alert drivers of the upcoming crossing so they can prepare to stop for pedestrians.

The amended proposal addresses community concerns related to driver behaviour while enhancing pedestrian accessibility and safety.

Consultation requirements

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

Public Consultation

Community consultation of the original proposal took place 6 August - 16 September 2024. 54 letters were delivered to properties located within 50 metres of the extent of the proposal. Further, an online survey was available through Council’s “Have Your Say” webpage.

The original proposal consisted of footpath widening, a raised pedestrian crossing, and the removal of southbound and northbound speed cushions on Russell Street at Smoothery Park.

Nine responses were received, including four responses from outside the survey area.

The results indicate 89% support from the survey area for the original proposal. Results of the survey are shown in the table below:

I support the proposed footpath widening and raised pedestrian crossing on Russell Street, Wollstonecraft.	Response				Total
	No		Yes		
	Qty	%	Qty	%	
Within Survey Area	1	20%	4	80%	5
Outside Survey Area	0	0%	4	100%	4
Within + Outside Survey Area	1	11%	8	89%	9

Comments Received

Council consolidates community feedback into major themes as opposed to including every individual submission. Responses to the submissions are also outlined in the table below and considers the amended proposal.

Theme	Submission	Response
Driver Behaviour	<p>I have seen too many times cars traveling both ways cross onto the other side of the road to bypass the existing speed cushions. This behaviour is so dangerous for the pedestrians attempting to cross the road.</p> <p>I believe the proposed raised pedestrian crossing will make this street significantly safer both for pedestrians and also cars that round the corner in front of the bowls clubs and may be surprised by another vehicle speeding head-on towards them on the wrong side of the street.</p>	<p>The raised pedestrian crossing, and the retention of existing southbound speed cushions will help reduce speeds as vehicles travel around the bend on Russell Street.</p> <p>Based on NSW Road Rules, drivers must not cross double unbroken lines unless it is to enter or leave the road by the shortest route. Hence, drivers crossing onto the other side of the road to bypass the speed cushion would be a breach of NSW Road Rules.</p>

<p>Pedestrian Safety</p>	<p>We need to do more to protect pedestrians and vulnerable road users from cars. Anything that forces cars to slow down is welcome. I would suggest that the existing speed bumps also be retained, to maximize the traffic calming effect.</p> <p>This proposal of a raised pedestrian crossing will provide a safe area for the school students, as well as slow the traffic down contributing to a safe crossing. The Widening of the footpath will support the students having a safe place to walk and wait when crossing. The current area is unsafe as the students cannot fit on the path and at times are standing/walking in the gutters.</p> <p>The proposal would be of great benefits to residents and increase safety.</p> <p>It would be much safer for pedestrians and would slow traffic coming from River Road.</p>	<p>The amended proposal will enhance pedestrian accessibility by creating a safer environment for pedestrians travelling to and from Smoothery Park and along Russell Street.</p> <p>Existing southbound speed cushions will be retained as part of the amended proposal to address community concerns about pedestrian safety and driveway access. Further, zig-zag line marking will be provided to increase visibility and warn drivers approaching the pedestrian crossing.</p> <p>These measures will help reduce traffic speed, fostering a safer environment for pedestrians.</p>
<p>Active Transport</p>	<p>Need to encourage walking and cycling and disincentivise car use.</p>	<p>The proposed footpath widening and raised pedestrian crossing helps support active transport in the area.</p>
<p>Driveway Access</p>	<p>Vehicles exiting our garage risk collisions with cars on Russell St, due to limited visibility near the curve by the Wollstonecraft Bowling Club. The existing speed cushions help to slow traffic, so its removal is a concern.</p> <p>We support the proposed No Parking and No Stopping changes, especially converting part of the No Parking zone to No Stopping, as parked vehicles often block visibility for exiting drivers.</p>	<p>The amended proposal includes the retention of existing southbound speed cushions to address vehicle egress concerns from the driveway of 1-5 Russell Street, Wollstonecraft.</p> <p>Proposed conversion of “No Parking” to “No Stopping” has been undertaken to comply with current technical directions for pedestrian crossings. This change will help increase visibility to pedestrians in and around the crossing and to oncoming traffic for vehicles exiting</p>

		the driveway of 1-5 Russell Street, Wollstonecraft.
Stormwater and Flooding	Our concern about the proposed development is that if a raised sidewalk is built on the western side of Russell Street in a way that is proposed in the plans that have been provided then this may impede this flow of water during a flood, effectively plugging off this very important safety valve for the street. If this were to occur, the next lowest point for the water to go would be over our driveway and into our basement, greatly adding to the amount of water we are already experiencing via the storm water back charging.	Noted. Stormwater and flooding concerns will be considered as part of detailed design to ensure additional flooding impacts to surrounding properties will not occur as a result of the amended proposal.

Conclusion

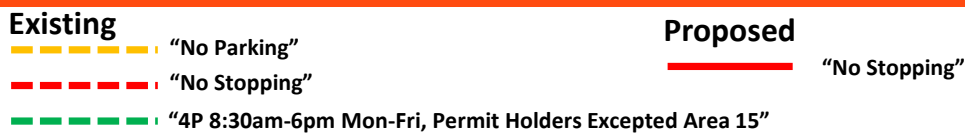
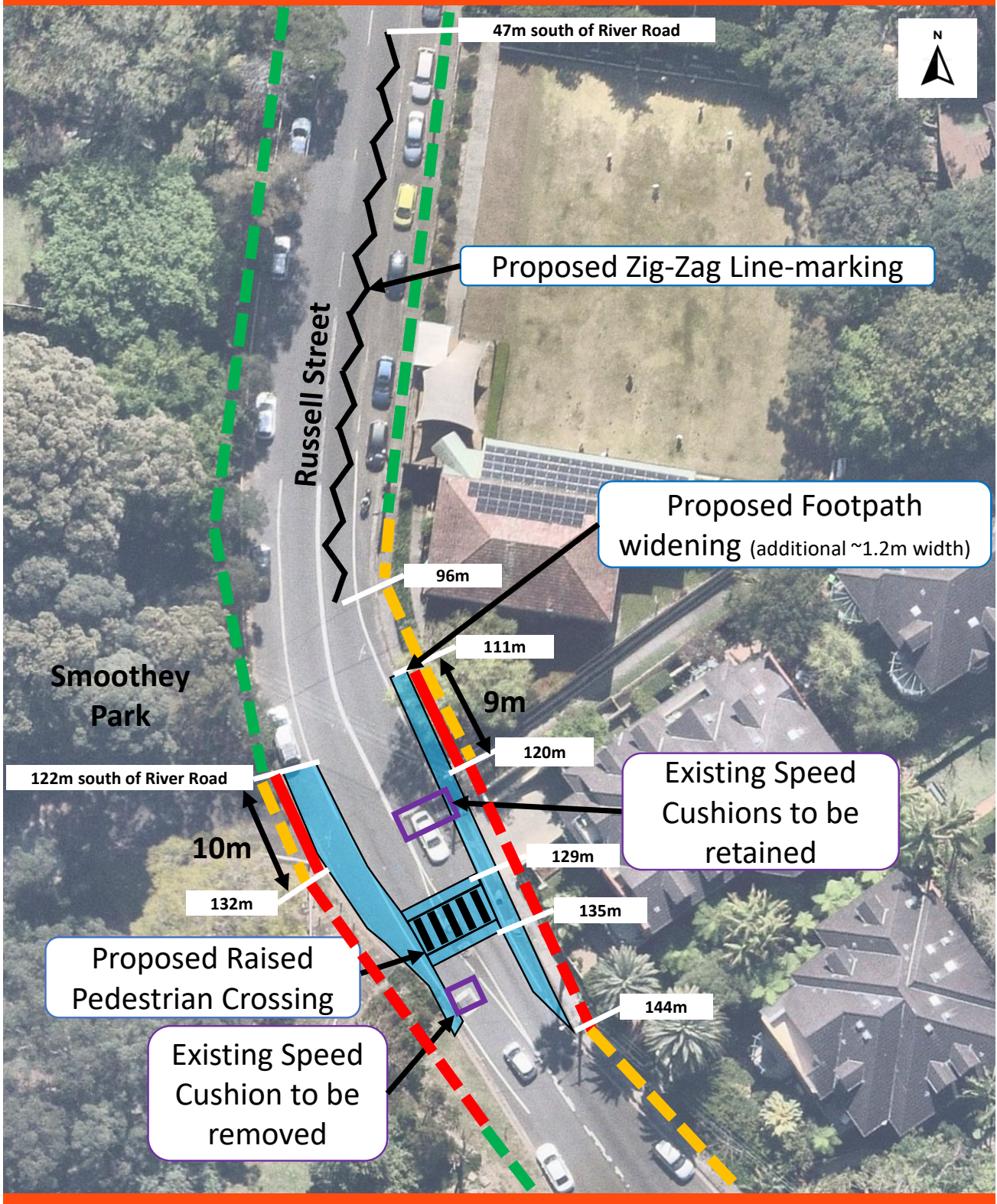
It is recommended that the Committee endorse the proposed raised pedestrian crossing, undertaking of footpath widening, and implementation of changes to associated parking restrictions and line-marking on Russell Street.

Financial/Resource Implications

The proposal is fully grant-funded by the TfNSW Active Transport Program.



Amended Proposal



5.3. Road Opening, Left Turn Only restriction and Continuous Footpath Treatments – Young Street, Neutral Bay

AUTHOR	Diana Mejia, Project Manager
ENDORSED BY	Gary Parsons, Director Open Space and Infrastructure
ATTACHMENTS	<ol style="list-style-type: none"> 1. Preferred Concept Design August 2024 [10.13.1 - 19 pages] 2. Public Exhibition and Consultation Summary [10.13.2 - 12 pages] 3. Online Survey submissions [10.13.3 - 30 pages] 4. Free form submissions [10.13.4 - 7 pages]
CSP LINK	<ol style="list-style-type: none"> 1. Our Living Environment <ol style="list-style-type: none"> 1.3 Clean and green places 1.4 Well utilised open space and recreational facilities 2. Our Built Infrastructure <ol style="list-style-type: none"> 2.1 Infrastructure and assets meet diverse community needs 2.2 Vibrant public domains and villages 3. Our Innovative City <ol style="list-style-type: none"> 3.1 Our commercial centres are prosperous and vibrant 3.3 Distinctive sense of place and design excellence 4. Our Social Vitality <ol style="list-style-type: none"> 4.1 North Sydney is connected, inclusive, healthy, and safe

PURPOSE:

This report seeks Traffic Committee endorsement for the partial reopening of Young Street Neutral Bay.

- On 1 December 2023 Council received TfNSW in-principle support for the permanent partial opening of Young Street.
- At its meeting of 11 December 2023, Council resolved to seek community feedback on the concept designs developed for Young Street Plaza. Concept designs were placed on public exhibition from 1 May to 12 June 2024.
- Community consultation for the proposal for the reopening of Young Street to traffic revealed broad support for the concept design.
- General feedback suggestions included greenery, gardens, walkways, shade and seating, along with a desire for the inclusion of native plants, non-slip surfaces, and adequate lighting. All these elements can be incorporated into the further development of the design.

- At its meeting of 28 October 2024, Council endorsed the concept design for upgrade of the Young Street Plaza in Neutral Bay to proceed to detailed design, tender, and construction, pending endorsement from Traffic Committee.
- Following Council's resolution, this report recommends reopening Young Street, Neutral Bay, to southbound traffic between Grosvenor Lane and Military Road. The endorsed concept plan includes continuous footpath treatments across Young Street, one at the intersection of Military Road and one at the intersection of Grosvenor Lane.

RECOMMENDATION:

- 1. THAT** the Committee endorse the reopening of Young Street, Neutral Bay to southbound traffic between Grosvenor Lane and Military Road.
- 2. THAT** the Committee endorse two continuous footpath treatments across Young Street, Neutral Bay, one south of the intersection with Grosvenor Lane and one north of the intersection with Military Road.
- 3. THAT** the Committee endorse the 'Left Only' restriction from Young Street onto Military Road.

Background

At the Council Meeting on 26 April 2022, Council resolved:

- 1. THAT Council reject all tenders for Tender 34/2021 for Young Street Plaza Construction.*
- 2. THAT all Councillors be provided with the Funding Deed and any other correspondence/information.*
- 3. THAT the Mayor meet with Transport for NSW to discuss alternate options within the Military Road corridor including alternative options for Young Street.*
- 4. THAT Young Street be reopened and that the funding for the reopening be sourced from either the existing Transport for NSW funding which funded the temporary closure of Young Street in the first place or from the existing Engineering Budget.*

In August 2022, Council staff engaged with TfNSW representatives to discuss the technical considerations of reopening Young Street, in line with the funding deed's objectives. A concept design was developed for a partial reopening, allowing single-lane access to Military Road, while maintaining a permanently closed, landscaped section of Young Street.

On 1 December 2023, after submitting a Traffic Impact Assessment examining the traffic impact of the proposed reopening, Council received TfNSW's in-principle support for the permanent partial opening of Young Street.

Between 1 May to 12 June 2024, the concept design for the Young Street Plaza and safety improvements for Grosvenor Lane was placed on public exhibition. At its meeting on the 28 October 2024, Council resolved follows:

- 1. THAT Council notes the submissions report for the public exhibition and consultation of the concept designs for the upgrade of the Young Street Plaza in Neutral Bay*
- 2. THAT Council endorses the concept design for upgrade of the Young Street Plaza in Neutral Bay to proceed to detailed design, tender and construction.*
- 3. THAT Council notes that the concept designs for upgrade of the Young Street Plaza will be referred to Council's Access and Inclusion Committee to inform the development of these designs.*
- 4. THAT Council allocate the \$2,749,042 Transport for NSW B-Line grant funding, currently held in external restrictions, to the detailed design, further consultation, tender, and construction of the Young Street Plaza.*
- 5. THAT the design incorporates an automated external defibrillator.*

Report

It is proposed to reopen Young Street, Neutral Bay to one-way southbound traffic only, between Grosvenor Lane and Military Road. A 2.8-metre-wide and 55-meter-long traffic lane is proposed, allowing egress-only access onto Military Road. A 'Left Only' restriction would be implemented requiring drivers travelling from Young Street onto Military Road to turn left. This would align with the existing median island along Military Road, physically requiring the turn.

Continuous footpath treatments are proposed across Young Street, just south of the Grosvenor Lane intersection and just north of Military Road intersection. Under the road rules, a footpath is a road-related area. When entering, or crossing a road-related area from a road, drivers must give way to any pedestrian or other road users in the road-related area. The introduction of a continuous footpath treatment will facilitate the safe movement of pedestrians crossing Young Street when travelling along Grosvenor Lane and Military Road.

The TfNSW Technical Direction for Continuous Footpath Treatments (TDT 2013/05) states that continuous footpath treatments are only applicable for intersections carrying no more than 45 vehicles per hour and the driveway layback is no wider than 7 metres. Young Street south of Grosvenor Lane is proposed to be a 2.8m-wide lane and a low-traffic environment, and as such is expected to comply with technical directions.

Public Exhibition and Consultation Summary

In accordance with Section 116 of the NSW Roads Act (1993), the proposed road reopening was advertised in the *Mosman Daily* on 9 May 2024. No feedback was received in relation to the advertisement.

The concept design for the plaza and safety improvements for Grosvenor Lane was also placed on public exhibition from 1 May to 12 June 2024. The exhibition/consultation process was conducted through the following channels, with key figures and notification methodologies outlined below:

- 1,600 visits to the online feedback form, hosted on North Sydney Council’s YourSay consultation webpage;
- 3,600 notification letters distributed to letterboxes of businesses and residents in Cremorne;
- 200 notification letters mailed out to additional stakeholders;
- online feedback form which yielded 90 responses;
- on-site signage, including a QR code, was installed to promote the consultation webpage and raise awareness;
- promotion via Council e-newsletters;
- posts on Council’s social media channels;
- advertisement in the *Mosman Daily* (Thursday, 9 May 2024, page 5), in compliance with Section 116 of the Roads Act for the road reopening approval process;
- on-site drop-in information sessions held on 10am – 12noon Monday 20 May and 28 May 2024, and 3pm – 5pm Tuesday 28 May 2024, from 3 p.m. to 5 p.m.;
- A Neutral Bay Streetscape Committee meeting was held at Council Chambers on Tuesday, 4 June 2024; and
- a memo was distributed to five nearby precinct committees.

Submissions Received

- 77% of feedback was received from residents with the Cremorne / Neutral Bay area;
- 90 responses to the online feedback form;
- 13 written submissions;
- three submissions from precinct committees; and
- one submission on streetscape feedback via meeting minutes.

The feedback received during this consultation period has been reviewed and will be incorporated into the detailed design stage, where appropriate. Further details on the consultation process, including complete submissions and Council's responses, are included as attachments to this report.

Young Street Plaza Upgrade – Preferred Concept Design

The consultation process demonstrated that the majority of respondents expressed partial or full support for the exhibited option.

Greenery, gardens, walkways, shade, and seating were noted as the most important elements, all of which will be prioritised into the detailed design.

Specific design suggestions, which were not documented in the concept design included native plants, non-slip surfaces, and adequate lighting. These will be further developed and incorporated into the detailed design.

Pedestrian safety was raised as part of the feedback. The concept design proposes continuous footpath treatments at the entry point to the Plaza at Grosvenor Lane and across the Military Road exit. Together with the narrowing of the roadway to accommodate wide footpaths on either side of Young Street, the measures are expected to reduce vehicle speeds and support a safer road environment.

Feedback on Road Reopening / Closure

The road opening / closure of Young Street has been the subject of previous Council resolutions and therefore was not included within the scope of the consultation for the concept designs, however 45 individual submissions and one submission from the Neutral Precinct Committee expressed opposition to the reopening of traffic at Young Street to Military Road.

Traffic Considerations

The following traffic related considerations were raised through the exhibition period.

Plaza Kerb Alignment Feedback

Feedback was received requesting reinforcement of the left-turn only restriction from Grosvenor Lane into Young Street. This proposal will be addressed as part of a separate report which aims to improve pedestrian safety in the Grosvenor Lane Shared Zone, and will inform the final design of the kerb alignment of the intersection at Grosvenor Lane and Young Street.

Shared Zone on Young Street

A Shared Zone between Grosvenor Lane and Military Road is not recommended. According to TfNSW Technical Directions for Shared Zones, dedicated pedestrian facilities provide the safest environment for pedestrians. Shared Zones should only be considered where footpaths are not available, and the current proposal includes footpaths on both sides of the street along with an open plaza space.

Pedestrian Safety Design

The proposed design maintains narrow roadways to slow traffic and includes raised continuous footpath treatments at the start and end of the road. These measures will ensure pedestrian priority at key locations and reduce driver speeds through design elements, rather than relying on regulatory signage or enforcement. The widening of the footpath also allows for improved sight distances and a greater separation between vehicles and pedestrians.

Based on the general support outlined in the community feedback, it is recommended that the Committee endorse the proposal for implementation.

Financial/Resource Implications

Council has been provided funding for the upgrade of Young Street through an agreement with TfNSW. \$2,749,042 is available, which will be sufficient for the completion of the design and construction of these works.

Existing internal resources will be utilised to oversee the completion of the detailed design phase and management of tender, through to construction.

It is estimated that the ongoing costs to maintain and renew the assets with the newly created space will be in the order of \$95,000 per annum, which will need to be sourced through existing budgets.

Legislation

The NSW Roads Act 1993

Public Exhibition and Consultation Summary - Proposed Young Street Plaza Upgrades

This attachment provides a summary of all activities undertaken during the Public Exhibition and Consultation for the Young Street Plaza Upgrade engagement, including detailed survey, freestyle submissions, streetscape committee and drop-in sessions aimed to raise awareness about Council's concept proposal. Additionally, this attachment summarises the feedback received.

1. Online feedback form

The online feedback form, hosted on North Sydney Council's Your Say site, provided the public with a concept design for the plaza, asking if they supported the proposal, together with any other general feedback. 90 submissions were received, the results are collated and summarised below. Analysis was conducted in-house.

1.1. About the respondents

The following table summarises the residency of respondents' relationship to Young Street Plaza. The majority of feedback received was from participants who live in the Neutral Bay and Cremorne area (77%).

Respondents' suburbs	No.
Cammeray	4
Cremorne	31
Cremorne point	1
Crows nest	1
Kurraba Point	1
Mosman	1
Neutral Bay	38
Neutral Bay	6
North Sydney	2
St Leonards	2
Sydney	1
West Pymble	1
Willoughby	1
Total responses	90

Table 1 - Summary of respondents' suburb of residency

1.2. Proposal support

Do you support the proposed design for the plaza?

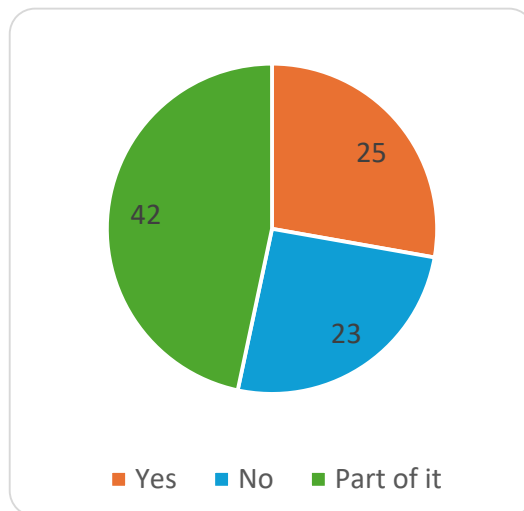


Figure 1 - Young Street Plaza Upgrade concept proposal support

The online survey allowed respondents the opportunity to select one of the following options:

- Yes.
- No.
- Part of it.

47% of respondents selected “Part of it”, 28% selected Yes and 26% opposed to the proposal by selecting No.

1.3. Plaza expected use

What are you most likely to use Young Street Plaza for?

The online survey allowed respondents the opportunity to select from the following options:

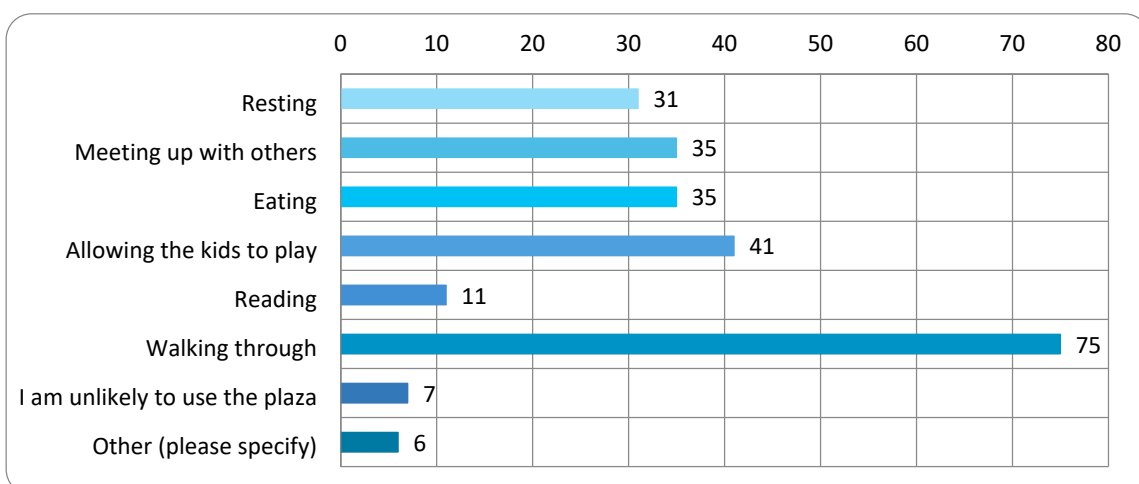


Figure 2 - Young Street Plaza Upgrade most likely to be used for

The survey allowed respondents to select multiple options which saw the following results:

Multiple selections from one person	Times this happened
4+	22
3	25
2	15
1	25
0	3

'Walking through' was the most popular response, indicating that the plaza is a popular transit area. 'Allowing the kids to play' was a popular response, showing that the plaza is favoured among families with children. 'Meeting up with others' and 'Eating' responses suggest that the plaza serves as a social hub. 'Resting' responses indicate that a good number of people use the plaza for relaxation.

A lower number of respondents selected 'Reading' as an activity, indicating that the plaza is less commonly used for this purpose.

A small percentage of people are not interested in using the plaza, with seven respondents selecting 'Unlikely to use the plaza.'

Six respondents selected 'Other.' Of these, two suggested that they would use the plaza to cycle through, two specified that they preferred the space to be open to traffic, one referenced a different project site in the Neutral Bay Area, and one noted that they would like to be able to turn left from Military Road into Young Street.

The responses indicate the area will have high pedestrian traffic and need to be provided with clear pathways for navigation. The space is also perceived as a social and family-oriented space, highlighting the plaza's role as a community gathering spot. The space is also seen as a place for resting with responses suggesting the need to provide seating and shaded areas.

1.4. Plaza expected features

What are the most important features Young St Plaza should have?

The online survey allowed respondents the opportunity to select from the following options:

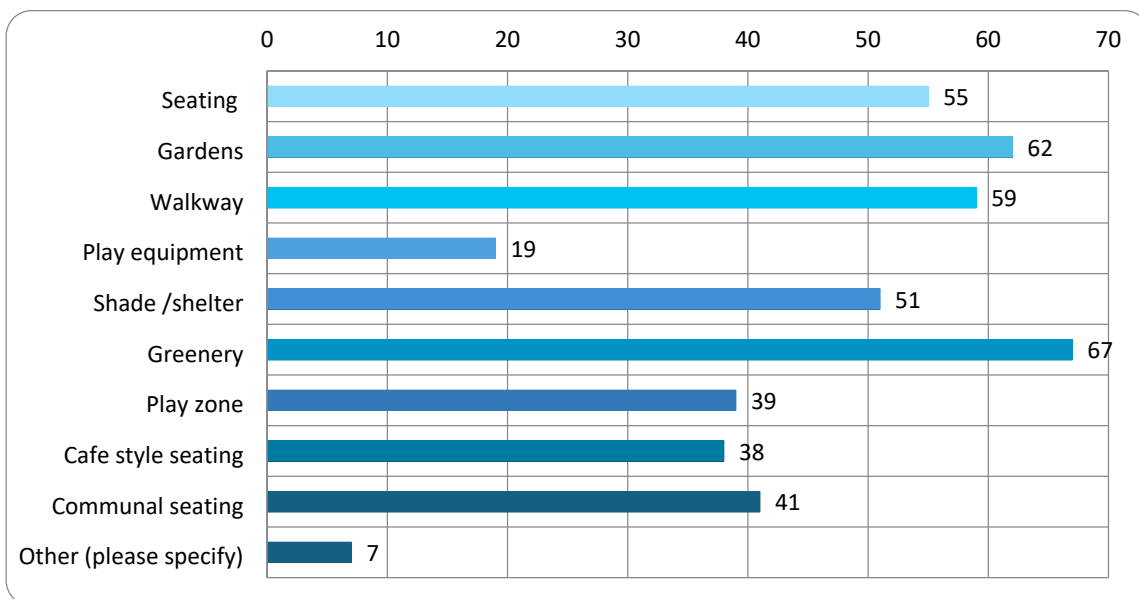


Figure 3 - Young Street Plaza Upgrade expected features

The survey allowed respondents to select multiple options which saw the following results:

Multiple selections from one person	Times this happened
4+	60
3	14
2	6
1	5
0	5

The selections made by the respondents can indicate the important aspects to be considered in the detailed design of the plaza.

Features Selected	Times Selected	Indicate
Greenery	67	a preference for vegetation to enhance the plaza's atmosphere and the preference for green spaces to enhance the plaza's aesthetics and provide natural surroundings.
Gardens	62	
Walkway	59	highlighting the importance of clear pathways throughout the plaza
Seating	55	the need for comfortable and accessible relaxation areas
Shade/shelter	51	protection from sun and weather conditions
Communal seating	41	a preference for areas that facilitate group gatherings and community interactions
Play zone	39	a desire for areas dedicated to recreational activities
Cafe style seating	38	support for spaces that encourage social interaction and dining
Play equipment	19	a need to cater to families with children
Other (please specify)	7	

Seven respondents selected 'Other' and went on to provide additional suggestions and preferences for specific amenities or features that suit their needs

- Four suggested to reinstate the road as before to include road access for two-way traffic.
- One suggested the need for shading and rain protection, sound and dirt barrier, and to not reopen the road to traffic.
- Another believed a cycle path as an important feature for the plaza
- One suggested noise mitigation from Military Road

These responses highlight a diverse range of preferences among respondents for the features they consider important for Young St Plaza. By prioritising elements such as ample seating, gardens, well-defined walkways, and amenities like play equipment and shaded areas, the plaza can cater to various needs and preferences within the community. This collective feedback emphasises the need to create a plaza that supports recreational activities and social interactions, ensuring it serves as a functional and inclusive space for residents.

1.5. Feedback on the proposed concept design option

Respondents were given the chance to respond to the question – "Please provide your feedback on the proposed concept design option." The responses are summarised and analysed below:

1. **Positive Feedback:** Comments such as "It looks good" and expressions of support for enhancing community space were common among the responses. Many respondents appreciated the potential for improved aesthetics and community use, highlighting features like open space, greenery, and seating.
2. **Concerns about Traffic and Safety:** Concerns were raised on safety issues with proposed traffic flow, advocating for clear separation between pedestrian areas and vehicle lanes.
3. **Mixed Opinions on Traffic Access:** There was a split between those supporting and opposing opening Young Street to traffic. Supporters argued for improved access and traffic flow benefits, while opponents cited safety risks, congestion concerns, and the impact on pedestrian-friendly environments.
4. **Specific Design Preferences:** Requests for specific design elements like more greenery, seating, shade, and effective drainage were frequent. Suggestions included native plants, non-slip surfaces, adequate lighting, and designs that cater to diverse community needs, such as families with young children.
5. **Pedestrian Priority:** Feedback comments emphasised prioritising pedestrians over vehicles. Suggestions included maintaining or enhancing the plaza as a car-free zone, ensuring safety from traffic, and promoting a welcoming environment for pedestrians and cyclists.

6. **Critiques of Current and Proposed Designs:** Criticisms of existing setups and concerns about proposed changes were notable. Issues raised included the adequacy of current traffic management, the impact on nearby businesses, and the need for effective signage and traffic calming measures.
7. **Community Engagement and Inclusivity:** Comments highlighted the importance of community input and inclusivity in the design process. Suggestions included ongoing community consultation, accessibility features, and ensuring the space caters to a wide range of ages and abilities.
8. **Environmental and Aesthetic Concerns:** Several comments focused on environmental impacts and aesthetic considerations. Requests included using sustainable materials, minimising noise pollution, incorporating natural elements like trees and native plants, and maintaining cleanliness and attractiveness of the space.
9. **Support for Public Amenities:** Support for amenities like shaded seating, play areas for children, and facilities for community events was expressed. Suggestions included flexible spaces for gatherings, facilities for cultural events, and amenities that encourage social interaction and community cohesion
10. **Calls for Integrated Planning:** Suggestions to integrate the plaza design with broader urban planning initiatives were frequent. Comments included linking the plaza redevelopment with nearby developments, ensuring coherence with future infrastructure plans, and addressing wider traffic management issues in the area.

The received feedback reflects the diverse range of opinions and suggestions expressed by stakeholders, highlighting both support for enhancing community space and specific concerns about traffic, safety, and design details. While the majority is in favour of the proposed design for its potential to improve traffic flow and support local businesses, the consensus leans toward prioritising pedestrian safety.

When analysed separately, the 23 respondents that do not support the plaza as proposed, provided further feedback. The summary of feedback included:

- **Pedestrian Safety and Ambiance:** Some respondents expressed concerns that introducing one-way car traffic could affect the pedestrian friendly nature of the plaza. They emphasised the importance of prioritising pedestrian safety and maintaining the area's current atmosphere.
- **Alternative Access Routes:** A number of respondents suggest exploring other options for accessing Military Road, such as using nearby intersections like Ben Boyd Road, to avoid reintroducing traffic to the plaza.
- **Traffic and Congestion Concerns:** There are concerns about potential traffic congestion and safety hazards at the intersection of Young Street and Military Road. Some suggest modifying traffic flow directions or reconsidering left-turn restrictions on Grosvenor Lane.

- Plaza Usage and Design: Opinions vary on the current use of the plaza. Some believe it is underused and question the need to open Young Street to traffic, while others think it could reduce congestion on Ben Boyd Road and improve local access.
- Opposition to Traffic Reintroduction: Several respondents oppose reopening the plaza to traffic, citing safety concerns for pedestrians and children, potential loss of play areas and mature trees, and possible negative impacts on local cafes.
- Support for Pedestrian-Only Spaces: Some respondents prefer maintaining a car-free zone to create a safe, enjoyable space for pedestrians, especially in higher-density areas.

Additionally, the 42 respondents that supported part of the plaza as proposed provided further feedback and the summary of the feedback included:

- Pedestrian Safety: Concerns were raised about potential safety risks for pedestrians, especially children, if traffic is introduced near the play area. Suggestions include implementing clear safety measures and adequate separation between pedestrian and vehicular zones to mitigate these concerns.
- Traffic Access Considerations: While some support improved access to Military Road, others highlight potential traffic flow challenges, particularly for residents using Grosvenor Lane. Suggestions include adjusting traffic directions to alleviate congestion on nearby roads such as Waters Road and Ben Boyd Road.
- Views on Traffic Flow: There is varied support for the current design's potential to improve local traffic flow and provide better access to businesses on Young Street. Recommendations include optimising traffic directions to better accommodate local traffic patterns and needs.
- Opposition to Vehicle Access: A notable portion of respondents oppose reintroducing cars, preferring a pedestrian-only environment with more greenery and safe play areas for children. Concerns focus on maintaining the current peaceful ambiance and avoiding potential safety hazards associated with vehicle presence.
- Infrastructure and Design Improvements: Suggestions include enhancing drainage capabilities, ensuring clear signage, and implementing effective traffic management measures at intersections. There are also calls for using durable materials suitable for heavy use and weather conditions.
- Community Preferences: Many expressed a strong preference for keeping the plaza car-free, emphasising its role as a community-focused space for relaxation, socialising, and safe recreation for children.

For detailed feedback refer separate attachment called Young Street Plaza Upgrades - Feedback form Consultation Submissions summary.

1.6. Suggestions to Council to make the space great

Respondents were given the chance to respond to the question – “Do you have any other suggestions about how Council can make this public space great?”. 41 respondents provided additional suggestions and their responses are summarised and analysed below:

1. Traffic Management: No cars allowed, promote pedestrian safety (10 mentions).
2. Safety Concerns in Grosvenor Lane: Address driver’s behaviour on the intersection of Grosvenor Lane and Young Street, enforce vehicles stopping and give way to pedestrians (7 mentions).
3. Pedestrian-Friendly Spaces: Prioritise foot traffic, allocate parking for disabled (6 mentions).
4. Improved Amenities: Create vibrant, safe environments with seating and green spaces (5 mentions).
5. Evening Lighting: Enhance lighting for lively evening atmosphere (4 mentions).
6. Integration of Natural Elements: Preserve trees, use greenery and classic-style seating (4 mentions).
7. Innovative Design and Implementation: Creative design proposals prioritising pedestrians (3 mentions).
8. Noise Mitigation: Add sound barriers on Military Road (3 mentions).
9. Mixed-Use and Accessibility: Incorporate mixed-use spaces and terracing (2 mentions).
10. Mixed feedback: Acknowledge polarised opinions (2 mentions).

For detailed feedback refer separate attachment called Young Street Plaza Upgrades - Feedback form Consultation Submissions summary.

2. Neutral Bay Streetscape committee

Council staff held an extraordinary Neutral Bay Streetscape committee meeting at the Council Chambers on 4 June 2024 with eight attendees. The attendees included six members of the Neutral Bay Chamber of Commerce, one resident and one business representative. The highlights and background of the concept design was presented to the attendees, and a discussion was facilitated to collect general feedback. The feedback collected is summarised below:

Concerns were raised about traffic safety when turning left from Young Street onto Military Road, particularly in relation to buses and high-speed traffic coming down from near the Oaks. The importance of addressing these issues due to potential risks was emphasised.

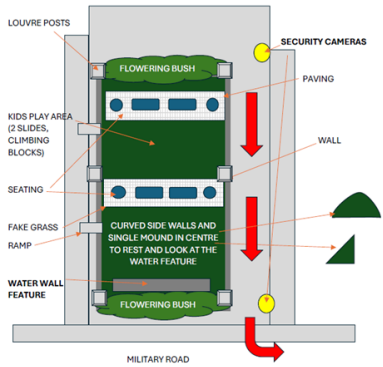
The need to minimise traffic flow through Young Street, given its concentration of cafes, restaurants, and bars, was advocated for. Commendation was given to the effective traffic calming measures in Grosvenor Lane, and the successful integration of restaurants with the Oaks in Grosvenor Street was highlighted, emphasising its vibrant nightlife.

Regarding the proposal, support was expressed for maintaining narrow roads and implementing threshold treatments to ensure a low-speed environment. Interest was expressed in activating public spaces with events like markets and craft beer gatherings. Plans were confirmed by Council's Engineering Project Manager to maintain accessible, ground-

level spaces within the proposal for various activities, including provisions for disability access.

3. Direct mail feedback

Free-form feedback submissions were received via email. The summary of the feedback received in the table below:

Submitter	Summary
<p>Submitter Name withheld</p>	<p>The proposed Young Street plaza design has been deemed boring and unviable. The open plan seating and eating areas with Plane trees are impractical, requiring either tree removal or a louvred roof to ensure usability in all weather and facilitate clean-up of plane trees' toxic VOCs. Without these changes, the project risks being a waste of money. The design needs to be more attractive to tourists. Suggestions include elevating the green area to kerb level to prevent flooding, installing a louvred cover, using good quality synthetic grass for children's play areas, adding a wall water feature with lights to block Military Road noise, and enhancing security with cameras, spotlights, and speakers with nature sounds. Additionally, entry points should be restricted to disabled access only to prevent bike entry. Suggested layout below:</p> 
<p>Submitter name withheld</p>	<p>The feedback on the Young Street Plaza Upgrade proposal includes the following points: the reopening of Young Street to allow traffic flow onto Military Road is supported, with a recommendation to ban large diesel trucks used by Woolworths due to their impact on alfresco living and cyclists.</p> <p>It is suggested that traffic from Grosvenor Lane be permitted to turn left or right into Young Street, considering ongoing discussions about key planning issues, such as partial parking to support ten shops and the Coles redevelopment plan.</p> <p>Concerns about over-development between Grosvenor Street and Square, including Grosvenor Lane, are noted. Traffic surveys show significant flow similar to Grosvenor Street, with 80% turning right into the square.</p> <p>Existing congestion issues on Grosvenor Street are highlighted, where traffic can back up from Ben Boyd Road to the Roundabout, taking up to 20 minutes to enter Military Road. Diverting all Grosvenor Lane traffic to Military Road could worsen congestion.</p> <p>Until final details of the Coles redevelopment and its underground parking are</p>

Submitter	Summary
	<p>known, it is estimated that 300-400 parking bays will be needed, raising concerns about over-development and traffic congestion from four levels of parking.</p> <p>It is suggested that traffic from Grosvenor Lane into Young Street be allowed to turn left or right until future traffic flows and plans are finalised, to maintain the viability of shops in the square and minimise traffic in Grosvenor Street.</p>
Submitter name withheld	<p>Request for the provision of a facility for Commercial Properties facing Young Street to leave their garbage bins. It was understood that the suggestion would be taken "on board." The proposed upgrade is appreciated as the current state is an eyesore.</p> <p>The suggestion was to provide an enclosed structure for commercial bins, similar to those in some strata properties, possibly located between the trees in the proposed plans, or designated areas on both footpaths to avoid becoming an eyesore.</p> <p>An update on the current proposal to address the garbage bin issue is requested.</p>
Caller name withheld	Requested additional information how to make her submission and expressed she opposed to the waste of tax payers money.
Caller name withheld	Complain about the parking in The Coles development and how the effect of the construction will affect the business and property owners.
Caller name withheld	Property owner on Young Street called to request additional information in regards the timing of the project, Council's project manager explained to him and provided a high-level timeline.
Submitter name withheld	The proposal is generally supported, but it is believed that the numerous low-height walls separating areas of the plaza should be reduced or eliminated. These walls create visual and physical barriers, despite their purpose of delineating areas and accommodating level transitions. It is suggested that bermed, mounded, or sloping landscaped areas be used instead, increasing soft landscaping and making the plaza more connected and inviting. This would also reduce construction costs. An exception is the wall flanking Military Road, which should be increased in height to create an effective noise and visual barrier, ensuring the plaza remains a welcoming 'people place' without being dominated by Military Road's noise and sightlines.
Submitter name withheld	"I agree with what the Council has planned for this plaza"
Submitter name withheld	"Please keep Young Street as is. Children can play safely; people stroll knowing no cars will put them at risk. If you open access to cars next to children's play area, where is the safety in that."
Neutral Precinct Minutes 10 Attendees 14 May 2023	<p>Attendees at the Precinct meeting were given the background to the Young Street plaza and were shown the proposed plan for the plaza. The new plans propose to open Young Street to enable cars turning left onto Military Road.</p> <p>After some discussion, including the discussion from residents that Neutral Bay has very little green space and therefore a plaza is a welcome addition to the area, however, the residents expressed concerns about reopening the road to traffic as this would diminish the purpose of the plaza and some concerns were expressed regarding pedestrian safety utilising the plaza.</p>

Submitter	Summary
	<p>It was decided to submit the following motion to Council as feedback on the proposed upgrade:</p> <p>Motion: Residents are in total support for the Young Street Plaza. We are however, not in support of reopening Young Street to cars turning left onto Military Road.</p> <p>The motion was carried unanimously.</p>
<p>Parks Precinct 10 Attendees 15 May 2014</p>	<p>From the meeting minutes - Young St Plaza Proposal and Grosvenor Lane Following discussion, the following motions was proposed by GD:</p> <ol style="list-style-type: none"> I. Parks Precinct supports the proposed upgrade of Young St Plaza on the basis that the left turn only between Grosvenor Lane and Young St is maintained in the proposal and enforced to the extent that physical barriers such as bollards are installed to prevent any circumvention of the Left turn only. The motion was seconded by ES and carried unanimously. II. Parks Precinct urge the North Sydney Council to use funds allocated to the Young St Plaza upgrade to modify the Grosvenor Lane pedestrian shared zone to minimise the comingling of pedestrians and vehicles. For the avoidance of doubt this means: <ol style="list-style-type: none"> a. Removing the choke points that funnel pedestrians into the path of vehicles b. Redesigning the lane to ensure it is both wheelchair and pram accessible c. Installing a pedestrian crosswalk on the footpath at the intersection of Young St and Grosvenor Lane. <p>The motion was seconded by ES and carried unanimously.</p> <p>Chair will note Precinct comments on Your Say. Residents are encouraged to comment individually. The proposal is open for comment on the North Sydney Council website until 12th June (https://yoursay.northsydney.nsw.gov.au/young-st-plaza-upgrade/surveys/young-street-plaza-upgrades).</p>
<p>Brightmore Precinct 17 Attendees 12 June 2024</p>	<p>From the meeting minutes. Precinct viewed and discussed the plans on exhibition. It was noted the kerb was to be redesigned to direct traffic to turn left into Young Street from Grosvenor Lane. One Precinct member was concerned this would direct traffic onto Grosvenor Street, but other Precinct members supported this change. Cr Spenceley advised TfNSW would not support fully reopening Young Street or allowing vehicles to turn left off Military Road into Young Street as this would slow the B-Line bus service. Precinct agreed to take two straw polls, the first including the option of fully reopening Young Street so that Precinct members could express their preference for this, and the second excluding that option on the basis that it would not be possible. In each poll there were two abstentions.</p> <p>Straw Poll 1</p> <ul style="list-style-type: none"> • Full reopening of Young St: 5 votes • One lane traffic as per exhibited plan: 5 votes

Submitter	Summary
	<ul style="list-style-type: none"> • Fully closed, plaza only 7 votes <p>Straw Poll 2</p> <ul style="list-style-type: none"> • One lane traffic as per exhibited plan: 9 votes • Fully closed, plaza only 8 votes
Submitter name withheld	The proposed upgrade has been noted. The Young Street Plaza, as initially implemented, is considered an eyesore and a waste of resources. The proposal for traffic to turn left from Young Street into Military Road is seen as illogical, as it would confront buses stopping ahead and increase accident risks. It would also force construction trucks to use the congested Grosvenor Street. It is suggested that traffic turn left from Military Road into Young Street instead. Appreciation is expressed for the opportunity to provide feedback.
SoCal Neutral Bay	<p>Strong support for the proposed Young Street Plaza Upgrade has been expressed on behalf of SoCal, Neutral Bay. As a local business, it is believed that this upgrade is crucial for revitalising the area. The road closure has added to the hospitality industry's challenges, reflecting neglect and necessitating action to rejuvenate Young Street.</p> <p>Since 2020, there has been active engagement with the local council to advocate for changes that improve infrastructure and attract foot traffic. A vibrant Young Street Plaza is seen as beneficial for all businesses along this thoroughfare.</p> <p>The upgrade is expected to create a more welcoming environment, enhance the area's appeal, and foster economic growth and community spirit. It should also alleviate some hardships faced by the hospitality industry, providing a much-needed boost to recovering businesses.</p> <p>In conclusion, the Young Street Plaza Upgrade is urged to be prioritised as a crucial step towards the neighbourhood's rejuvenation. Support and collaboration with the council are offered to ensure the success of this endeavour.</p>

Table 2 - Summary of Free form Submissions during Public exhibition

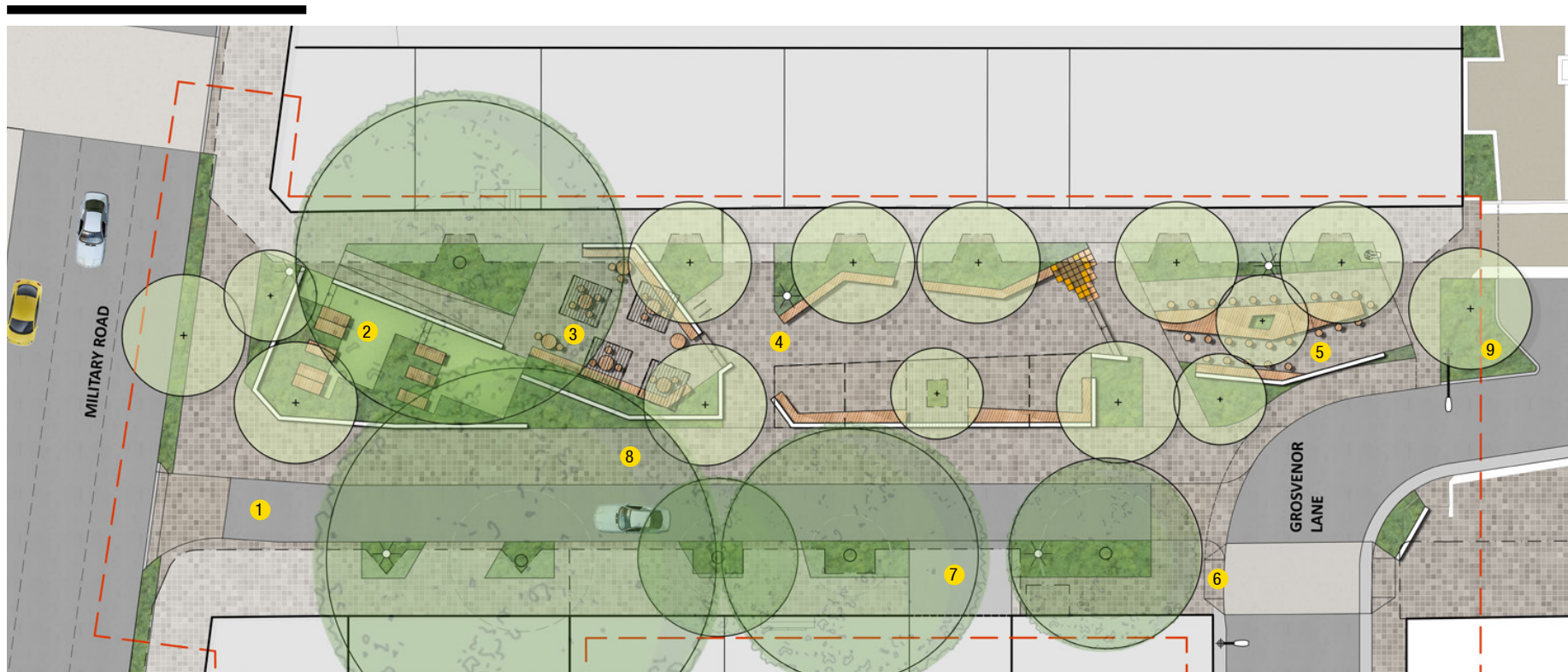
4. Drop-in Information Session

Council staff met community members in a casual environment. The summary of the feedback collected is listed below:

- Majority of the attendees supported the proposal for the plaza.
- Suggestions were made to keep the road closed, while others would prefer the road to be returned to full road access with on-street parking.
- Emphasis on the need for maintenance planning, including regular cleaning of plaza features.
- General support for more greenery and softscape
- Concerns were raised in regard to the safety of Grosvenor Lane Shared zone, and heavy traffic in other streets in the surrounding area.
- Some community members came to the drop-in session to raise concerns about the future plans on the Coles site and Grosvenor Lane public parking.



CONCEPT PLAN



- 1** One way car lane 2.8 metre width. Threshold paving at either end.
Tiered lounging seating under shade of trees well defined by walling and planting to create adequate buffer to Military Rd while responding to existing levels. Opportunity to use walling for signage.
- 2** Cafe style seating area anchored by existing tree and enclosed in planting. Opportunity for smart furniture and umbrellas - fixed.

- 3** Seating Zone - various types of seating from lounging decks to conventional seats with portions of space under shelter to maximise use in all weather Opportunity within the space for contained urban play element (uneven steps blocks align with level change/step).
- 4** The Communal "long lunch" area - features communal tables at two levels for high and lower seating options defined by canopy trees, planting and walling.

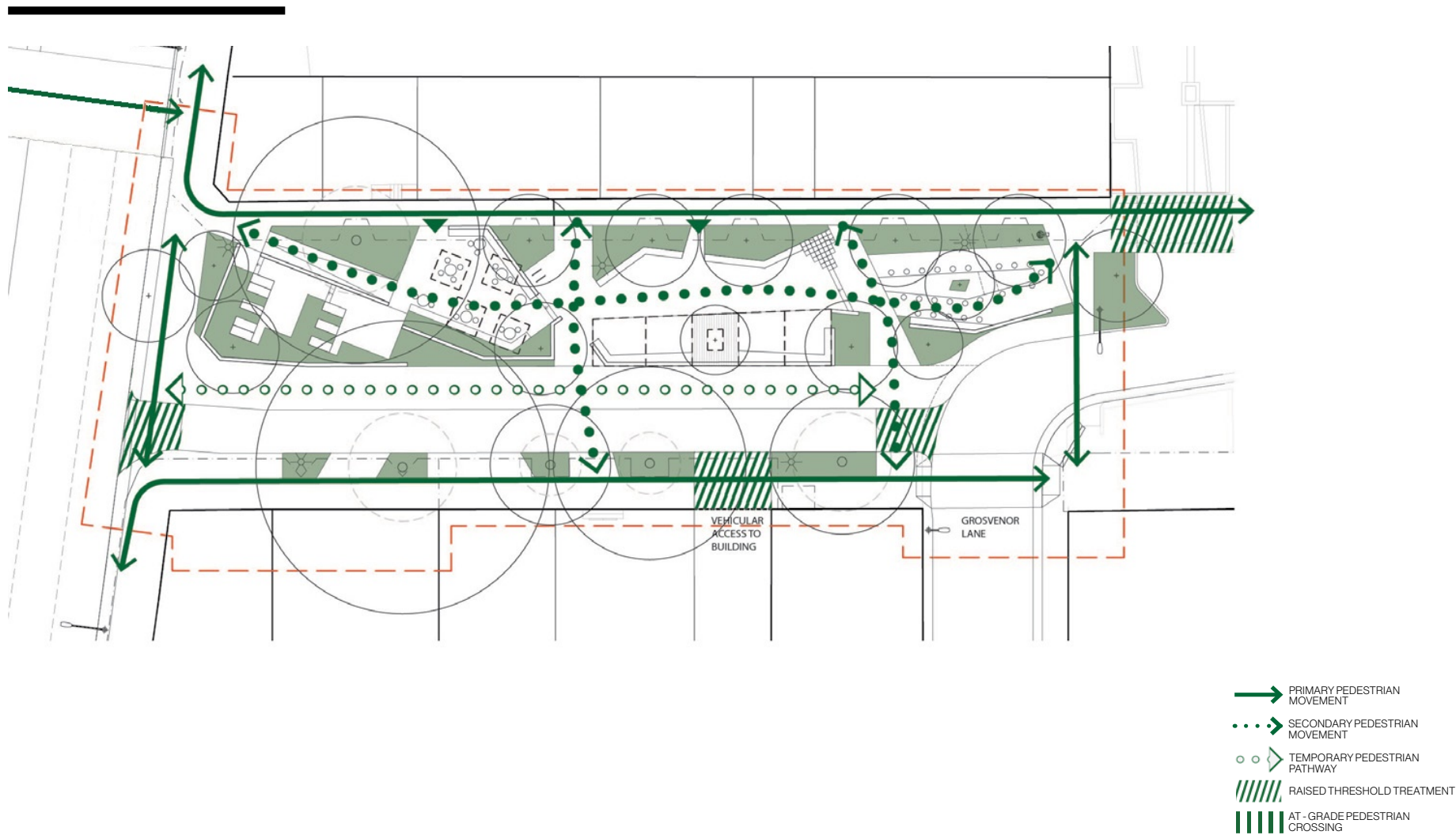
- 5** Eastern side of Young St maintained as pedestrian thoroughfare with existing trees retained and increased planting at ground level. Eastern kerblines
- 6** Existing drive to 3 Young Street to remain
- 7** Temporary pedestrian path to accommodate future bike path, pending concept design and community consultation

- 8** Plaza kerb alignment to reinforce Left turn only from Grosvenor Lane into Young street - this is being proposed to address pedestrians safety in Grosvenor lane shared zone (subject to Council's separate endorsement)



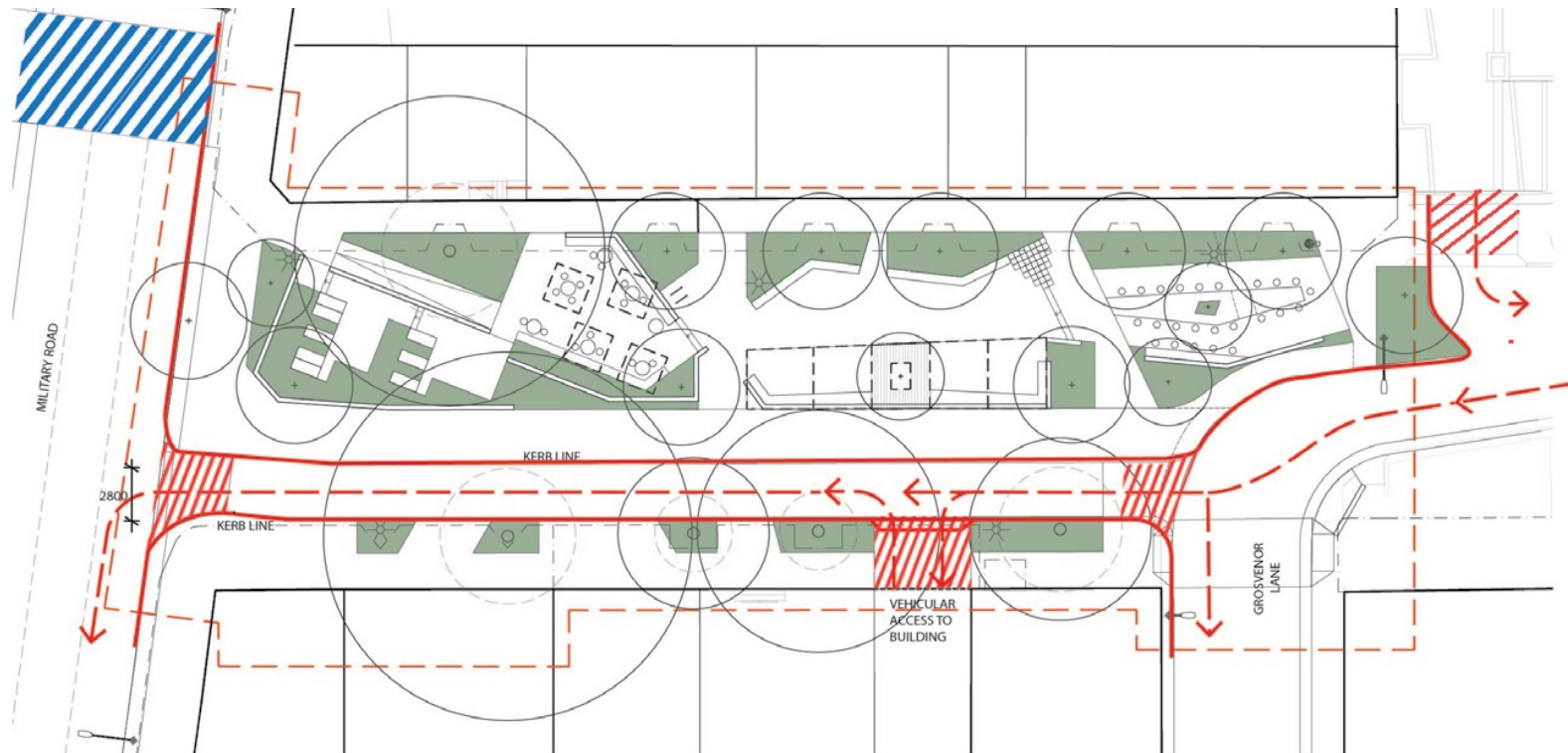


PEDESTRIAN MOVEMENTS





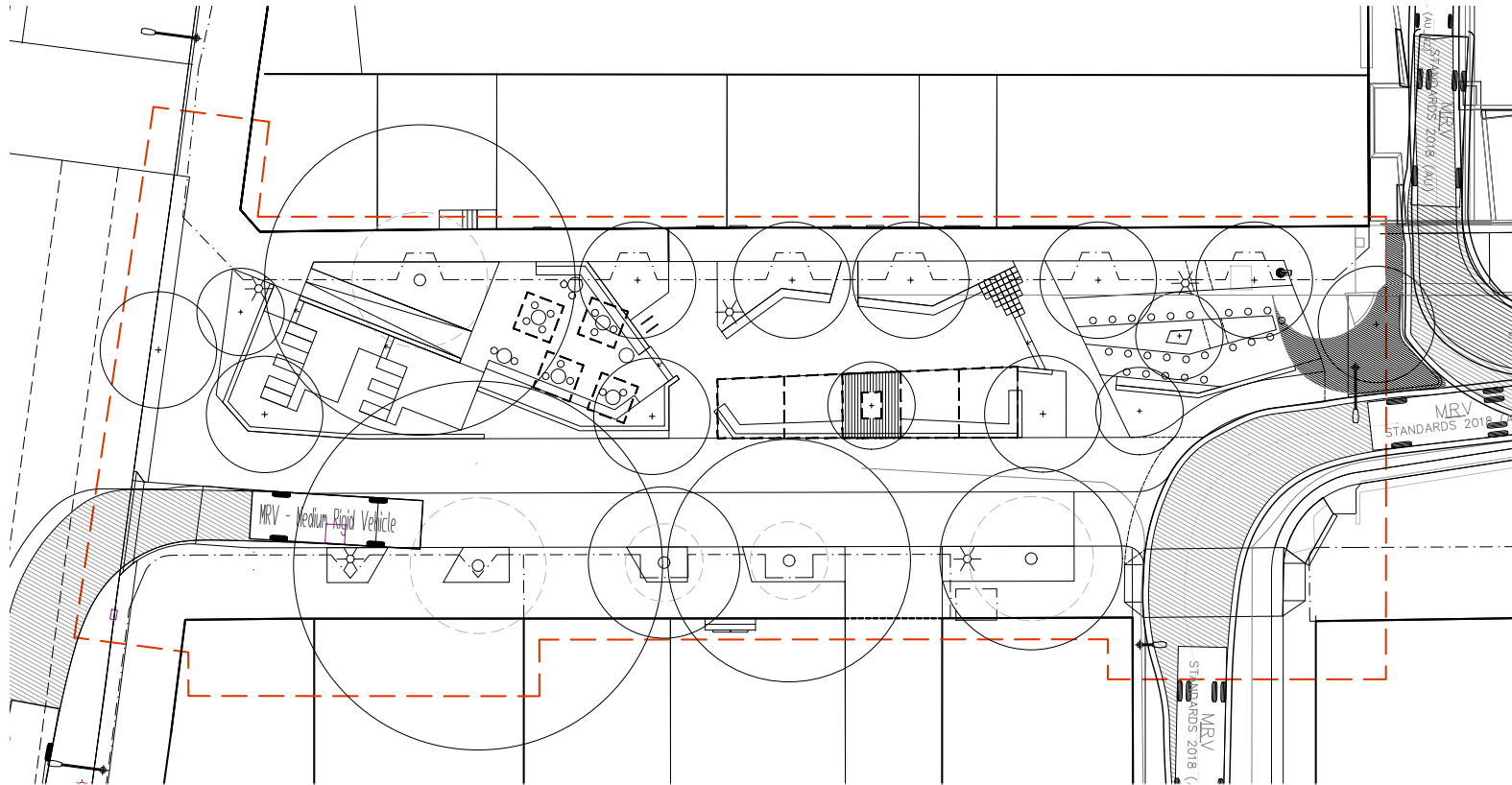
VEHICULAR MOVEMENTS



- PROPOSED KERB LINE
- VEHICULAR MOVEMENT
- RAISED THRESHOLD TREATMENT
- SIGNALISED CROSSING



SWEPT PATHS



5.4. Grosvenor Lane, Neutral Bay to Young Street - Left Turn Only Restriction

AUTHOR	Bec Thomas, Road Safety Co-ordinator
ENDORSED BY	Gary Parsons, Director Open Space and Infrastructure
ATTACHMENTS	1. Concept Plan for Kerb Grosvenor Lane to Young Street [5.4.1 - 1 page]
CSP LINK	2. Our Built Infrastructure 2.1 Infrastructure and assets meet diverse community needs 2.2 Vibrant public domains and villages 2.3 Prioritise sustainable and active transport 4. Our Social Vitality 4.1 North Sydney is connected, inclusive, healthy and safe

PURPOSE:

The purpose of this report is to seek Committee endorsement for a 'Left Only' and 'No Right turn' restriction for drivers travelling from Grosvenor Lane Shared Zone to Young Street Neutral Bay.

EXECUTIVE SUMMARY:

- Council has received concerns regarding pedestrian safety on Grosvenor Lane, Neutral Bay. Council investigated these concerns by conducting a Road Safety Audit, Traffic Impact Assessment and pedestrian and cyclist conflict analysis.
- A number of options were considered as part of these studies, and it is recommended that a 'Left Only' and 'No Right Turn' restriction be implemented for drivers travelling from Grosvenor Lane into Young Street. This option will reduce the number of cars, and the speed of drivers, travelling along the Lane to access the Grosvenor Lane car park.
- In principal support was gained from TfNSW for the 'Left Only' and 'No Right Turn' out of Grosvenor Lane after providing the TIA and RSA reports, and before consulting the public and gaining approval from Council.

RECOMMENDATION:

1. THAT the Committee endorse the installation of a 'Left Only' and 'No Right Turn' restriction from Grosvenor Lane into Young Street, Neutral Bay.

Background

Concerns in relation to pedestrian safety in Grosvenor Lane were raised by the general public and Councillors in October 2022. Investigations since this time were conducted and on 15 April 2024, Council was briefed on the outcomes, results, and proposal to consult on changes to mitigate the safety concerns.

On 16 April 2024, Council received in-principal support from TfNSW on the 'Left Only' stating that: Transport for NSW recognises that Grosvenor Lane falls under the jurisdiction of North Sydney Council. We do not oppose option 2 as it doesn't hinder the efficiency of Military Road (a State Road).

Council resolved at its meeting of 28 October 2024:

- 1. THAT** Council note the contents of this report and the options assessment and community consultation undertaken in relation to Grosvenor Lane.
- 2. THAT** Council approve the 'Left Only' restriction from Grosvenor Lane into Young Street, Neutral Bay subject to traffic committee endorsement.
- 3. THAT** a further report come back to Council after six months to assess the success of the changes and any impact on traffic safety.

Report

This report relates to is Grosvenor Lane, which is located within the Neutral Bay town centre is between Ben Boyd Road and Young Street. The laneway is a Shared Zone with a 10km/h speed limit, requiring drivers to give-way to pedestrians on any section of the roadway. The Shared Zone was completed and opened in July 2020.

To address the safety concerns raised, a Road Safety Audit (RSA) and a pedestrian and cyclist conflict analysis were conducted in Grosvenor Lane, followed by a Traffic Impact Assessment (TIA) to evaluate potential traffic configuration options based on these investigations.

Approximately 2,800 vehicles, 2,000 pedestrians, and 60 bikes used Grosvenor Lane over a two-day study period. The investigation concluded that the high volume and speed of drivers significantly detracted from the success of the pedestrian environment. A significant proportion of these vehicles were through movements to the Grosvenor Lane car park, resulting in higher speeds, and drivers showing less consideration for pedestrians. Additionally, a high proportion of drivers (approximately 76%) did not come to a complete stop at the stop controls on Grosvenor Lane when turning onto Young Street.

The Road Safety Audit and conflict study showed that the 85th percentile speed ranged from 17 to 25 km/h, more than the 10 km/h speed limit, but below the critical 30 km/h impact speed.

The assessments noted that vehicle numbers were high indicating a significant through vehicle movement. A 'Left Only' restriction for drivers turning out of Grosvenor Lane would reduce the attractiveness of Grosvenor Lane as a through-route. This measure is expected to result in lower traffic volumes, but also lower speeds with less through movements travelling at speed to another destination. Consequently, this would enhance the pedestrian environment and improve overall safety for all users of Grosvenor Lane.

Traffic Impact Assessment - 3 Options Assessment

Given the outcomes of the investigations above, three options were considered as a potential way forward to address the concerns related to driver volume and speed on Grosvenor Lane:

- Option 1: Implement a one-way westbound travel restriction on Grosvenor Lane;
- Option 2: Implement a 'Left Only' restriction at the intersection of Grosvenor Lane and Young Street;
- Option 3: Implement a Right Turn ban from Ben Boyd Road into Grosvenor Lane.

Road vehicle capacity assessments were conducted as part of this study to compare scenarios with an output of Level of Service (LOS). LOS serves as a comparative assessment of average delay per vehicle on intersections. There are six LOS classifications A to F: A (best) represents free flow conditions where drivers experience minimal impact, to F (worst) characterises forced flow, where traffic exceeds the capacity of the road, causing breakdowns in flow, queuing, and delays.

Option 1: One-Way Westbound

Redirecting Grosvenor Lane traffic flow from eastbound to westbound, allowing access only from Young Street and Ben Boyd Lane while prohibiting entry from Ben Boyd Road, is the most complex option due to required infrastructure modifications (e.g., signage, line-marking, and garden adjustments).

This one-way restriction would increase right turns from Ben Boyd Road to Grosvenor Street, causing a significant LOS decline from B to F at the Ben Boyd Lane and Grosvenor Street intersection during peak times. Given the substantial and unacceptable traffic impacts, this option was dismissed from further consideration. Comparative analysis indicates that this option would result in the most severe impact on traffic conditions, with the Ben Boyd Road and Grosvenor Street intersection deteriorating to LOS F in afternoon and Saturday peak periods.

Option 2: 'Left Only' at Young Street

This option retains Grosvenor Lane's eastbound flow with a new 'Left Only' and 'No Right Turn' restriction at Young Street, preventing through-traffic into the Grosvenor Lane car park. Vehicles are still able to access properties and businesses along the lane but would be required to turn left into Young Street, directing car park access via Grosvenor Street instead. A kerb build-out at Young Street would enforce the restriction, minimising the need for ongoing police enforcement.

This change slightly reduces LOS from A to B at peak times at nearby intersections, at both the Grosvenor Street and Young Street, and Ben Boyd Road and Grosvenor Street intersections during peak periods. This is within acceptable levels given the improvements to safety and amenity from the change. Large vehicles (up to 15.5m) would still access the area via Grosvenor Street, with key stakeholders Woolworths and Coles expressing no objections at the time of consultation. Given the safety benefits and minimal impact on surrounding streets, this option is recommended for implementation.

Option 3: Right Turn ban at Ben Boyd Road on to Grosvenor Lane

This option would restrict right turn from Ben Boyd Road, with all vehicles (for all residents, businesses, and deliveries) not permitted to turn right from Ben Boyd Road into Grosvenor Lane. Resident access from Grosvenor Lane to 120 - 128 Military Road could not be maintained with this option.

As with Option 1, the change resulted in a significant impact to the intersection of Ben Boyd Road and Grosvenor Street with a decrease in the Level of Service (LOS) during peak periods from LOS A to LOS C at the intersection, and greater effects on Ernest Street. TfNSW guidelines recommend LOS should be maintained above LOS C. Given the extent of the negative impact on access to properties and queueing Ben Boyd Road, this option was not considered further.

Full Closure of Grosvenor Lane

In response to specific community requests, an additional option was also investigated for the total closure of Grosvenor Lane (at Young Street) to vehicle traffic. This proposal would remain as a Shared Zone, allowing residents access to their driveways but eliminating through-traffic.

The network impacts of this closure would be greater than Option 1, resulting in a LOS which would decrease beyond the LOS F which characterizes forced flow, where traffic exceeds the capacity of the road, causing breakdowns in flow, queueing, and delays from previous analyses. Consequently, this option would not be endorsed by TfNSW and therefore was not considered any further.

Summary of Traffic Impact Assessment

The investigation outlined Option 2 'Left Only' at Young Street' as being the preferred option for implementation. The proposal would best achieve the aim of improving safety and pedestrian conditions while minimising traffic impact, with minimal LOS impact and would reduce through traffic and speeds on Grosvenor Lane. The proposal does not impact drivers with a destination in the laneway and would primarily redirect drivers travelling through the lane to other streets and another destination.

The attachment shows a concept design and signage for the implementation of the 'left only' and 'No right turn' along with the kerb build out.

Young Street Plaza

With the proposed changes to Young Street Plaza and opening of this area of one lane of traffic towards Military Road, consideration was also included in this investigation. It was seen that vehicles could also use Grosvenor Lane to access this section of Young Street to avoid the lights at Ben Boyd Road. This is why there is also a 'No Right Turn' restriction as well as 'Left Only' proposed. In the consultation and reports to the public it has been kept to talking about a 'left only' restriction to not create confusion. The 'No Right Turn' sign is for enforcement it doesn't change the outcome of the restriction.

These restrictions and a kerb build out have been incorporated into the design of the Plaza and will be implemented at the same time as the construction of the Plaza. The kerb build out is also self-enforcing for vehicles to force them to turn left at the end of Grosvenor Lane. This also reduces the constant need for Police enforcement of the restriction.

Consultation requirements

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

Consultation on a proposal to install a 'Left Only' restriction from Grosvenor Lane into Young Street was undertaken for 42 days in May and June 2024. Consultation was advised through advertisement in the Mosman Daily Newspaper, on North Sydney Council's "Your Say" site, social media, face to face consultation, and 3,800 letters circulated to nearby properties directly impacted by the proposal.

Section 116(1)(a) of the NSW Roads Act 1993 requires Local Councils to apply to Transport for New South Wales (TfNSW) for consent for the erection of any notice or barrier, the carrying out of any work or the taking of any other action for the purpose of regulating traffic on a public road.

In compliance with Section 116 of the Roads Act 1993, Council publicly exhibited the proposal between 1 May 2024 and 12 June 2024, allowing 42 days for public comment. Consultation occurred through the following:

- Mosman Daily Newspaper – 6 May 2024
- North Sydney Council's "Your Say" site from 1 May to 12 June
- Consultation webpage had 1,600 visits
- online feedback form – 90 responses
- 3,600 notification letters were distributed to letter boxes of businesses and residents in Cremorne, with a further 200 notification letters posted
- on-site signage with QR code to promote the consultation webpage and raise awareness
- promotion via Council's E-newsletters
- post on Council's social media
- Advertisement in the Mosman Daily on Thursday 9 May 2024 (Page 05)
- drop-in information sessions on-site on Monday 20 May 2024 and Tuesday 28 May 2024
- Neutral Bay Streetscape Committee meeting Tuesday 4 June 2024.

The consultation was included with the Young Street Plaza designs and included the ‘Left Only’ turn proposal from Grosvenor Lane into Young Street. Of the responses, 24% supported the change and 33% were opposed to the change. 49% of respondents supported reducing the number of vehicles travelling down Grosvenor Lane generally, with 20% not supporting a reduction, and 11% unsure.

Comments Received

Council consolidates community feedback into major themes as opposed to including every individual submission. Responses to the submissions are also outlines in the table below.

Theme	Submission	Response
Coles	Council officers contacted a Project Manager in Coles on three occasions, advising of the proposal and requesting comment. Coles did not provide a response to the consultation.	Contacted as part of the proposal because of the truck size 15.5m restriction out and into Grosvenor Lane.
Woolworths	Council officers contacted Woolworths’ Property Stakeholder Relations Manager. Woolworths asked for the dates of implementation of the changes and construction. Their response acknowledged the proposal and identified that their lease arrangements expire in 2024 and as a result, felt they would not be impacted by the change.	Contacted as part of the proposal because of the truck size 15.5m restriction out and into Grosvenor Lane.
Redesign of Shared Zone	Request for: a) removing the choke points that funnel pedestrians into the path of vehicles b) redesigning the lane to ensure it is both wheelchair and pram-accessible	Reduction of the garden beds and concrete bollards as shown in the RSA results would increase the speeds of vehicles. As this is a shared zone it already is wheelchair and pram accessible as it has a level entrance and exit and standard ramps. Vehicles have to give way to all types of pedestrians including prams and wheelchairs.

Theme	Submission	Response
Truck Length	Identified that a 19m semi-trailer would be unlikely to turn from Young Street into Grosvenor Lane, making large vehicle deliveries to Woolworths difficult.	The proposed change would reduce the largest vehicle accessing the precinct to 15.5m long. Swept paths were conducted for 15.5m trucks entering and exiting Grosvenor Lane and were able to be conducted.
Intersection	Requested that the Shared Zone terminate sooner, a traffic signal be installed at the intersection.	Reducing the shared zone would not see any benefits for pedestrian safety but instead be detrimental. This intersection is not suited for traffic lights due to the one-way systems and the benefits would not be seen compared to the cost of installation.
Pedestrian Crossing	Pedestrian crossing be provided on the footpath at Young Street.	Adding a pedestrian crossing on the footpath cannot be installed within a shared zone as pedestrians already have right of way. Current standards would see the installation of no stopping restrictions. Vehicles need to give way to pedestrians on the footpath as per the road rules.
Full closure of Grosvenor Lane	Requested that Grosvenor Lane be closed to traffic at Young Street.	The network impacts of this closure would be greater than Option 1, resulting in a Level of Service (LOS) which would decrease beyond the LOS F this was shown in the TIA study outcomes. Consequently, this option would not be endorsed by TfNSW and therefore was not considered any further.

Conclusion

The consultation revealed general agreement that pedestrian safety is a concern on Grosvenor Lane, with most respondents supporting measures to reduce traffic. However, opinions on the proposed 'Left Only' turn restriction were divided: 41% did not believe it would reduce traffic impacts and preferred alternative actions, 30% supported it, and another 30% were uncertain.

Despite the community responses supporting alternative actions, the options assessment indicates that Option 2 for the 'Left Only' restriction is the best option to address the reported safety concerns while minimising traffic disruptions.

It is recommended that the Committee endorse the attached concept design of the kerb build out, 'Left only' and 'No right turn' restrictions on Grosvenor Lane at Young Street.

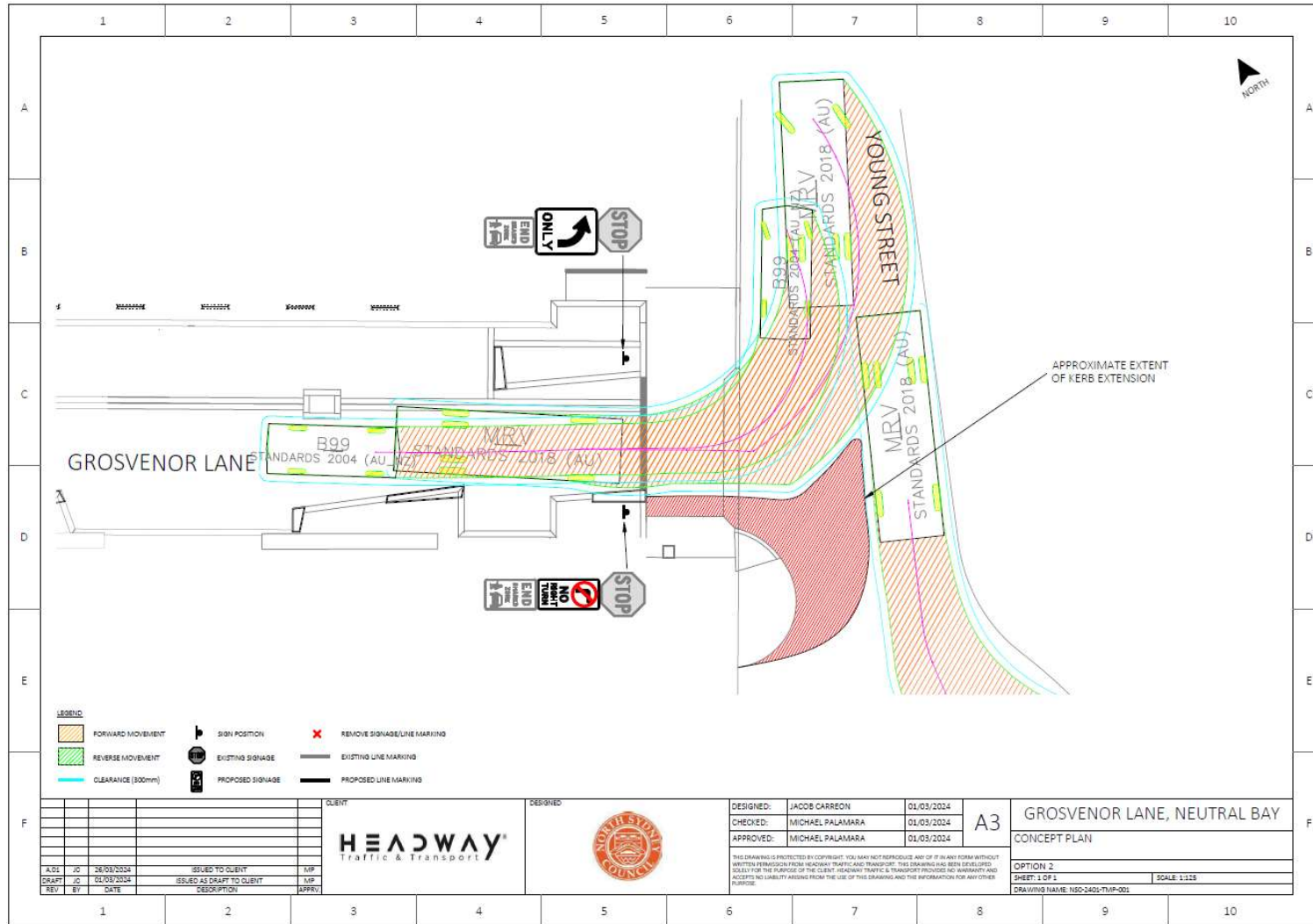
Financial/Resource Implications

Nil

Legislation

NSW Roads Act 1993

Grosvenor Lane – Concept Plan, Kerb Extension and Swept Paths for ‘Left Only’ restriction on to Young Street



5.5. Temporary Road Closures - New Year's Eve 2024

AUTHOR	Pragya Sharma, Traffic and Transport Engineer, Traffic and Transport Operations
ENDORSED BY	Gary Parsons, Director Open Space and Infrastructure
ATTACHMENTS	1. New Year's Eve 2024 North Sydney: Road Closures & Special Event Clearways [5.5.1 - 1 page]
CSP LINK	<p>1. Our Living Environment</p> <p>1.4 Well utilised open space and recreational facilities</p> <p>2. Our Built Infrastructure</p> <p>2.2 Vibrant public domains and villages</p> <p>2.4 Efficient traffic mobility and parking</p> <p>3. Our Innovative City</p> <p>3.1 Our commercial centres are prosperous and vibrant</p> <p>4. Our Social Vitality</p> <p>4.1 North Sydney is connected, inclusive, healthy and safe</p>

PURPOSE:

The purpose of this report is to seek Committee endorsement for the proposed temporary road closures and traffic management arrangements for New Year's Eve Tuesday 31 December 2024.

EXECUTIVE SUMMARY:

- Road closures and Special Event Clearways are proposed to be implemented across North Sydney, Blues Point, Lavender Bay, Kirribilli, and Cremorne Point from Monday 30 December 2024, to early Wednesday 1 January 2025, to facilitate New Year's Eve celebrations.
- New Year's Eve is an annual event hosted by North Sydney Council with an anticipated crowd of up to 30,000 patrons gathering at key vantage points - Blues Point Reserve, Lavender Bay Parklands, and Bradfield Park; these measures are essential to ensure safe and efficient movement in and around these areas.
- CATO Traffic Management Company has prepared Traffic Guidance Scheme (TGS) and proposed road closures for the event.

RECOMMENDATION:

1. THAT the Committee endorse the temporary road closures in North Sydney to support the New Year's Eve 2024 Event, between 7pm 30 December 2024 and 3am 1 January 2025.

Background

The New Year's Eve festivities in Sydney are a high-profile event, attracting large crowds to view the harbour fireworks from popular vantage points. In preparation, specific traffic management measures, including road closures and Special Event Clearways, are enacted to control vehicle flow and maintain public safety. Given the anticipated attendance and increased demand for access and parking near North Sydney's vantage points, specific measures are necessary to manage the area's accessibility and safety.

CATO Traffic Management Company has prepared the Traffic Guideline Scheme (TGS) for the event, detailing the proposed temporary road closures and traffic management measures necessary for event safety and operation. Event organisers will adhere to North Sydney Council's standard road closure conditions and must obtain all necessary approvals.

Report

To facilitate New Years Eve 2024, road closures and special event clearways will be place in various suburbs of North Sydney Local Government Area including North Sydney, Milsons Point, McMahons Point, Lavender Bay, Kirribilli, Waverton, Crows Nest, Cremorne, and Neutral Bay.

Traffic Management Plan:

Road closures in North Sydney and surrounding suburbs will commence at 7 pm Monday, 30 December 2024 until 3 am Wednesday, 1 January 2025. Police may restrict vehicle access along closed roads, including for residents and businesses.

Special Event Clearways:

Special Event Clearways implemented by TfNSW will be in effect from 6 pm Monday, 30 December 2024 until 3 am Wednesday, 1 January 2025. These clearways supersede resident parking schemes, and all vehicles - including those with resident parking or disability permits - must observe clearway signs to avoid towing and fines.

Public Notifications:

To help motorists and residents plan, notifications of road closures and clearways will be communicated in advance via signage, websites, and direct notifications.

Enforcement and Safety Considerations:

Law enforcement and traffic personnel will be on-site to monitor road access, ensure safety compliance, and tow vehicles parked in Special Event Clearways. Police will make case-by-case assessments for residents and businesses needing access along restricted roads.

Public Transport Adjustments:

Buses:

Due to road closures, bus services in North Sydney will follow alternative routes:

- From 3pm Tuesday 31 December 2024, some services to and from the Northern Beaches will terminate and depart in Berry Street North Sydney, while some northwest routes will operate via Miller Street near McLaren Street North Sydney.

- Between 11pm Tuesday 31 December and 1:30am Wednesday 1 January, services will not operate across the Sydney Harbour Bridge and will terminate and depart from alternative stations on the Sydney Trains and Metro networks.
- Specific route diversions and timings information is detailed on www.transportsw.info.

Ferries:

In accordance with event guidelines, specific wharf closures and restrictions will apply:

- Beulah Street is closed for maintenance.
- Cremorne Point closes 5:15pm 31 December.
- Jeffrey Street closes 8pm 30 December.
- McMahons Point closes 10am 31 December.
- Milsons Point closes 3pm 31 December (TBC)

All wharves remain closed until 1am 1 January.

Cycleway and Footpath Closures:

The Sydney Harbour Bridge Cycleway and Footpath will be closed from 6pm 31 December 2024 to 2am 1 January 2025.

Consultation requirements

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

Financial/Resource Implications

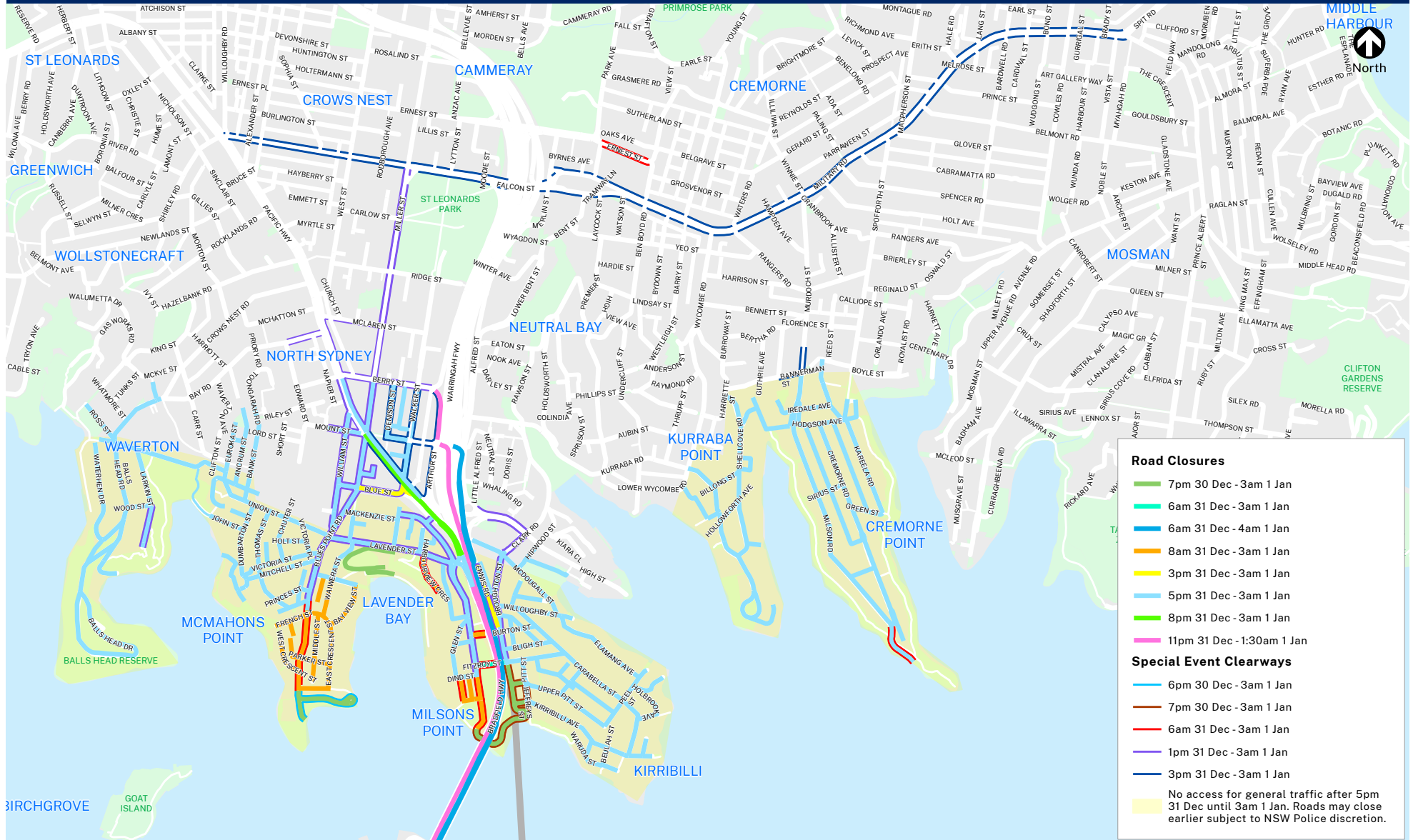
All costs related to the proposed closures at North Sydney vantage points will be covered by North Sydney Council.

Legislation

The temporary road closures are proposed under Section 115 of the NSW Roads Act 1993.



New Year's Eve 2024 - North Sydney Council Road Closures & Special Event Clearways



Road Closures	
—	7pm 30 Dec - 3am 1 Jan
—	6am 31 Dec - 3am 1 Jan
—	6am 31 Dec - 4am 1 Jan
—	8am 31 Dec - 3am 1 Jan
—	3pm 31 Dec - 3am 1 Jan
—	5pm 31 Dec - 3am 1 Jan
—	8pm 31 Dec - 3am 1 Jan
—	11pm 31 Dec - 1:30am 1 Jan
Special Event Clearways	
—	6pm 30 Dec - 3am 1 Jan
—	7pm 30 Dec - 3am 1 Jan
—	6am 31 Dec - 3am 1 Jan
—	1pm 31 Dec - 3am 1 Jan
—	3pm 31 Dec - 3am 1 Jan
 	No access for general traffic after 5pm 31 Dec until 3am 1 Jan. Roads may close earlier subject to NSW Police discretion.



Visit livetraffic.com for more details. Visit transportnsw.info to plan your trip.

5.6. Approvals under TfNSW's Delegation to Council

AUTHOR	Jasmine Wong, Transport Engineer
ENDORSED BY	Gary Parsons, Director Open Space and Infrastructure
ATTACHMENTS	1. Table of Proposed Approvals [5.6.1 - 5 pages] 2. TDA Sketches [5.6.2 - 12 pages]
CSP LINK	2. Our Built Infrastructure 2.2 Vibrant public domains and villages 3. Our Innovative City 3.1 Our commercial centres are prosperous and vibrant 4. Our Social Vitality 4.1 North Sydney is connected, inclusive, healthy and safe

PURPOSE:

The purpose of this report is to inform the Committee of items which are to be approved by Council under Transport for NSW (TfNSW) temporary delegation to Council for traffic management and pedestrian works.

EXECUTIVE SUMMARY:

- TfNSW has provided councils with the authority to approve specific works on local roads related to the regulation of parking and traffic on local roads without the requirements for endorsement by the Traffic Committee.
- This report provides information on proposed changes for Council approval under this delegation.

RECOMMENDATION:

1. THAT the information regarding the Temporary Delegation to Council items (Attachment 1 to this report) be received.

Consultation requirements

Community engagement is not required.

Financial/Resource Implications

The cost for these projects is proposed to be funded from the Traffic Operations Capital Works and operational budget.

**ENDORSEMENTS UNDER
TEMPORARY DELEGATION TO COUNCIL
567th TRAFFIC COMMITTEE – 29 November 2024**

Location	Suburb	Precinct, Ward, Electorate	Issue	Recommendation	Benefits
Parking Restriction					
Murdoch Street and Bannerman Street	Cremorne Point	Harrison-Bennett, Cammeraygal, North Shore	<p>Council has received safety concerns regarding visibility between pedestrians and drivers at the pedestrian refuge island located on the southern arm of the Murdoch Street and Bannerman Street roundabout.</p> <p>The existing No Stopping controls at this refuge island do not comply with current Technical Directions.</p>	<p>THAT the Committee note the reallocation of kerb space on the western side of Murdoch Street, Cremorne Point, south of Bannerman Street between the points 10m and 23.8m (2 car spaces) as “No Stopping”.</p>	<p>The proposed adjustments to “No Stopping” distances will navigate vehicles to park in the correct areas, improving visibility for both pedestrians using the refuge island and for drivers to see pedestrians.</p>
Miller Street between McLaren Street and Ridge Street	North Sydney	Stanton, Cammeraygal, North Shore	<p>A temporary event will be held on the following dates in 2024 and 2025:</p> <ul style="list-style-type: none"> • November 2nd & 16th, 2024 • December 7th & 21st 2024 • January 4th & 18th, 2025 • February 1st & 15th, 2025 • March 1st & 15th, 2025 • April 5th & 19th, 2025 • May 3rd & 17th, 2025 • June 7th & 21st, 2025 • July 5th & 19th, 2025 • August 2nd & 16th, 2025 • September 6th & 20th, 2025 • October 4th & 18th, 2025 • November 1st & 15th, 2025 • December 6th & 20th, 2025 <p>To enable safety in and around the event, Council has been asked to support a</p>	<p>THAT the Committee note the reallocation of kerb space on Miller Street, North Sydney, north of McLaren Street at the following locations:</p> <p>On the western side:</p> <ul style="list-style-type: none"> • A “Bus Zone” between the points 15m and 35m and • A “No Parking Council Vehicles Excepted” area between the points 35m to 65m <p>On the eastern side:</p> <ul style="list-style-type: none"> • A “Bus Zone” between the points 45m and 65m and • A “Council Vehicles Excepted” area between the points 65m to 95m 	<p>The proposed adjustments to Miller Street will assist the Northside Produce Market deliver essential services and cater for crowd safety.</p>

**ENDORSEMENTS UNDER
TEMPORARY DELEGATION TO COUNCIL
567th TRAFFIC COMMITTEE – 29 November 2024**

Location	Suburb	Precinct, Ward, Electorate	Issue	Recommendation	Benefits
			<p>request to relocate two existing bus zones on Miller Street, north of McLaren Street.</p> <p>The changes will be in place from 6am – 2pm on event days.</p> <p>The proposed changes are in line with the stipulated requirements of actions under Technical Delegated Authority on regular bus routes where:</p> <ul style="list-style-type: none"> • There is no impact to the length of the buses that can access • There is no change to operating times • Local Bus operators have been consulted and notified of the works with 14 days of the change. 		
Pacific Highway, between Christie Street and Albany Street	St Leonards	Holtermann, St Leonards Ward, North Shore	Review of the pay parking network identified metered parking as not financially viable and not meeting the objective of managing parking demand at this location.	<p>THAT the Committee note the reallocation of kerb space on the northern side of the Pacific Highway between points of 11.2m and 51.7m (7 spaces) east of Christie Street from: “1P METER 10am-6pm Mon-Fri, 1P 8:30-12:30 Sat”</p> <p>To: “1P 10am-6pm Mon-Fri, 1P 8:30-12:30 Sat”</p>	The change will provide free timed parking where it is no longer necessary to manage demand through fees providing greater utility of kerbspace. The change will also reduce operating costs.
Pacific Highway between Oxley Street	Crows Nest	Holtermann & Wollstonecraft, Wollstonecraft Ward,	Review of pay parking network identified metered parking as not financially viable and not meeting the objective of	<p>THAT the Committee note the reallocation of kerb space on the southern side of the Pacific Highway</p>	The change will provide free timed parking where it is no longer necessary to manage

**ENDORSEMENTS UNDER
TEMPORARY DELEGATION TO COUNCIL
567th TRAFFIC COMMITTEE – 29 November 2024**

Location	Suburb	Precinct, Ward, Electorate	Issue	Recommendation	Benefits
and Hume Street		North Shore	managing parking demand at this location.	between points of 53.2m and 59.7m (1 space) south of Oxley Street from: “1P METER 8:30am-3pm Mon-Fri, 8:30am-12:30pm Sat” to “1P 8:30am-3pm Mon-Fri, 8:30am-12:30pm Sat”	demand through fees providing greater utility of kerbspace. The change will also reduce operating costs.
Pacific Highway between Falcon Street and Alexander Street	Crows Nest	Hayberry, Wollstonecraft Ward, North Shore	A review of the pay parking network identified metered parking as not financially viable and not meeting the objective of managing parking demand at this location.	THAT the Committee note the reallocation of kerb space on the eastern side of the Pacific Highway between the points of 24.4m and 61.4m (6 spaces) south of Falcon Street from: “1/2P METER 10am-6pm Mon-Fri and 1/2P 8:30am-12:30pm Sat” to: “1/2P 10am-6pm Mon-Fri and 1/2P 8:30am-12:30pm Sat”	The change will provide free timed parking where it is no longer necessary to manage demand through fees providing greater utility of kerbspace. The change will also reduce operating costs.
Pacific Highway between Alexander Street and Emmet Lane	Crows Nest	Hayberry, Wollstonecraft Ward, North Shore	A review of the pay parking network identified metered parking as not financially viable and not meeting the objective of managing parking demand at this location.	THAT the Committee note the reallocation of kerb space on the eastern side of the Pacific Highway between points of 5.2m and 38m (5 spaces) south of Alexander Street from: “1P METER 10am-2:30pm Mon-Fri, 4:30pm-6pm Mon-Fri, 8:30am-12:30pm Sat.” to: “1P 10am-2:30pm Mon-Fri, 4:30pm-6pm Mon-Fri, 8:30am-12:30pm Sat.”	The change will provide free timed parking where it is no longer necessary to manage demand through fees providing greater utility of kerbspace. The change will also reduce operating costs.
Pacific Highway between Myrtle Street and Eden Lane	North Sydney	Hayberry, Wollstonecraft Ward, North Shore	A review of the pay parking network identified metered parking as not financially viable and not meeting the objective of managing parking demand at this location.	THAT the Committee note the reallocation of kerb space on the eastern side of the Pacific Highway between points of 10.6m and 24m (2 spaces) south of Myrtle Street from:	The change will provide free timed parking where it is no longer necessary to manage demand through fees providing greater utility

**ENDORSEMENTS UNDER
TEMPORARY DELEGATION TO COUNCIL
567th TRAFFIC COMMITTEE – 29 November 2024**

Location	Suburb	Precinct, Ward, Electorate	Issue	Recommendation	Benefits
				“1/2P METER 10am-6pm Mon-Fri, 1/2P 8:30am-12:30pm Sat.” to: “1/2P 10am-6pm Mon-Fri, 1/2P 8:30am-12:30pm Sat.”	of kerbspace. The change will also reduce operating costs.
Pacific Highway between Hazelbank Road and Rocklands Road	North Sydney	Wollstonecraft, Wollstonecraft Ward, North Shore	A review of the pay parking network identified metered parking as not financially viable and not meeting the objective of managing parking demand at this location.	THAT the Committee note the reallocation of kerb space on the western side of the Pacific Highway between points of 9.5m and 49.6m, and between 63.7m and 125.3m (16 spaces) north of Hazelbank Road from “1P METER 8:30am-3pm Mon-Fri” to “1P 8:30am-3pm Mon-Fri”	The change will provide free timed parking where it is no longer necessary to manage demand through fees providing greater utility of kerbspace. The change will also reduce operating costs.
Pacific Highway between West Street and Hazelbank Place	North Sydney	Hayberry, Wollstonecraft Ward, North Shore	A review of the pay parking network identified metered parking as not financially viable and not meeting the objective of managing parking demand at this location.	THAT the Committee note the reallocation of kerb space on the eastern side of the Pacific Highway between points of 58.8m and 65.3m (1 spaces) south of Hazelbank Place from: “1P METER 10am-6pm Mon-Fri, 8:30am-12:30pm Sat” to “1P 10am-6pm Mon-Fri, 8:30am-12:30pm Sat”	The change will provide free timed parking where it is no longer necessary to manage demand through fees providing greater utility of kerbspace. The change will also reduce operating costs.
Arthur Street between Mount Street and the Pacific Highway	North Sydney	CBD, Wollstonecraft Ward, North Shore	A review of the pay parking network identified metered parking as not financially viable and not meeting the objective of managing parking demand at this location.	THAT the Committee note the reallocation of kerb space on the western side of Arthur Street between points of 20.2m and 116.5m and between points of 147.3m and 163.3m (18 spaces) south of Mount Street from: “1/2P METER 10am-3pm Mon-Fri” to “1/2P 10am-3pm Mon-Fri”	The change will provide free timed parking where it is no longer necessary to manage demand through fees providing greater utility of kerbspace. The

**ENDORSEMENTS UNDER
TEMPORARY DELEGATION TO COUNCIL
567th TRAFFIC COMMITTEE – 29 November 2024**

Location	Suburb	Precinct, Ward, Electorate	Issue	Recommendation	Benefits
					change will also reduce operating costs.
May Lane between Barry Street and Yeo Street	Neutral Bay	Neutral, Victoria Ward, North Shore	A review of the pay parking network identified metered parking as not financially viable and not meeting the objective of managing parking demand at this location.	<p>THAT the Committee note the reallocation of kerb space on May Lane as follows:</p> <p>A) On the northern side between the points of 9.2m and 21.2m (2 spaces) from: “1/2P METER 8:30am-6pm Mon-Fri, 8:30am-1230pm Sat.” to “1/2P 8:30am-6pm Mon-Fri, 8:30am-1230pm Sat.” and</p> <p>B) On the northern side between the points of 41.9m and 54.7m (2 spaces) from: “1/4P METER 8:30am-6pm Mon-Fri, 8:30-4pm Sat” to: “1/4P 8:30am-6pm Mon-Fri, 8:30-4pm Sat”.</p> <p>C) On the southern side between the points 6m and 29.5m as east of Barry Street (4 spaces) from “1/4P METER 8:30am-6pm Mon-Fri, 8:30-4pm Sat” to “1/4P 8:30am-6pm Mon-Fri, 8:30-4pm Sat”</p>	The change will provide free timed parking where it is no longer necessary to manage demand through fees providing greater utility of kerbspace. The change will also reduce operating costs.

APPENDIX A

Proposal



Murdoch Street and Bannerman Street Proposal to Implement No Stopping Restriction



Existing

- No Stopping
- Unrestricted Parking

Proposed

- No Stopping

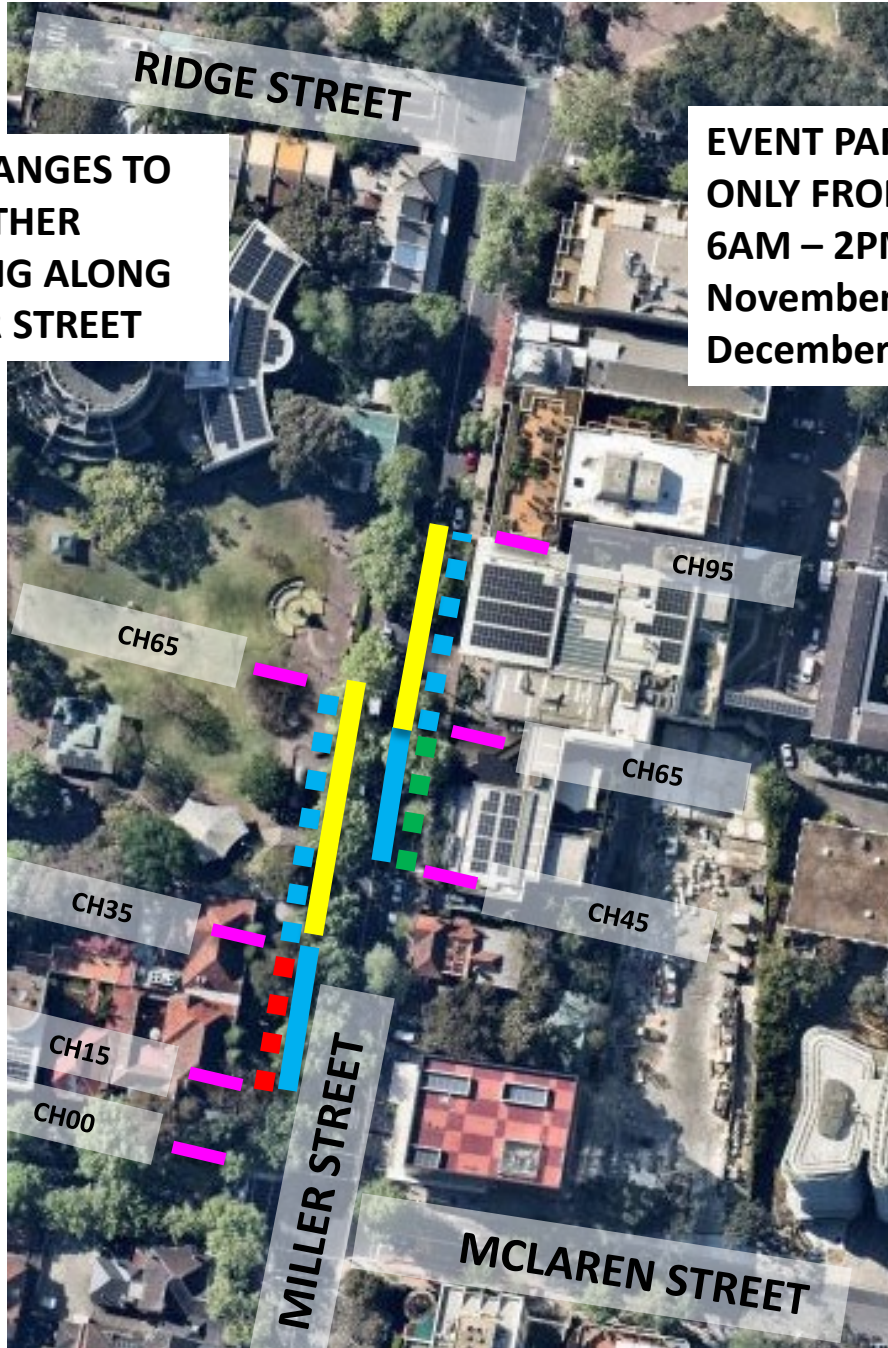
TEMPORARY EVENT PARKING REALLOCATION ON MILLER STREET BETWEEN MCLAREN ST AND RIDGE ST NORTH SYDNEY



MILLER STREET, NORTH SYDNEY TEMPORARY SATURDAY BUS ZONE

NO CHANGES TO
ANY OTHER
PARKING ALONG
MILLER STREET

EVENT PARKING
ONLY FROM
6AM – 2PM
November 2 & 16
December 7 & 21

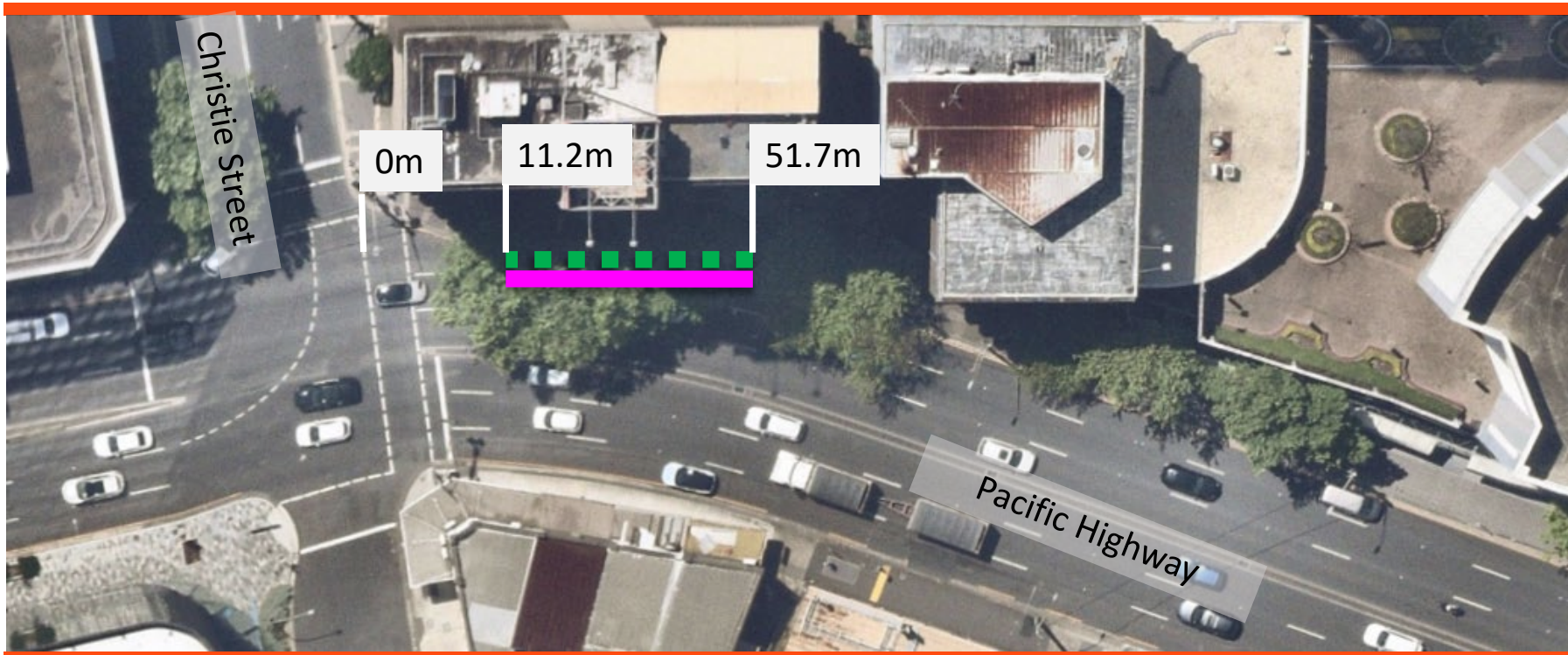


Existing		1P 10 _{AM} – 6 _{PM} MON-FRI	Proposed		TEMPORARY BUS ZONE
		8:30 _{AM} – 2:30 _{PM} SATURDAY			6 _{AM} – 2 _{PM} SATURDAY ONLY
		NO STOPPING			




Proposal

Pacific Highway, St Leonards Proposed Kerbside Parking Reallocation



LEGEND: Existing  1P Meter 10am-6pm
Mon-Fri, 8:30am-12:30pm Sat

Proposed  1P 10am-6pm Mon-Fri,
8:30am-12:30pm Sat




Proposal

Pacific Highway, Crows Nest Proposed Kerbside Parking Reallocation



LEGEND: Existing  1P Meter 8:30am-3pm
Mon-Fri, 8:30am-
12:30pm Sat

Proposed  1P 8:30am-3pm Mon-Fri,
8:30am-12:30pm Sat




Proposal

Pacific Highway, Crows Nest Proposed Kerbside Parking Reallocation



LEGEND: Existing  1/2P Meter 10am-6pm
Mon-Fri and 1/2P 830am-
1230pm Sat

Proposed  1/2P 10am-6pm Mon-Fri
and 1/2P 830am-
1230pm Sat



Proposal

Pacific Highway, Crows Nest Proposed Kerbside Parking Reallocation



Existing



1P Meter 10am-2:30pm
 Mon-Fri, 4:30pm-6pm
 Mon-Fri, 8:30am-12:30pm Sat

Proposed

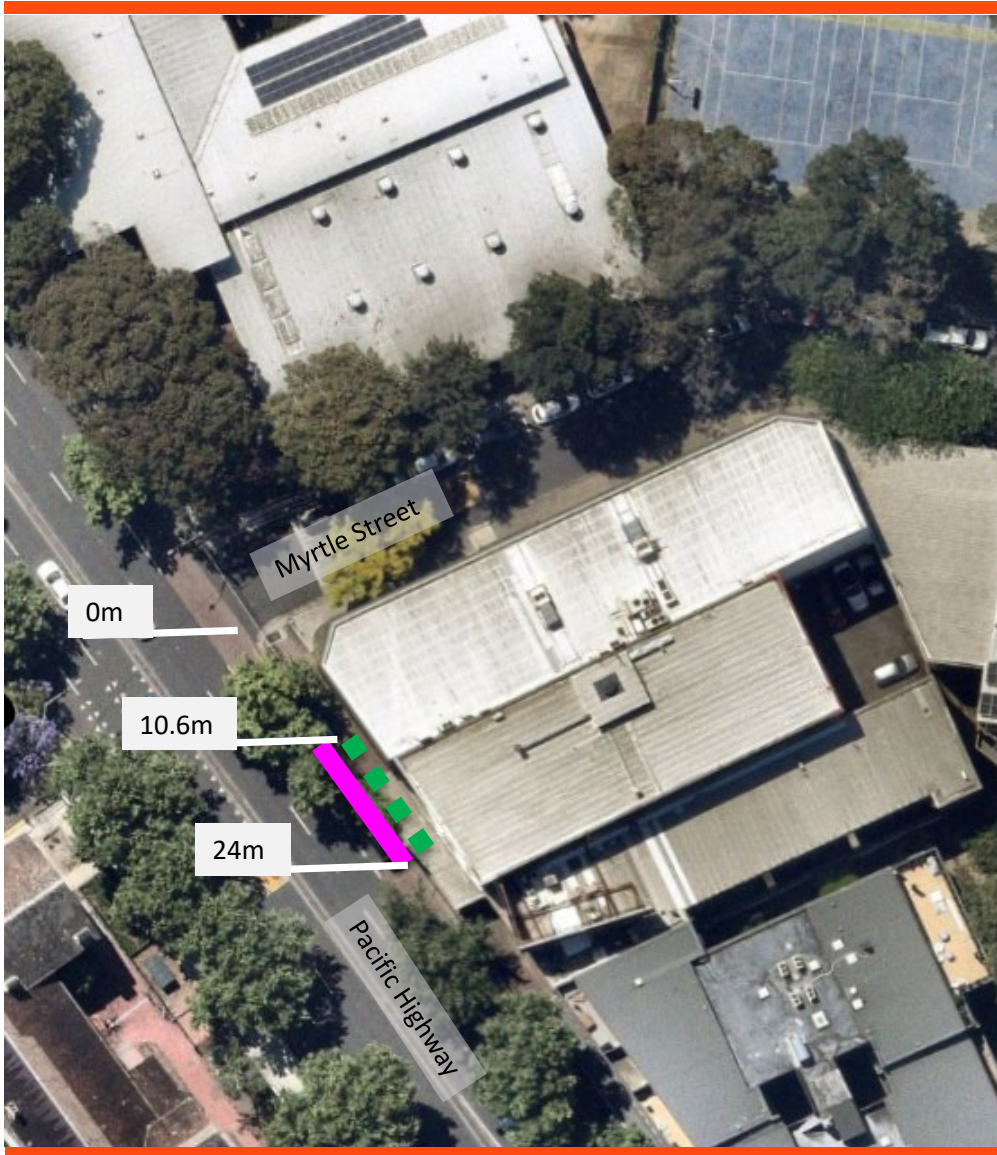


1P 10am-2:30pm
 Mon-Fri, 4:30pm-6pm
 Mon-Fri, 8:30am-12:30pm Sat



Proposal

Pacific Highway, Crows Nest
Proposed Kerbside Parking Reallocation



Existing



1/2P Meter 10am-6pm
Mon-Fri, 8:30am-
12:30pm Sat

Proposed

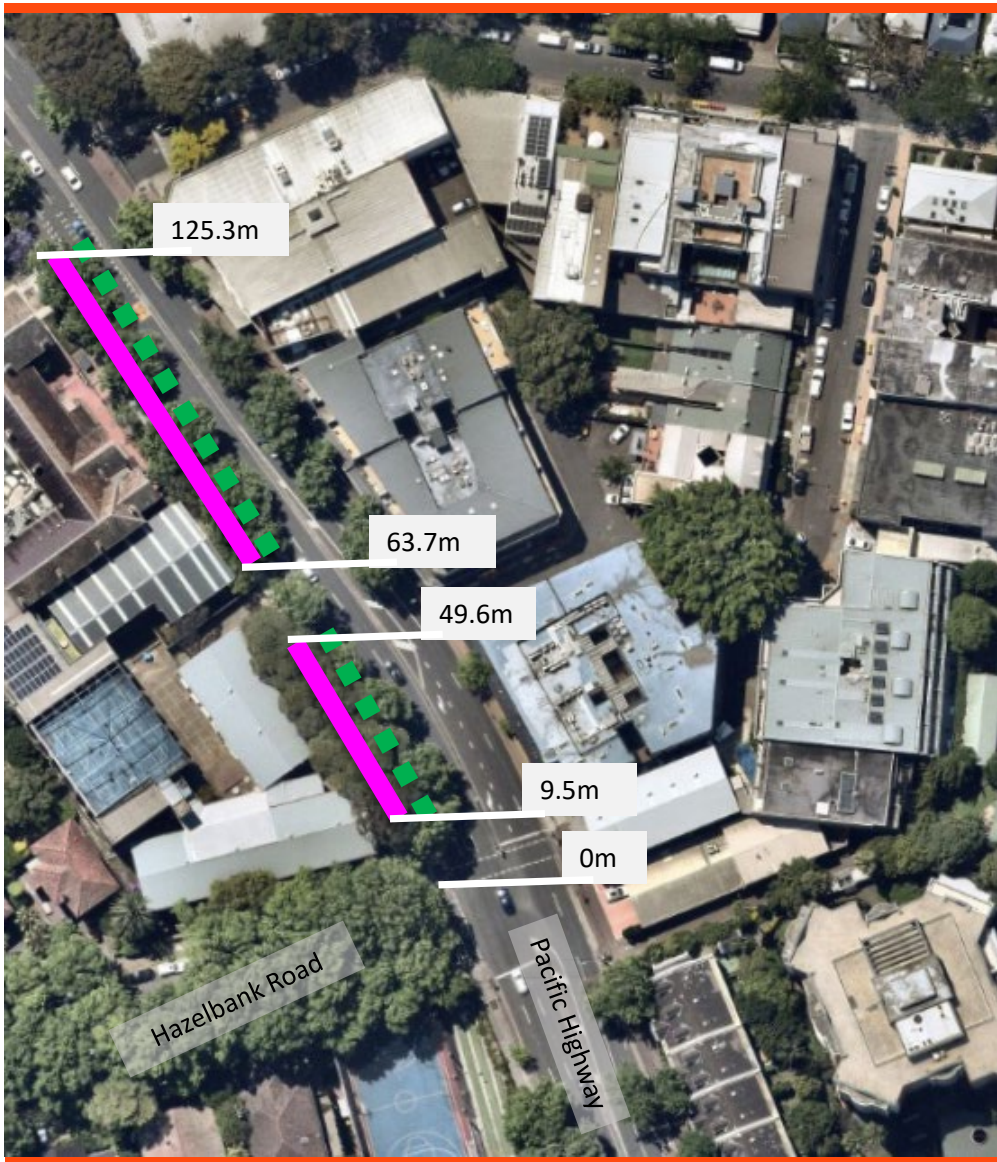


1/2P 10am-6pm Mon-
Fri, 8:30am-12:30pm
Sat



Proposal

Pacific Highway, North Sydney Proposed Kerbside Parking Reallocation



Existing



1P Meter 8:30am-3pm
Mon-Fr

Proposed



1P 8:30am-3pm Mon-Fr



Proposal

Pacific Highway, North Sydney
Proposed Kerbside Parking Reallocation



Existing



1P Meter 10am-6pm
Mon-Fri, 8:30am-
12:30pm Sat

Proposed

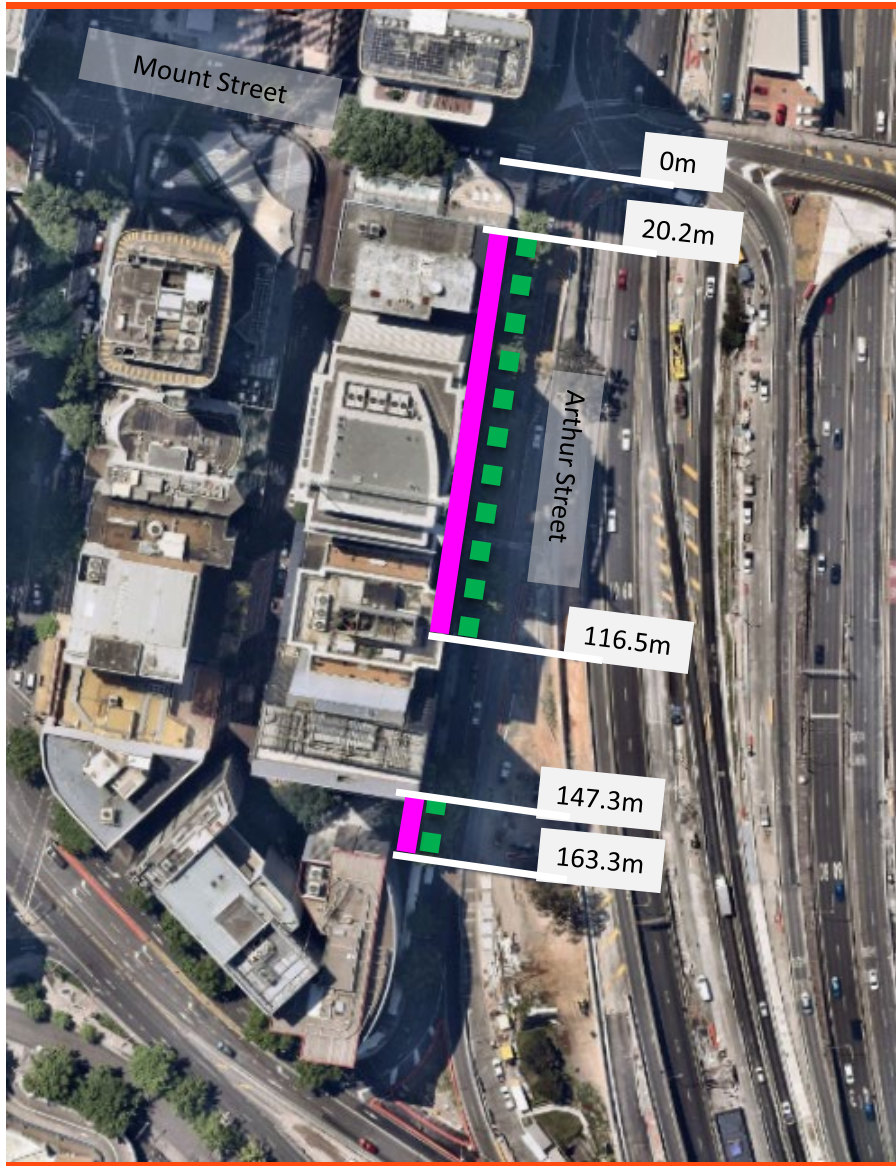


1P 10am-6pm Mon-
Fri, 8:30am-12:30pm
Sat



Proposal

Arthur Street, North Sydney Proposed Kerbside Parking Reallocation



Existing



1/2P Meter 10am-3pm
Mon-Fri.

Proposed

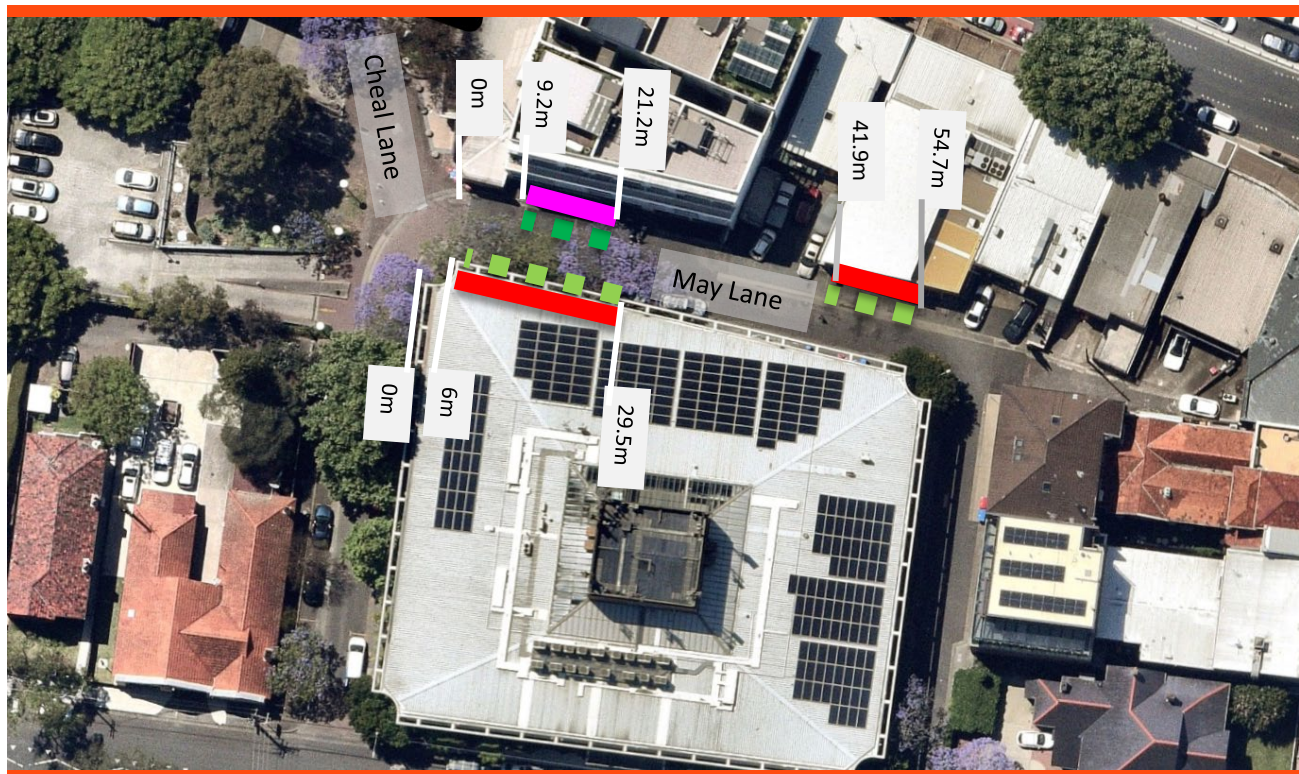


1/2P 10am-3pm Mon-
Fri.





Proposal

May Lane, Neutral Bay Proposed Kerbside Parking Reallocation





LEGEND:

Existing

-  1/2P Meter 8:30am-6pm Mon-Fri, 8:30am-12:30pm Sat
-  1/4P Meter 8:30am-6pm Mon-Fri, 8:30-4pm Sat

Proposed

-  1/2P 8:30am-6pm Mon-Fri, 8:30am-12:30pm Sat
-  1/4P 8:30am-6pm Mon-Fri, 8:30-4pm Sat

5.7. Out of Session Approvals

AUTHOR	Narelle Lamond, Traffic Operations Officer
ENDORSED BY	Gary Parsons, Director Open Space and Infrastructure
ATTACHMENTS	1. Out Of Session Approvals [5.7.1 - 4 pages] 2. Out of Session Approvals - Sketches [5.7.2 - 4 pages]
CSP LINK	2. Our Built Infrastructure 2.3 Prioritise sustainable and active transport 2.4 Efficient traffic mobility and parking 3. Our Innovative City 3.2 North Sydney is smart and innovative 5. Our Civic Leadership 5.1 Lead North Sydney's strategic direction

PURPOSE:

The purpose of this report is to advise the Committee of matters approved out-of-session from scheduled Traffic Committee meetings with the concurrence of Transport for NSW, NSW Police, local State Members, and under delegated authority to the Service Unit Manager for Traffic & Transport Operations.

EXECUTIVE SUMMARY:

- Items listed within the schedule attached to this report have been approved out of the regular session of Traffic Committee.
- The items have concurrence of Transport for NSW, the NSW Police, and the local State Members and have been approved by North Sydney Council's Traffic Engineer in accordance with North Sydney Council's Delegations of Authority to staff.

RECOMMENDATION:

1. **THAT** the information regarding Out of Session endorsements be received.

Consultation requirements

Community engagement is not required.

Financial/Resource Implications

There are no direct financial implications arising from this report.

**OUT OF SESSION APPROVALS FOR PROJECTS UNDER
DELEGATED AUTHORITY TO THE TRAFFIC OPERATIONS OFFICER
567 th TRAFFIC COMMITTEE – 29 November 2024**

No	Street	Location	Precinct, Ward, Electorate	Issue	Recommendation	Appr	Date	File Number	Comments
Resident Parking									
Nil									
Temporary Road Closures									
24-061	Grasmere Lane	2 Sutherland Street Cremorne NSW 2090	Willoughby, Cremorne, Cammeraygal	Temporary Road Closure	<p>1.THAT the Committee endorses the temporary road closure of Grasmere Lane, Cremorne on 22.10.24 from 7am-5pm for the purpose of large concrete pour, as per the submitted application and council's standard road closure conditions. Approval is subject to managed access to all affected properties and the applicant notifying all affected residents/tenants as per Council's standard conditions of approval.</p> <p>2.THAT the Committee endorses & raises no objection if Council receives an application for an extension or alternative date/s to carry out these works due to inclement weather or operational delays, that application be approved, subject to Police Permit approval.</p>	Yes	01.10.2024	10168671	22/10/2024
24-063	Hume Lane & Pole Lane	118-124 Willoughby Road	Willoughby, Crow's Nest, St Leonards	Temporary Road Closure	<p>1.THAT the Committee endorses the temporary road closure of Hume Lane & Pole Lane, Crow's Nest on 28.10.24 & 06.11.24 from 7am-5pm for the purpose of telecommunications upgrade, as per the submitted application and council's standard</p>	Yes	23.10.2024	10178895	28/10/2024 & 06/11/2024

**OUT OF SESSION APPROVALS FOR PROJECTS UNDER
DELEGATED AUTHORITY TO THE TRAFFIC OPERATIONS OFFICER
567 th TRAFFIC COMMITTEE – 29 November 2024**

					road closure conditions. Approval is subject to managed access to all affected properties and the applicant notifying all affected residents/tenants as per Council's standard conditions of approval. 2.THAT the Committee endorses & raises no objection if Council receives an application for an extension or alternative date/s to carry out these works due to inclement weather or operational delays, that application be approved, subject to Police Permit approval.				
Special Zones									
24-054	Yeo Street	53-55 Yeo Street Cremorne	Cremorne, Willoughby, Cammeraygal	Install Works Zone	THAT the Committee endorses the approval of the allocation of kerb space on the southern side of Yeo Road, Cremorne between the following points south of Yeo Road, Cremorne: 48.5 metres and 62.5 metres as “Works Zone 7am-5pm Mon-Fri; 8am-1pm Sat” Site Location: 53-55 Yeo Street Cremorne NSW 2062 DA 334/22	Yes	13.08.2024	10108169	
Regulatory Signs									
24-064	Brook Street & Chandos Street	Crow’s Nest	Holtermann, St Leonards, Willoughby	Relocate Double Dividing Lines	Background: The existing BB lines at the centre of the bend is too sharp, making it difficult for vehicles to complete the turn. A swept path analysis for a Medium Rigid Vehicle (similar to	Yes	28.10.2024	10204303	

**OUT OF SESSION APPROVALS FOR PROJECTS UNDER
DELEGATED AUTHORITY TO THE TRAFFIC OPERATIONS OFFICER
567 th TRAFFIC COMMITTEE – 29 November 2024**

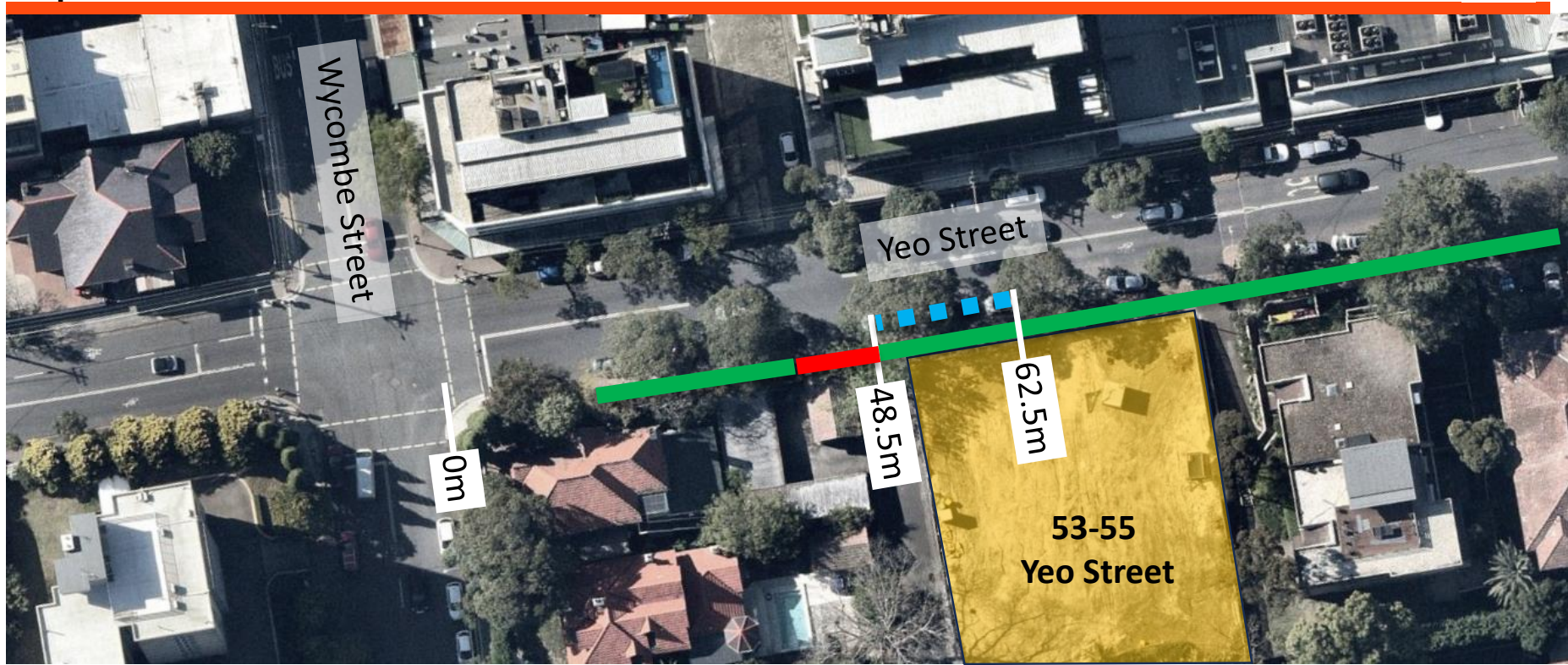
					Council’s waste collection truck) shows that vehicle cross the centre line when turning right from Brook Street onto Chandos Street. To address this, it is proposed to relocate the double BB lines to better accommodate these turning movements. With the proposed changes, the two eastbound lanes will still maintain a 3m width each. THAT the Committee endorses the relocation of double dividing line at the bend of Chandos Street and Brook Street, Crow’s Nest NSW 2065				
Signs Across Driveways									
24-060	Nook Avenue	3 Nook Avenue	Neutral Bay, Willoughby, Cammeraygal	Install No Parking signs x 2 & driveway line markings x 2	THAT the Committee endorses the installation of No Parking signposts and driveway line markings at the driveway 3 Nook Avenue NEUTRAL BAY NSW 2089	Yes	5.10.2024	10173565	
24-062	Ben Boyd Road	70 Ben Boyd Road	Neutral Bay, Willoughby, Cammeraygal	Install No Parking signs x 2	THAT the Committee endorses the installation of driveway line markings at the driveway of 70 Ben Boyd Road NEUTRAL BAY NSW 2089	Yes	28.10.2024	10204303	
Warning Signs									
Nil									
Construction Management Plan									
Nil									
Australian Road Rules Compliance Signs									
Nil									

**OUT OF SESSION APPROVALS FOR PROJECTS UNDER
DELEGATED AUTHORITY TO THE TRAFFIC OPERATIONS OFFICER
567 th TRAFFIC COMMITTEE – 29 November 2024**

Traffic Facilities									
NIL									
Council Decisions									
Nil									


Proposal

YEO STREET, CREMORNE Proposed Works Zone




LEGEND:

Existing

 "1P 8.30am-6pm Mon-Fri,
8:30am-12:30pm Sat PHE
Area 29"

 "No Parking"

Proposed

 "Works Zone 7am-50m
Mon-Fri, 8am-1pm Sat"



Proposal OSE- 24-064 Brook Street and Chandos Street, Crows Nest NSW 2065

Proposed

Relocate the double dividing (BB) line

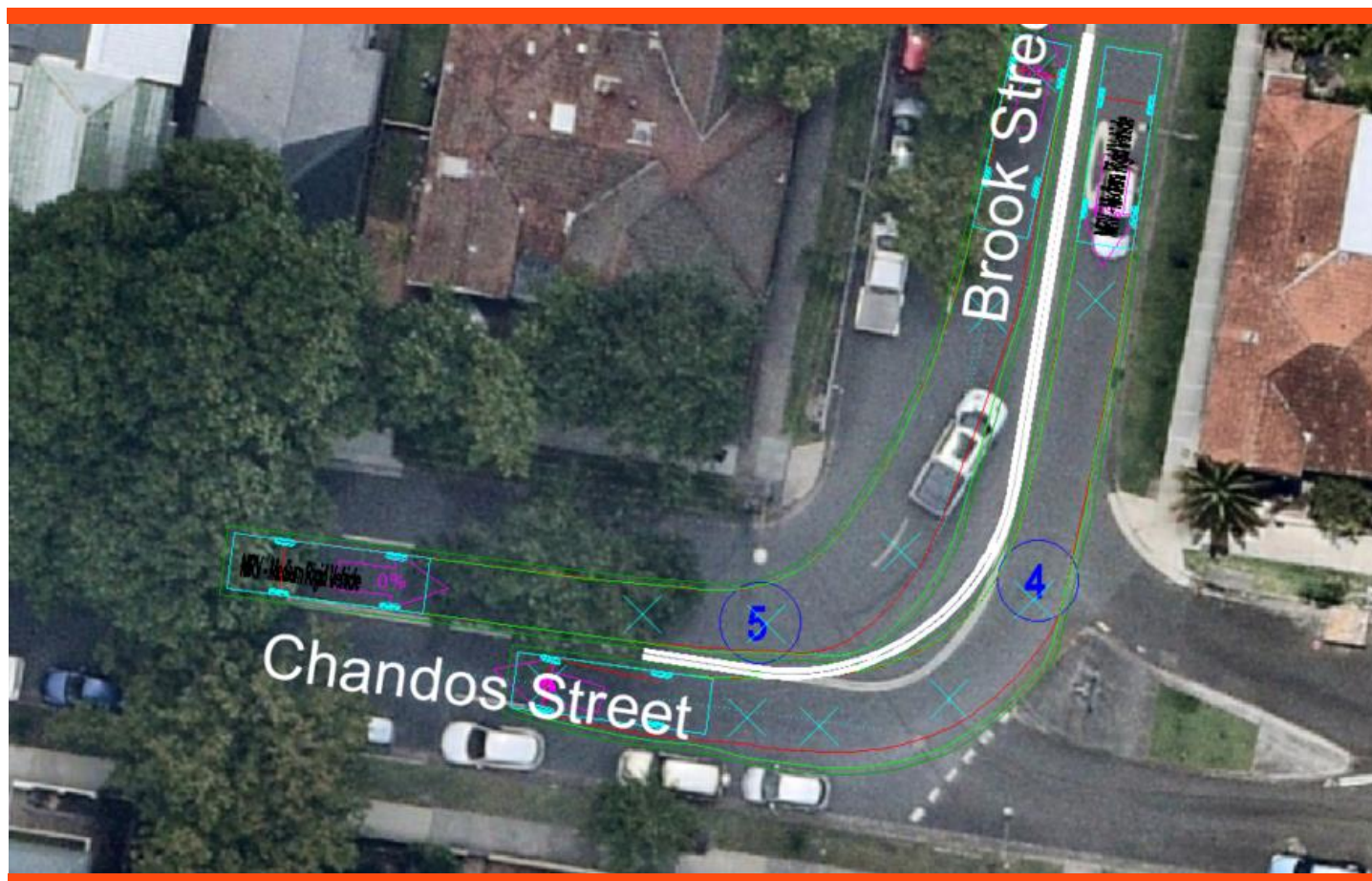




Proposal OSE- 24-064 Brook Street and Chandos Street, Crows Nest NSW 2065

Proposed

Relocate the double dividing (BB) line



Proposal 96-98 Ben Boyd Road Neutral Bay NSW 2089

Install Works Zone



Existing

- Yellow dashed line: "No Stopping"
- Green dashed line: "Unrestricted Parking"

Proposed

- Red solid line: "Works Zone 7am-5pm Mon-Fri; 8am-1pm Sat"
- Blue solid line: "No Parking"

6. Informal Items for Consideration

Nil

7. Local Development Advisory Committee Items for Consideration

Nil

8. Closure