



AGENDA

A **Meeting** of the **Traffic Committee** will be held on Cammeraygal Land at the Ros Crichton Pavilion, 200 Miller Street, North Sydney at 10:00 AM on Friday 18 July 2025.
The agenda is as follows.

Therese Cole
CHIEF EXECUTIVE OFFICER



North Sydney Council is an Open Government Council. The records of Council are available for public viewing in accordance with this policy, with the only exception being made for certain confidential documents such as legal advice, matters required by legislation not to be divulged, and staff matters.

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>Temporary Road Closures - 2025 TCS Sydney Marathon</i>	<i>4</i>
5.2. <i>Temporary Road Closures - 2025 Spring Cycle.....</i>	<i>84</i>
5.3. <i>River Road, Wollstonecraft - Raised Pedestrian Crossing</i>	<i>96</i>
5.4. <i>Newlands Street at Morton Street, Wollstonecraft - Pedestrian Crossing.....</i>	<i>107</i>
5.5. <i>Myrtle Street at Pacific Highway, Crows Nest - Pedestrian Crossing</i>	<i>114</i>
5.6. <i>Out-of-Session Endorsements</i>	<i>122</i>
6. Informal Items for Consideration.....	135
7. Local Development Advisory Committee Items for Consideration.....	135
8. Closure	135

1. Confirmation of Minutes

The Minutes of the previous meeting held on 13 June 2025, copies of which had been previously circulated, will be adopted at the Council meeting to be held on Monday 28 July 2025.

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. Temporary Road Closures - 2025 TCS Sydney Marathon

AUTHOR	Jasmine Wong, Transport Engineer
ENDORSED BY	Gary Parsons, Director Open Space and Infrastructure
ATTACHMENTS	1. Bump In Bump Out TGS [5.1.1 - 19 pages] 2. Main Event TGS [5.1.2 - 58 pages]
CSP LINK	1. Our Living Environment 1.4 Well utilised open space and recreational facilities 2. Our Built Infrastructure 2.2 Vibrant public domains and villages 2.4 Efficient traffic mobility and parking

PURPOSE:

The purpose of this report is to seek committee endorsement for temporary road closures associated with the Sydney Marathon 2025, scheduled to be held on Sunday, 31 August 2025.

EXECUTIVE SUMMARY:

- Pont 3 has applied for temporary road closures associated with the annual Tata Consultancy Services (TCS) Sydney Marathon event on 31 August 2025.
- The event is a Class 1 State Significant Event and is expected to attract 35,000 participants across New South Wales, interstate and overseas. The running route showcases Sydney's historic landmarks including the Sydney Harbour Bridge and Opera House.
- Bump in and bump out operations for the event will occur from Wednesday to Saturday prior to the event.
- Traffic changes related to the event will occur between 7am Saturday, 30 August to 12pm Sunday, 31 August 2025.

RECOMMENDATION:

1. THAT the Committee endorse the following temporary road closures associated with the Sydney Marathon 2025 to be undertaken between 7am Saturday, 30 August to 12pm Sunday, 31 August on:

- Ridge Street, between Miller Street and West Street
- Elliot Street, from Ridge Street
- James Place, from Ridge Street
- Carlow Street, between Miller Street and West Street
- Cassins Avenue, from Cassins Lane
- Cassins Lane, from Carlow Street
- Miller Street, between Falcon Street and Pacific Highway

- Ridge Lane, from Ridge Street
- Ridge Street, between West Street and Walker Street
- Tucker Street, from Carlow Street
- Arthur Street, between Middlemiss Street and Pacific Highway
- Blue Street, between Miller Street and Pacific Highway
- Church Lane, between West Street and McLaren Street
- Church Street, between West Street and McLaren Street
- Church Street, St Thomas Anglican Church Parking
- Cunningham Street, between Ridge Street and Kelrose Lane
- Gas Lane, from Miller Street
- Hampden Street, from Walker Street
- High Street, between Arthur Street and Pacific Highway (northbound)
- Kelrose Lane, from McLaren Street
- Miller Street, between Blue Street and Pacific Highway
- Walker Street, between Ridge Street and Berry Street
- Angelo Street, between McLaren Street and Berry Street
- Arthur Street, between Berry Street and Mount Street
- Bullivant Lane, from Berry Street
- Denison Street, between Mount Street and Berry Street
- Faith Bandler Place, from McLaren Street
- Harnett Street, from McLaren Street
- Hill Street, from Walker Street
- Junction Lane, from Little Walker Street
- Little Spring Street, between Spring Street and Berry Street
- Little Walker Street, between Pacific Highway and Mount Street
- McLaren Street, between Pacific Highway and Walker Street
- Mount Street, between Walker Street and Denison Street
- Spring Street, between Denison Street and Walker Street
- Walker Street, between Mount Street and Pacific Highway
- Walker Street, between Berry Street and Mount Street (southbound)
- Ward Street, from Berry Street

2. THAT the Committee endorse the temporary road closures associated with the bump in and bump out operations for the event on Miller Street and Ridge Street, which will occur between 7pm Wednesday, 27 August and 5pm Saturday, 30 August 2025 prior to the event.

Background

Pont 3 has applied for temporary road closures associated with the annual TCS Sydney Marathon event on 31 August 2025. The event is expected to attract 35,000 participants across New South Wales, interstate and overseas. The running route showcases Sydney's historic landmarks including the Sydney Harbour Bridge and Opera House.

Report

To facilitate the 2025 TCS Sydney Marathon, temporary road closures are proposed throughout North Sydney CBD between 7am Saturday 30 August to 12pm Sunday 31 August 2025. In addition, traffic changes related to bump in and bump out operations will occur from Wednesday 27 August and Saturday 30 August 2025 prior to the event.

The Sydney Marathon is a Class 1 State Significant Event. Transport for NSW (TfNSW) and NSW Police will progressively re-open roads, after all infrastructure is removed the roads are cleaned.

During the road closures, vehicle access will be impacted and managed through alternative arrangements, detours or under traffic control.

The organiser is required to undertake community notification in line with the NSW Governments Guide to Traffic and Transport Management for Special Events and the NSW Governments Event Starter Guide. These include the requirement for broad notification with the non-event community as well as a minimum of 7 days' notice of any road closure by means of conspicuous notices erected along the impacted roads.

Consultation Requirements

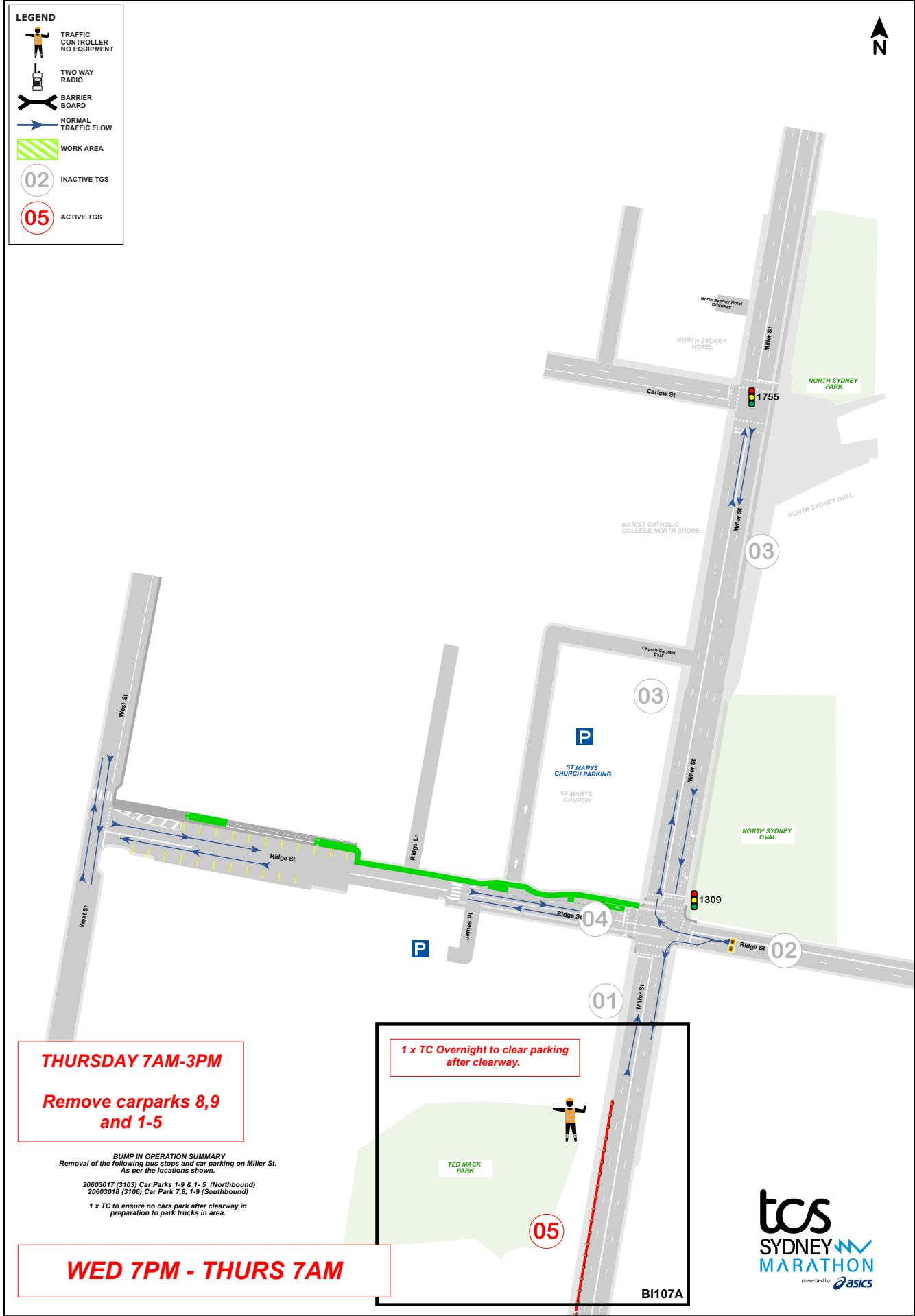
The applicant is required to notify affected stakeholders.

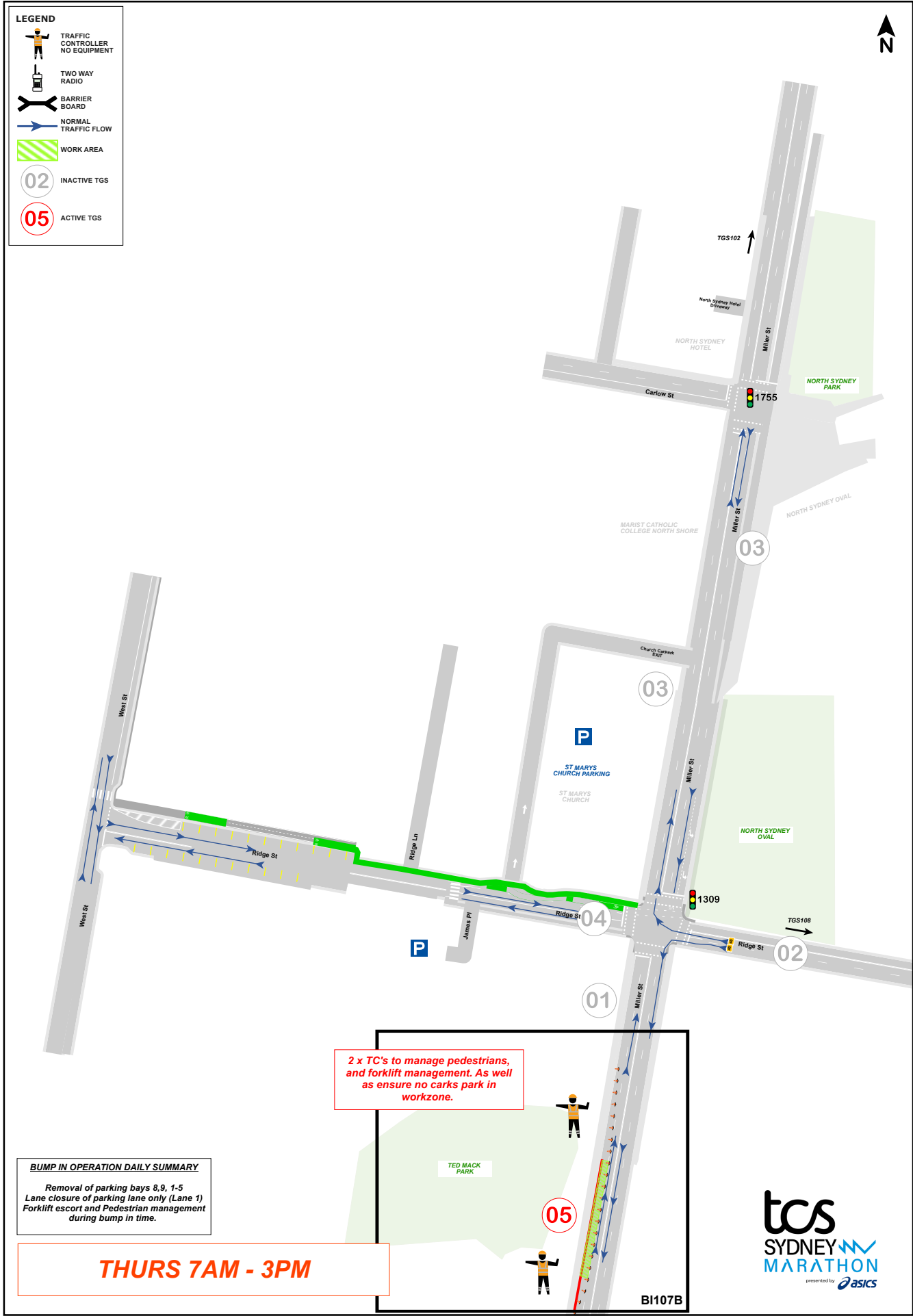
Financial/Resource Implications

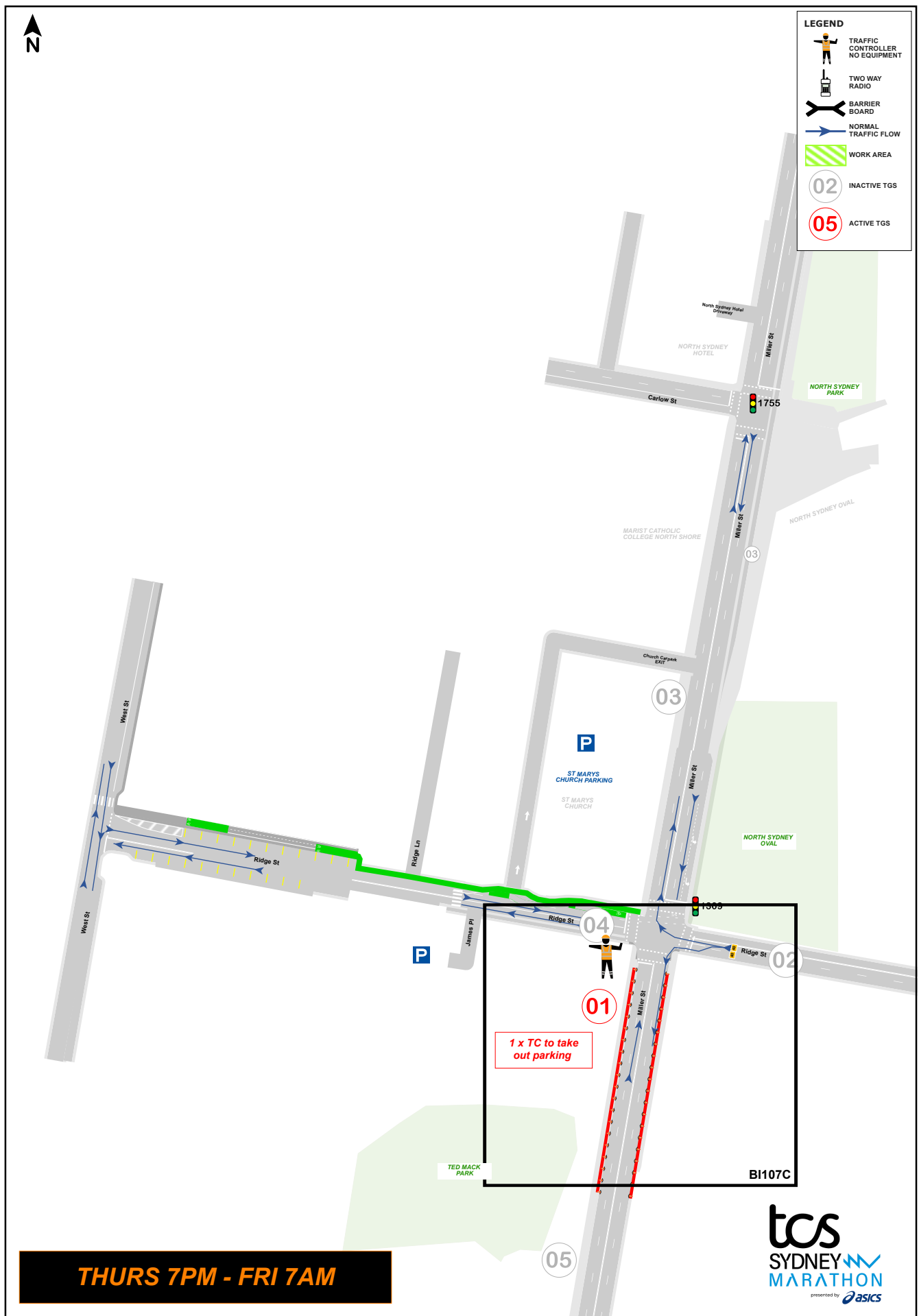
All cost is required to be borne by the applicant.

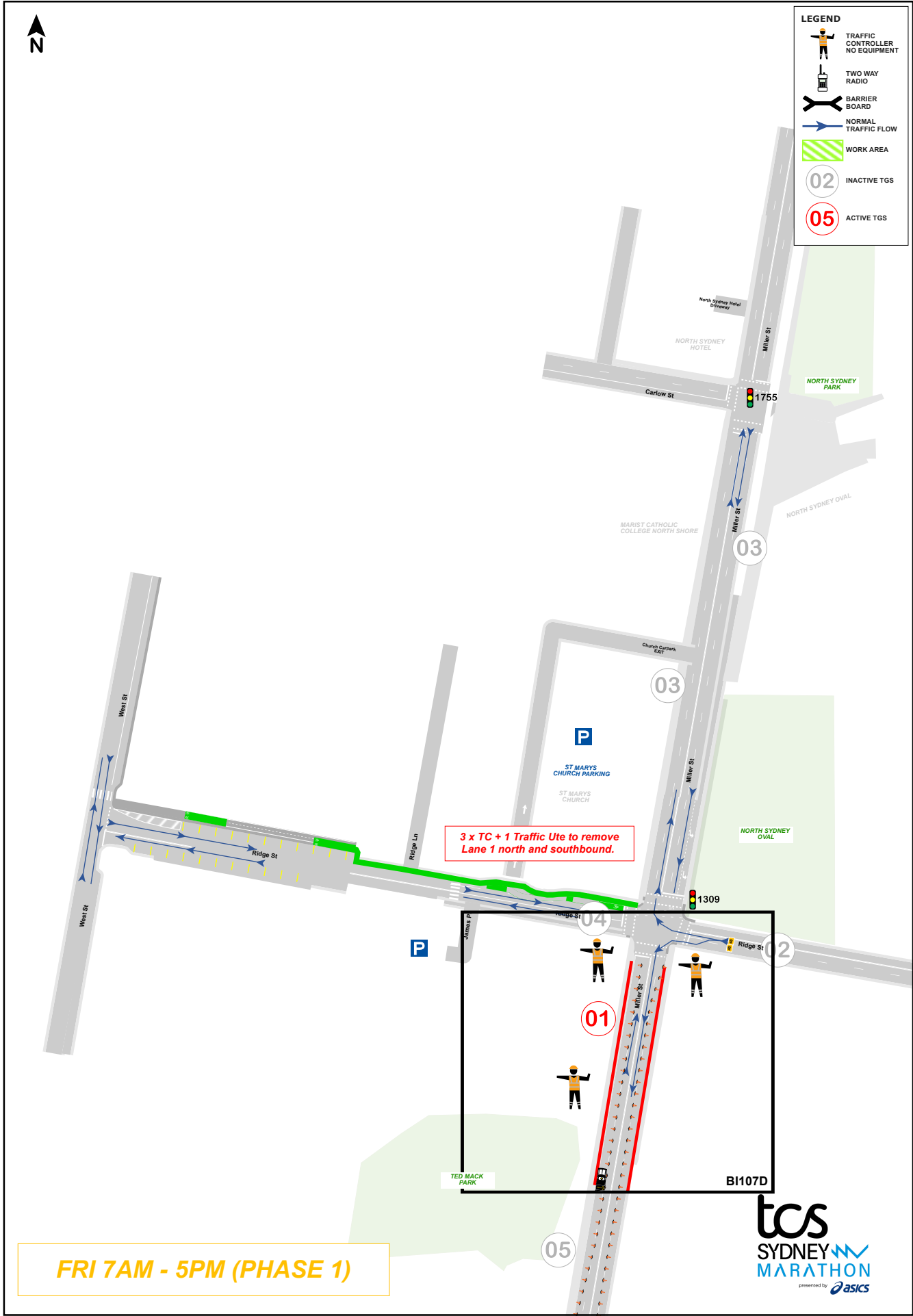
Legislation

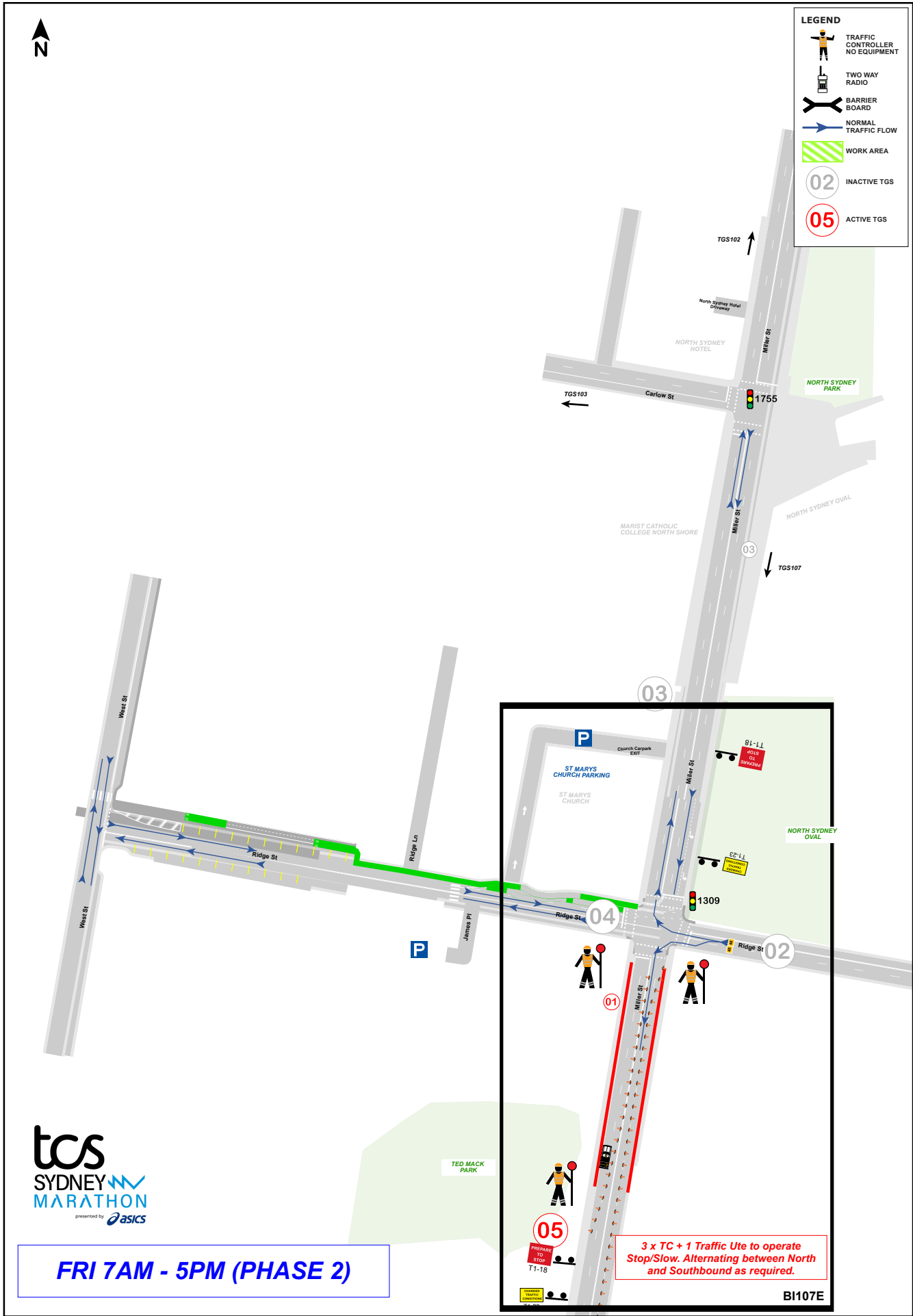
The temporary road closures are proposed under the NSW Roads Act 1993.

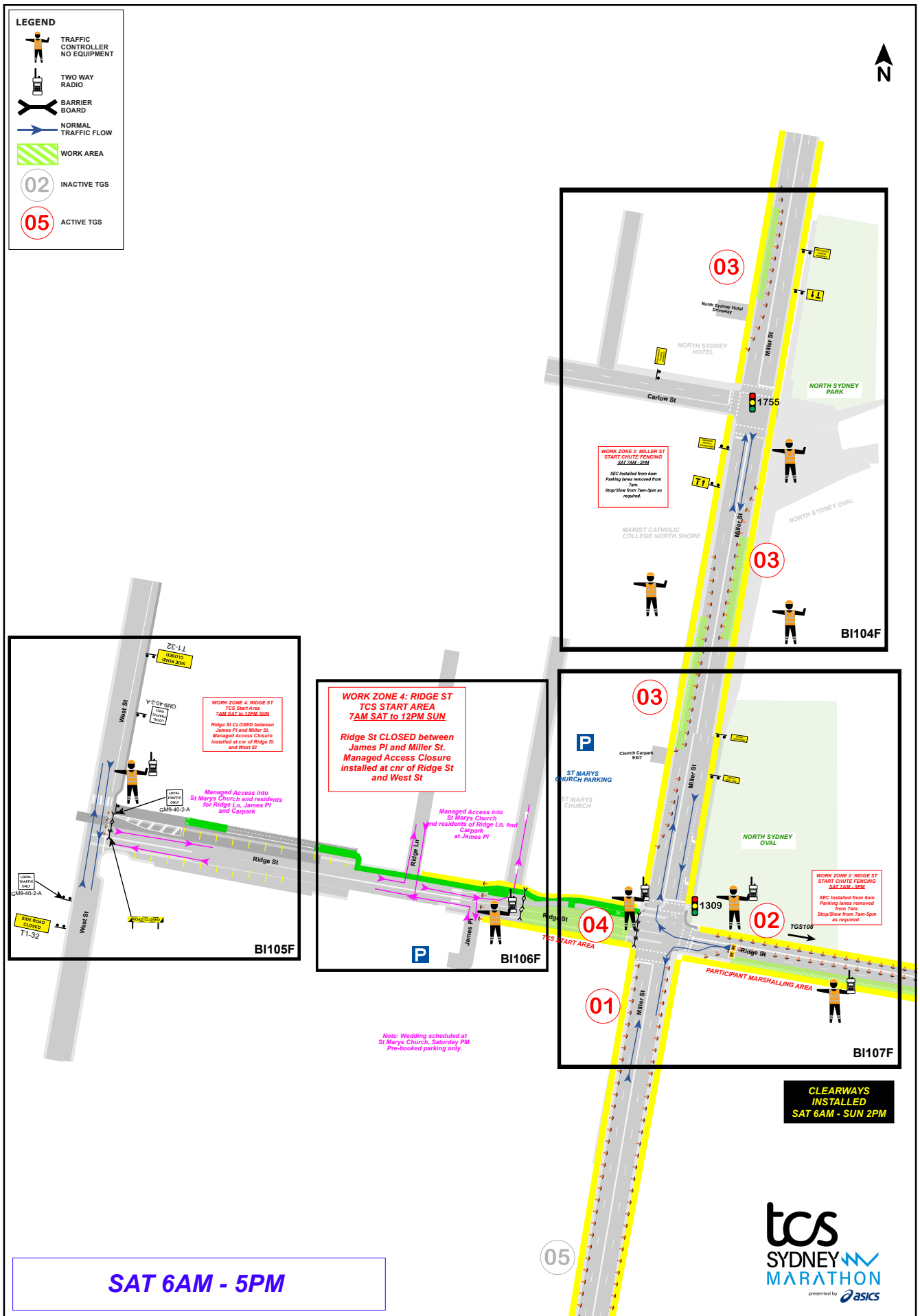


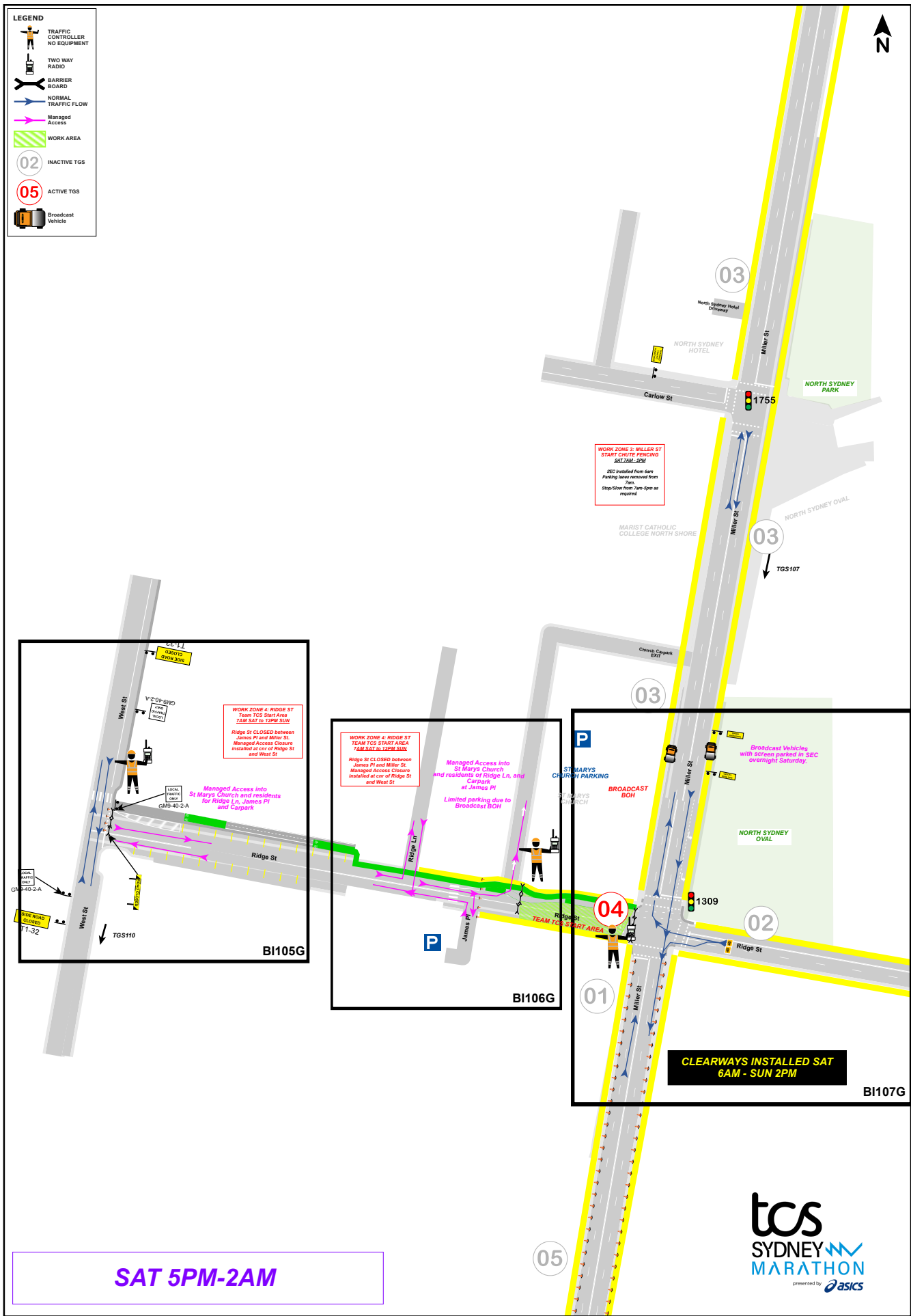


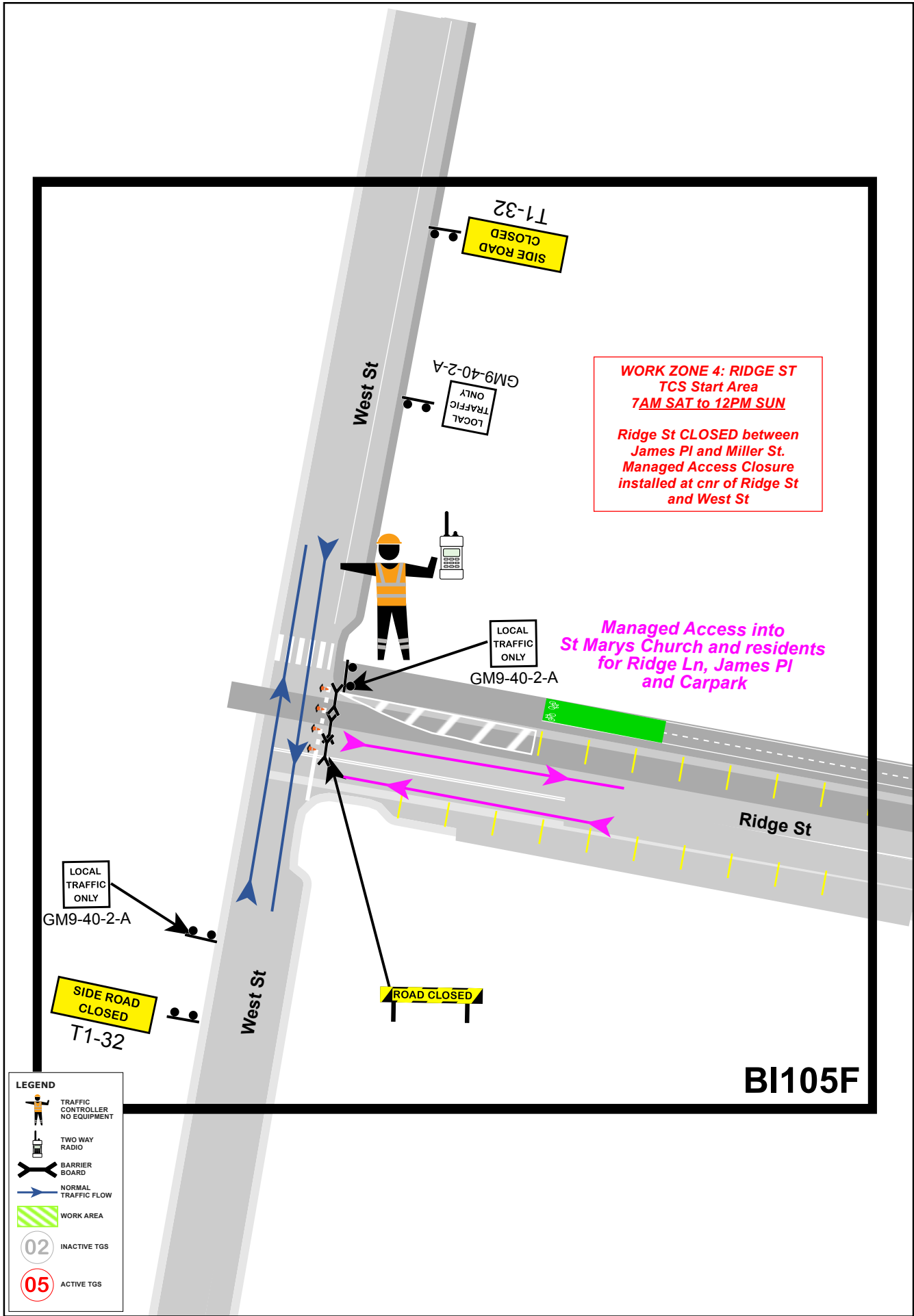


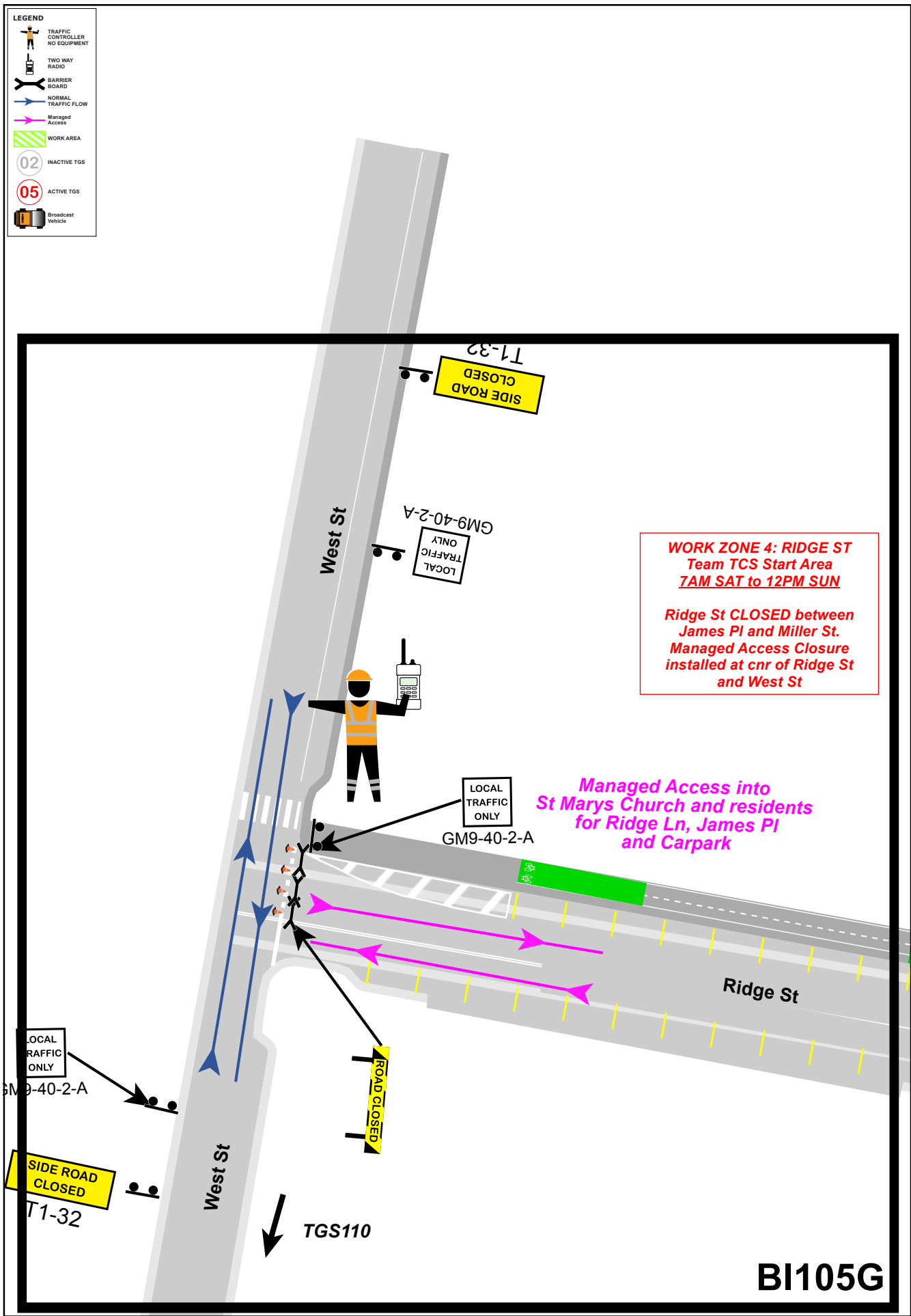


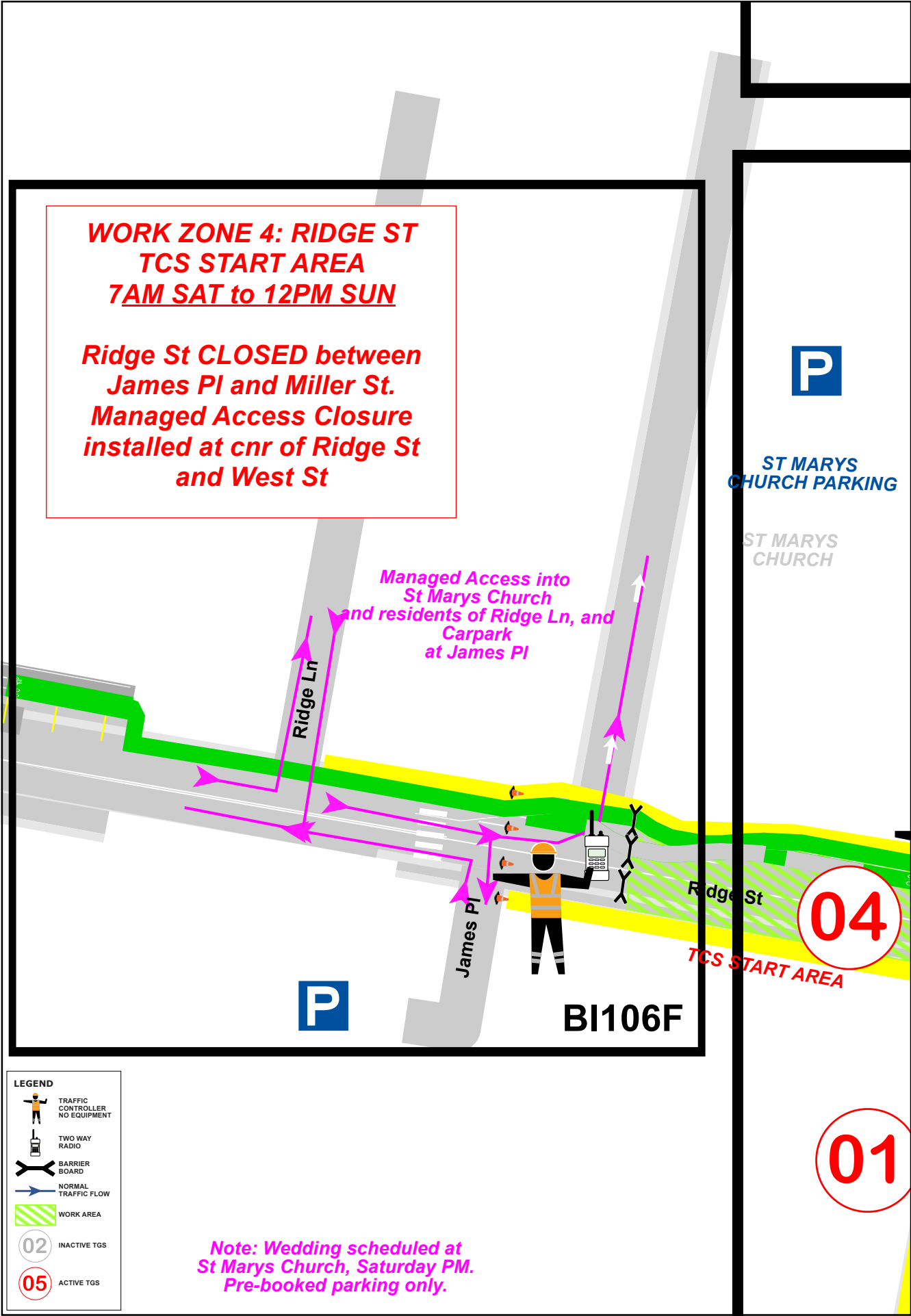




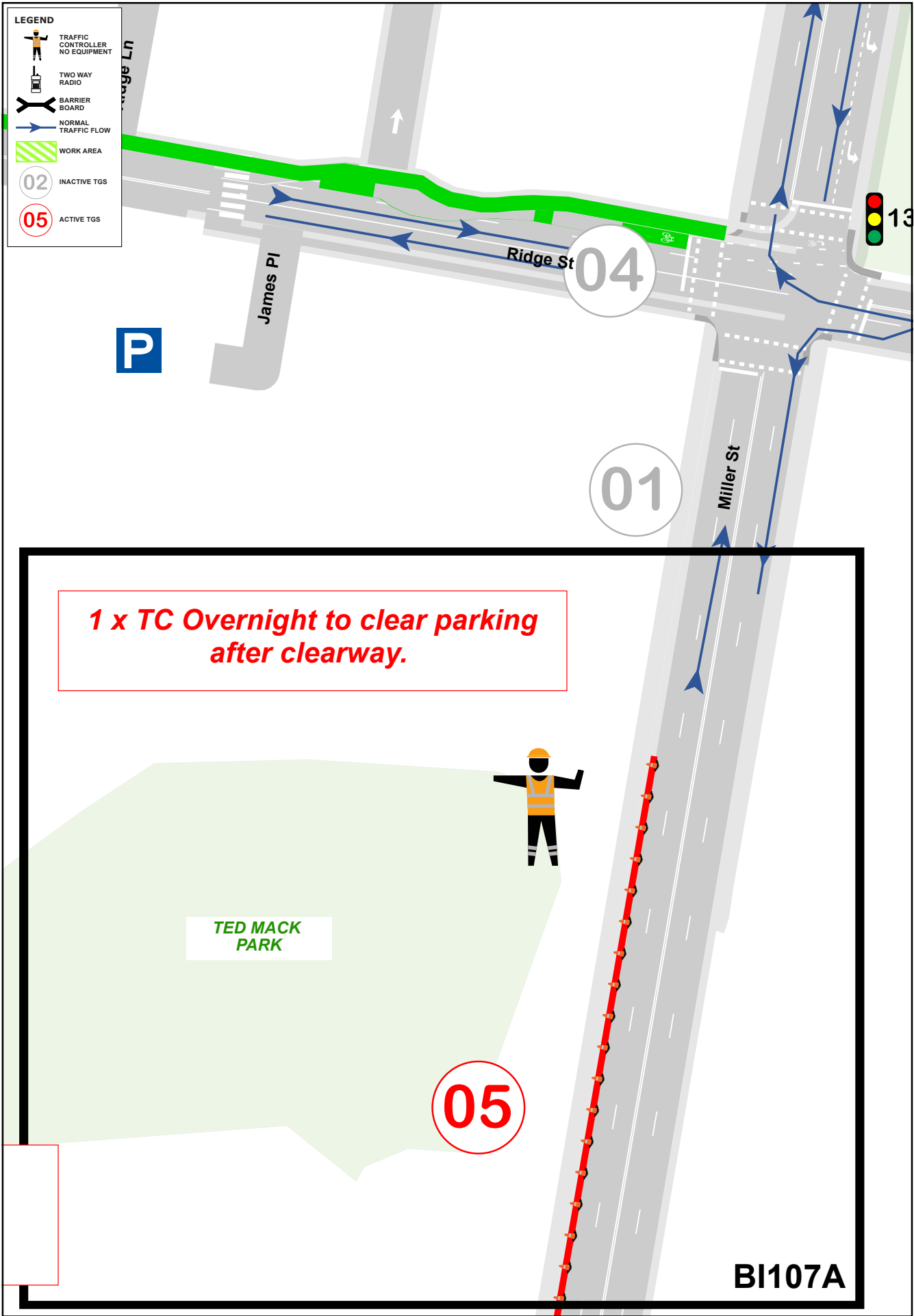




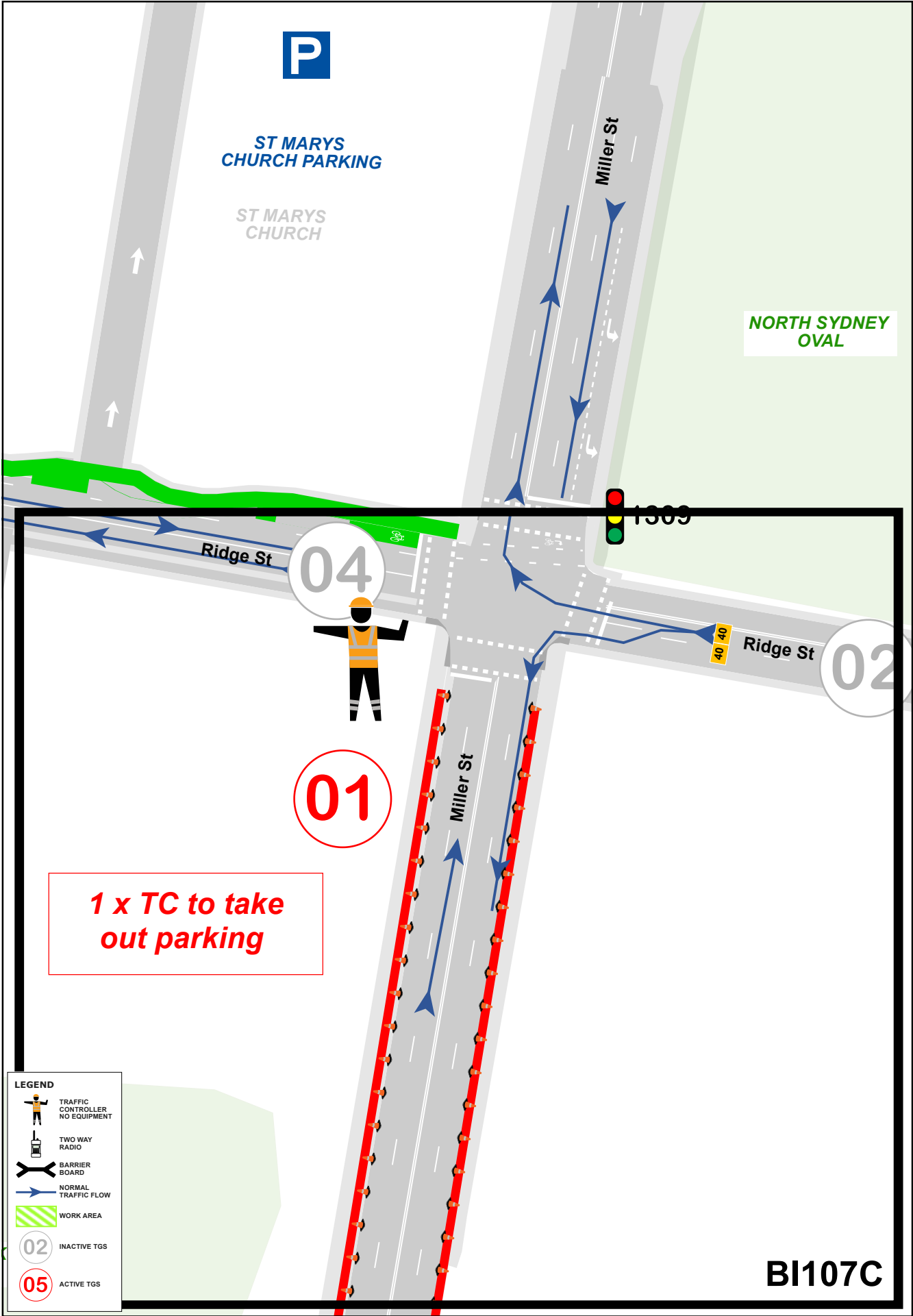


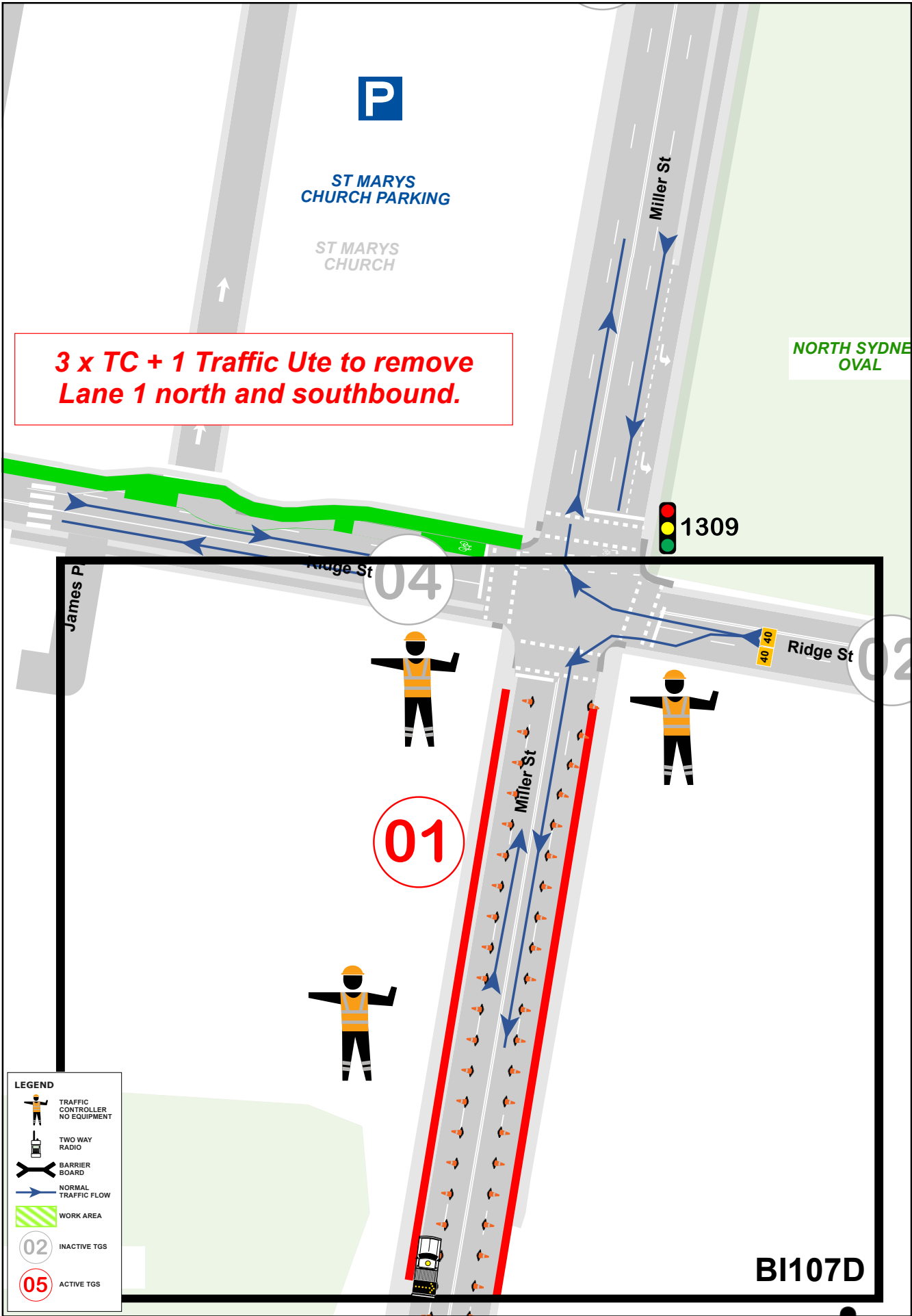


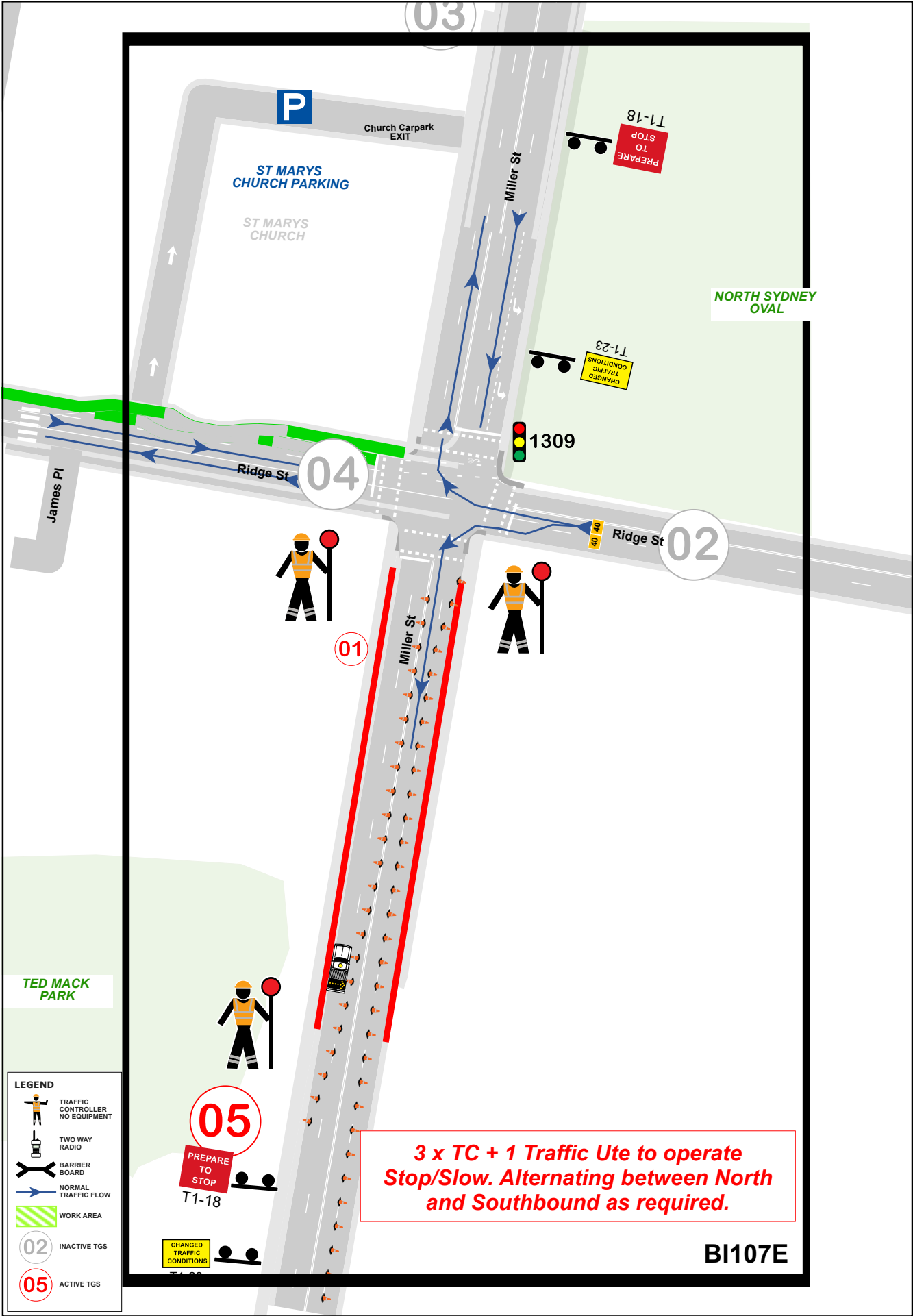


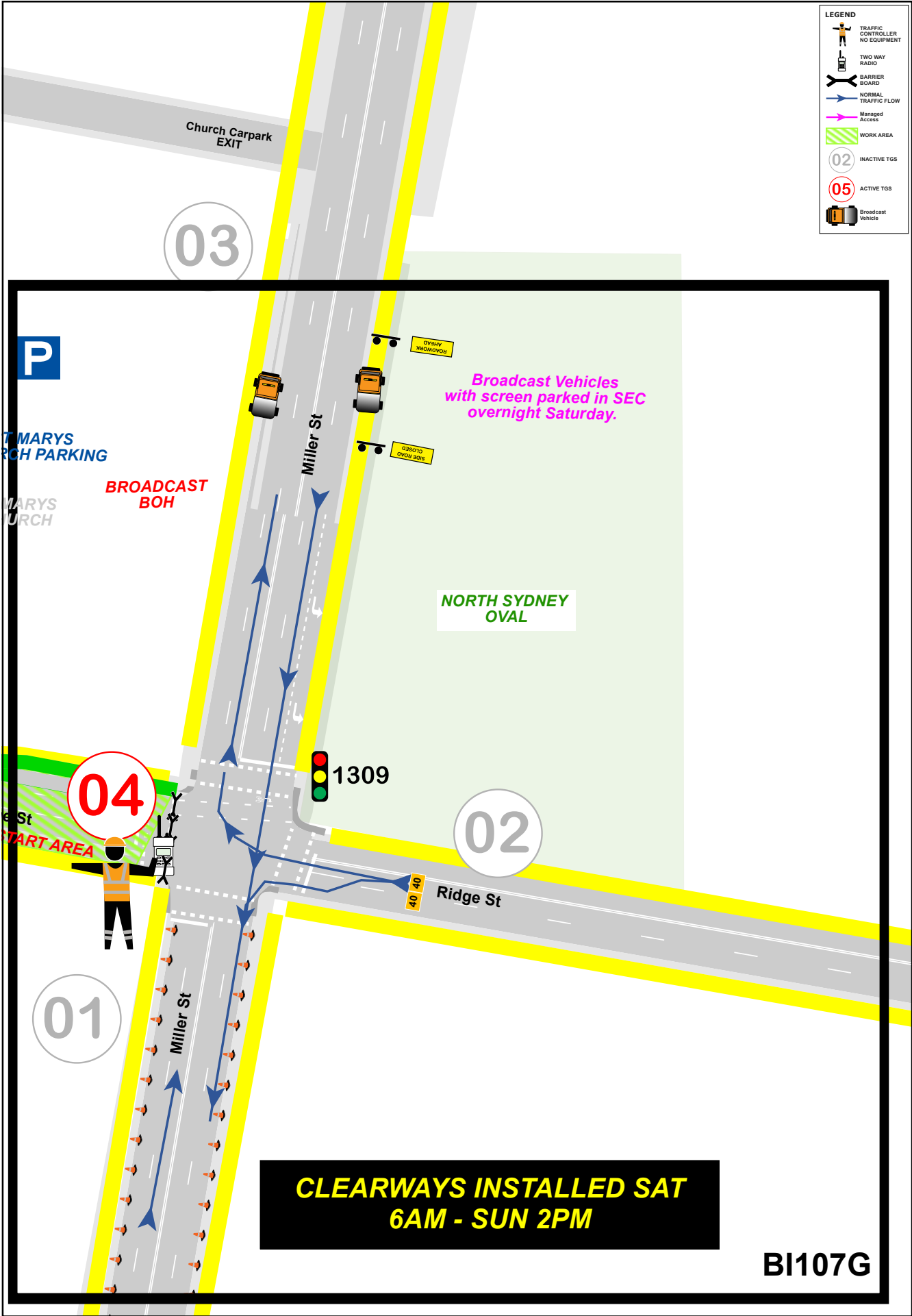


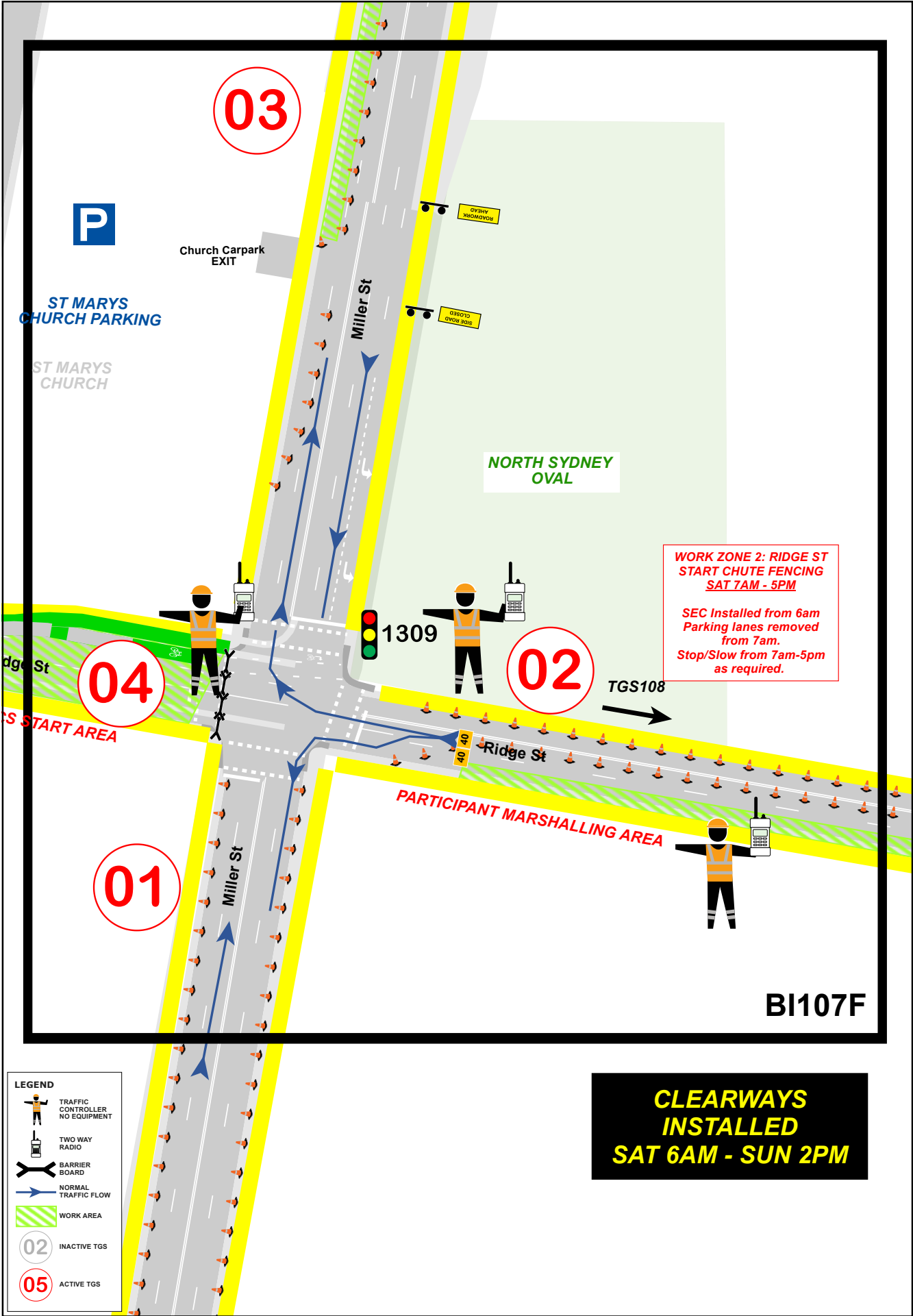




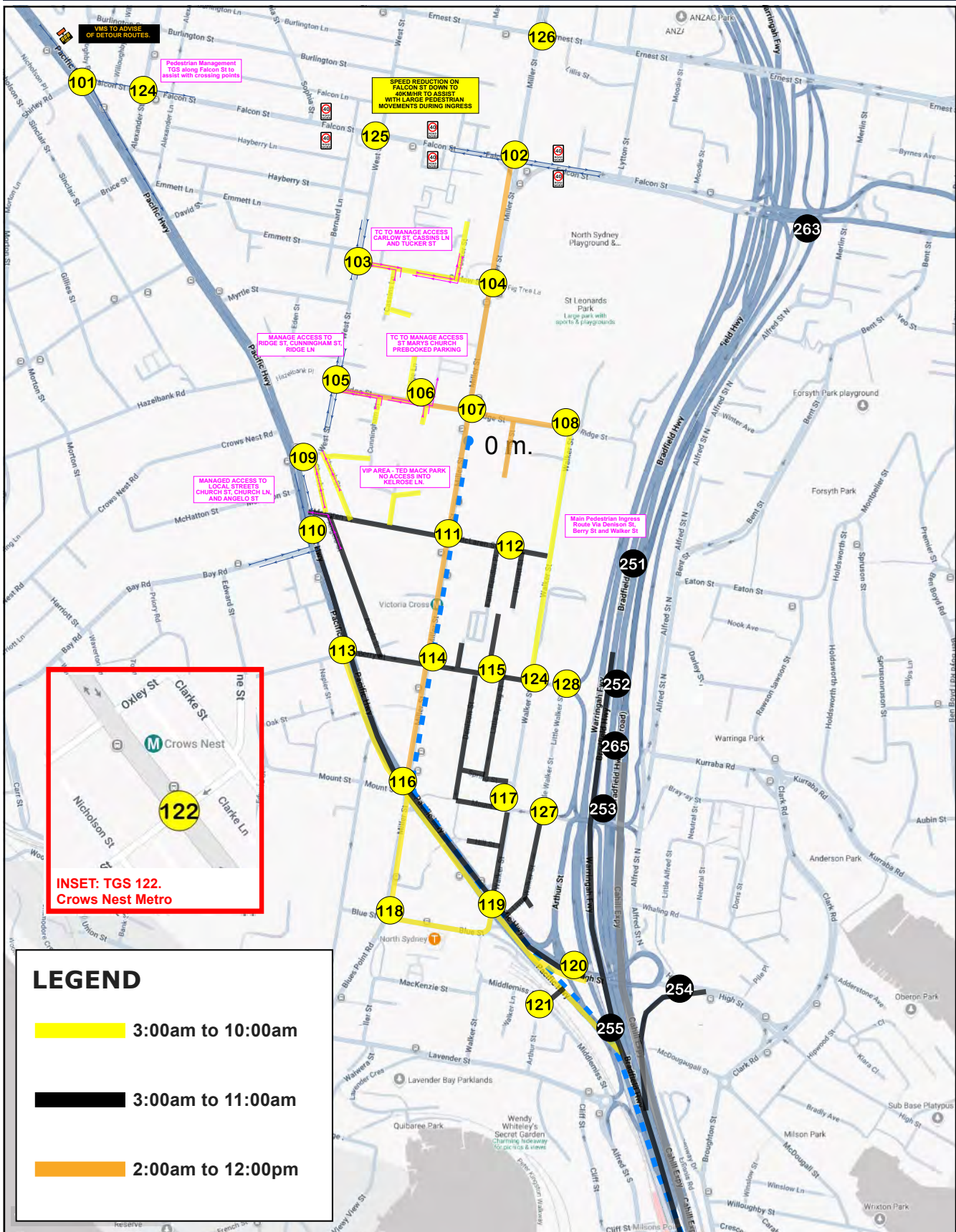




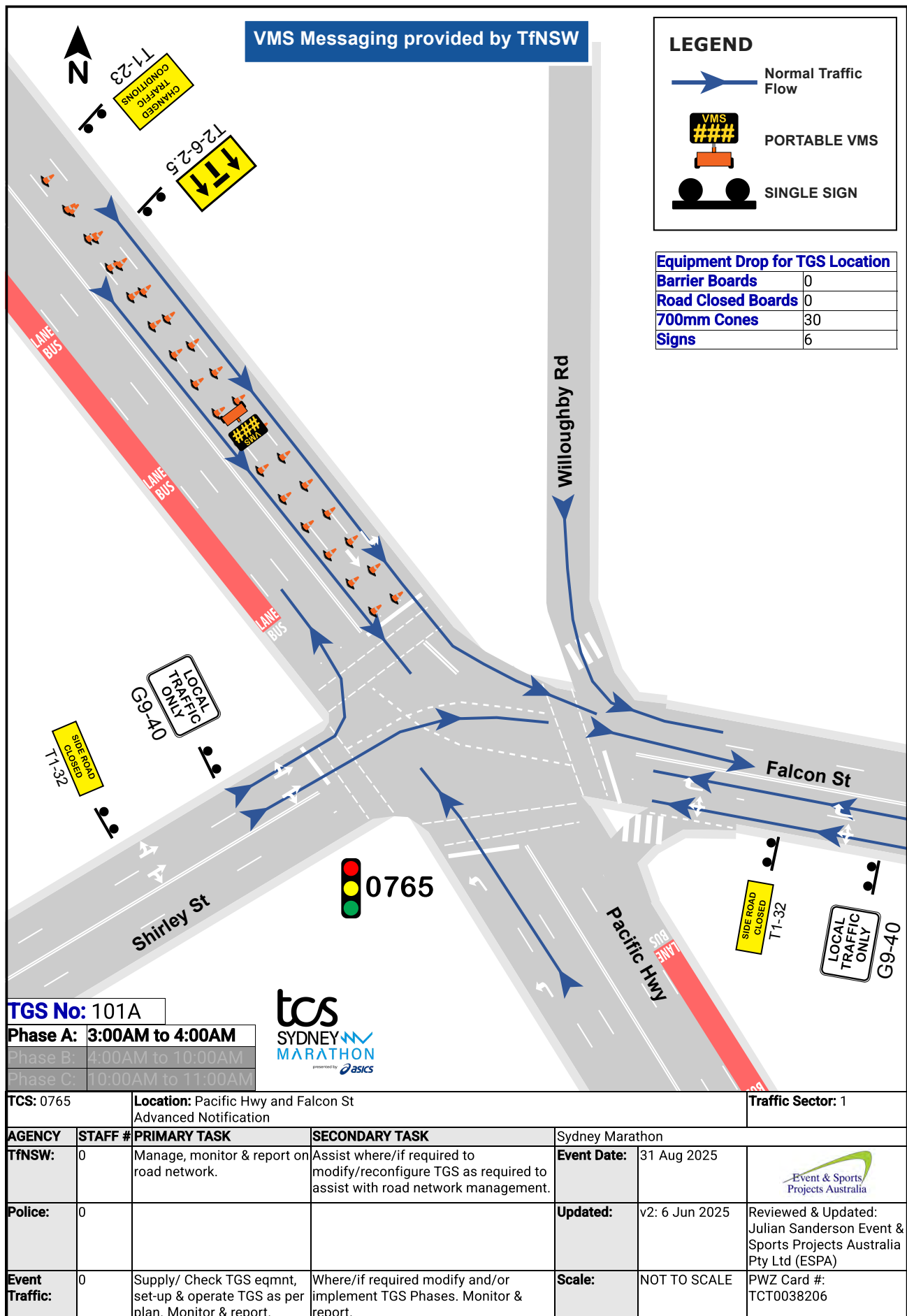


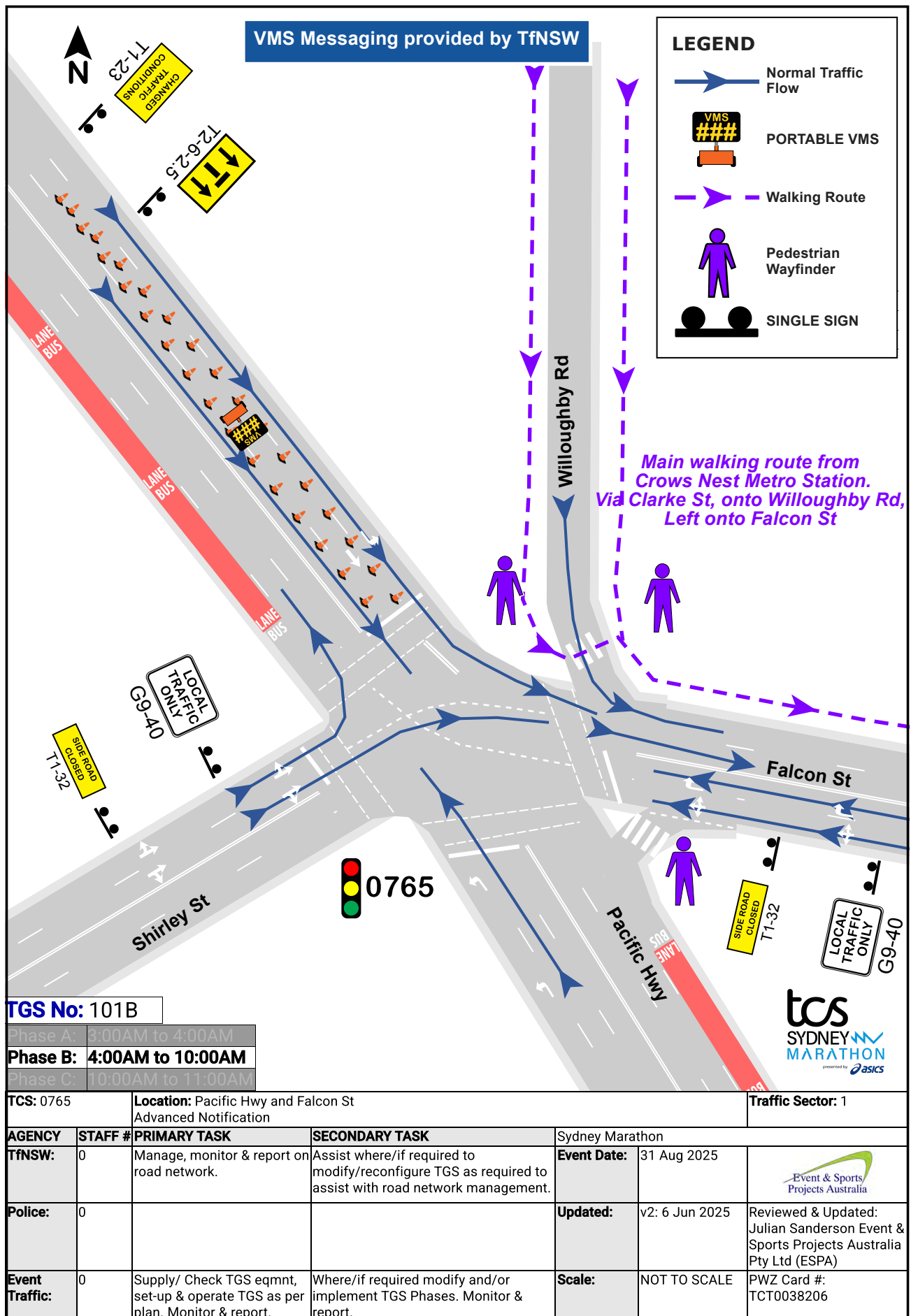


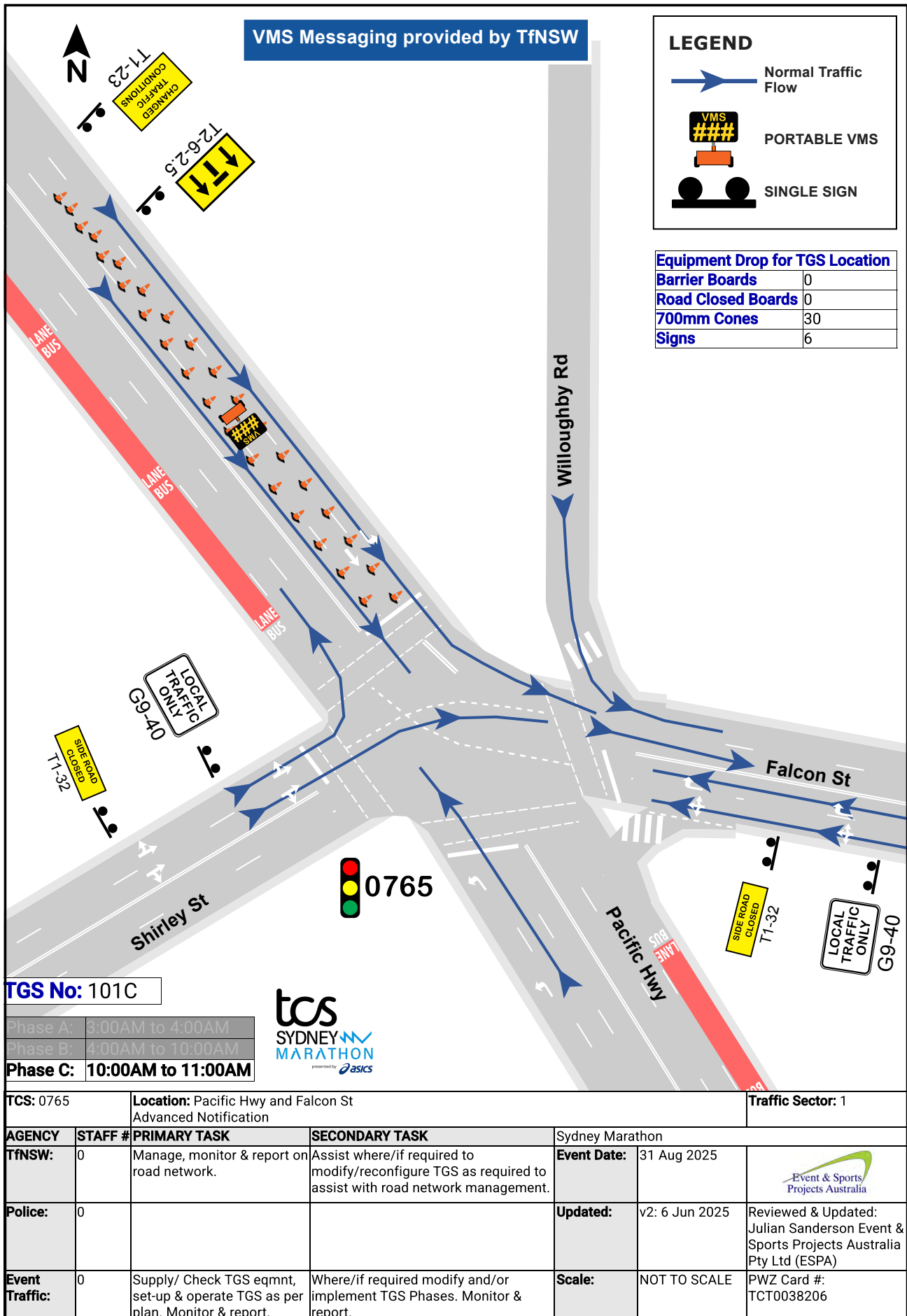
Sector 1 - North Sydney

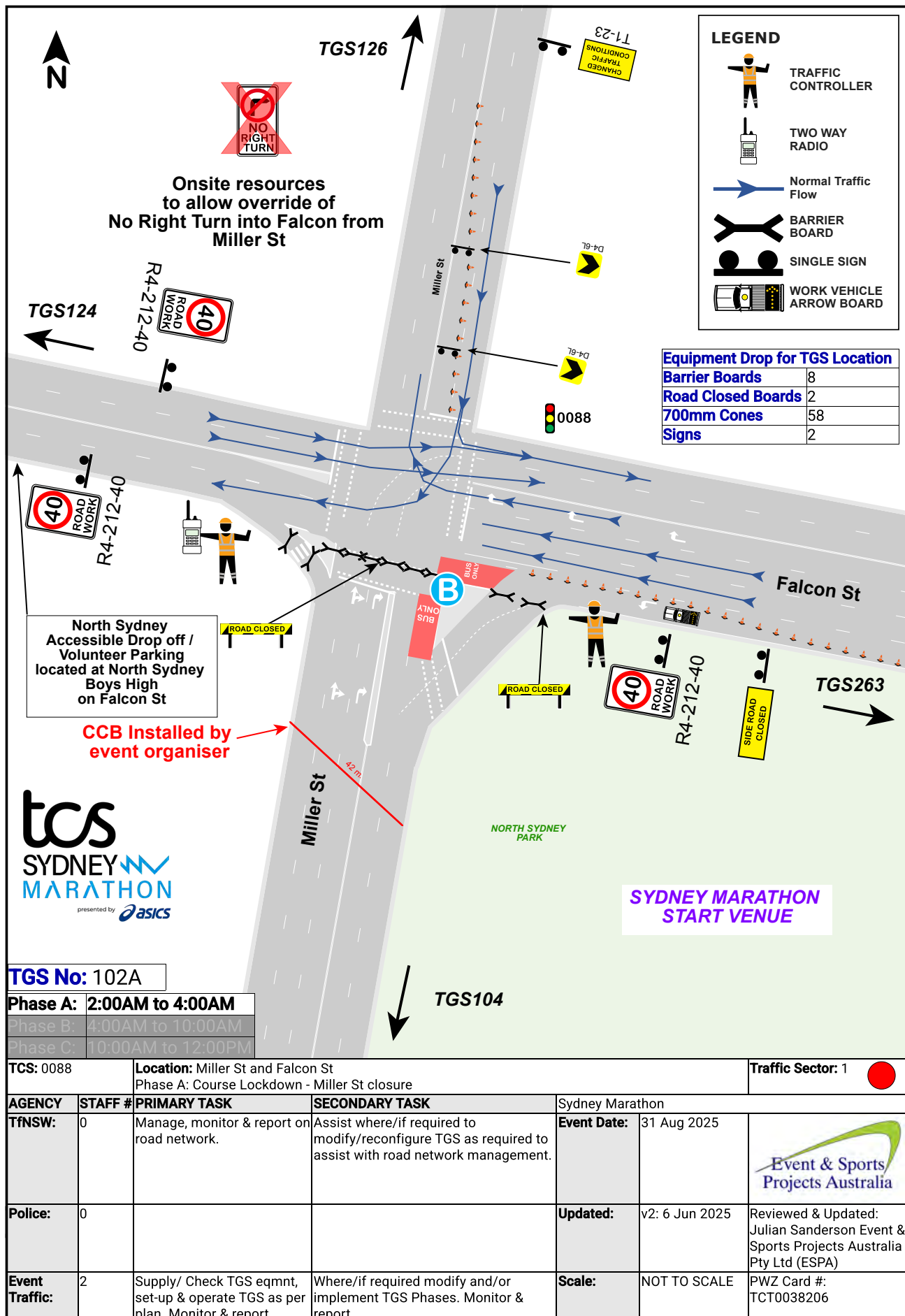


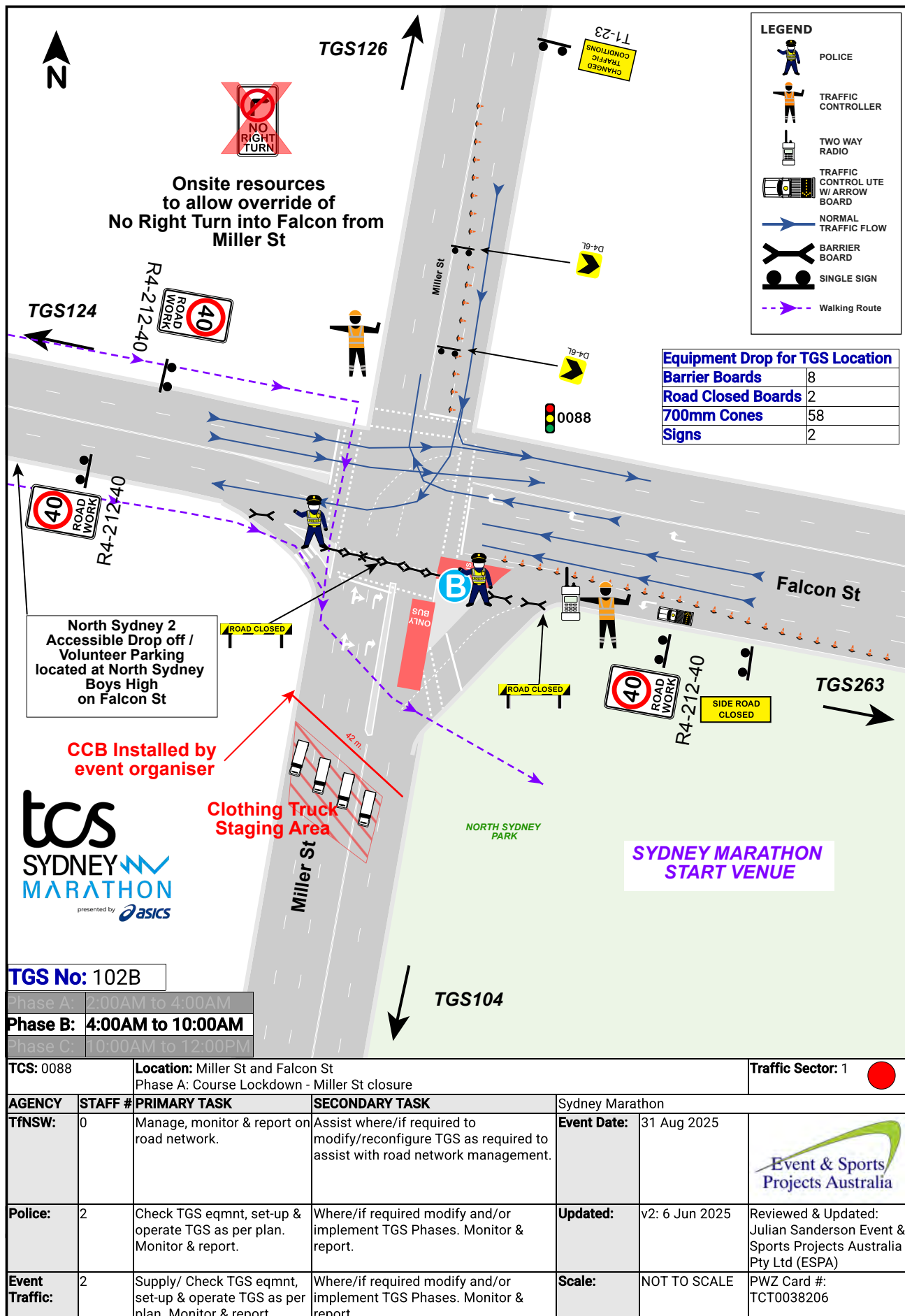
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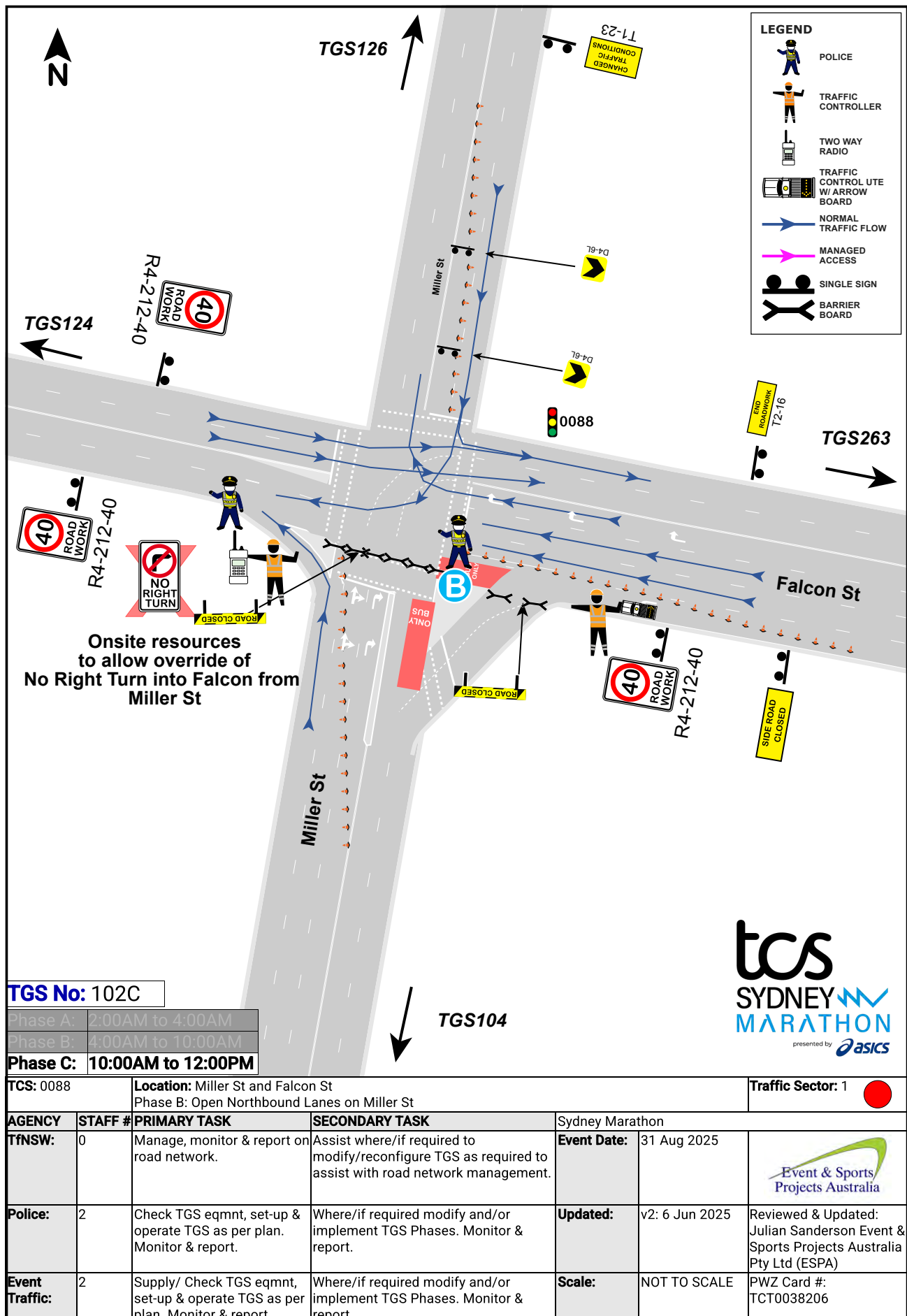


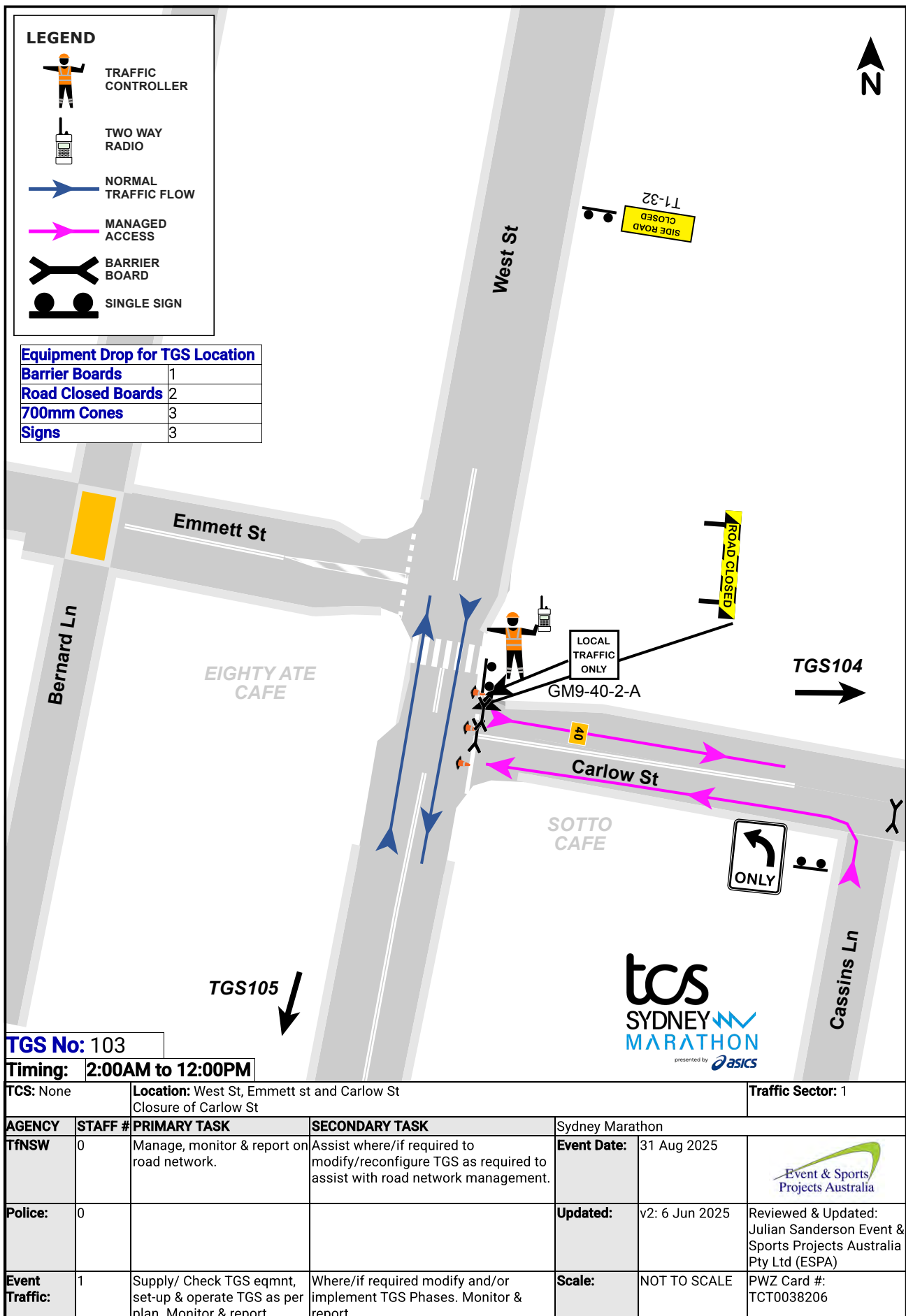


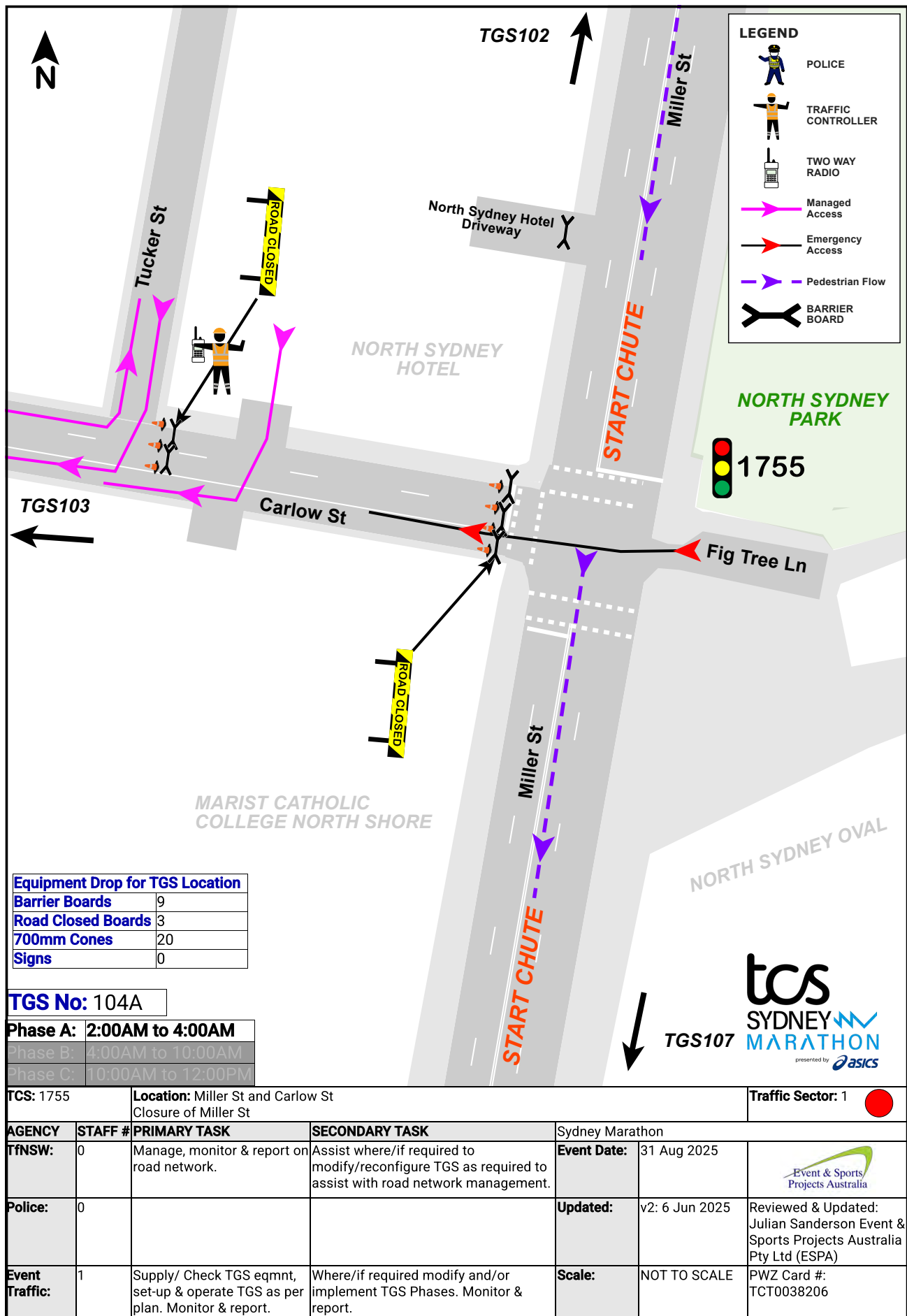


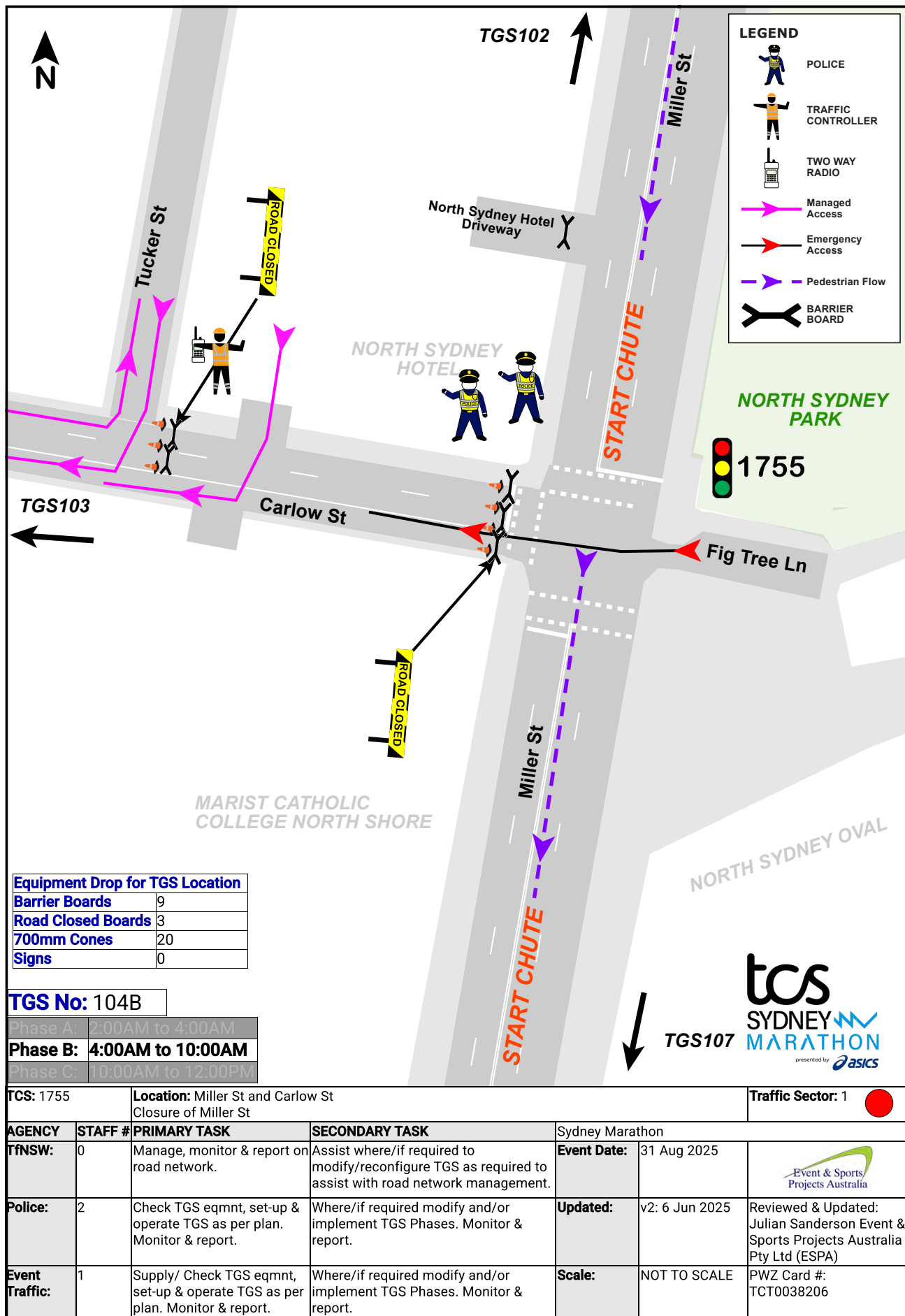


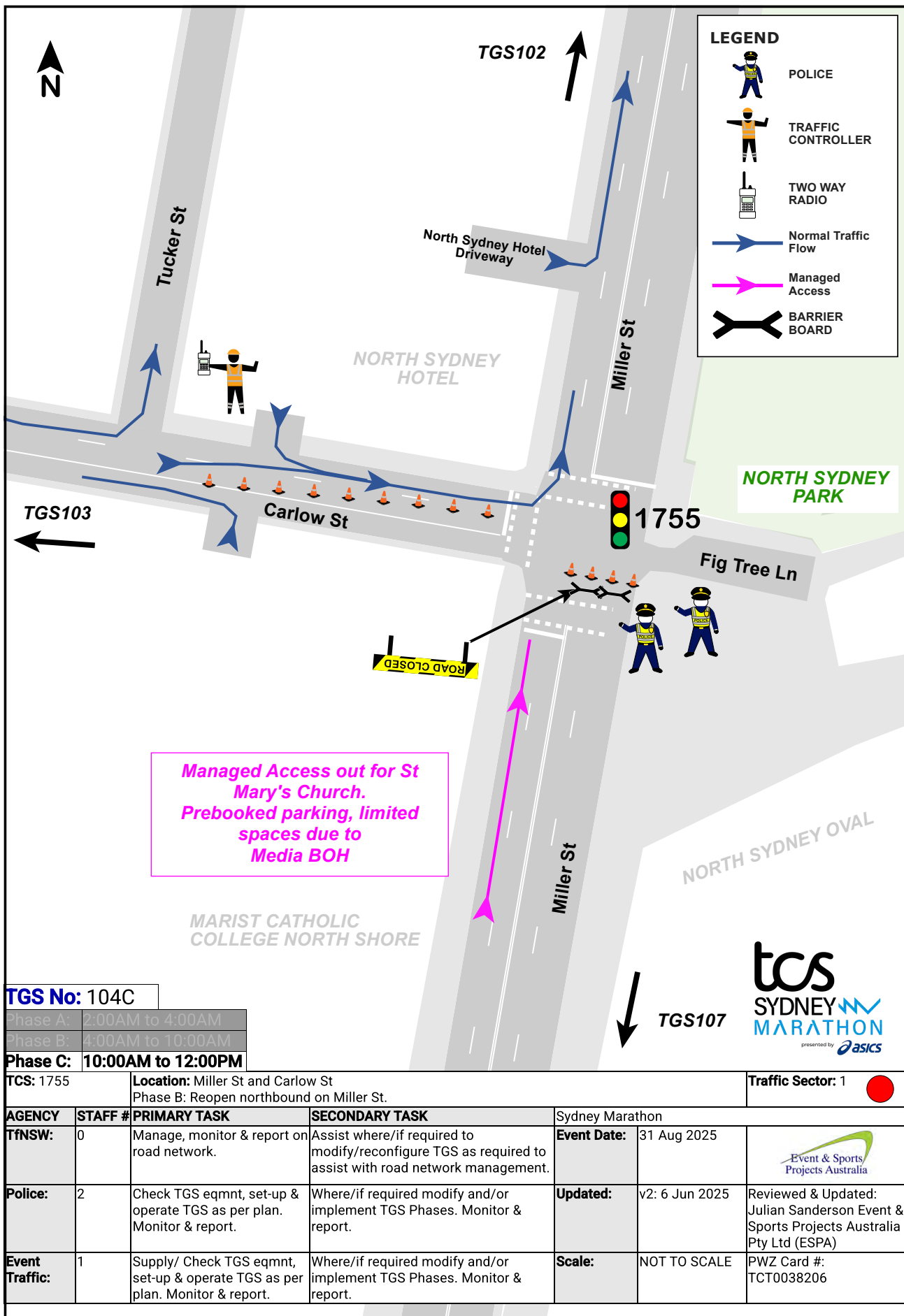


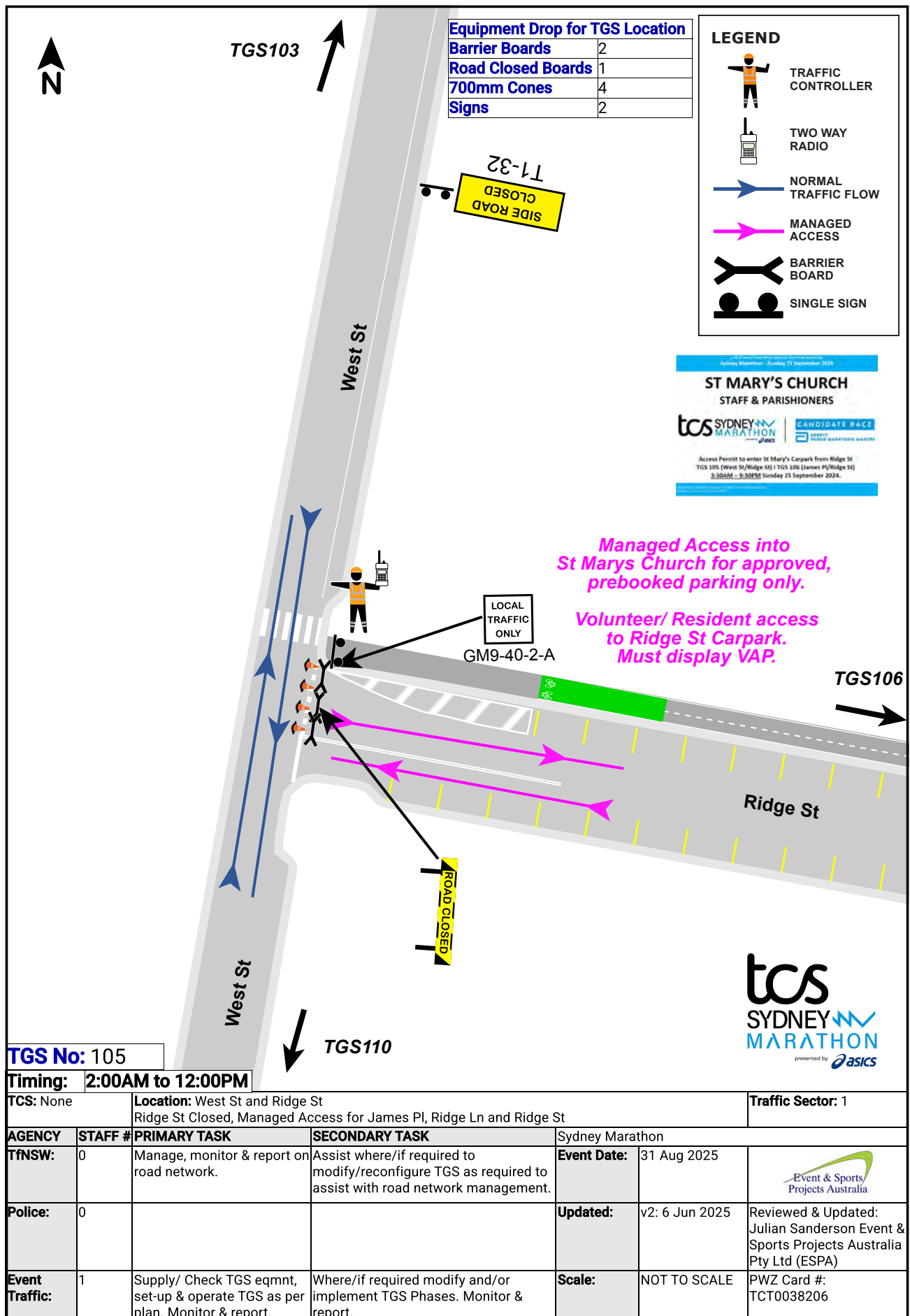


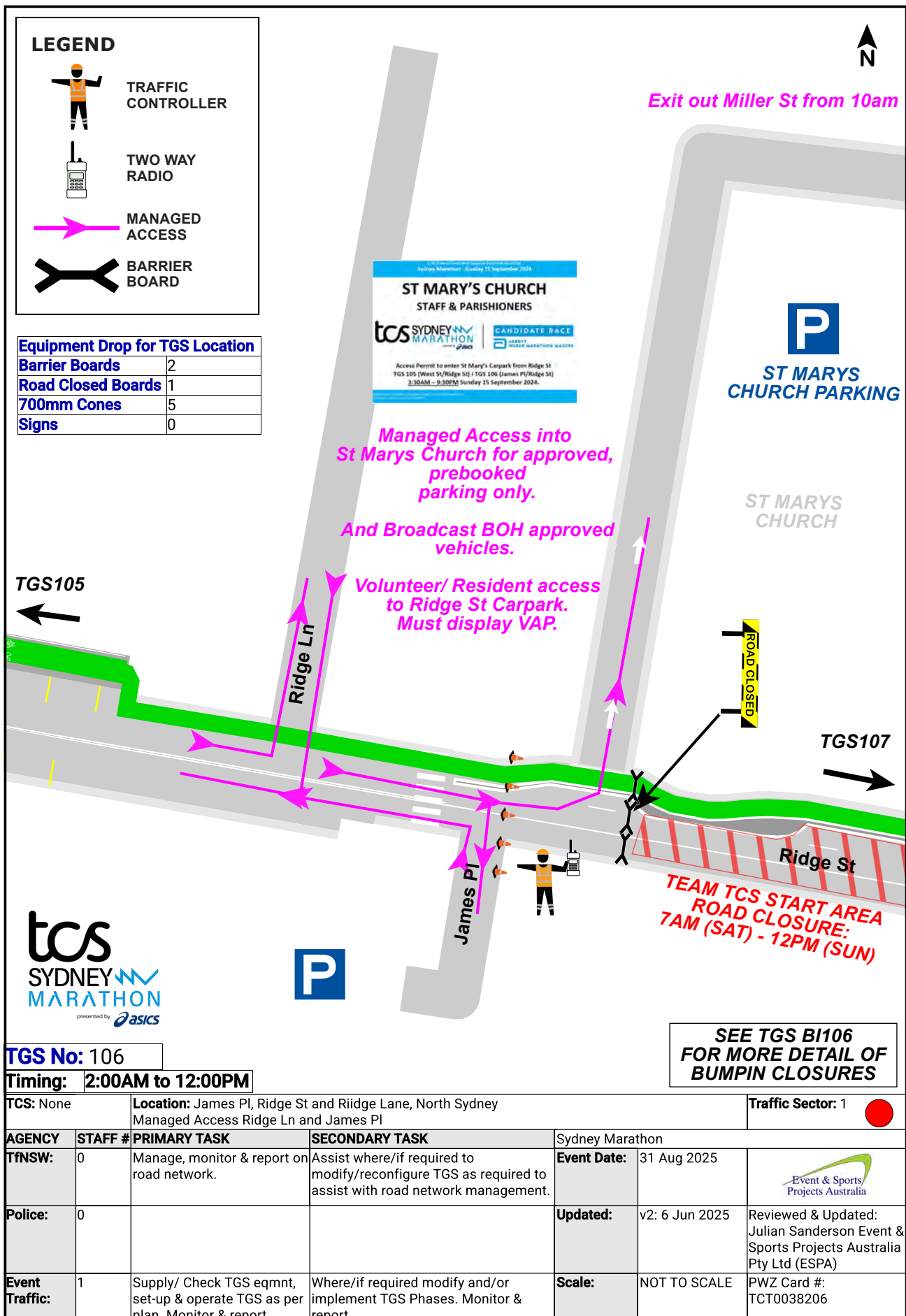


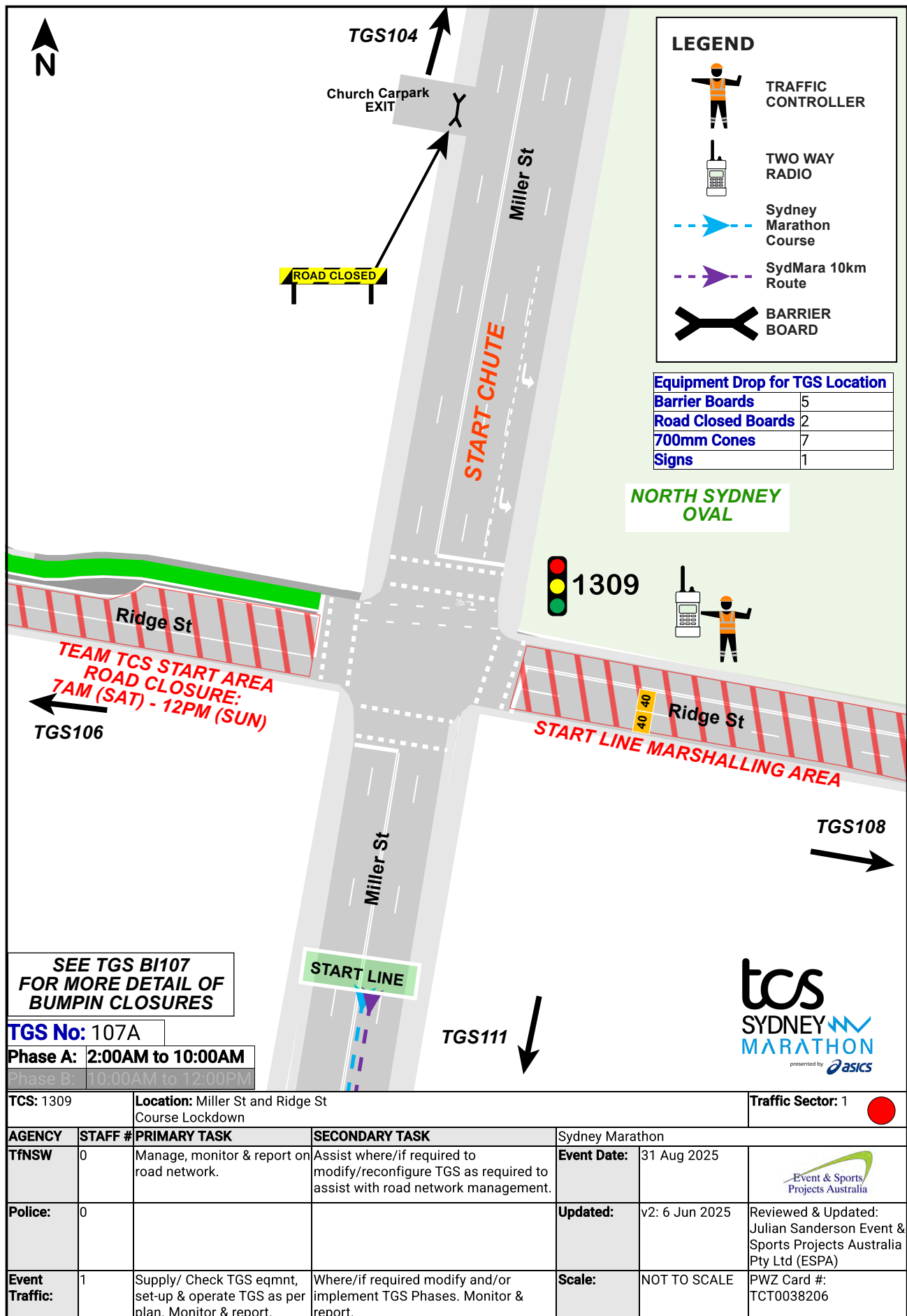


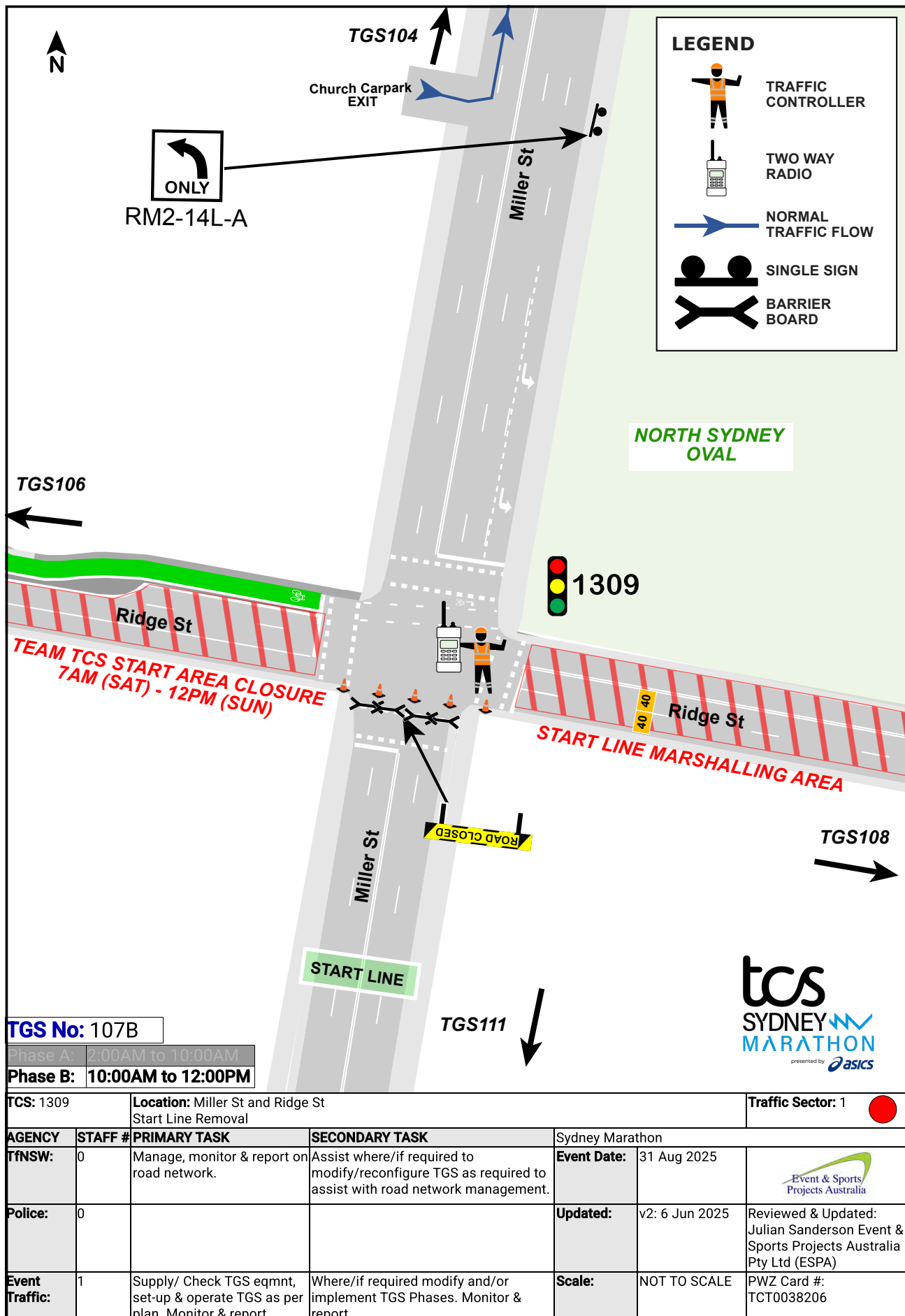


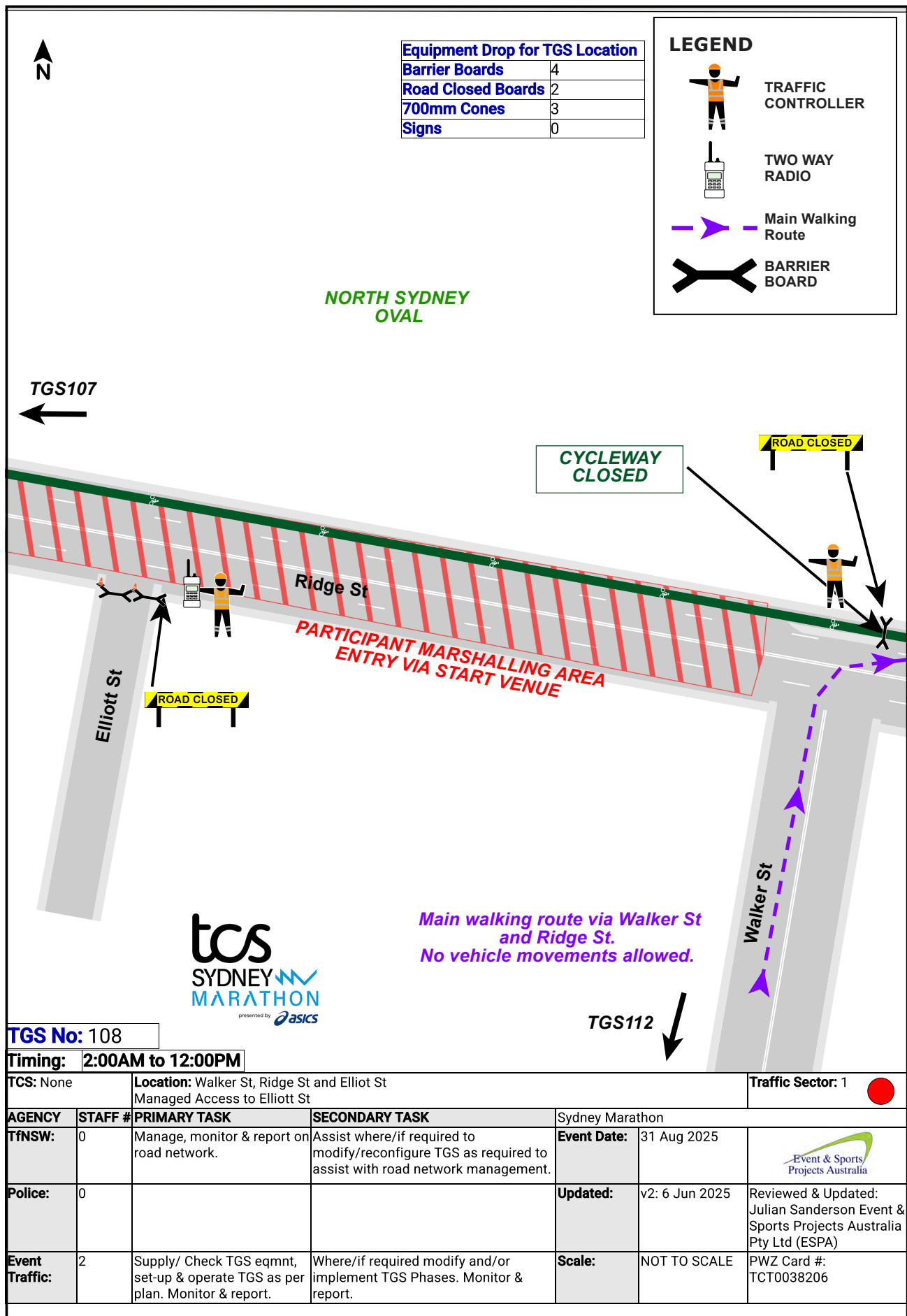


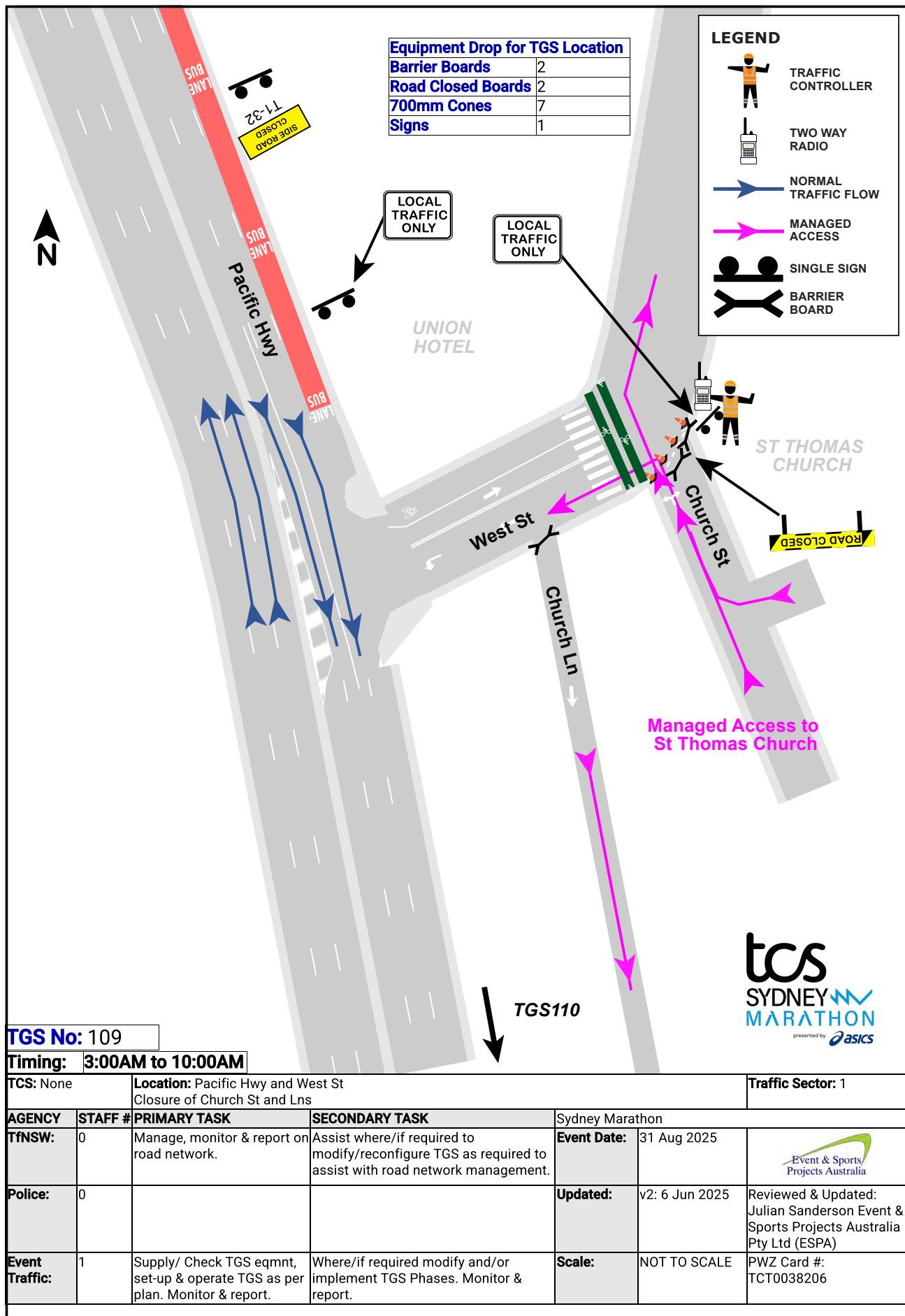


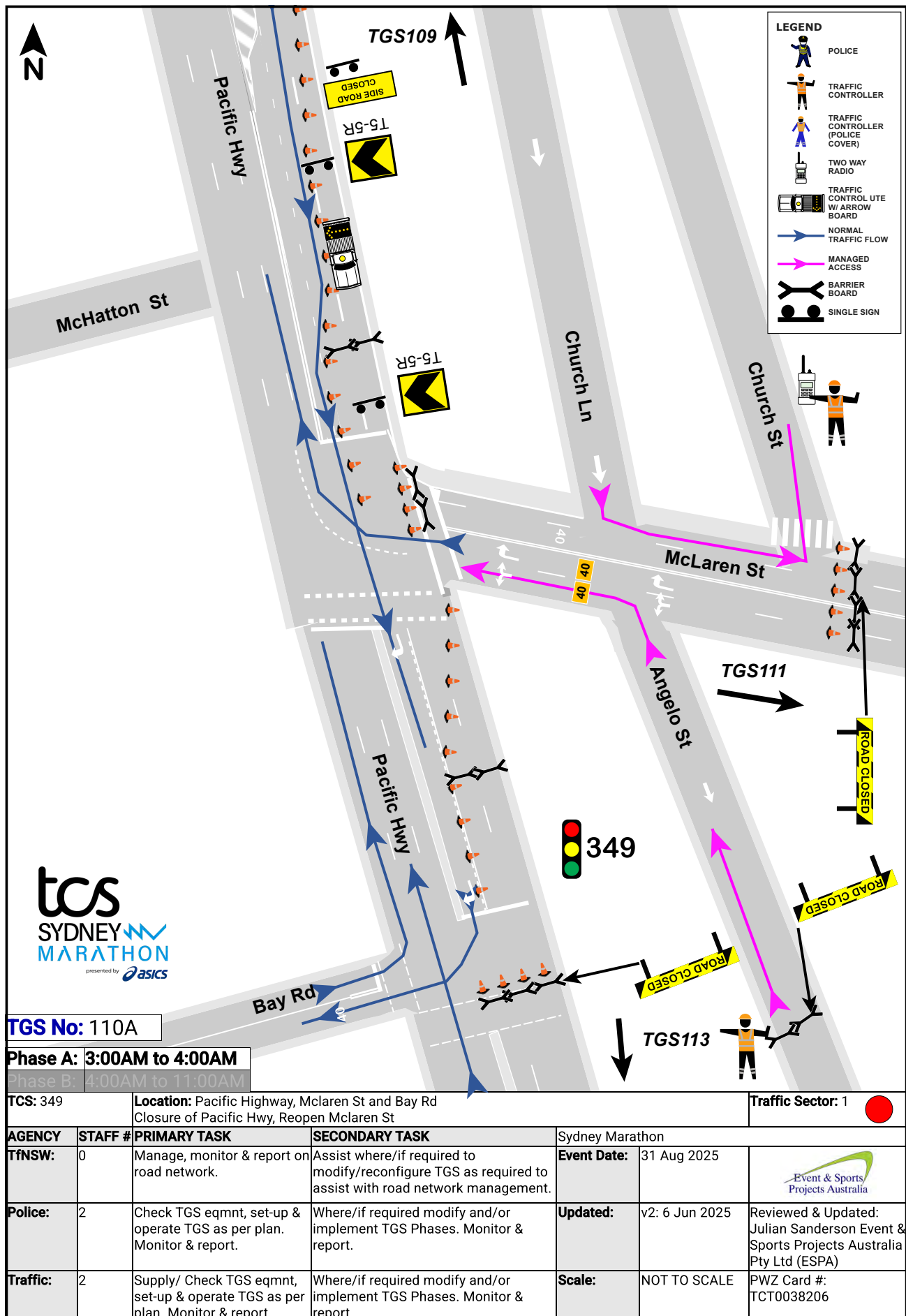


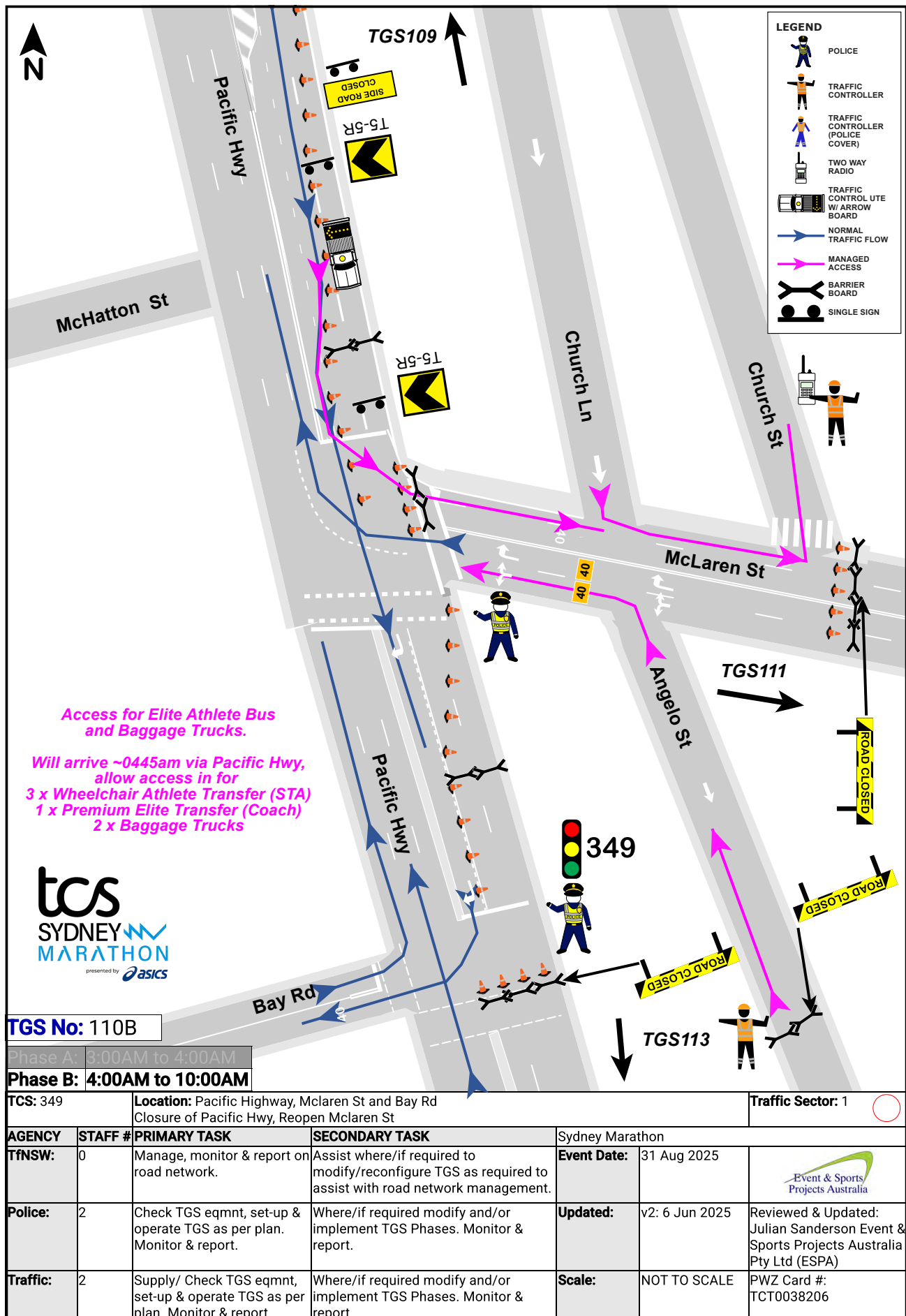


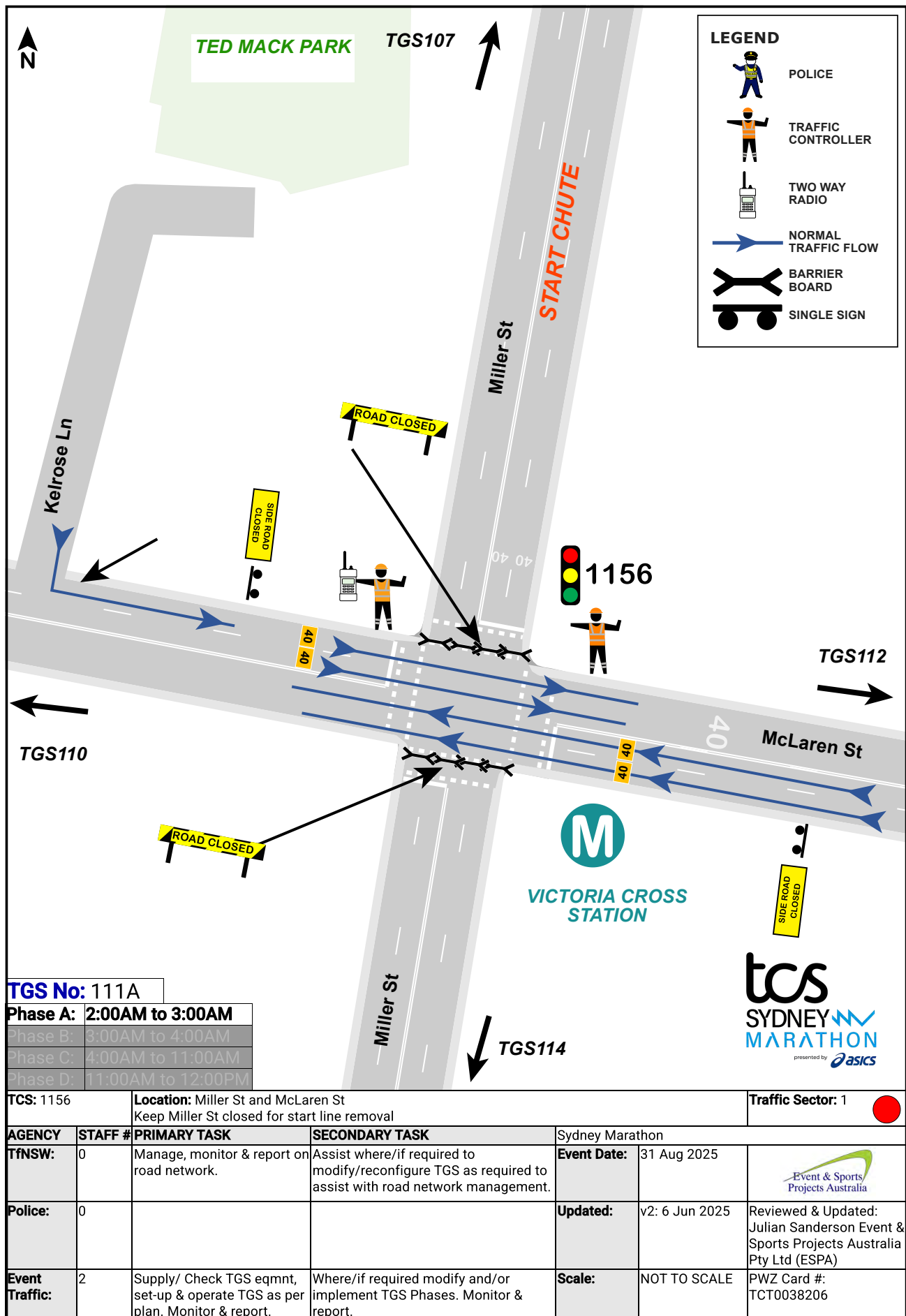


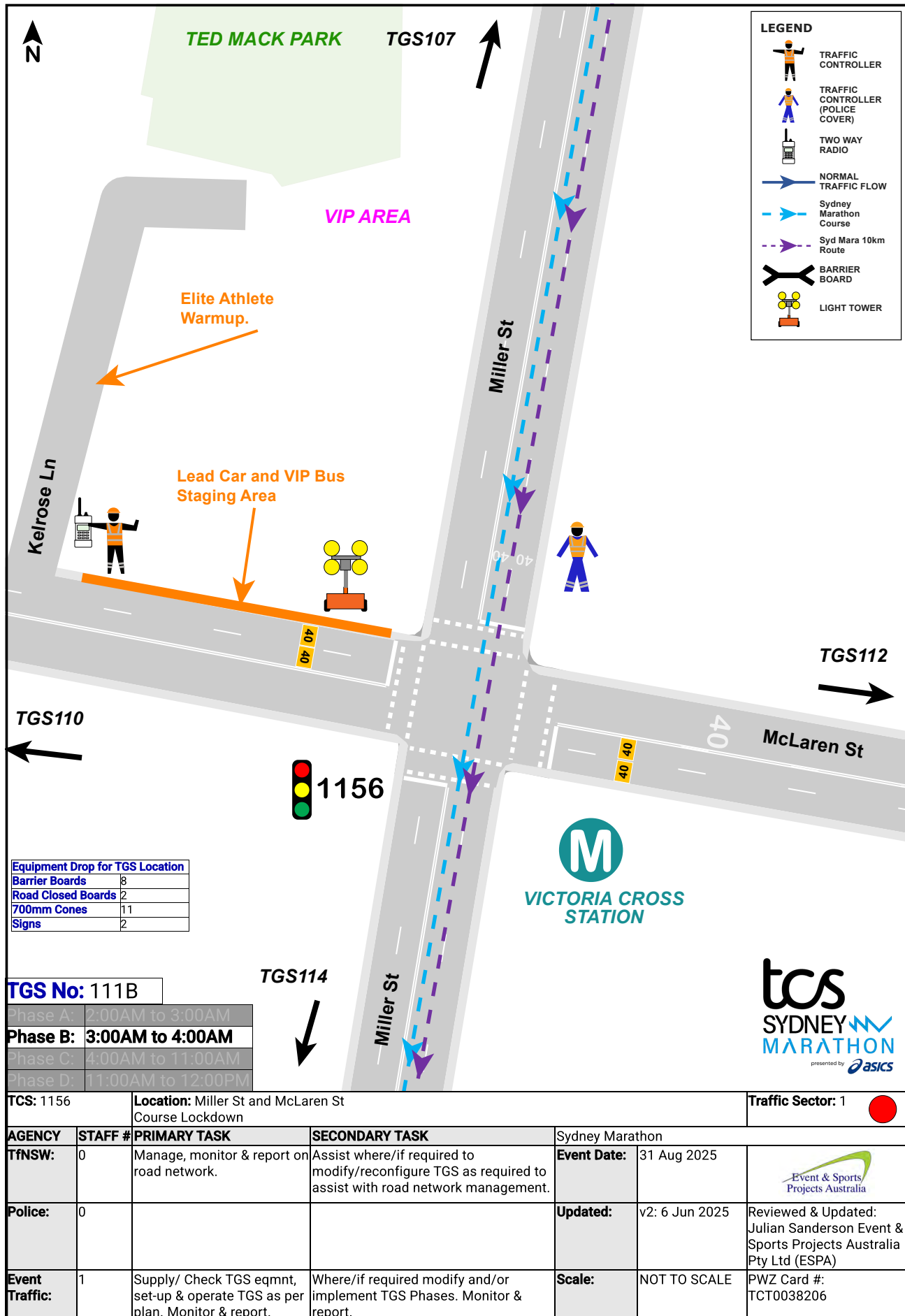


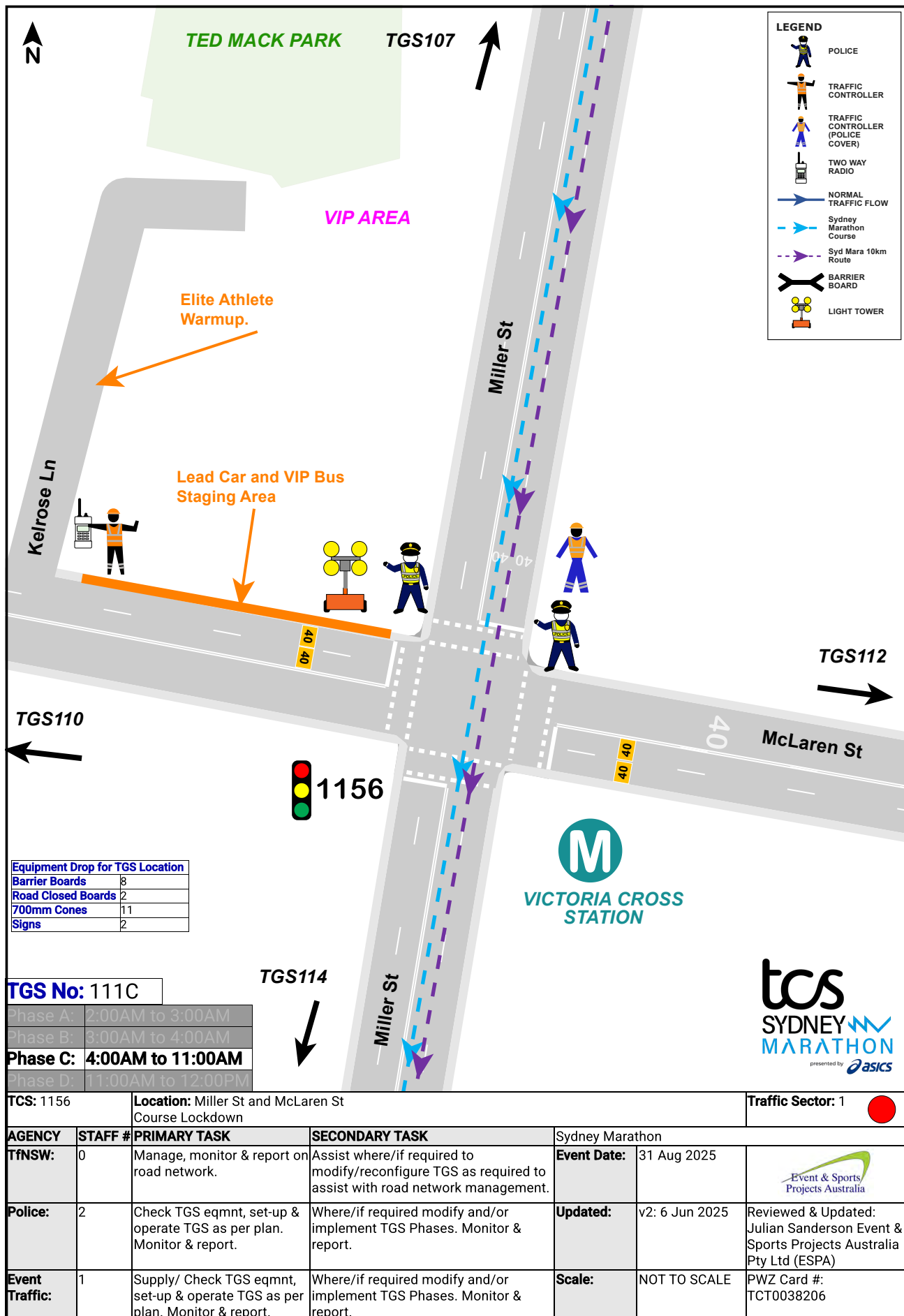


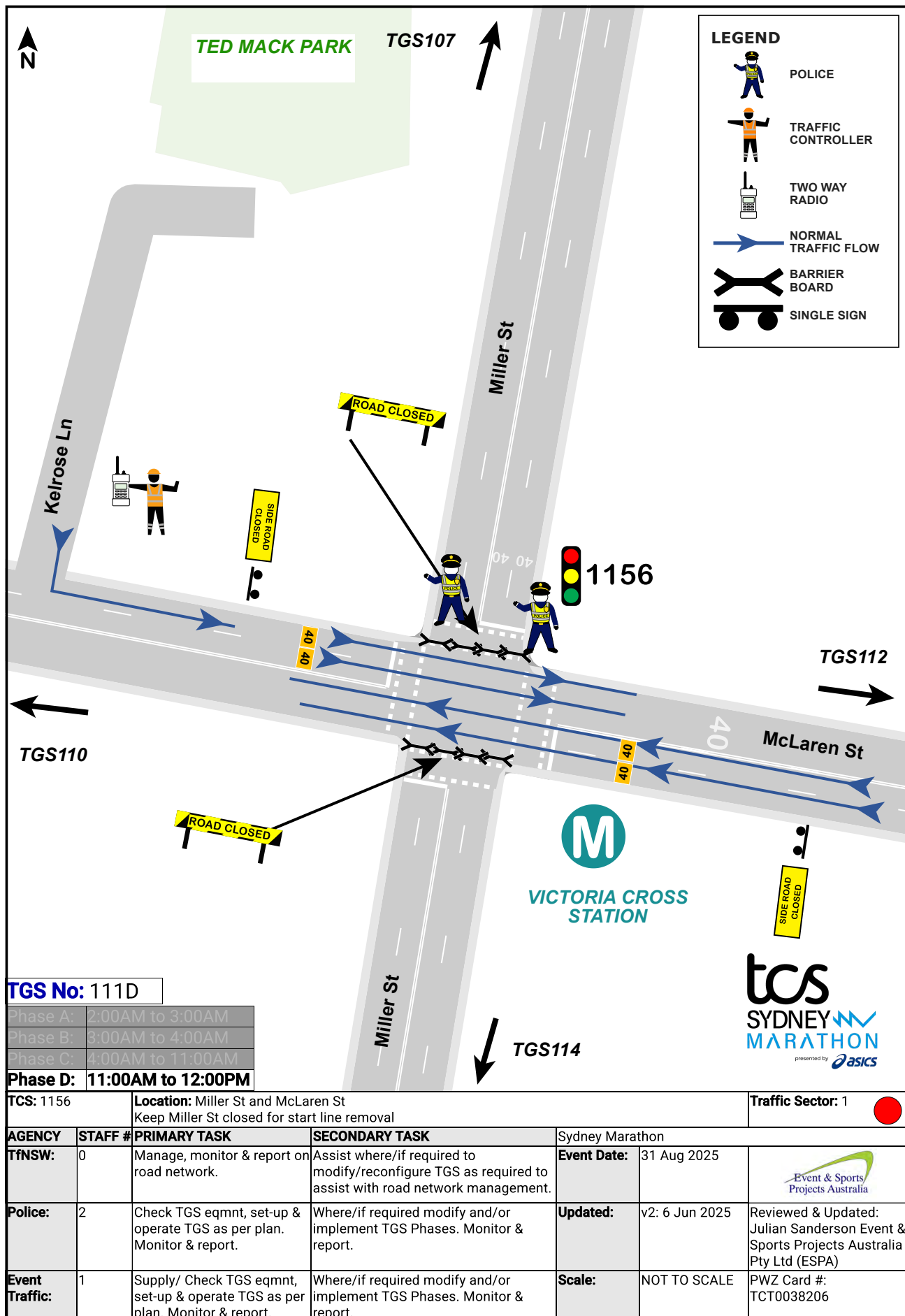


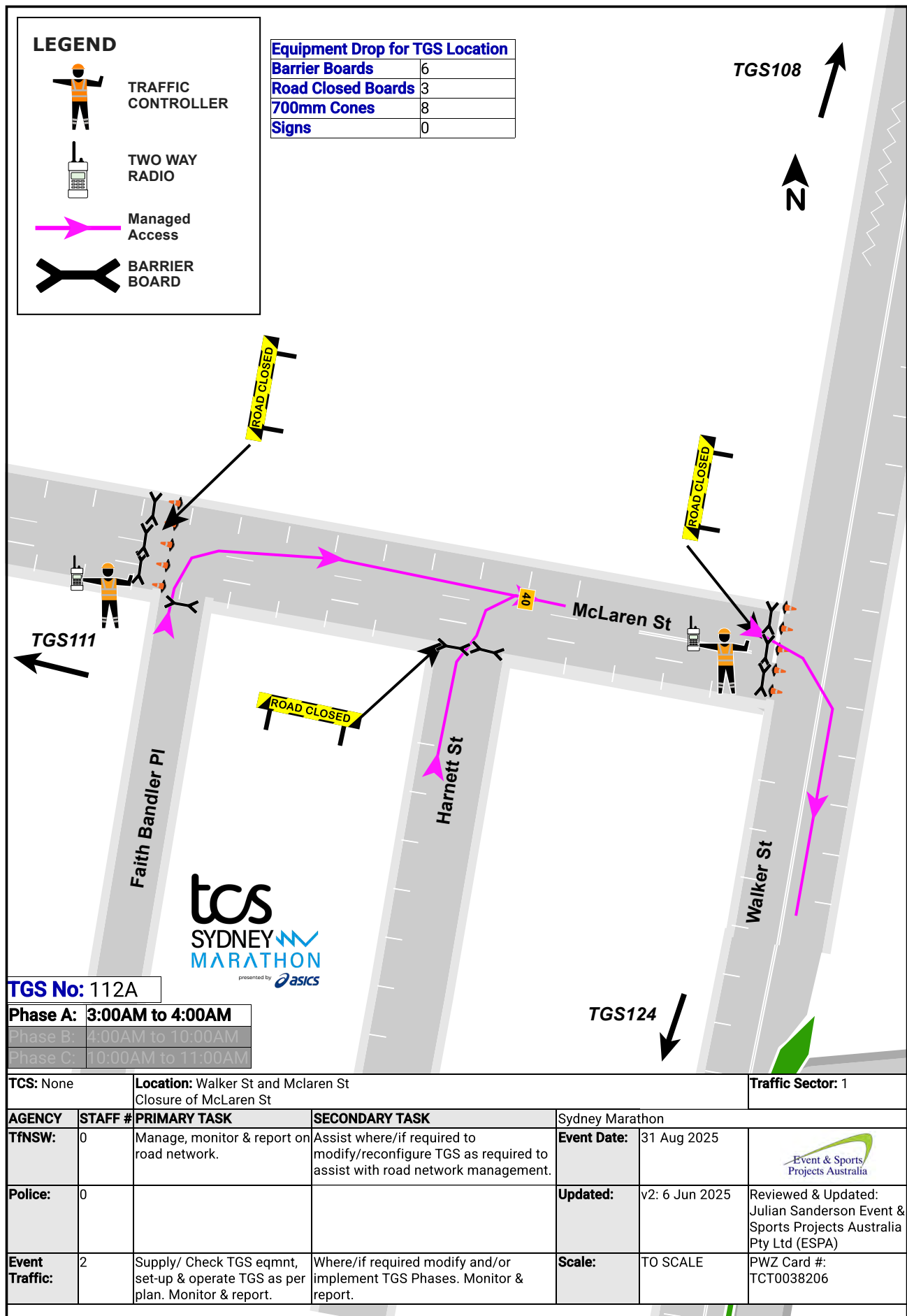


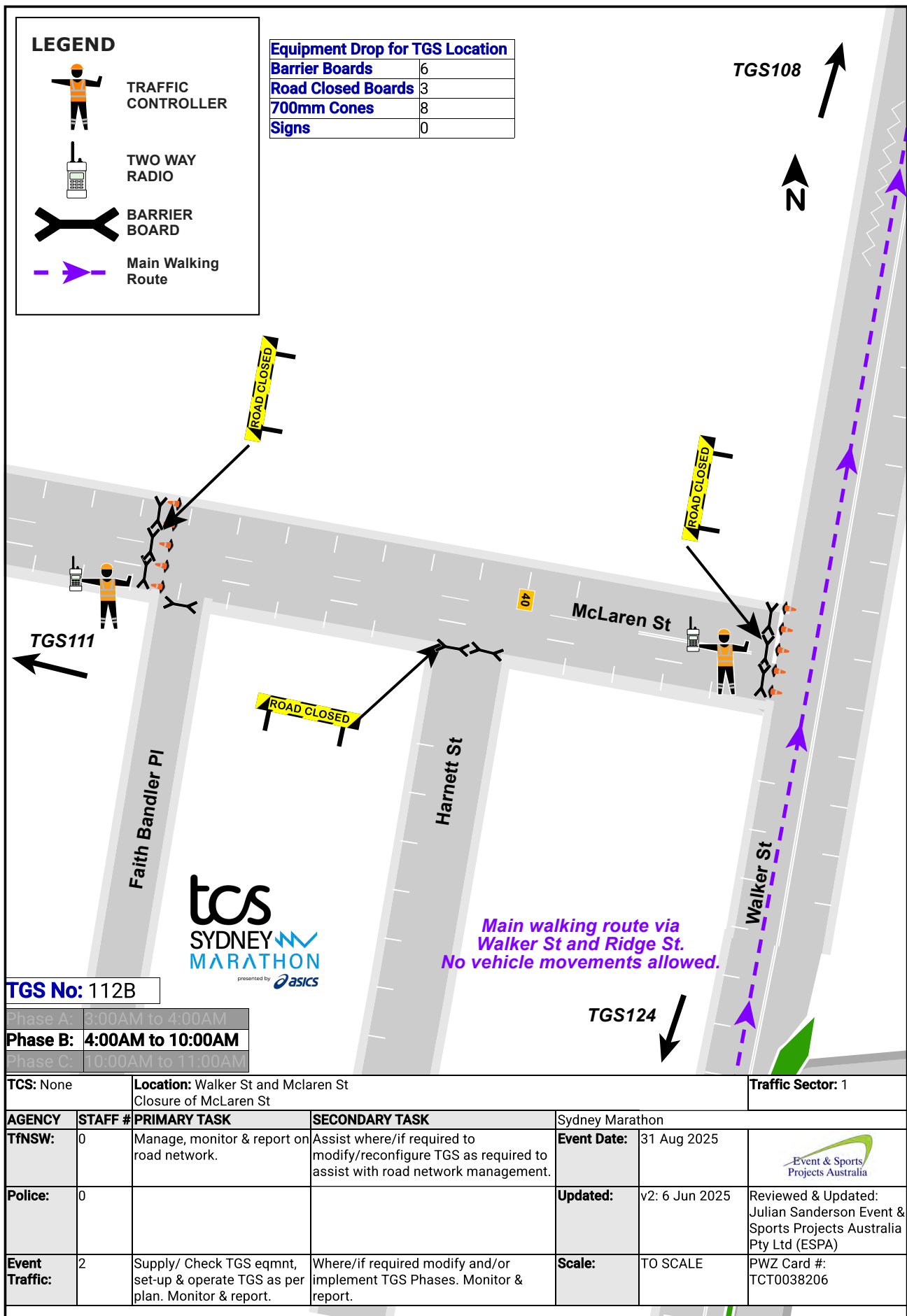


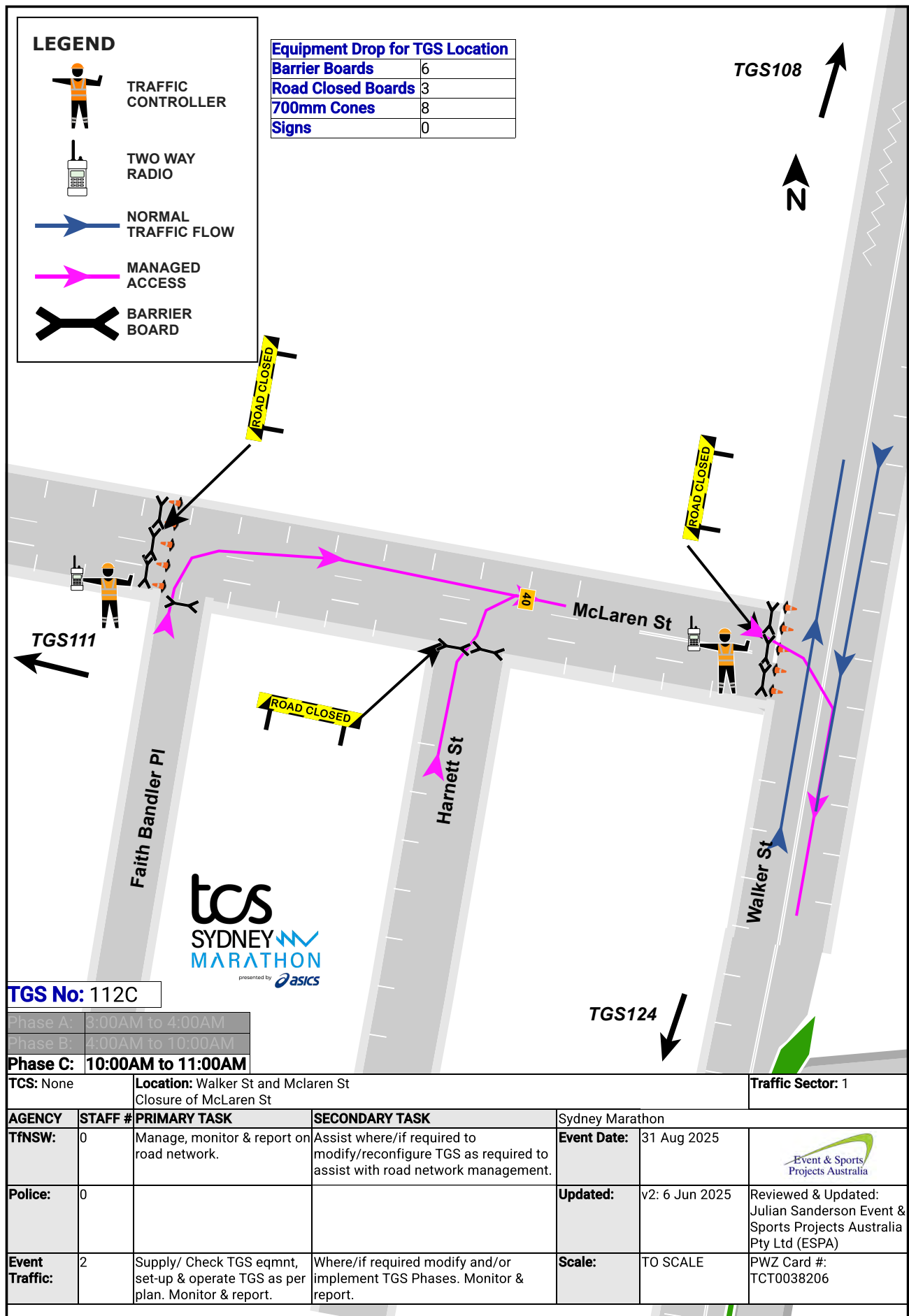


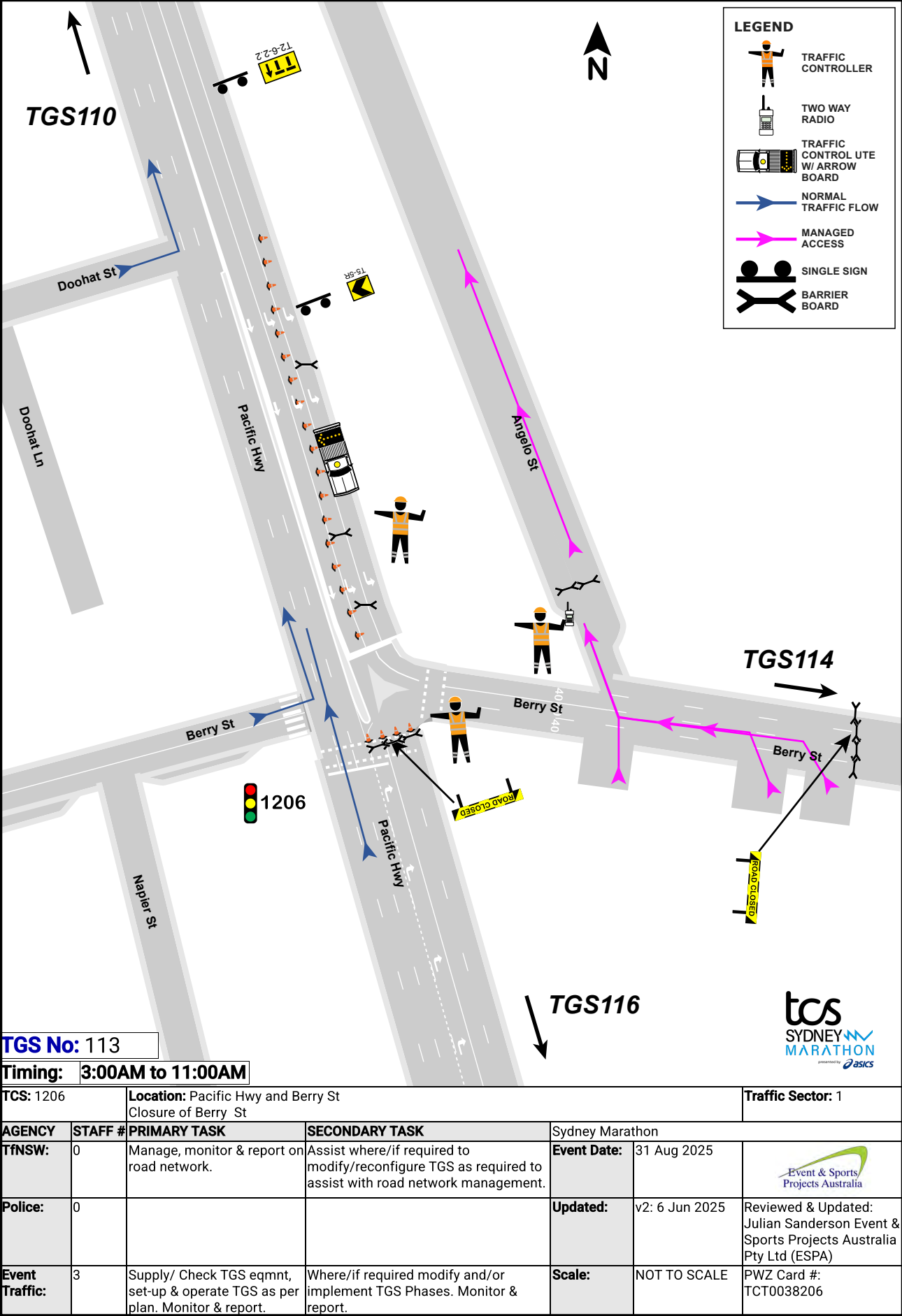


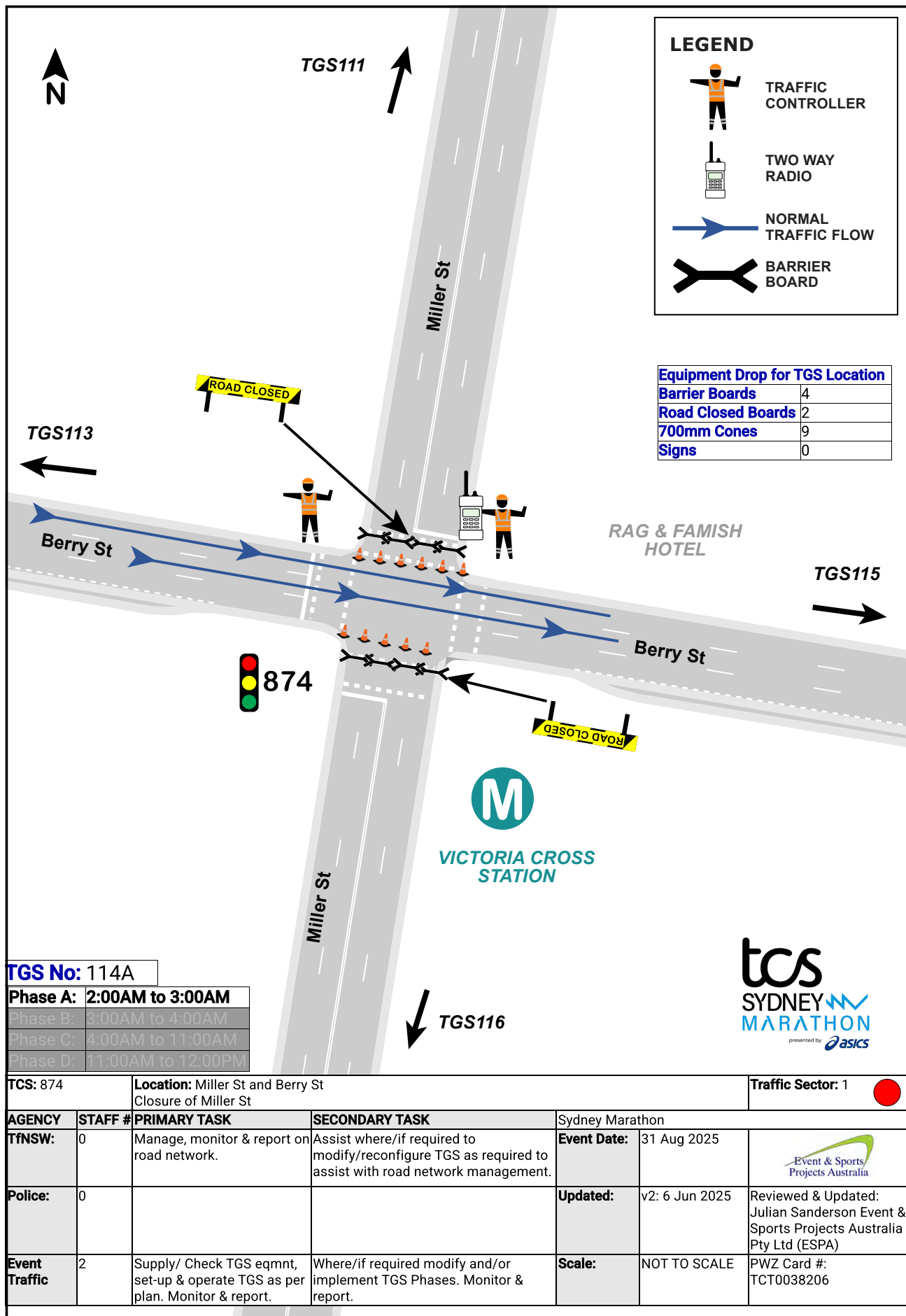


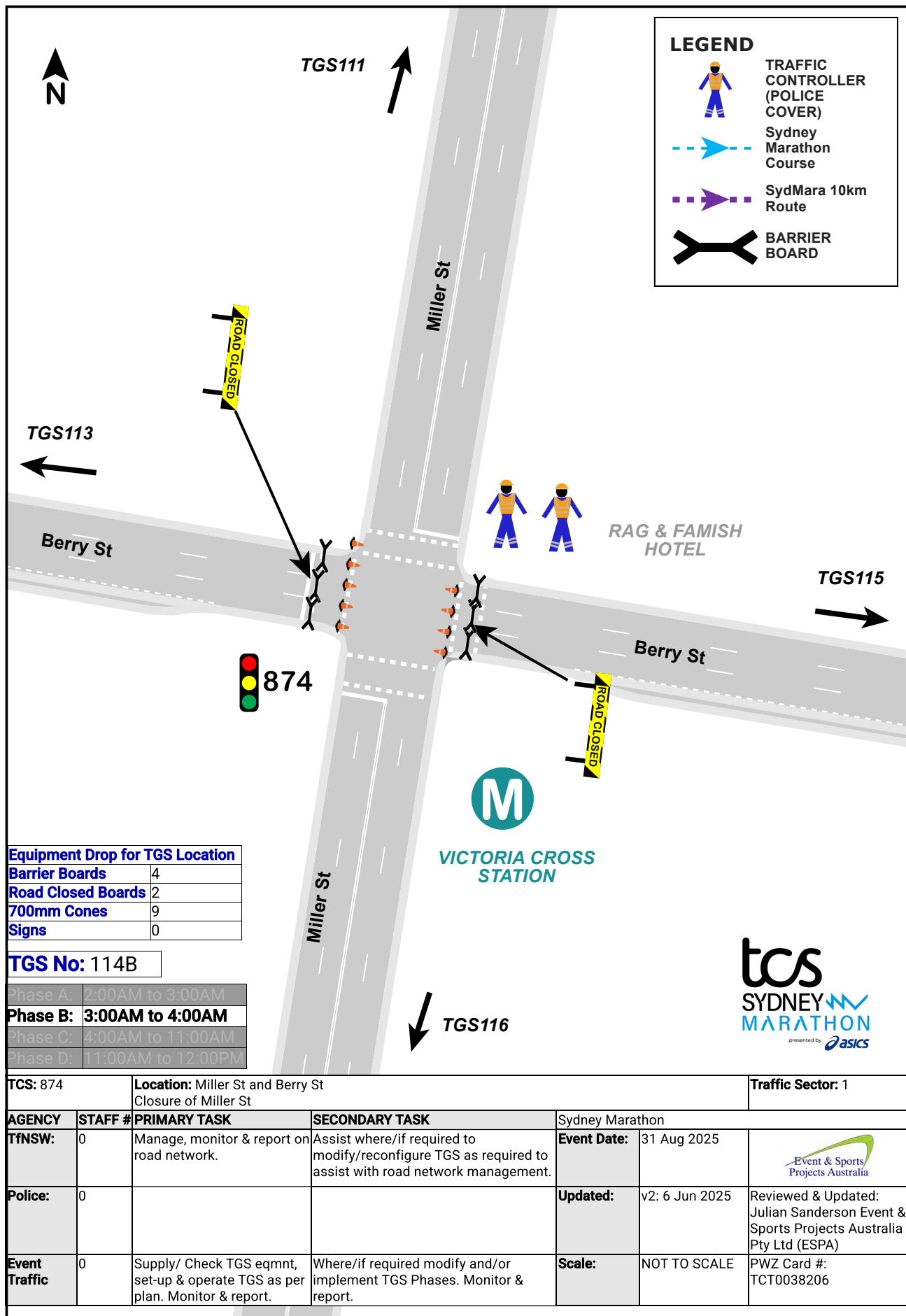


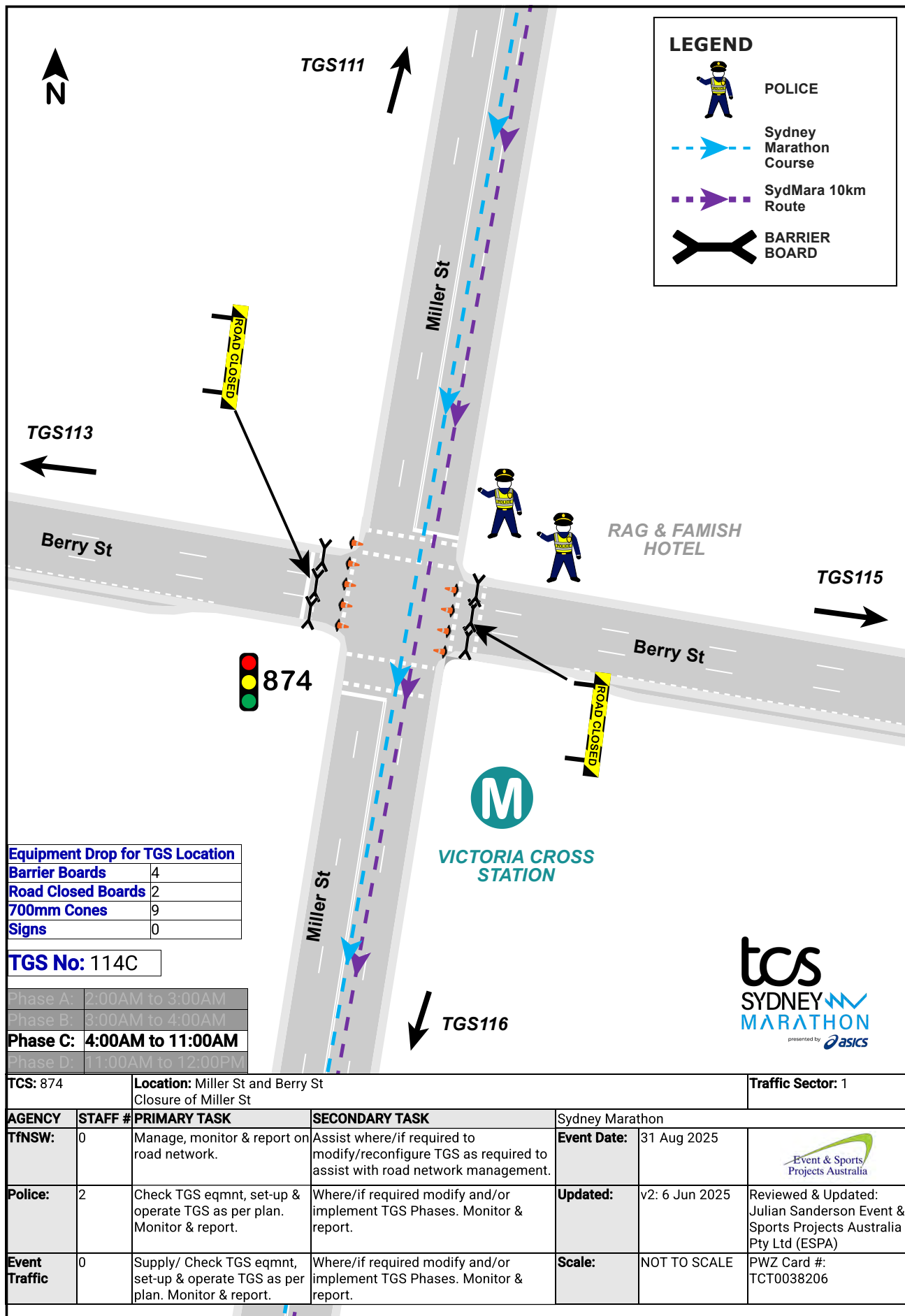


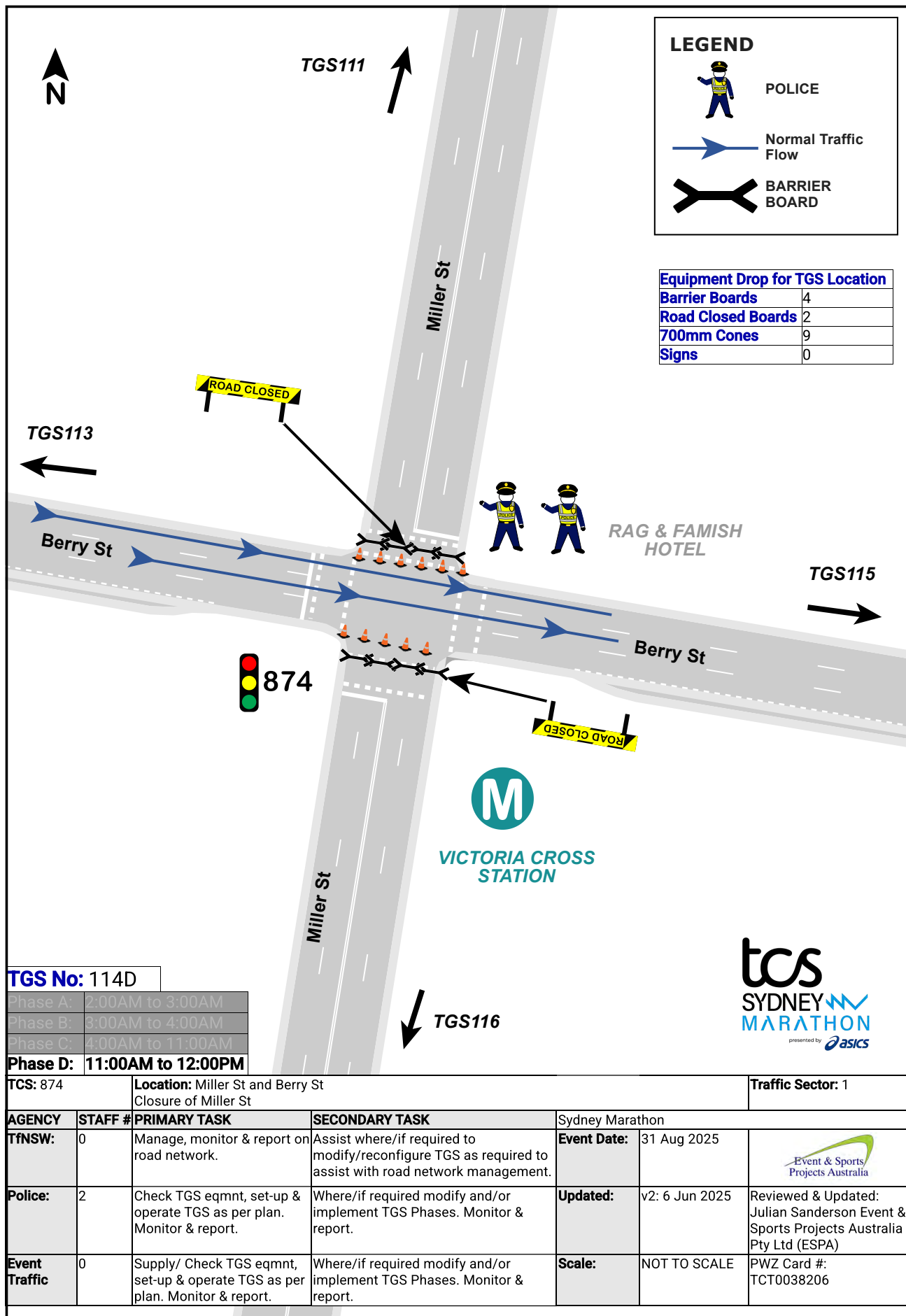


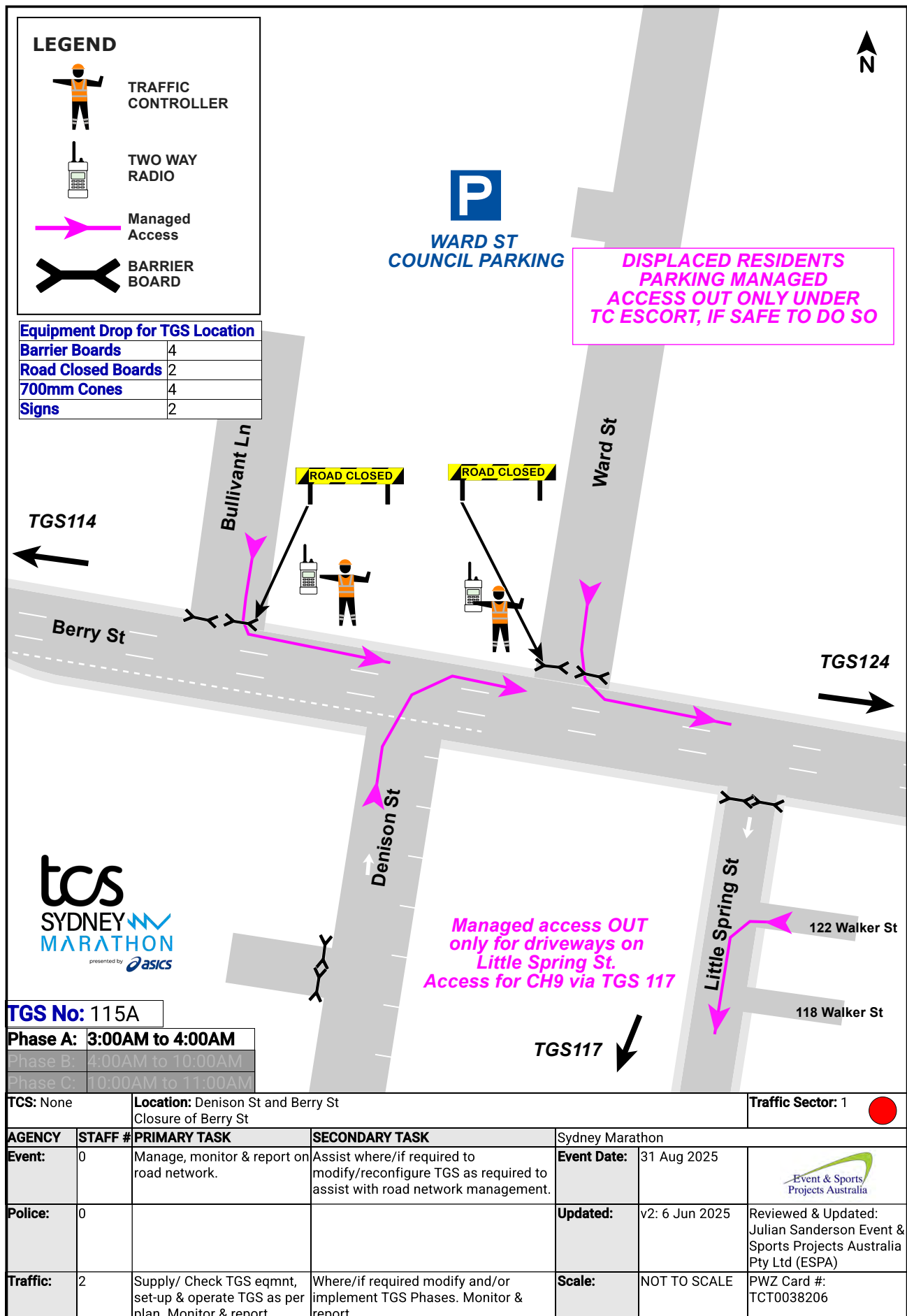


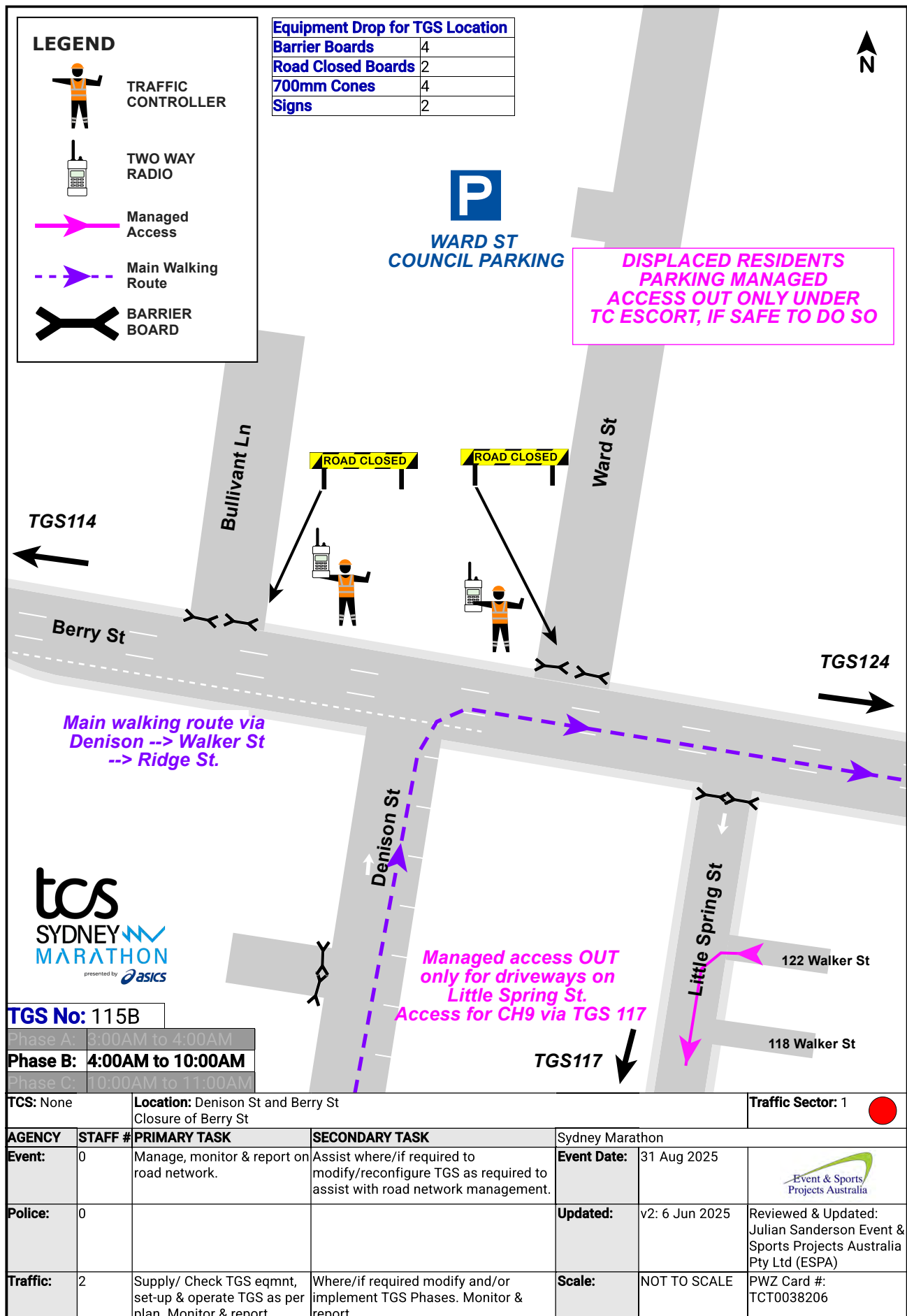


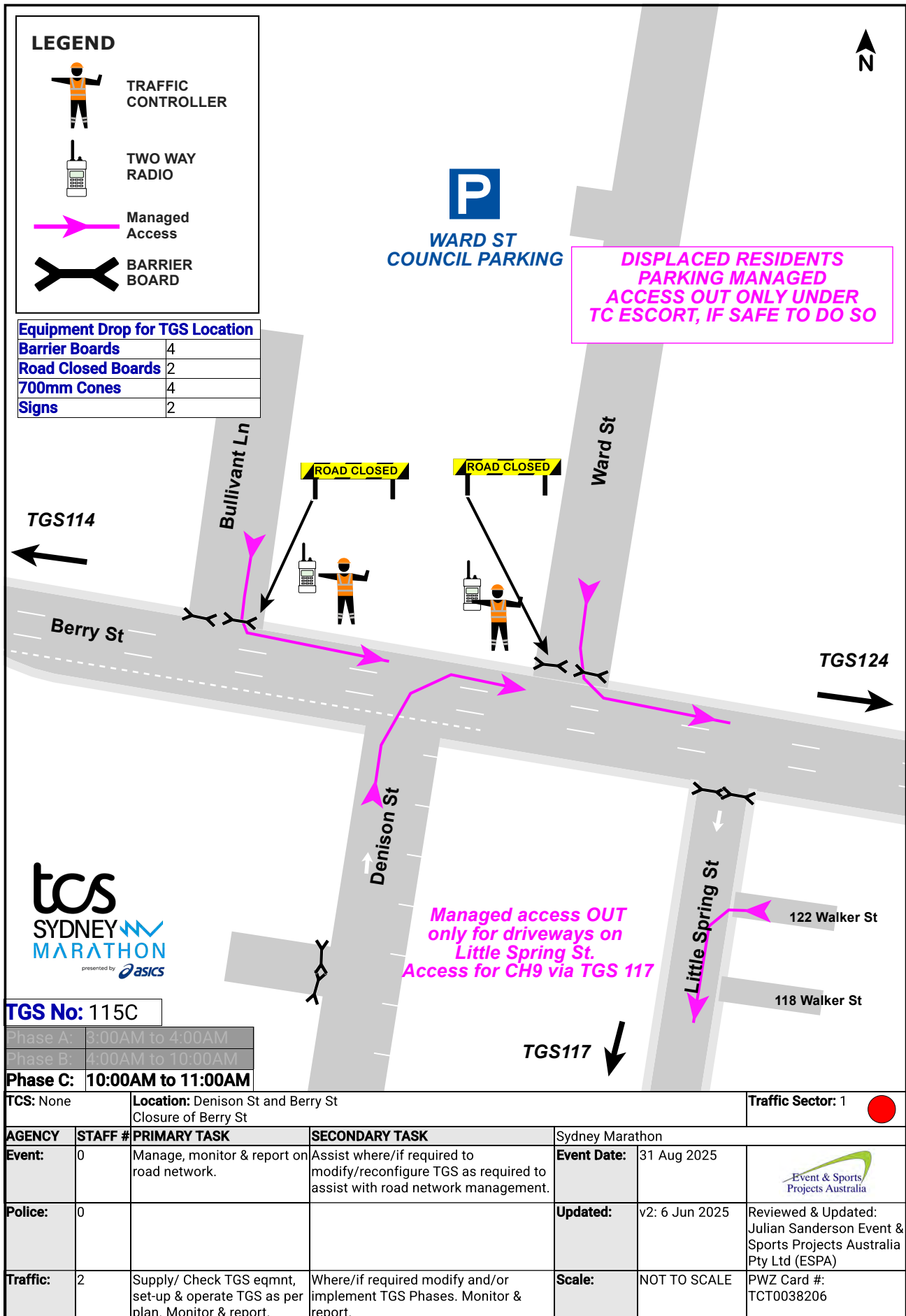


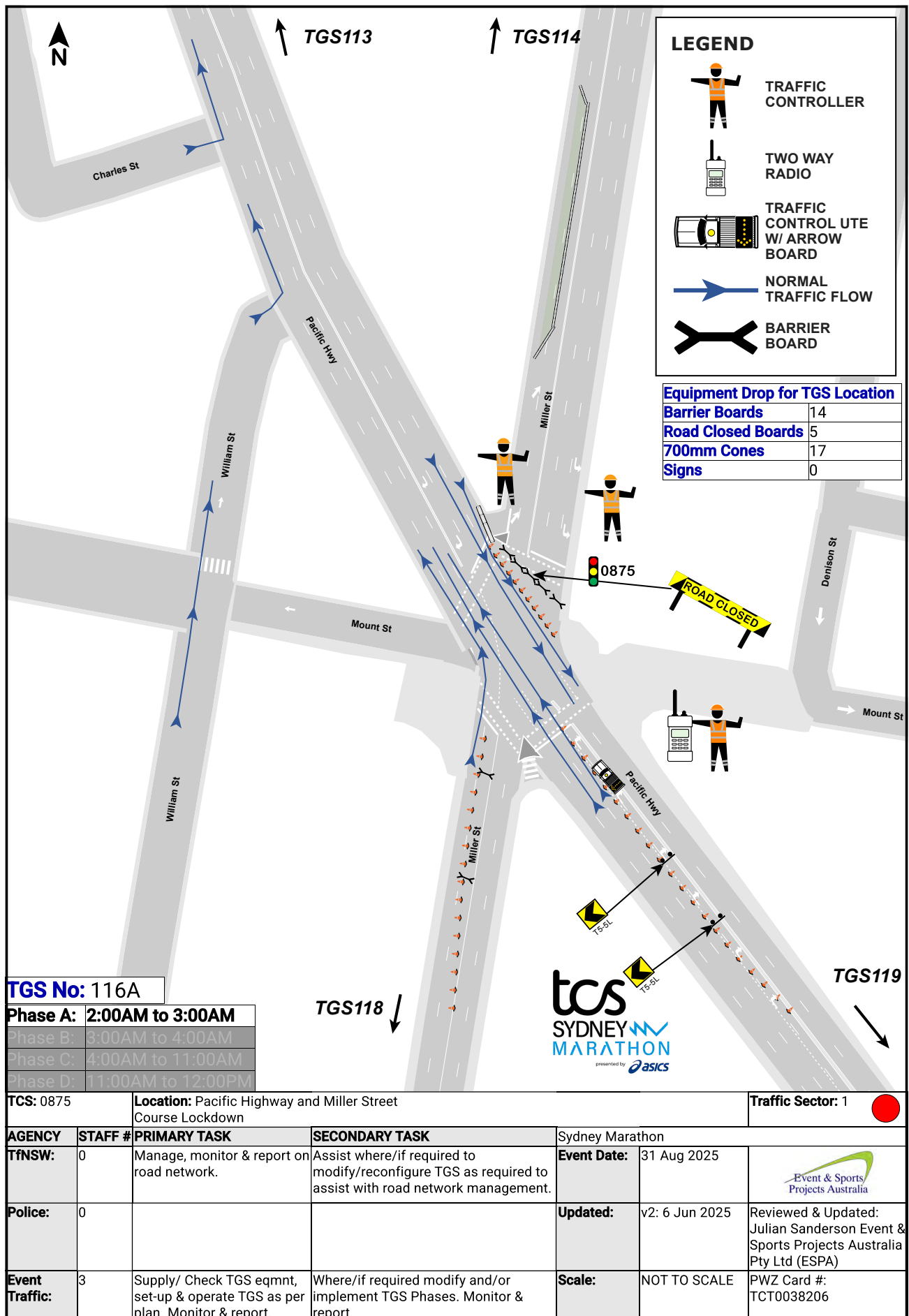


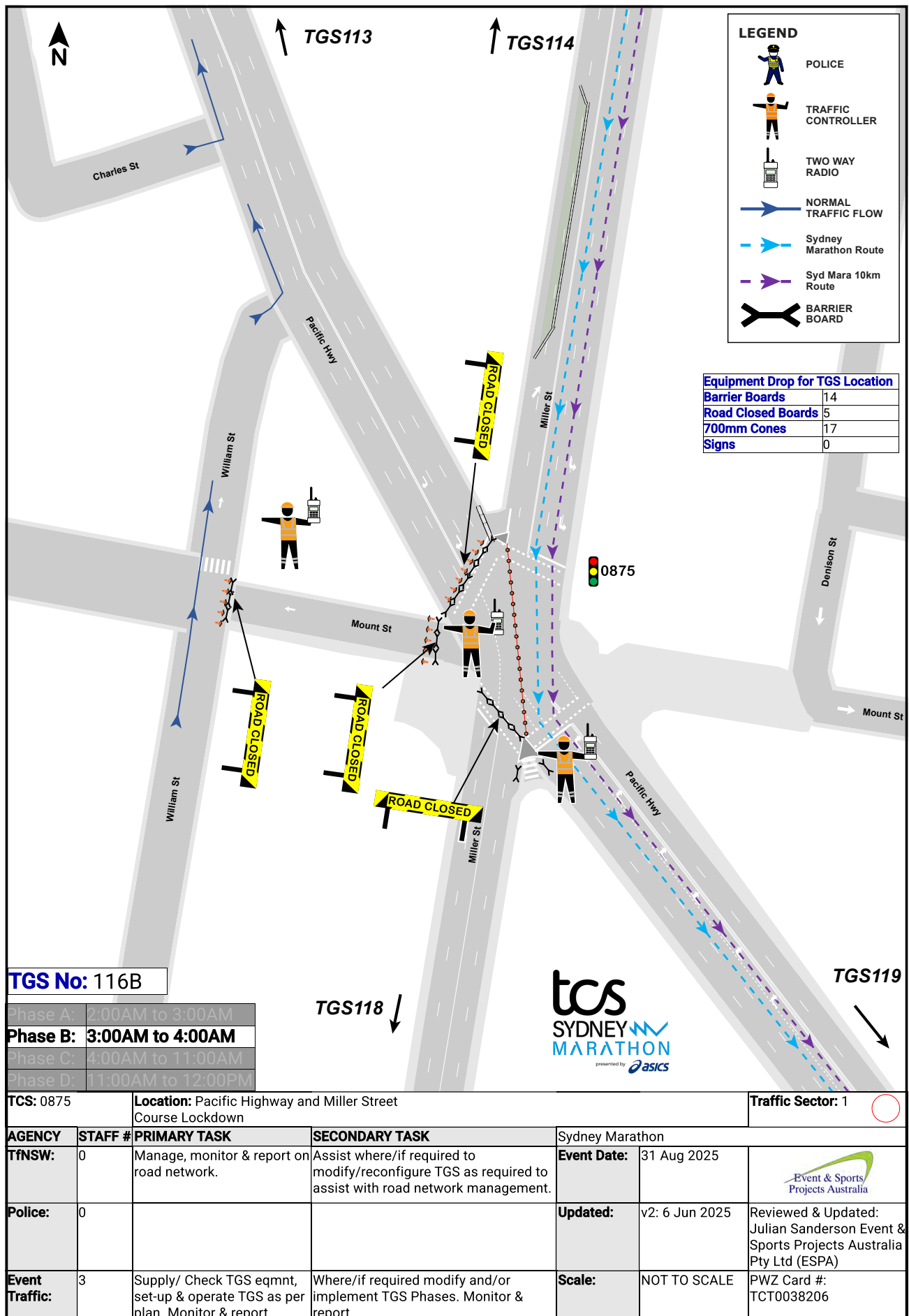


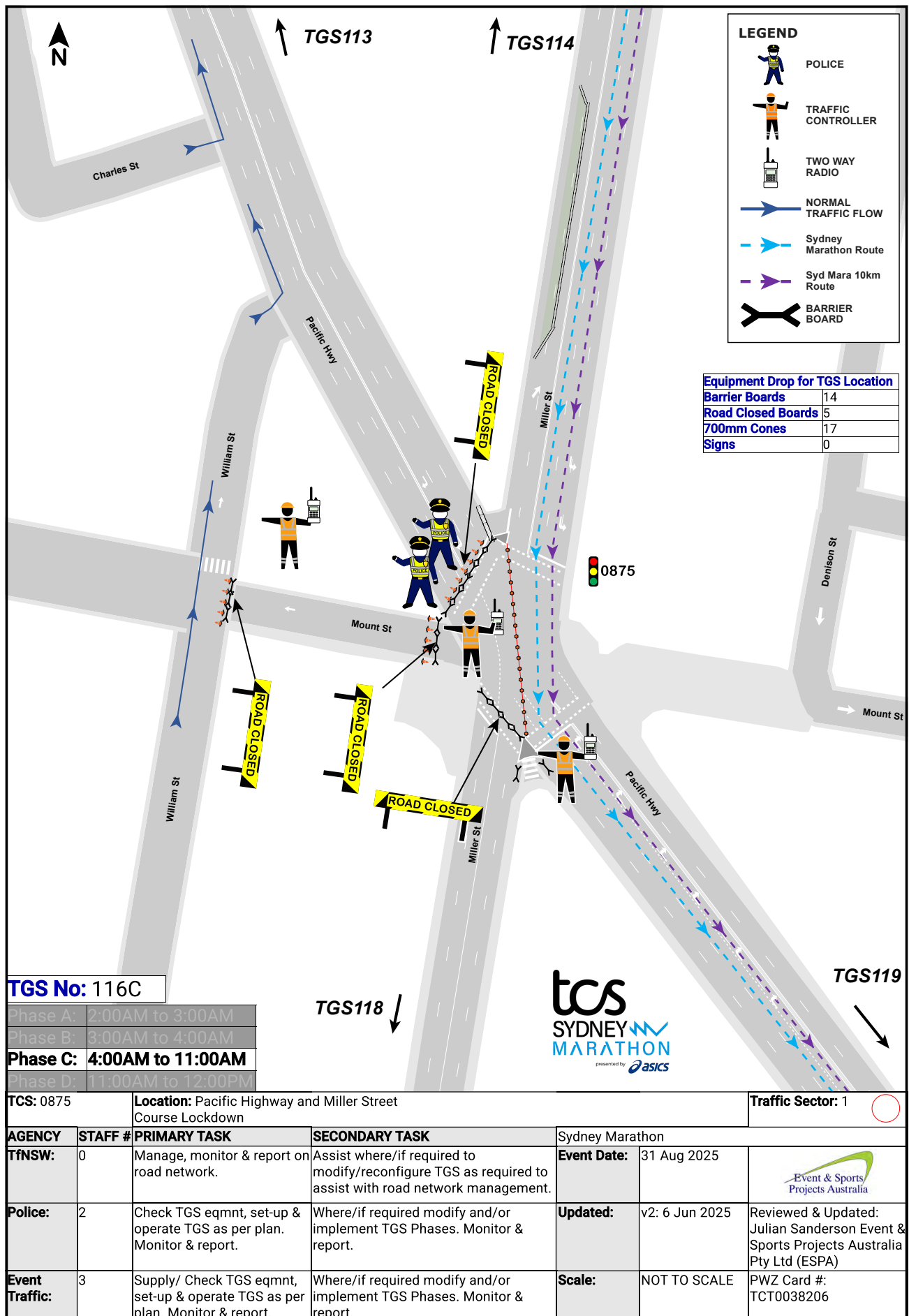


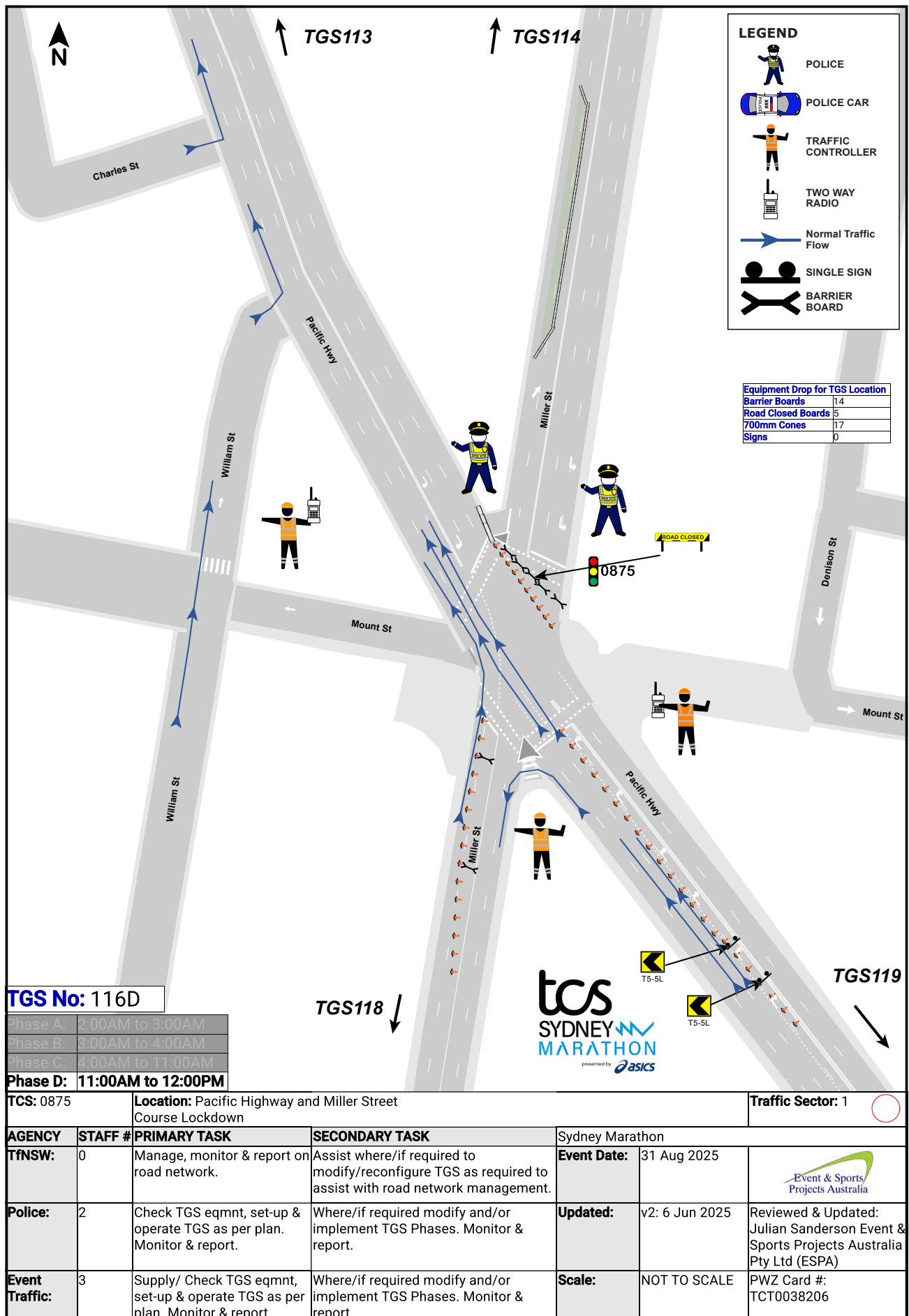


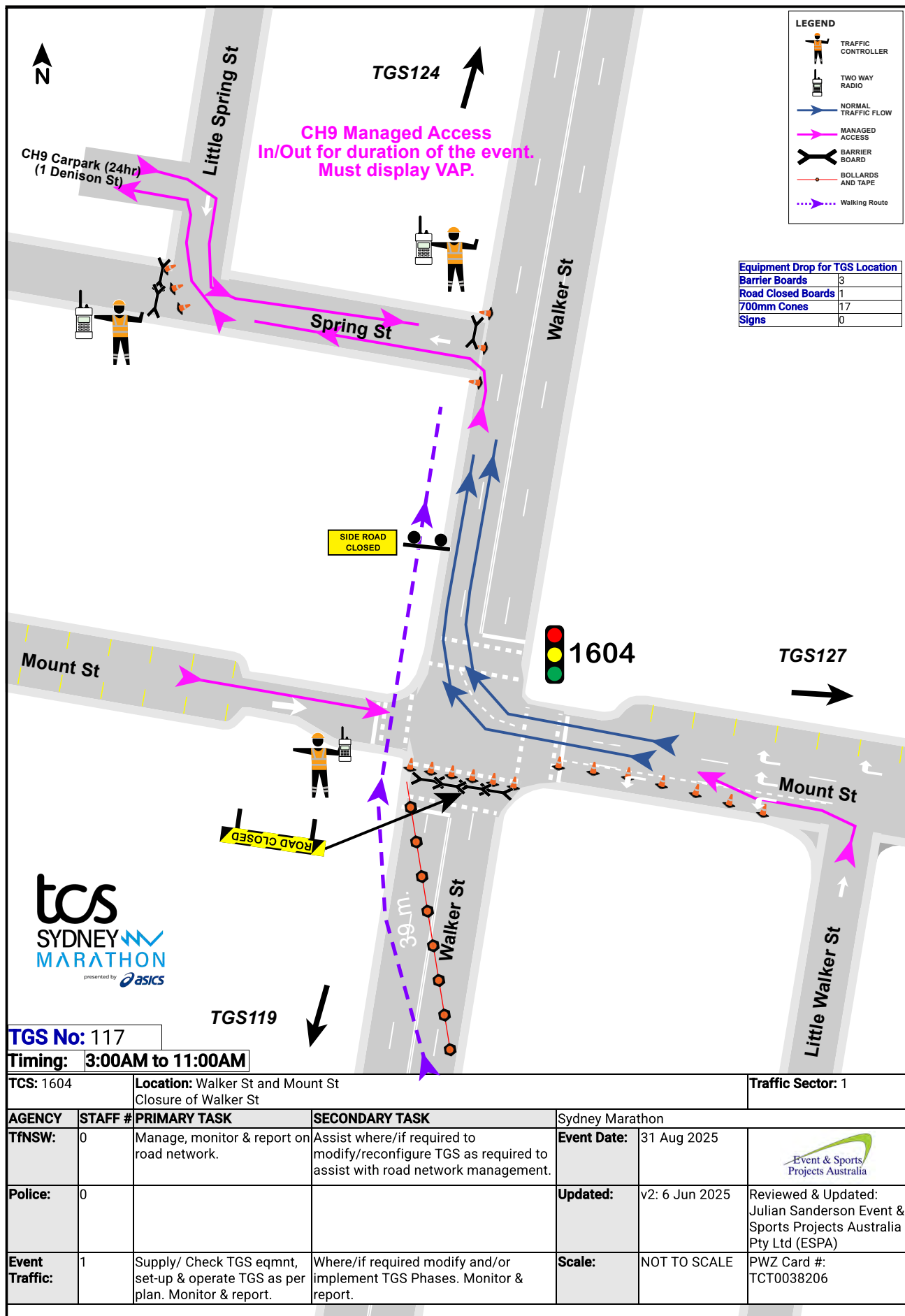


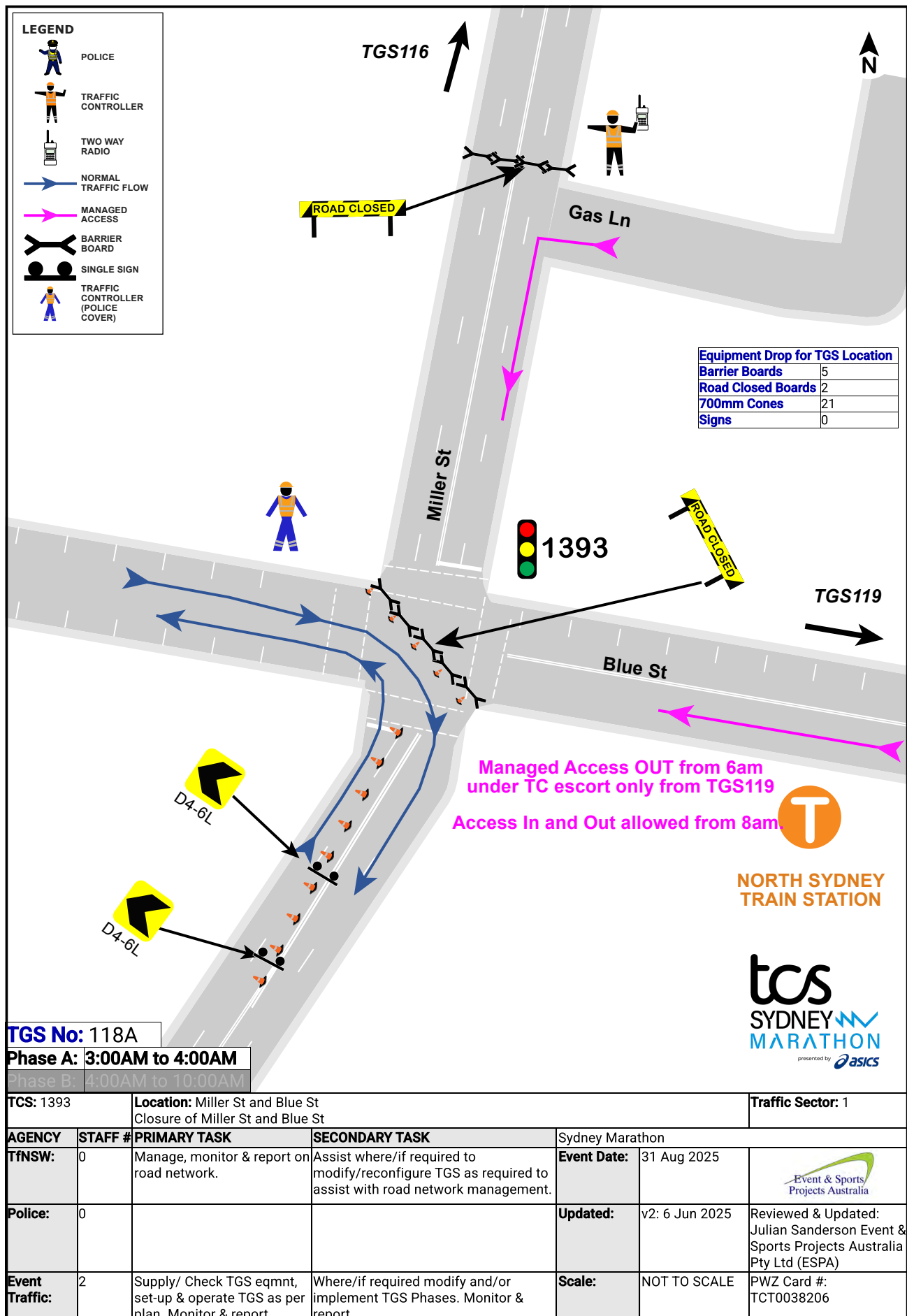


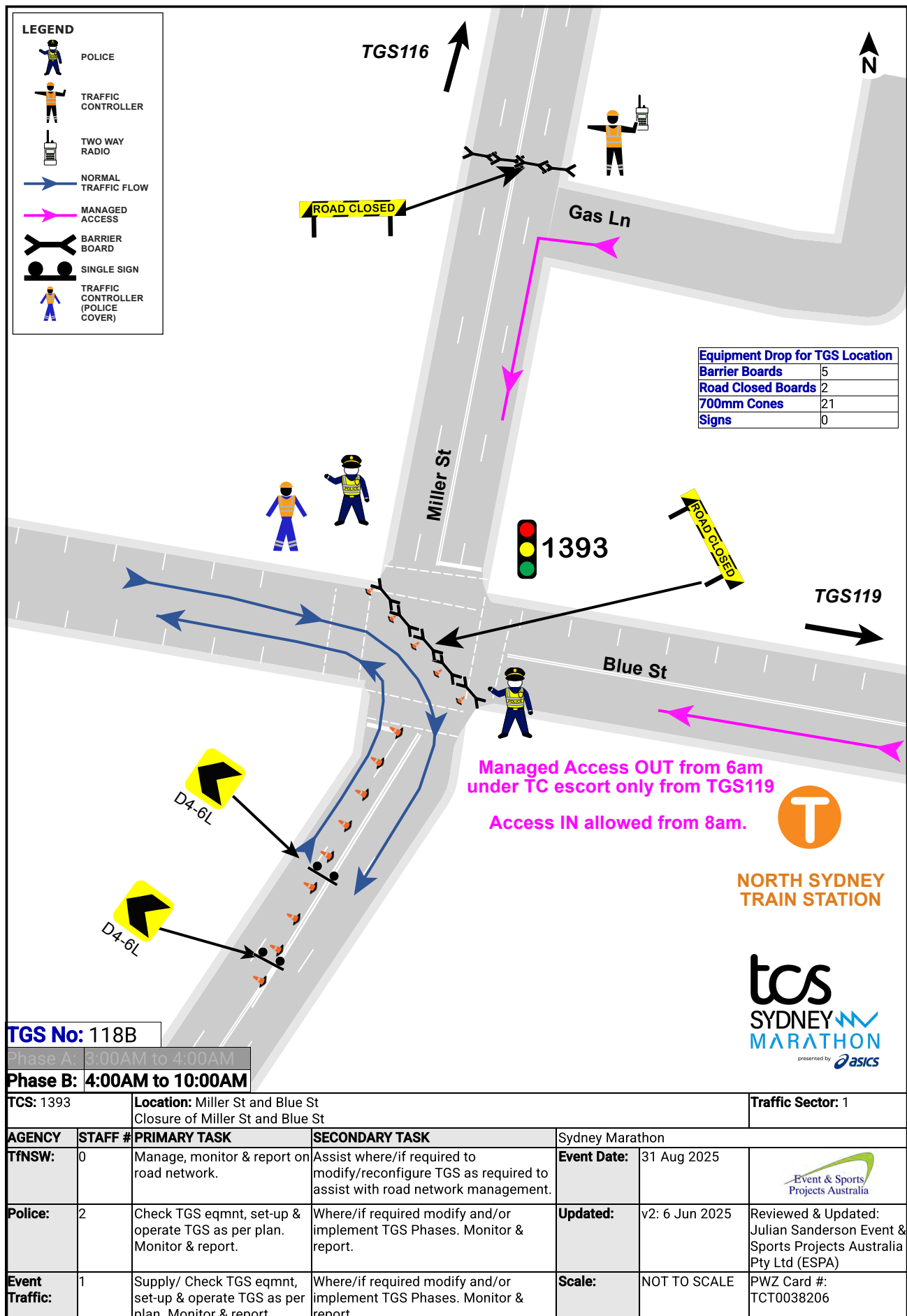


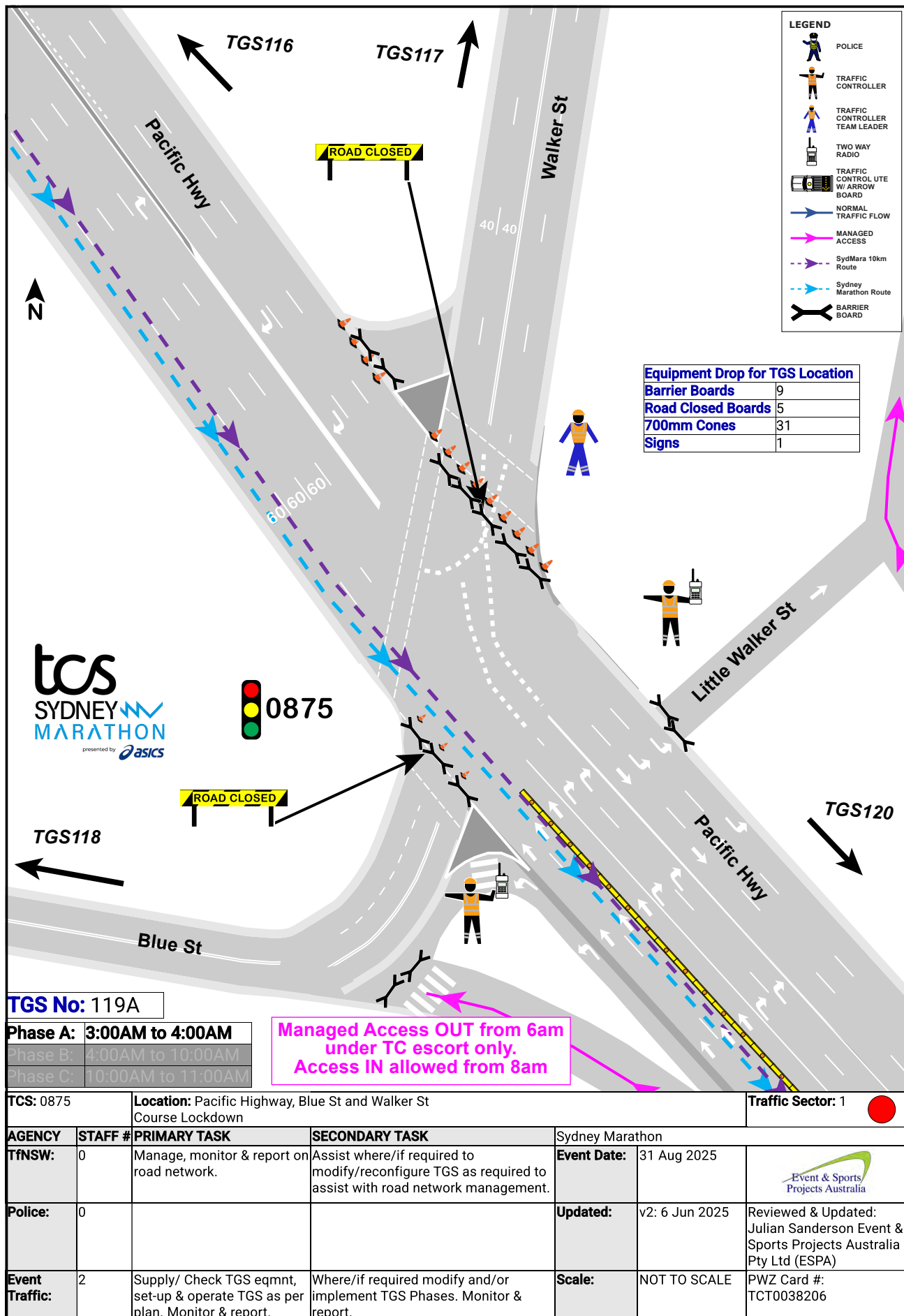


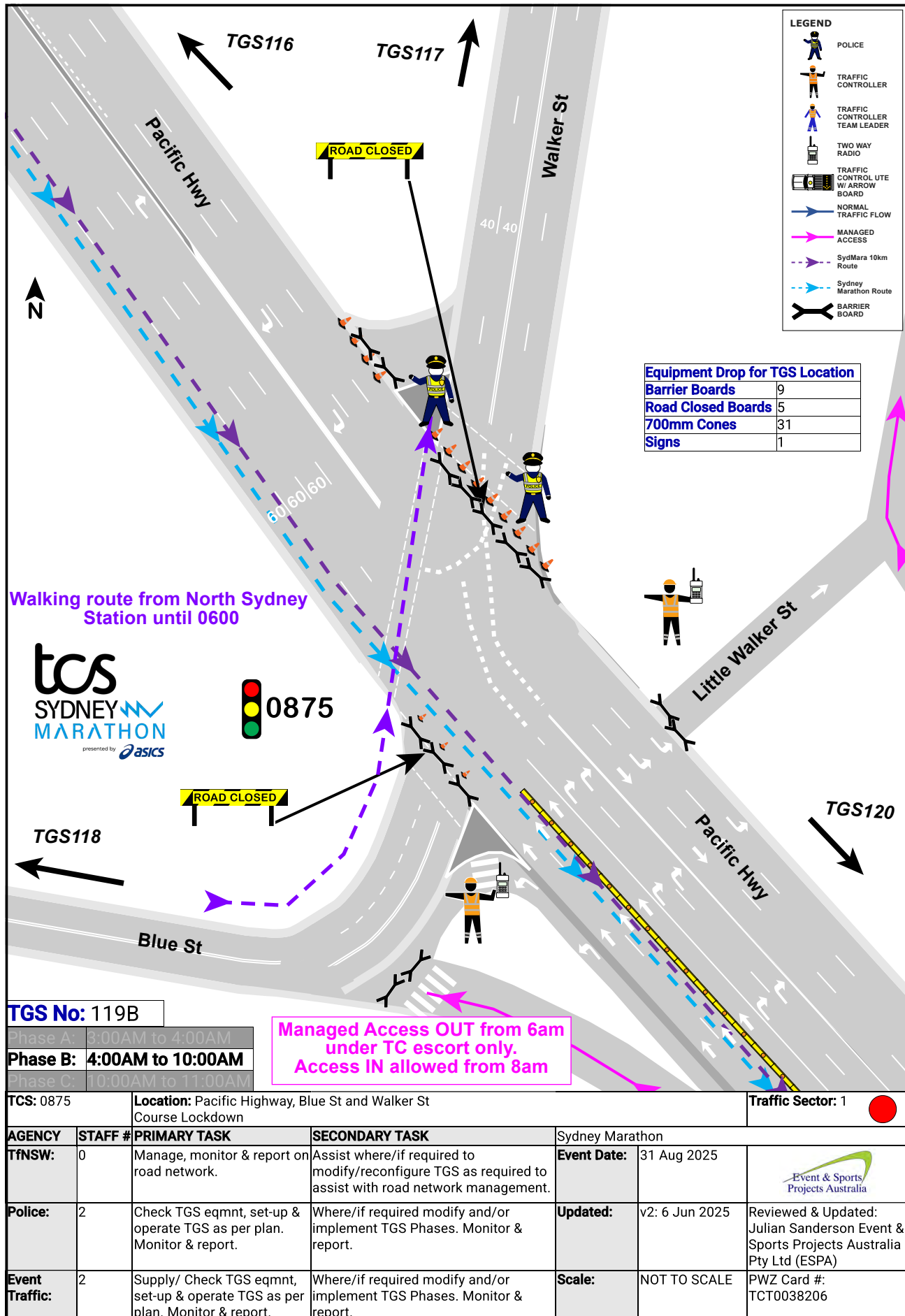


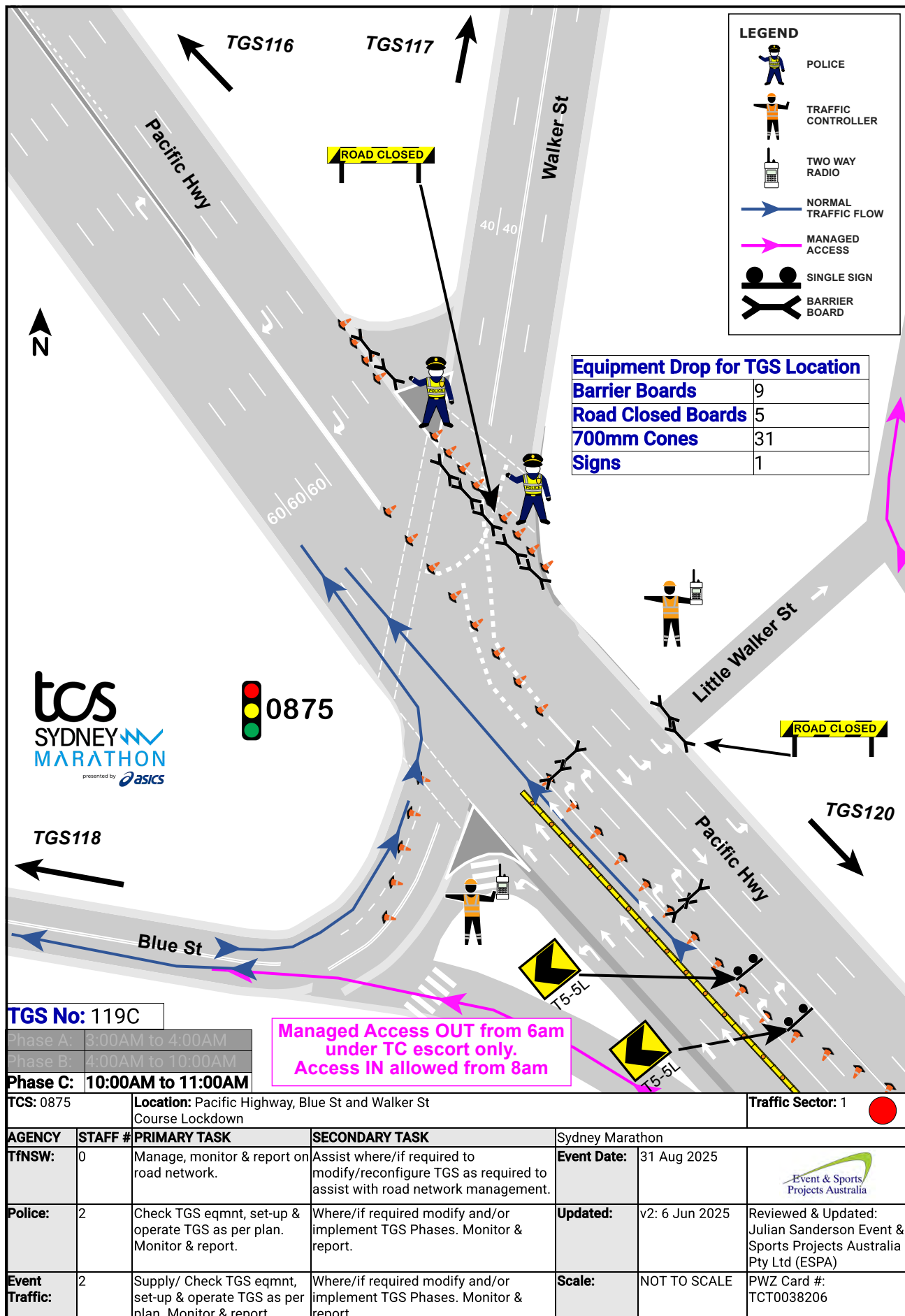


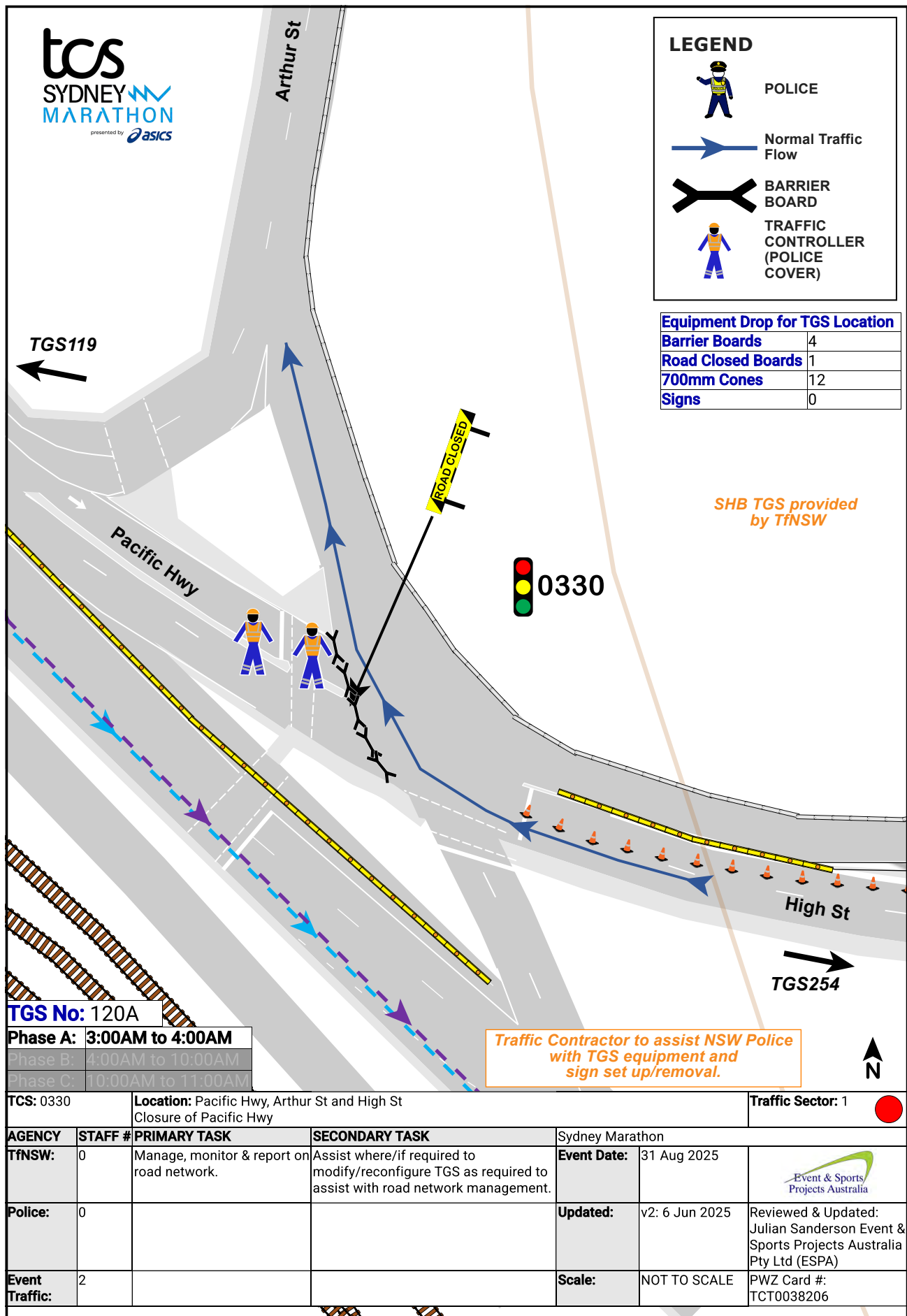


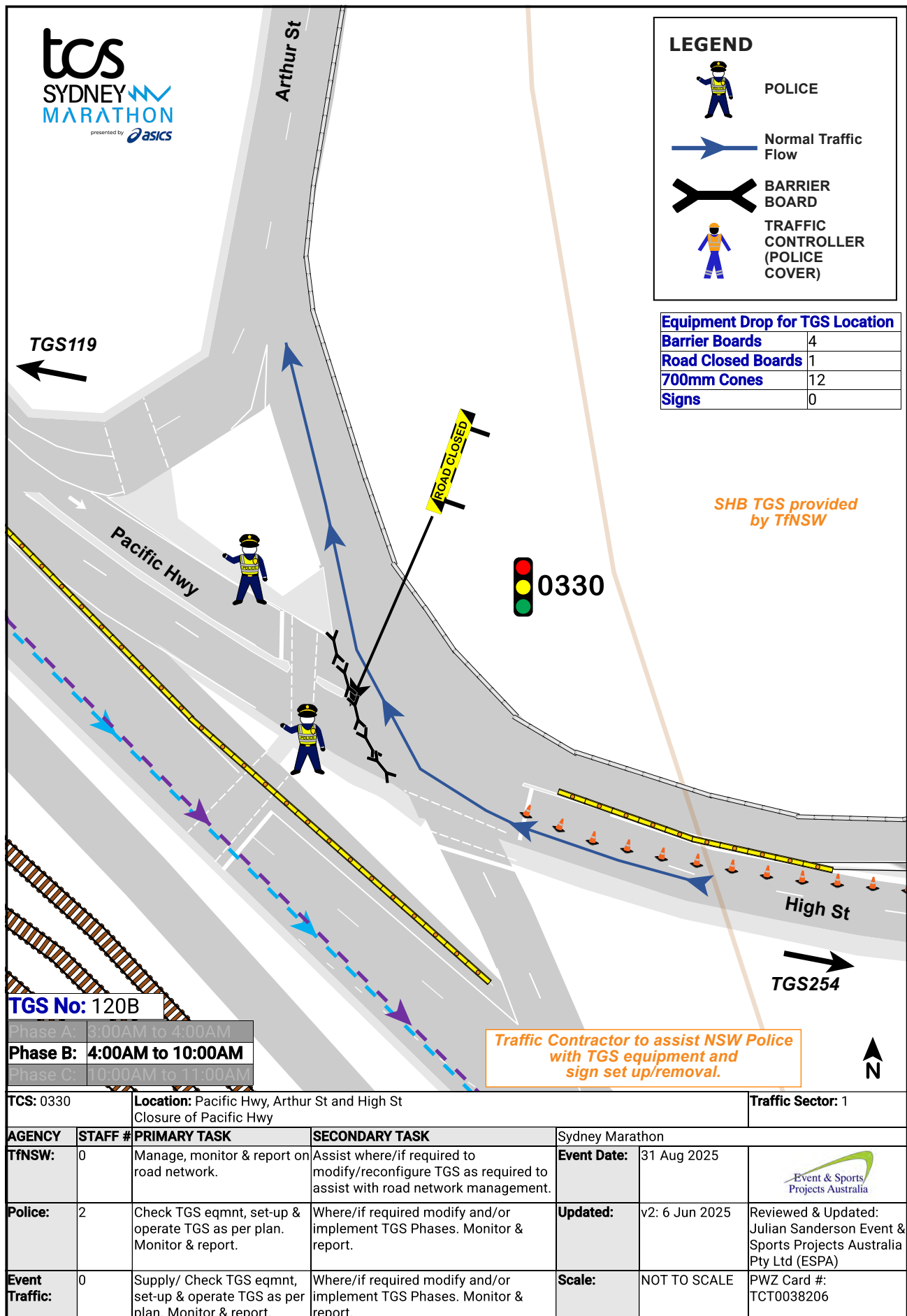


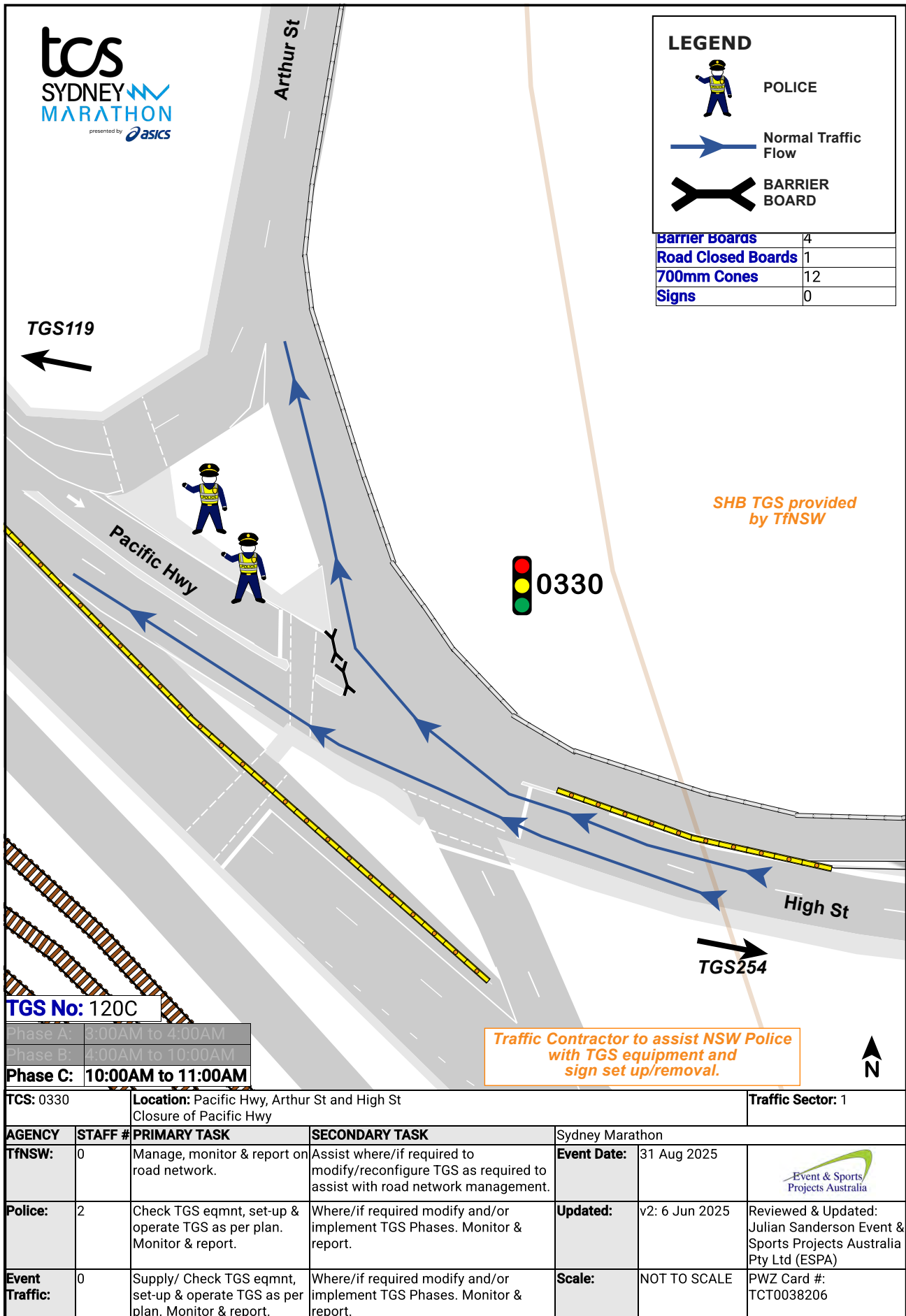


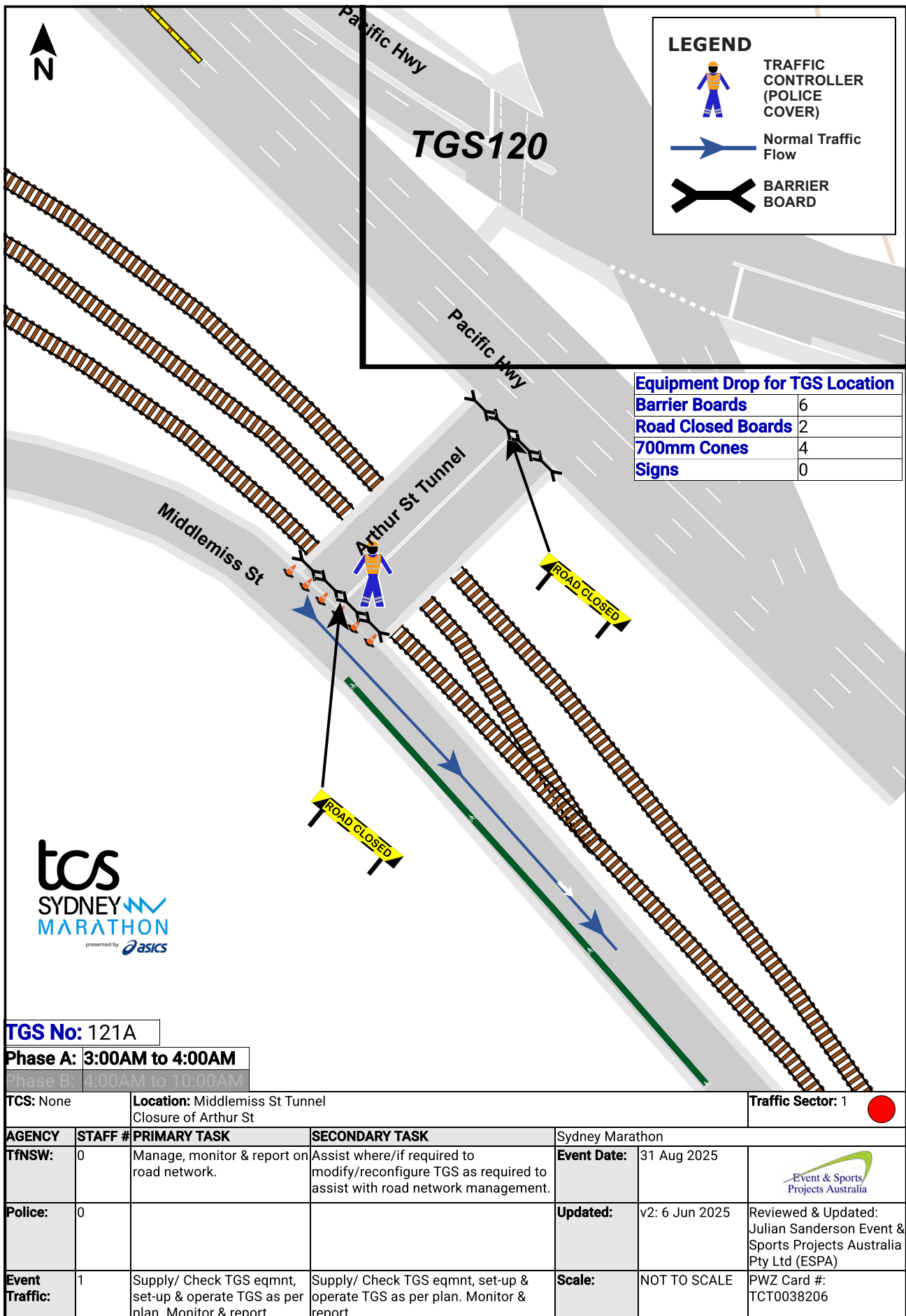


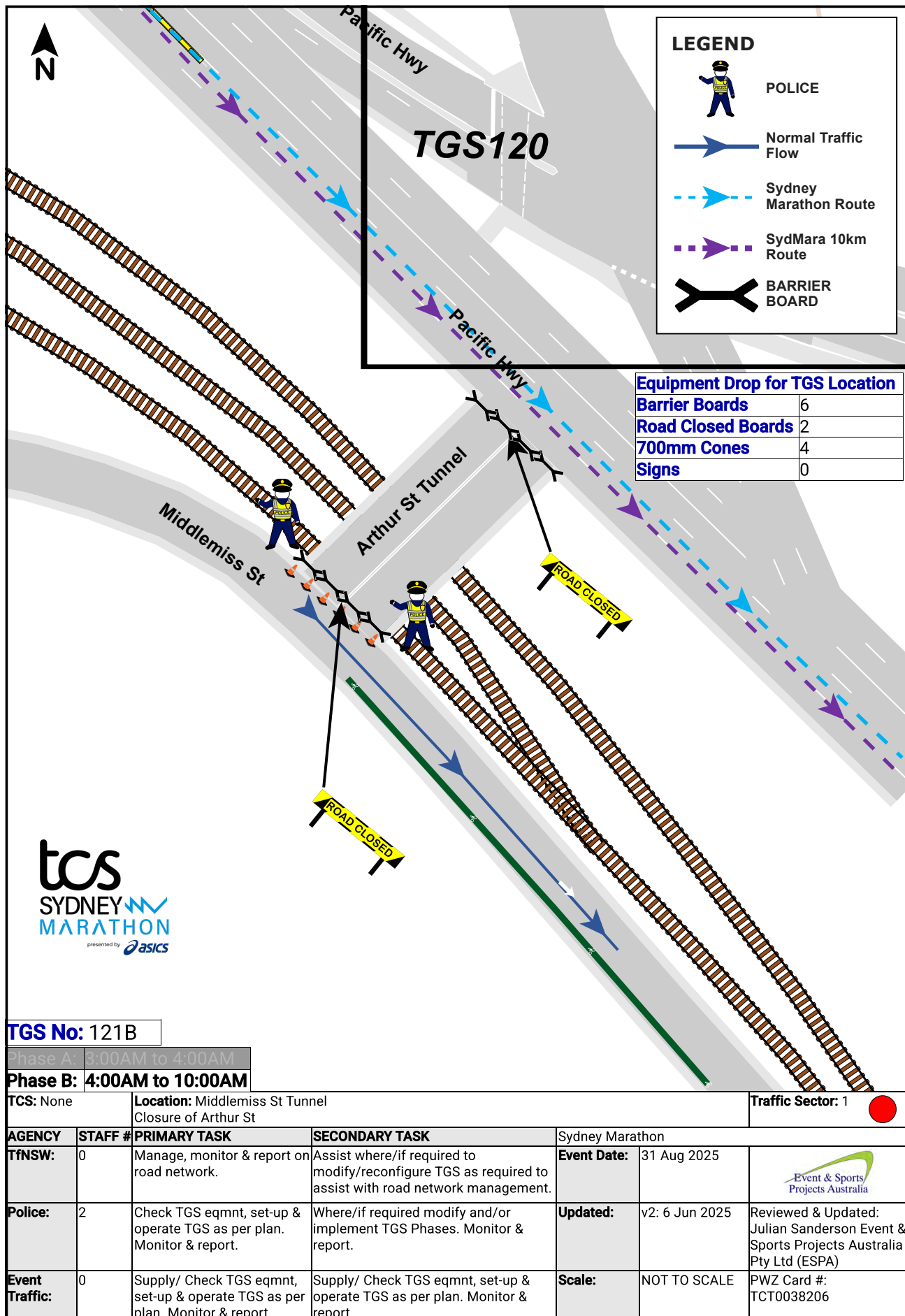


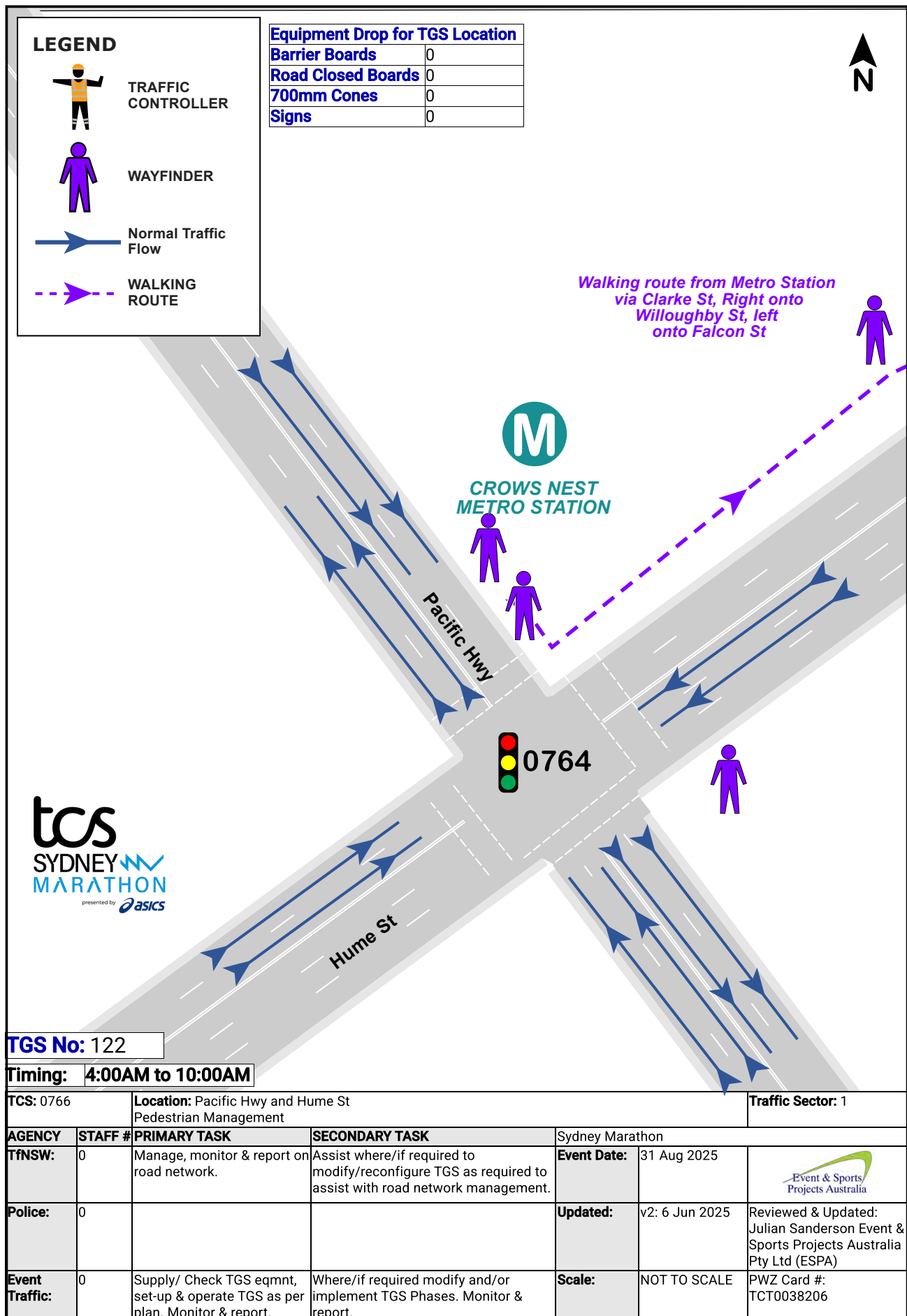


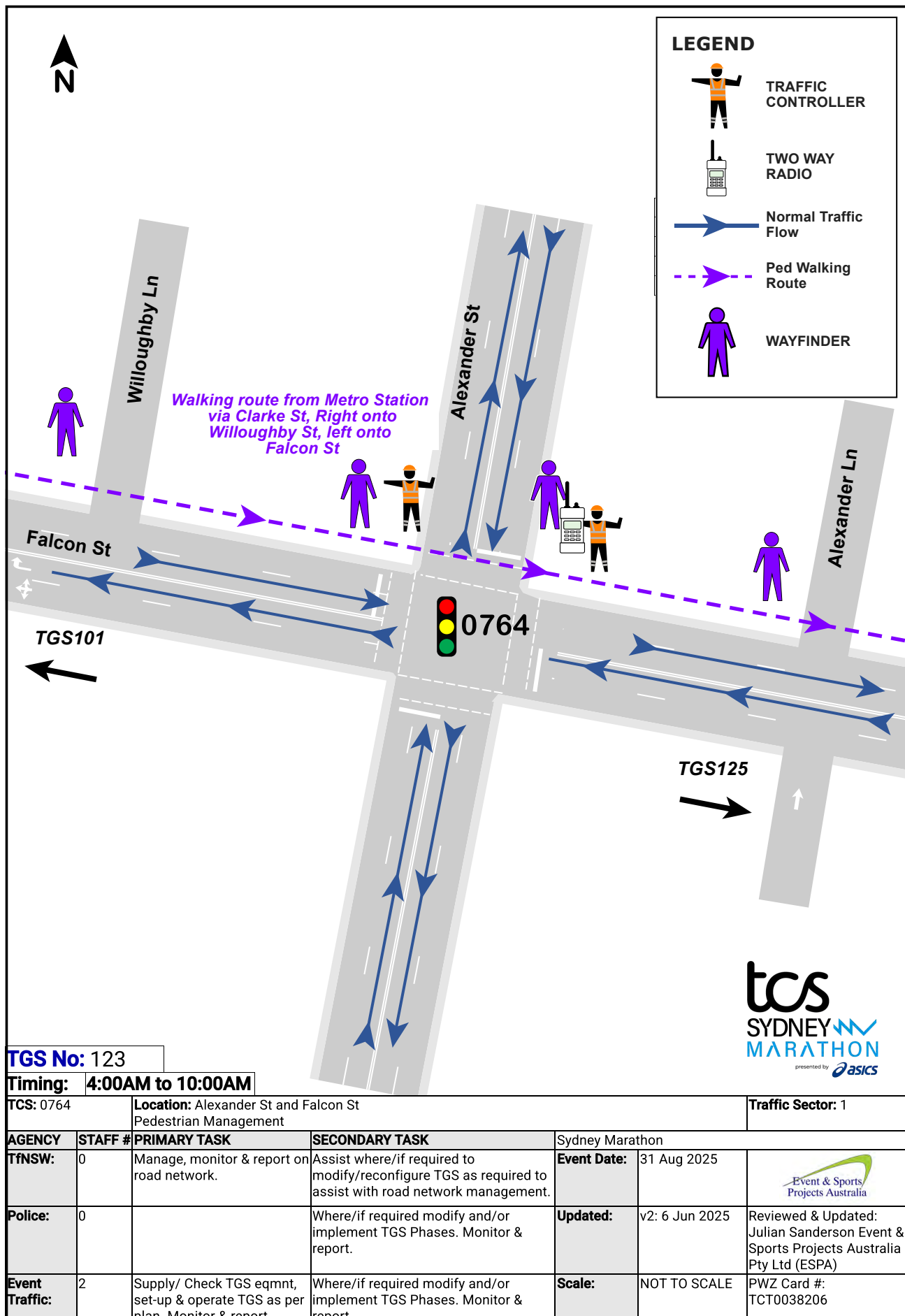


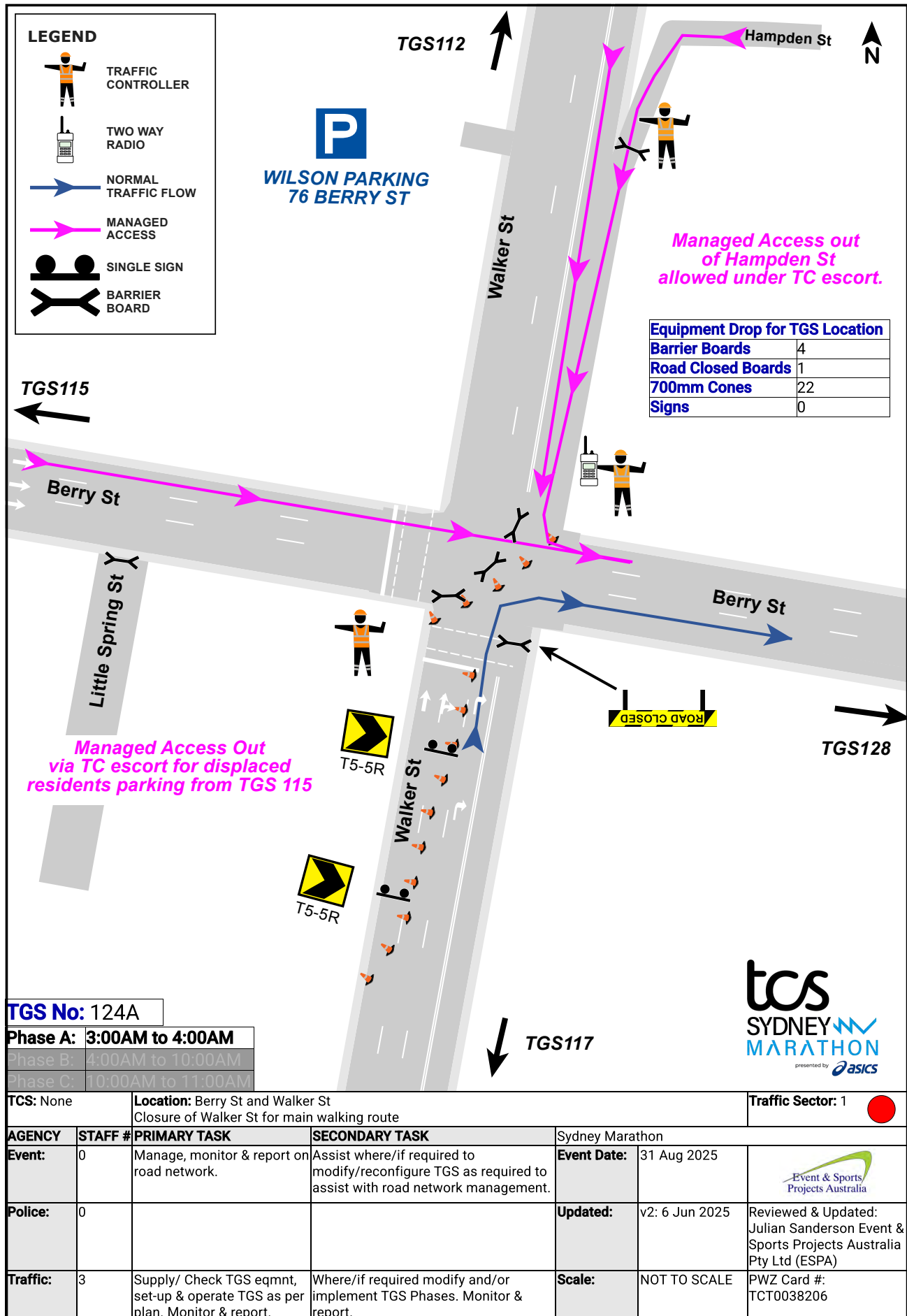


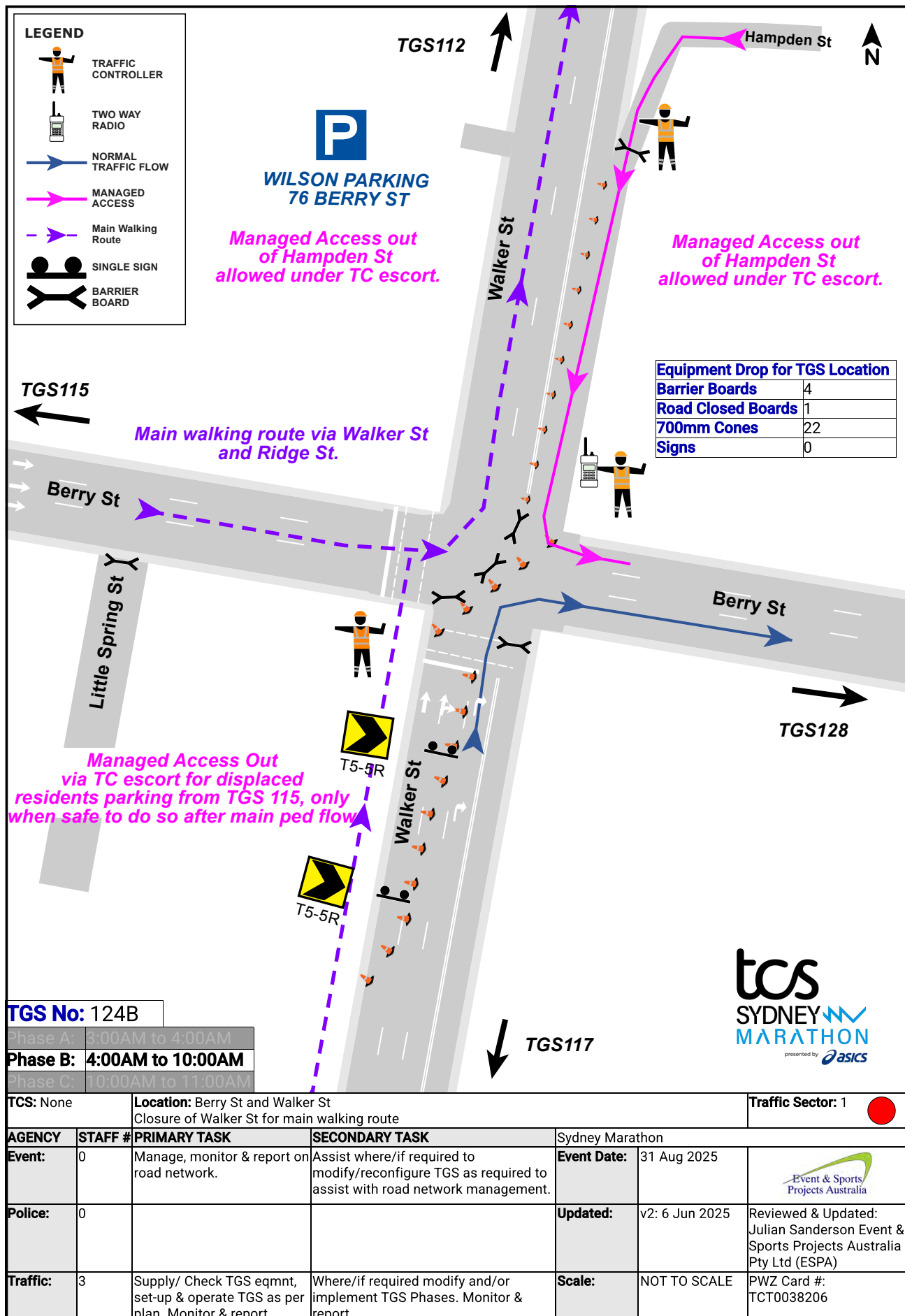


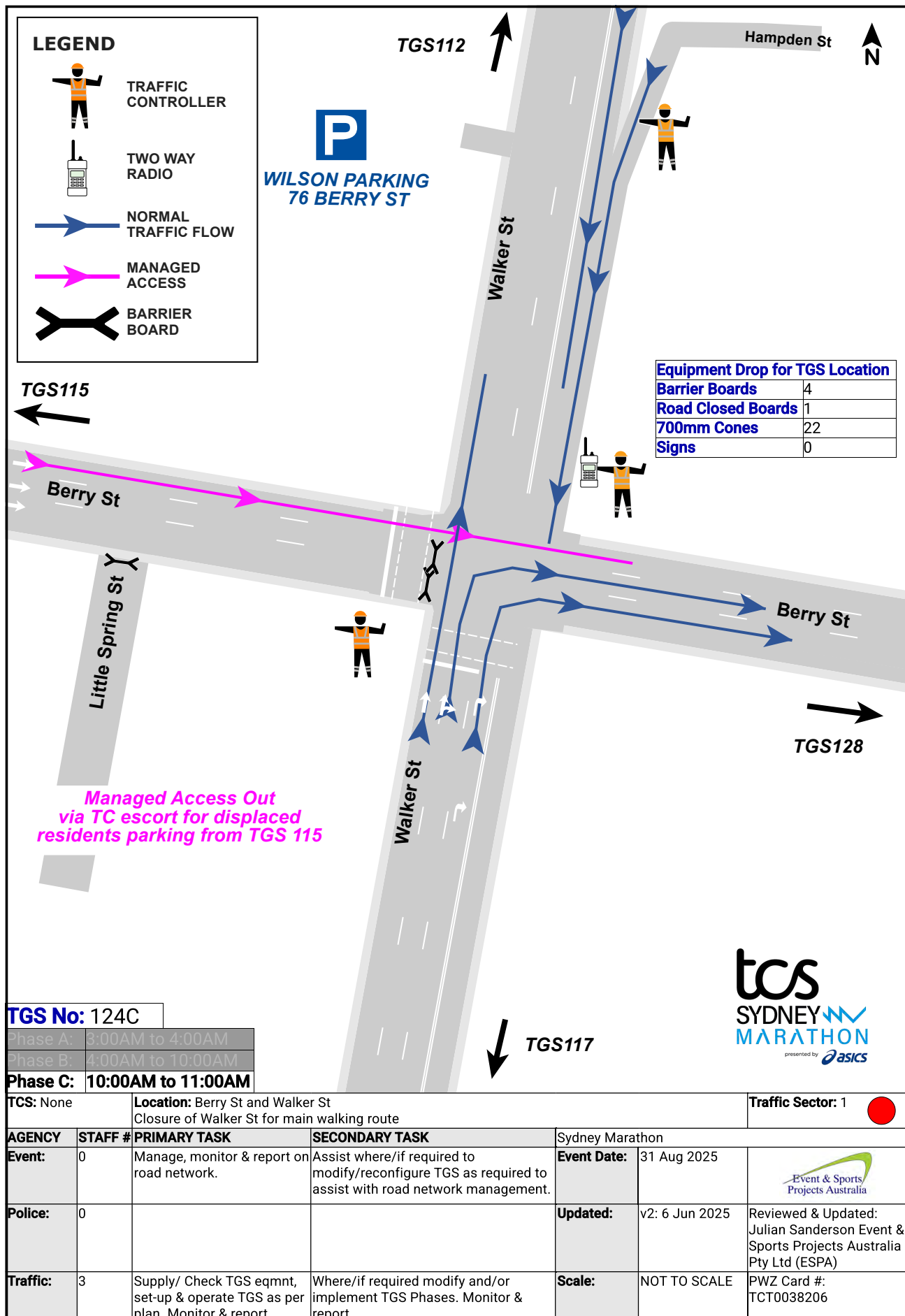


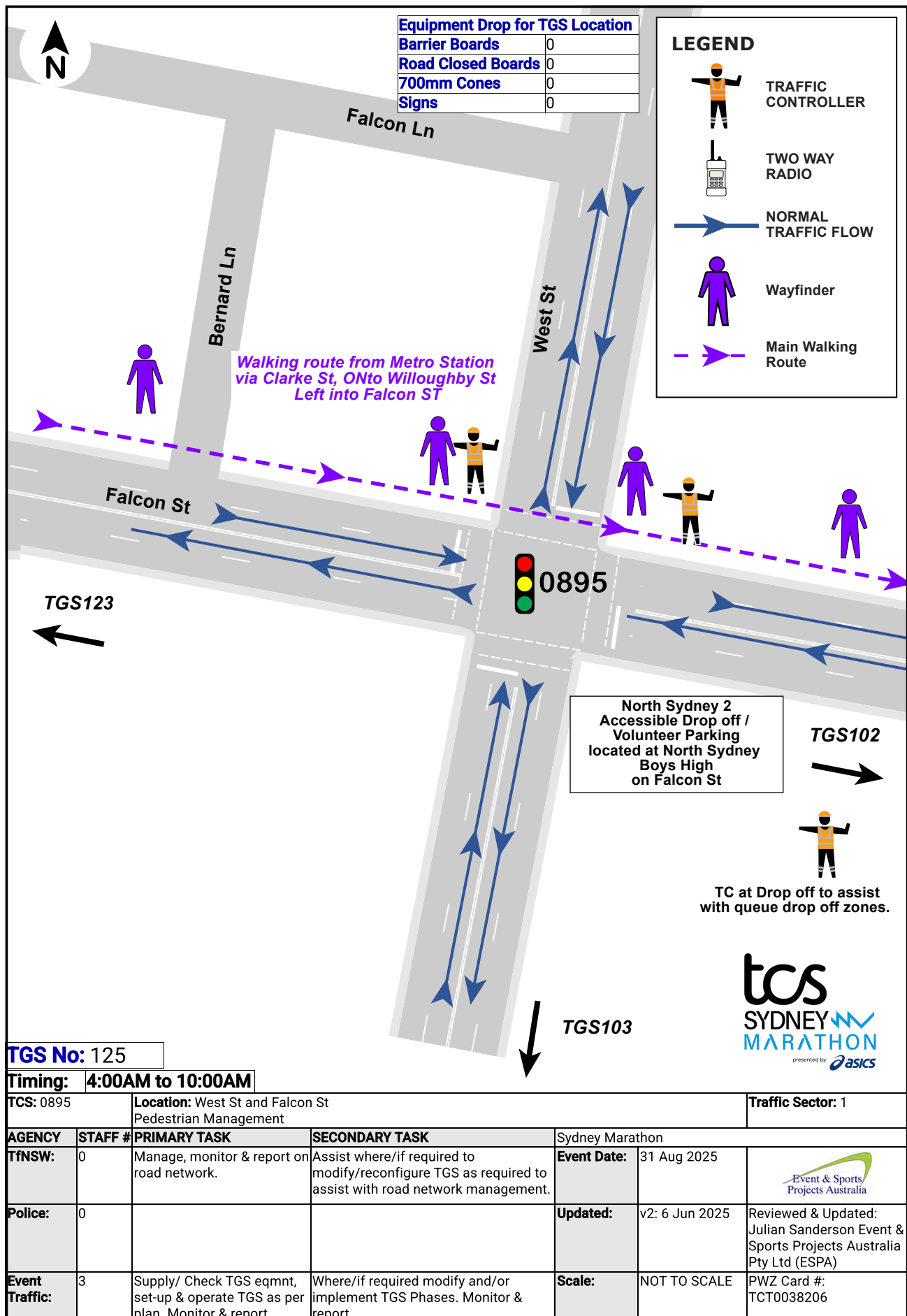


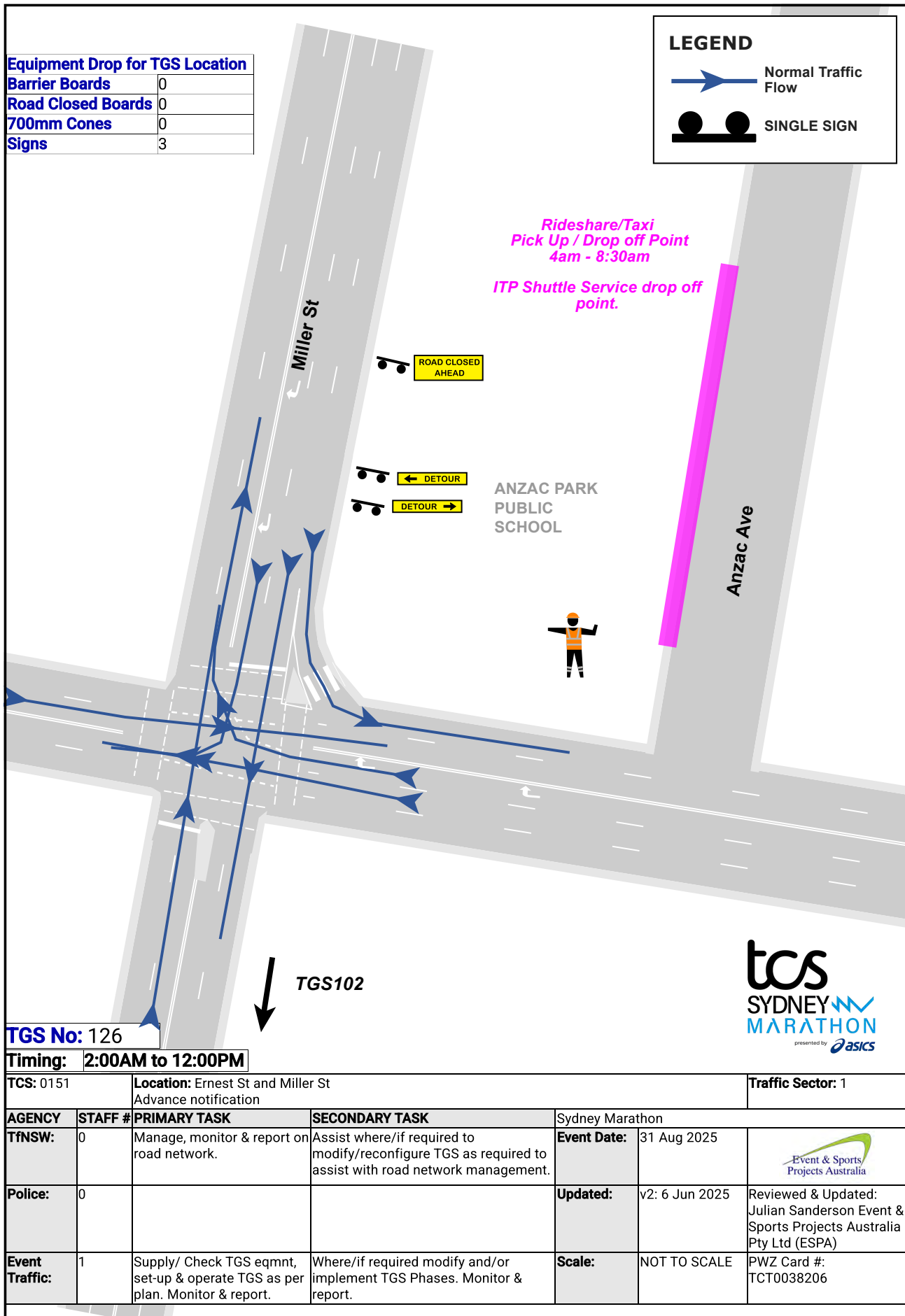


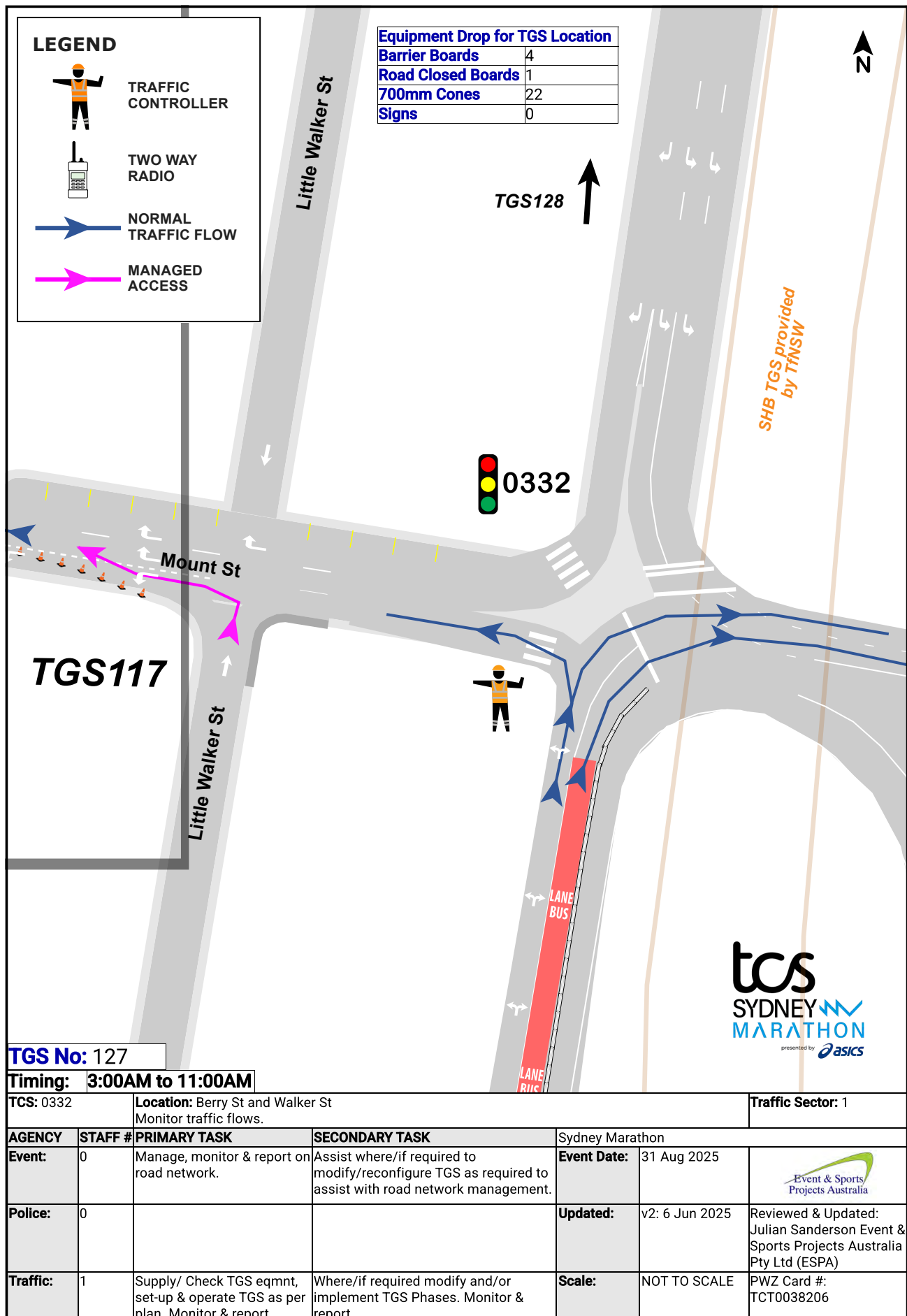


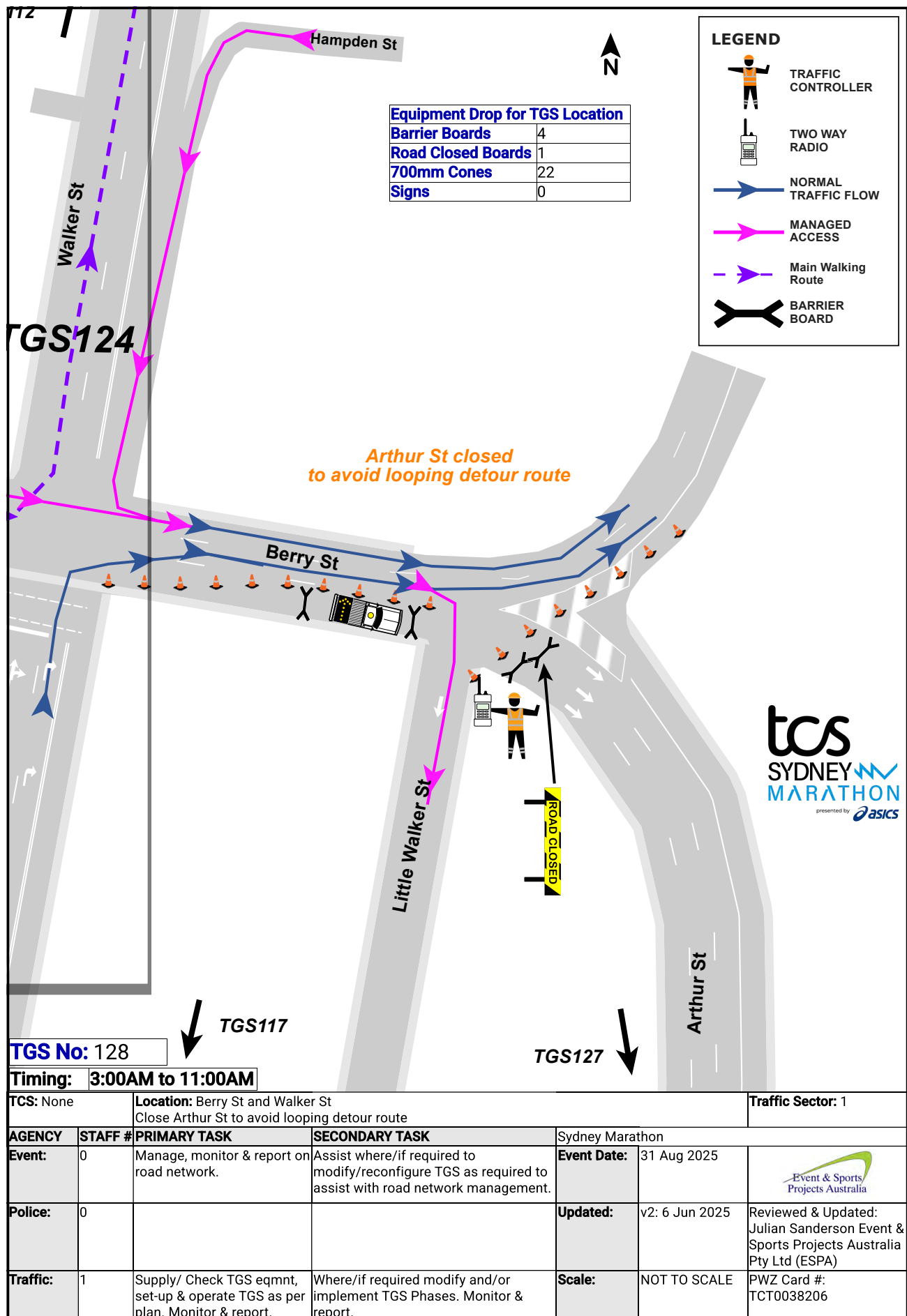












5.2. Temporary Road Closures - 2025 Spring Cycle

AUTHOR	Jasmine Wong, Transport Engineer
ENDORSED BY	Gary Parsons, Director Open Space and Infrastructure
ATTACHMENTS	1. Traffic Guidance Schemes - Spring Cycle [5.2.1 - 10 pages]
CSP LINK	1. Our Living Environment 1.4 Well utilised open space and recreational facilities 2. Our Built Infrastructure 2.2 Vibrant public domains and villages 2.4 Efficient traffic mobility and parking

PURPOSE:

The purpose of this report is to seek committee endorsement for temporary road closures associated with Spring Cycle 2025, scheduled to be held on Sunday, 12 October 2025.

EXECUTIVE SUMMARY:

- Mildren Events has applied for temporary road closures associated with the Spring Cycle 2025 event, scheduled to be held on Sunday, 12 October 2025.
- Spring Cycle is a cycling event and is expected to attract thousands of participants. The route starts in North Sydney and continues across the Sydney Harbour Bridge, along the Cahill Expressway, and through the CBD.
- Traffic changes related to the event will commence at 4am 12 October 2025 and end at 11:30am on the same day.

RECOMMENDATION:

1. THAT the Committee endorse the following temporary road closures associated with Spring Cycle 2025 on Sunday, 12 October 2025 from 4am to 11:30am on:

- Angelo Street, between McLaren Street and Berry Street
- Arthur Street, between Berry Street and Mount Street
- Blue Street, between Pacific Highway and Miller Street west bound
- Bullivant Lane, from Berry Street
- Carlow Street, between West Street and Miller Street
- Denison Street, between Berry Street and Spring Street
- Little Spring Street, from Berry Street to Spring Street
- Little Walker Street, from Berry Street to Mount Street
- Miller Street, between Falcon Street and Pacific Highway
- Mount Street, between Arthur Street North and Cahill Expressway
- Ward Street, from Berry Street

Background

Mildren Events has applied for temporary road closures associated with the Spring Cycle event scheduled for Sunday, 12 October 2025, which is expected to attract thousands of participants. The route begins in North Sydney and continues across the Sydney Harbour Bridge, along the Cahill Expressway, and through the CBD.

Report

To facilitate the 2025 Spring Cycle event, temporary road closures are proposed throughout North Sydney CBD on 12 October 2025.

During the road closures, vehicle access will be impacted and managed through alternative arrangements, detours or under traffic control.

Traffic changes related to the event will occur between 4:00am and 11:30am on 12 October 2025.

Per the traffic management plan prepared by Who Dares, the start areas and roads along and around the cycle route will be progressively opened to traffic by NSW Police and TfNSW when they are deemed safe to re-open. The re-opening the roads will be coordinated by NSW Police, TfNSW and Who Dares.

The organiser is required to undertake community notification in line with the NSW Governments Guide to Traffic and Transport Management for Special Events and the NSW Governments Event Starter Guide. These include the requirement for broad notification with the non-event community as well as a minimum of 7 days' notice of any road closure by means of conspicuous notices erected along the impacted roads.

Consultation Requirements

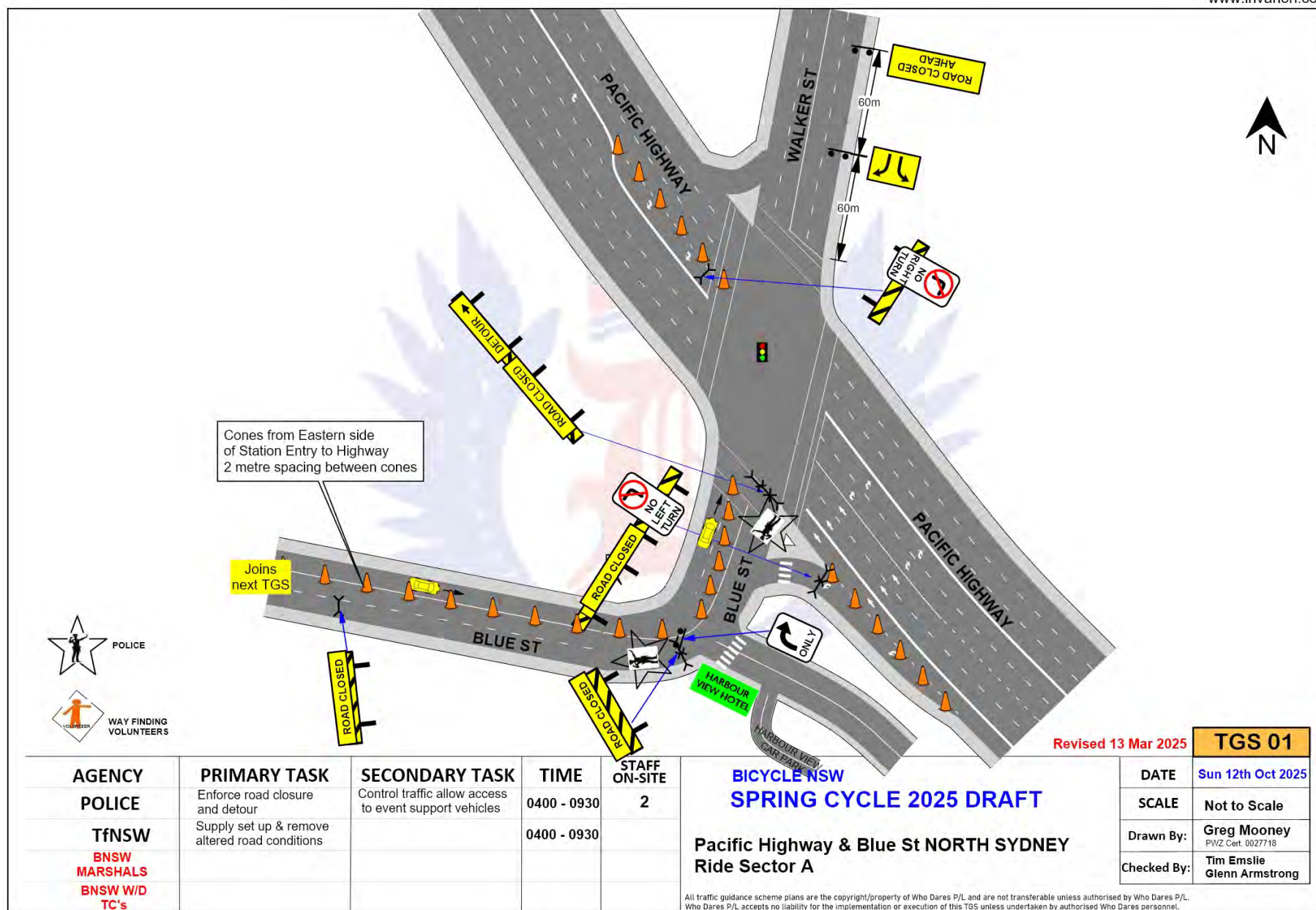
The applicant is required to notify affected stakeholders.

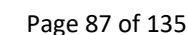
Financial/Resource Implications

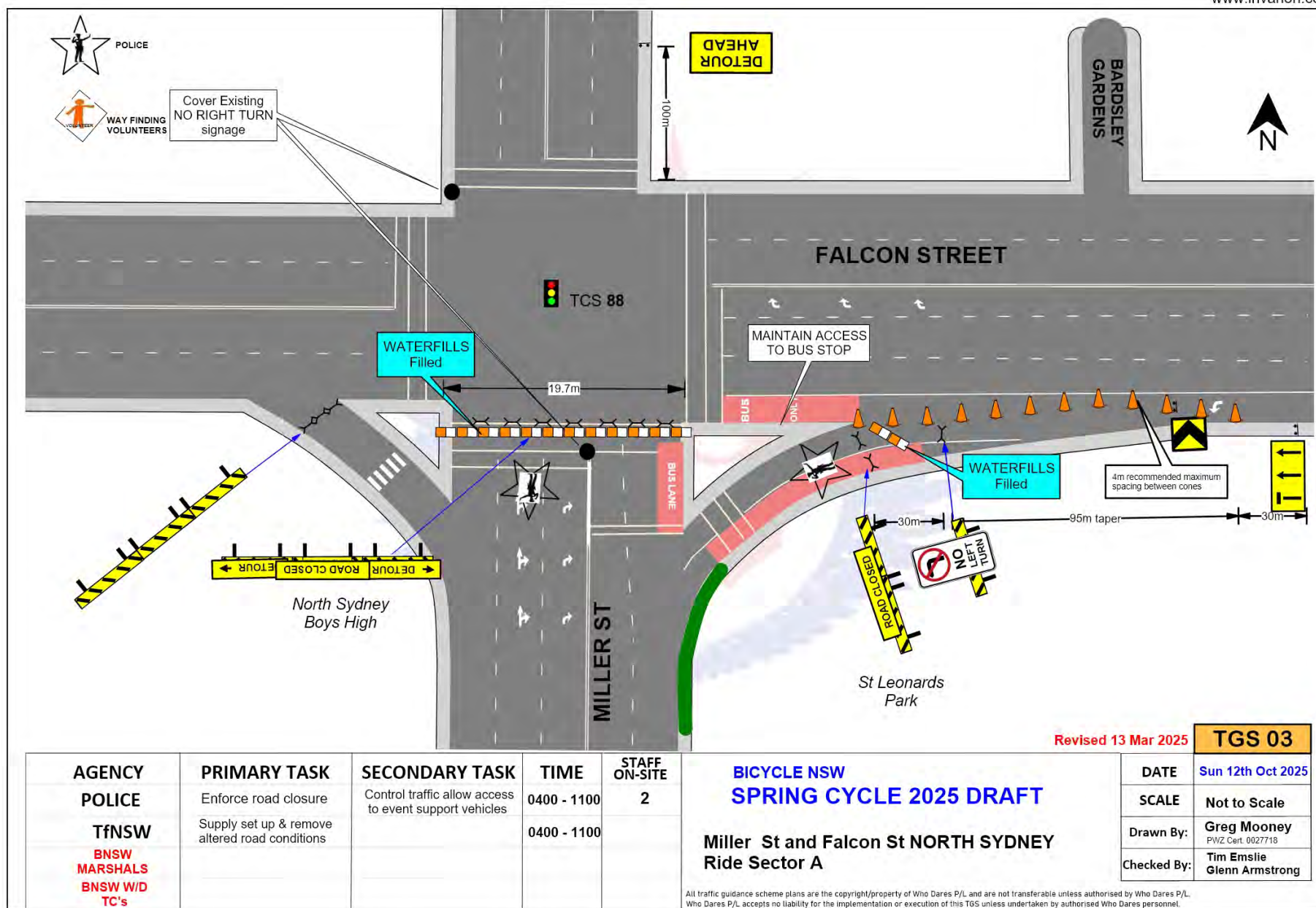
All cost is required to be borne by the applicant.

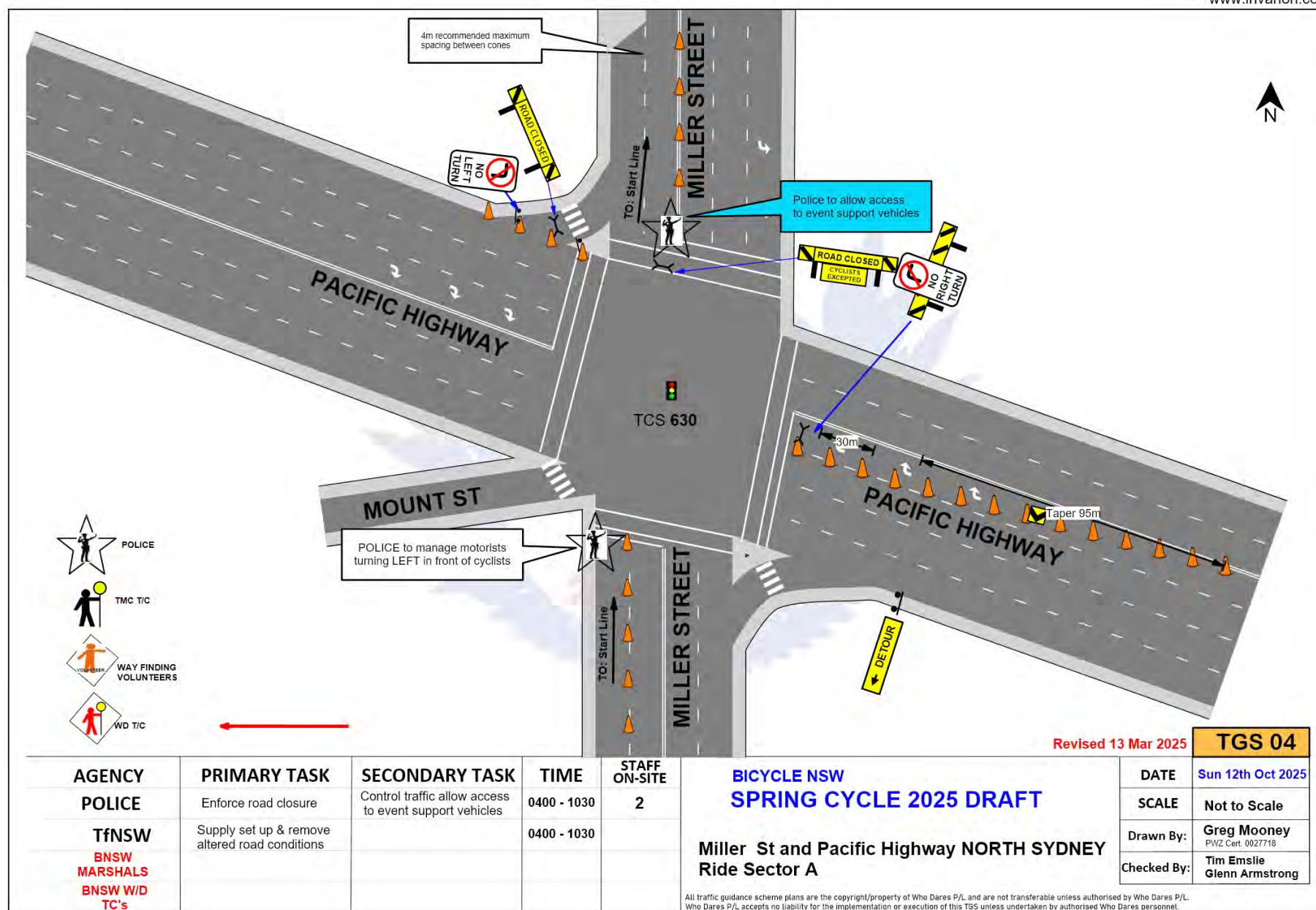
Legislation

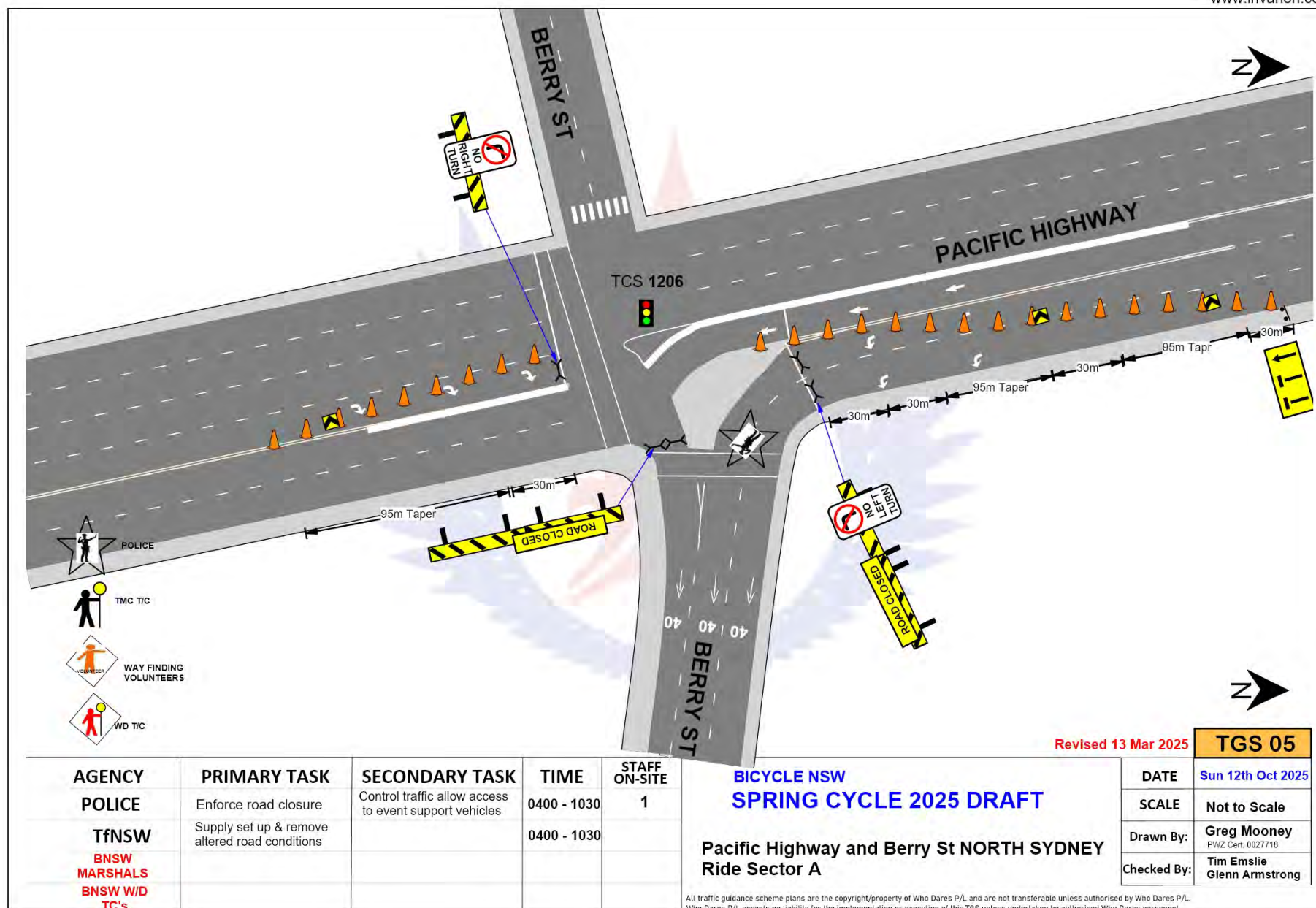
The temporary road closures are proposed under the NSW Roads Act 1993.

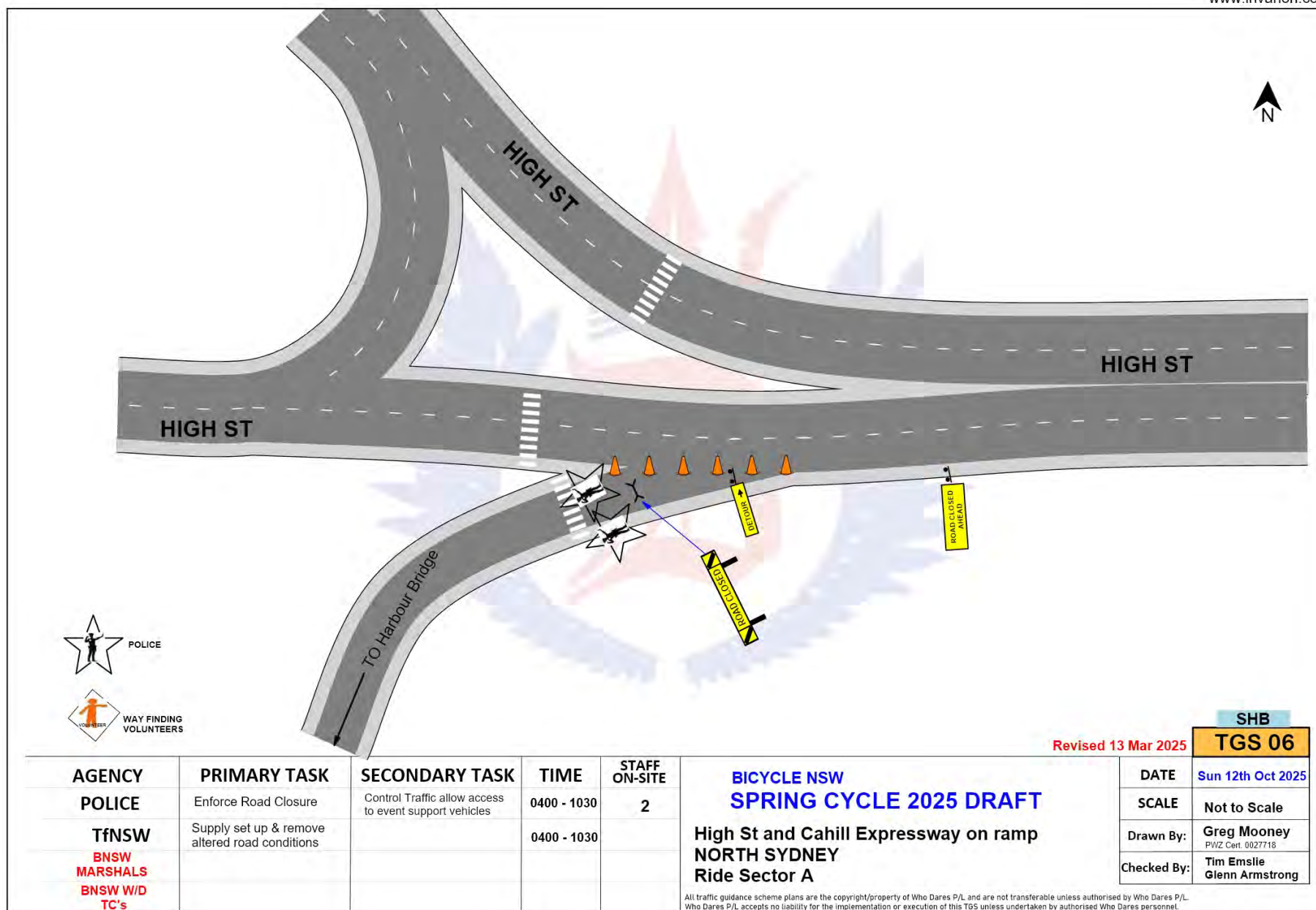


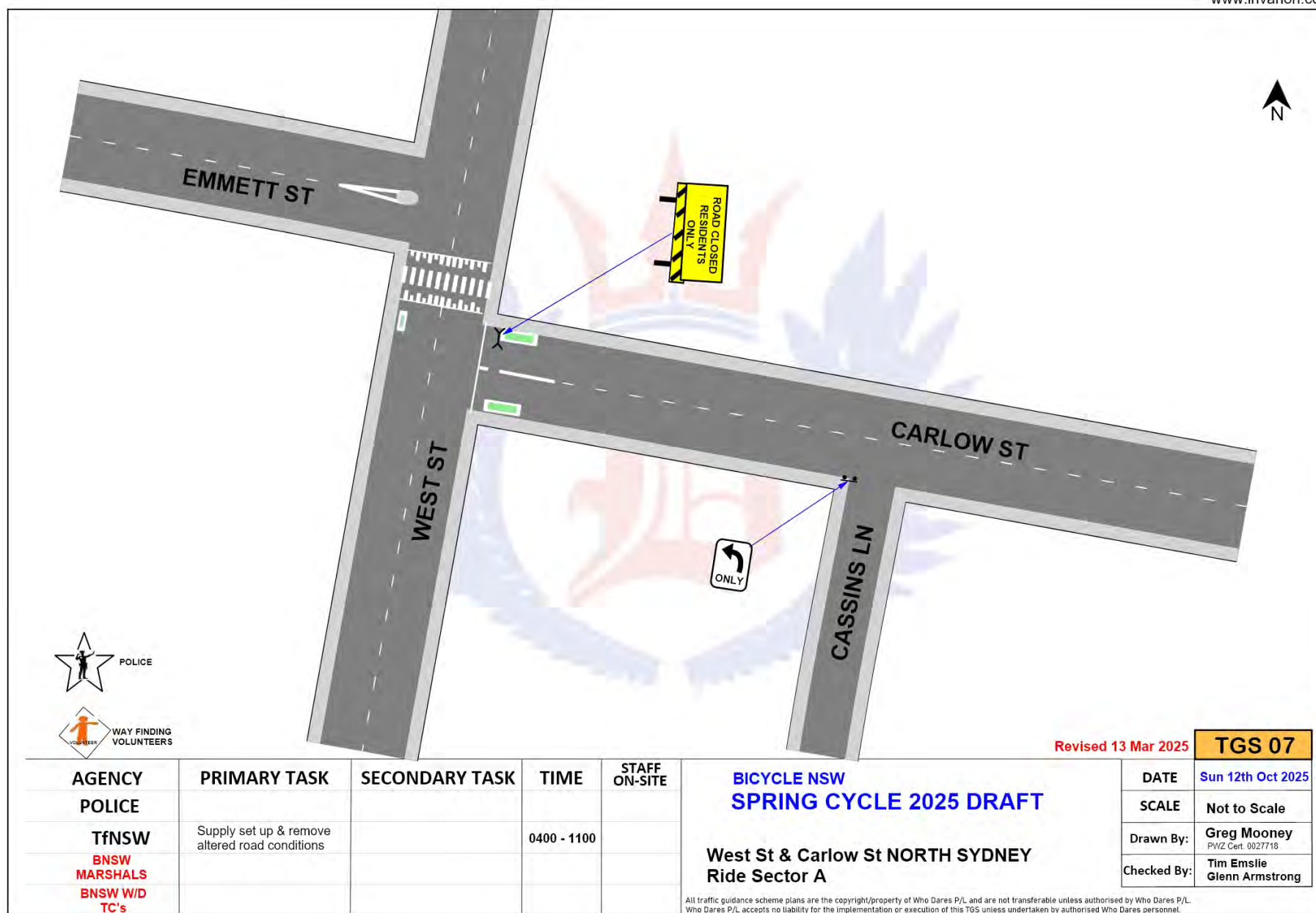


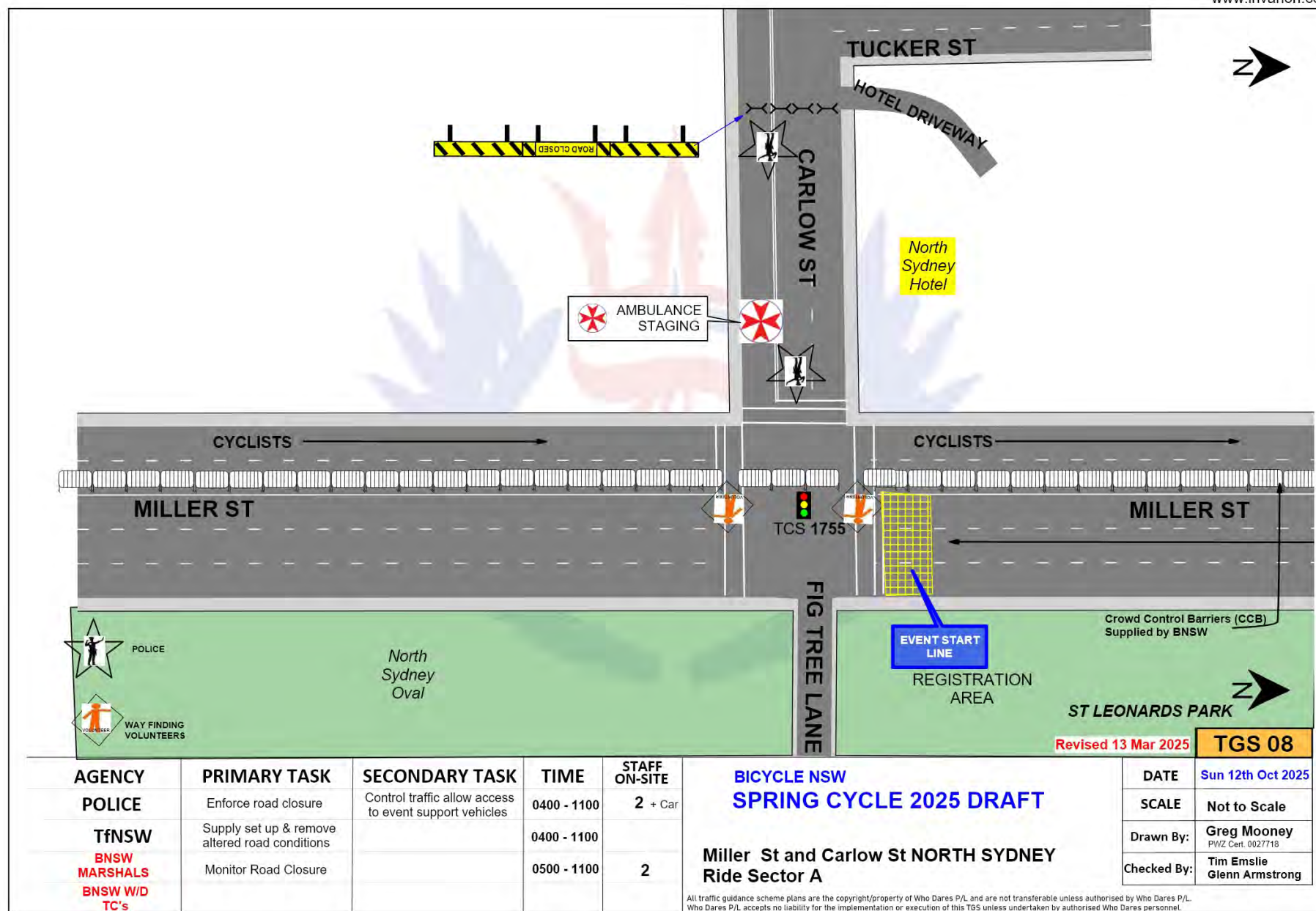


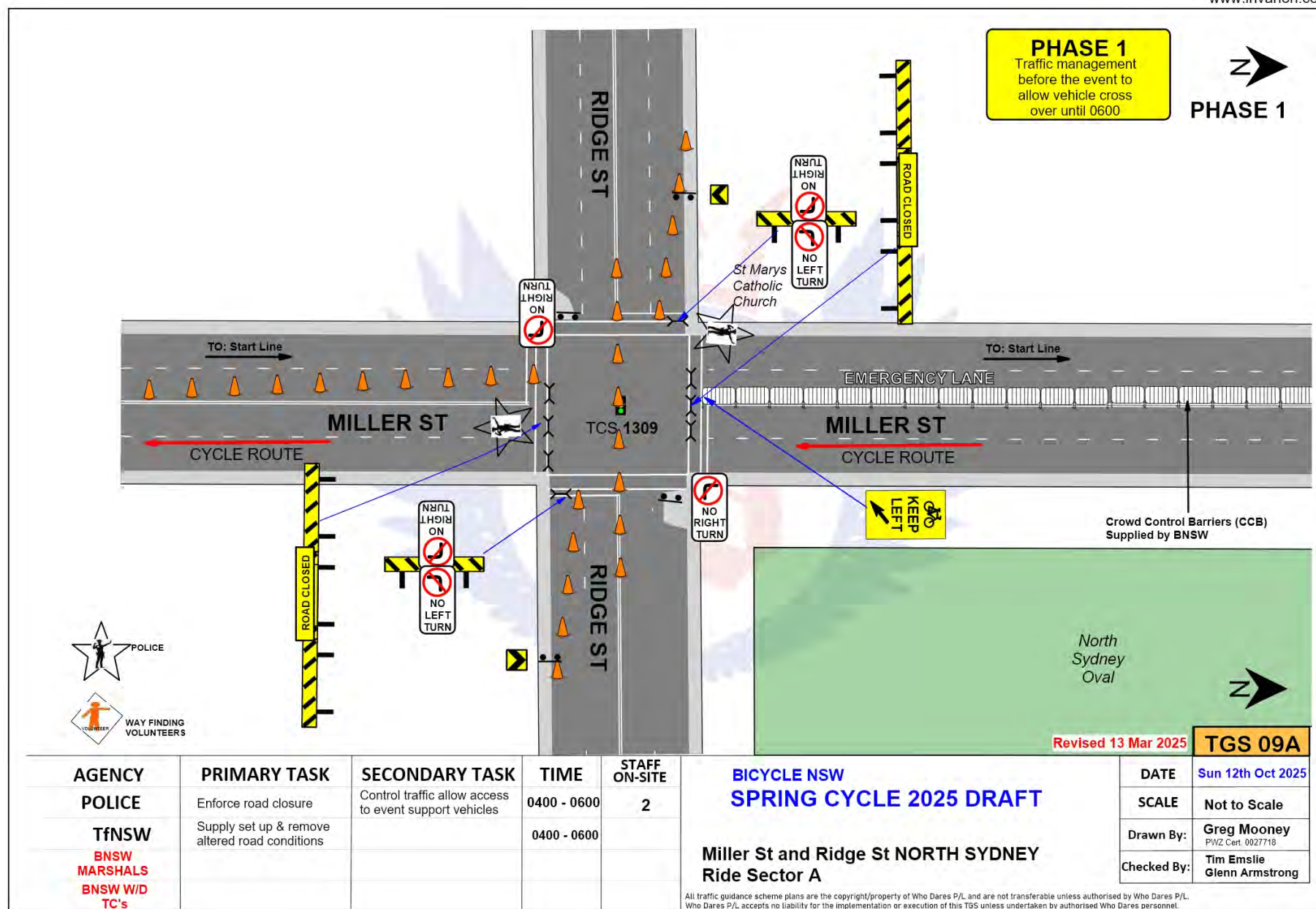


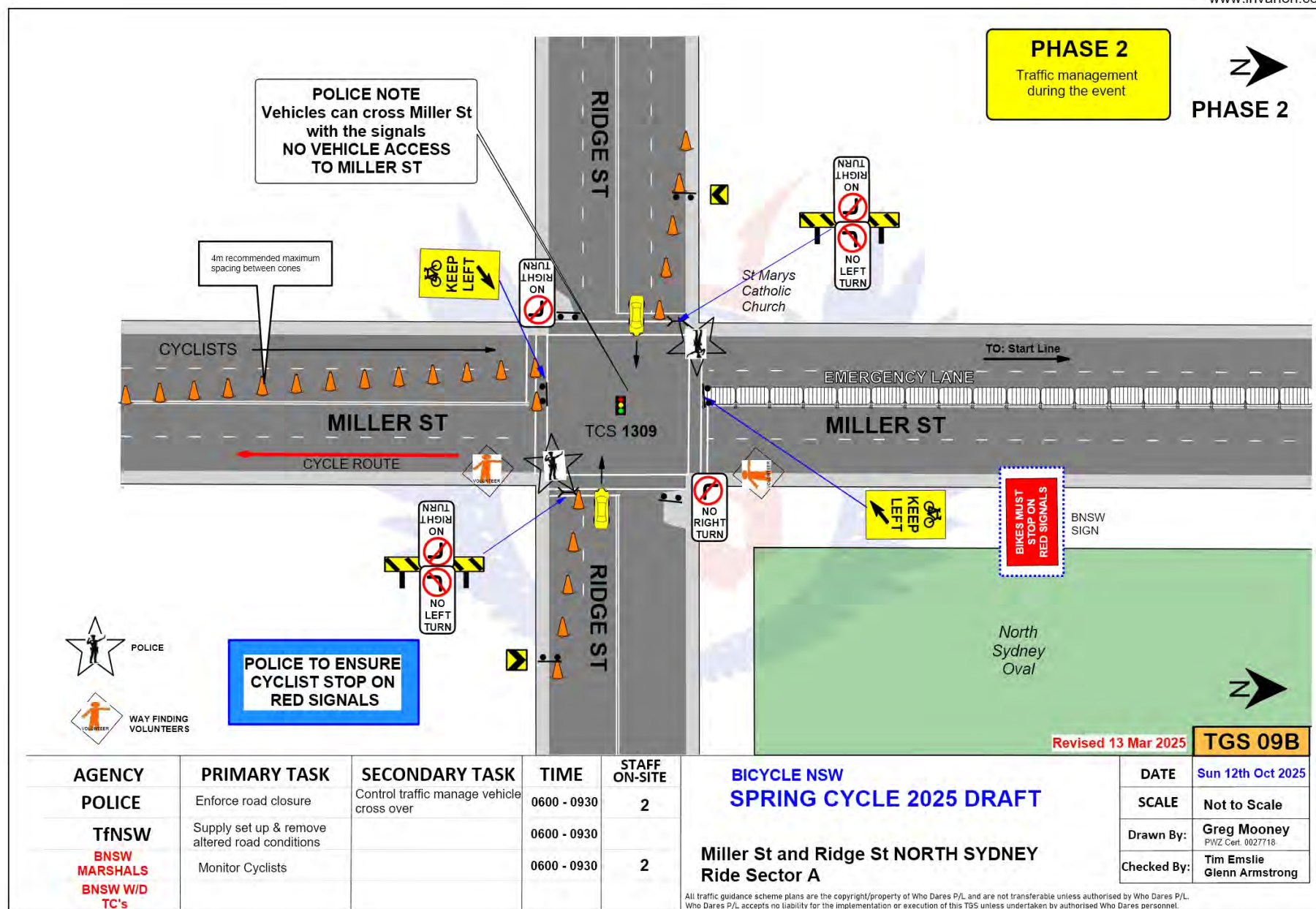












5.3. River Road, Wollstonecraft - Raised Pedestrian Crossing

AUTHOR	Pragya Sharma, Transport Engineer
ENDORSED BY	Gary Parsons, Director Open Space and Infrastructure
ATTACHMENTS	1. River Road at Hume Road - Map [5.3.1 - 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 the Committee's endorsement for the installation of a raised pedestrian crossing on River Road, adjacent to Hume Street in Wollstonecraft.

EXECUTIVE SUMMARY:

- In response to the community concern, Council is proposing to provide a raised pedestrian crossing on River Road, Wollstonecraft, to improve pedestrian safety and accessibility.
- The proposal also includes parking adjustments: the creation of 10 new unrestricted spaces and removal of 4 spaces to accommodate the crossing.

RECOMMENDATION:

- 1. THAT** the Committee endorse the installation of a raised pedestrian crossing across River Road, just east of Hume Street in Wollstonecraft.
- 2. THAT** the Committee endorse the installation of a kerb extension on the northern side of River Road, Wollstonecraft between the points 0 meter and 3.5 meters east of Hume Street.
- 3. THAT** the Committee endorse the installation of a kerb extension on the northern side of River Road, Wollstonecraft between the points 7.1 meters and 14.6 meters east of Hume Street.
- 4. THAT** the Committee endorse the installation of a kerb extension on the southern side of River Road, Wollstonecraft between the points 17.3 meters and 24.8 meters west of Carlyle Street.
- 5. THAT** the Committee endorse the installation of a kerb extension on the southern side of River Road, Wollstonecraft between the points 28.4 meters and 35.9 meters west of Carlyle Street.

6. THAT the Committee endorse the reallocation of parking on the northern side of River Road as unrestricted for parking between the following points:

- 10m and 27.7m (3 car parking spaces)
- 36.2m and 67m (5 car parking spaces)
- 97.4m and 104.4m (1 car parking space)
- 109m and 102m (1 car parking space)

Background

North Sydney Council has received feedback from the community regarding the difficulty of crossing River Road safely. With the recent opening of the Crows Nest Metro, there is a growing need to improve pedestrian connections along Hume Street and nearby key corridors. In response, Council is proposing infrastructure improvements to promote safety and walkability in the area.

Report

To address safety concerns and to support increased pedestrian activity on River Road, Council proposes to install a new raised pedestrian crossing on River Road, east of Hume Street in Wollstonecraft.

Kerb extensions are also proposed on both sides of the crossing to prevent vehicles from parking too close to the crossing and obstructing visibility between drivers and pedestrians using the crossing. These extensions will ensure compliance with sightline requirements and create a safer crossing environment.

As part of the proposal, four (4) existing parking spaces on River Road will be removed to accommodate the new crossing and meet the technical requirements for sight distances. To offset this change and reduce the risk of eastbound vehicles merging in front of the crossing, it is proposed to remove the existing “No Stopping 6:30am–9:30am” restriction on the northern side of River Road, west of Hume Street. This change will create 10 new unrestricted parking spaces.

Overall, the proposal aims to improve road safety, reduce vehicle speeds, and provide a safer and more direct pedestrian connection to the Crows Nest Metro station.

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 1st May 2025 to 16th June 2025. Approximately 284 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 38 responses were received including four responses from outside the survey area.

The results indicated 76% support for the proposal. The results of the survey are shown in table below:

I support the proposed installation of raised pedestrian crossing and parking changes on River Road in Wollstonecraft.	Response				
	Yes		No		Total
	Qty	%	Qty	%	
Within Survey area:	27	93	7	7	29
Outside Survey area:	2	50	2	50	4
Grand Total	29	76	9	24	38

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	Community Comments	Council Response
Need for Crossing	Responses expressed strong support for the proposed pedestrian crossing, describing it as a much-needed upgrade to improve pedestrian safety.	Noted.
	A key concern raised is the lack of a safe crossing point for children, with several noting that students currently have to walk several blocks to reach Shirley Road. Residents also highlighted the current difficulty and danger of crossing River Road due to heavy traffic, particularly during peak hours. They noted that the proposed crossing would address what is currently a hazardous situation for pedestrians accessing Hume Street and the Crows Nest Metro.	The purpose of the proposed crossing is to provide a safer and more direct route for the community to cross River Road and access the Crows Nest Metro and surrounding public transport network.

Improved Connectivity and Access	Responses noted that the proposed crossing would improve connectivity between homes south of River Road and the new Crows Nest Metro, making daily trip, such as commuting to university, safer and more efficient. It was also seen as a valuable improvement for local residents accessing Hume Street and the Metro station.	Noted.
Suggestions for Future Improvements	Responses requested that an additional crossing be implemented nearer the bridge to connect Balfour St and Lithgow St to a continuous pedestrian route.	Thank you for your suggestion. The existing refuge island near the bridge was upgraded in 2021 with kerb buildouts and a widened refuge to improve the pedestrian crossing environment. If there is broader community demand for a formal pedestrian crossing at this location, Council can consider investigating additional upgrades to this crossing as a separate project.
Location and Design	Responses requested the relocation of the proposed crossing to River Road on the western side of Hume Street to facilitate a greater number of walkers travelling on the western side of Hume Street. The western side of Hume Street has less steep gradients to access the Metro Station on the western side of Hume Street.	The proposed location on the eastern side of Hume Street provides more direct access for the key pedestrian desire line south via Carlyle Street. A continuous footpath across Hume Street at River Road facilitates safe and accessible pedestrian access to the western side of Hume Street.
	There should be warning signs on the approach to the raised pedestrian crossing.	The current design is a concept only. Final design will incorporate appropriate warning signs in accordance with relevant technical guidelines.

Parking management	The 'unrestricted parking' may lead to some cars being left there for weeks/months- as this has happened before; especially if people park there cars here to use the Metro.	The proposed parking changes are intended to align with existing restrictions in the area. If there is broader community demand for time-restricted parking, Council can review and consider adjusting the parking controls accordingly.
Sight Lines	Concerns were raised about vehicles parking too close to the proposed crossing, as this may obstruct drivers' visibility, particularly given that vehicles tend to speed up when travelling along River Road toward Shirley Road.	Kerb extensions are proposed on both sides of the crossing to prevent vehicles from parking too close, thereby improving visibility for both pedestrians and drivers. These extensions are designed to meet sightline requirements and help create a safer and more visible crossing environment. In addition, the crossing will be raised to help reduce vehicle speeds and further improve safety for all road users.
	Residents living on River Road have noted that parked vehicles, particularly larger ones, often obstruct visibility when exiting driveways, making it difficult to see oncoming traffic and safely enter River Road.	While on-street parking is consistent with the urban environment, vehicles must not obstruct driveways. If a vehicle is found blocking access to a driveway, it can be reported to Council for investigation and North Sydney police for appropriate enforcement action.

Speeding Drivers	Residents have raised concerns about ongoing speeding along this section of River Road, with reports of vehicles regularly exceeding the speed limit. Some have suggested that additional traffic calming measures be considered alongside the proposed raised pedestrian crossing, such as extending the 30km/h speed limit from the bridge up to the crossing. This would help reduce road safety risks and minimise noise impacts on nearby residents.	The raised pedestrian crossing will reduce vehicle speeds and improve safety along this section of River Road. The installation and maintenance of speed signs fall under the jurisdiction of TfNSW. The request to extend the 30km/h speed limit will be referred to TfNSW for their consideration and action.
Lighting	Street lighting needs to be improved in and around Hume Street for both pedestrians walking along Hume Street to and from Crows Nest Metro Station, and to increase the visibility of cars exiting Hume Street to River Road.	As part of this project, lighting will be provided in accordance with pedestrian crossing visibility requirements to ensure safety at the crossing.
Cycling Network	The current bike plan out for consultation incredulously sends north/south bike riders up a steep set of stairs.	Council is reviewing feedback on the proposed bike plan and will address any issues identified.

	<p>Residents support the proposed pedestrian crossing but believe it presents a missed opportunity to also improve cycling connectivity. They suggest incorporating a bicycle crossing as part of the design to help create a safer and more continuous link in the local cycling network.</p> <p>Concerns were also raised about the current difficulty and safety risks faced by cyclists travelling between Crows Nest Metro and Wollstonecraft Station, particularly when crossing River Road. A decent route on the western side of Shirley Rd could be easily created here by implementing a short shared path along River Rd between Carlyle St and the crossing and then allowing 2-way cycling on Hume St.</p>	<p>Thank you for your feedback and suggestions regarding cycling connectivity. North Sydney Council's currently adopted Bike Plan involves a holistic investigation of the bike network across the entire Local Government Area (LGA). As part of this plan, Council will ensure that safer and more connected cycling routes are considered, including improved links between the Crows Nest Metro and the Wollstonecraft area.</p>
Traffic Flow	<p>Residents support the proposed pedestrian crossing but believe it presents a missed opportunity to also improve cycling connectivity. They suggest incorporating a bicycle crossing as part of the design to help create a safer and more continuous link in the local cycling network.</p> <p>Concerns were also raised about the current difficulty and safety risks faced by cyclists travelling between Crows Nest Metro and Wollstonecraft Station, particularly when crossing River Road. A decent route on the western side of Shirley Rd could be easily created here by implementing a short shared path along River Rd between Carlyle St and the crossing and then allowing 2-way cycling on Hume St.</p>	<p>Thank you for your feedback and suggestions regarding cycling connectivity. North Sydney Council's currently adopted Bike Plan involves a holistic investigation of the bike network across the entire Local Government Area (LGA). As part of this plan, Council will ensure that safer and more connected cycling routes are considered, including improved links between the Crows Nest Metro and the Wollstonecraft area.</p>

	<p>Intermittent breaks of traffic along River may also help with the bottlenecking at the lights at the corner of River and Shirley.</p>	<p>Thank you for your feedback. The primary purpose of the crossing is to improve pedestrian safety and provide a safer, more accessible connection across River Road.</p>
<p>Demand Management</p>	<p>Proposed crossing is a short-term fix that doesn't address the broader issue of River Road carrying more traffic than it was designed for. Concerns regarding Council's approach to funnelling traffic onto River Road instead of the Pacific Highway.</p> <p>Residents suggested a coordinated traffic masterplan, developed with Lane Cove Council and local communities, to better manage long-term traffic impacts.</p> <p>The growing number of high-density developments was also highlighted as a factor worsening traffic, with calls for better planning to balance local access and traffic flow.</p>	<p>Council acknowledges the concerns regarding traffic volumes on River Road and the impacts of increasing development in the area. While the proposed pedestrian crossing is a local safety improvement, Council is also addressing broader transport challenges through its Integrated Transport Strategy. This strategy takes a long-term approach to reduce car dependency by improving walkability, strengthening connections to public transport, and encouraging the use of active and shared transport modes. Recent improvement to the public transport network, such as the introduction of the Crows Nest Metro, is part of a State Government project and a broader strategy to support increased density across both the North Sydney and Lane Cove LGAs. As a high-density area, North Sydney's planning approach aims to support this growth by prioritising infrastructure that enables safe, convenient, and sustainable travel choices for the community.</p>

Opposition to the Proposal	<p>Proposed crossing is unnecessary, noting that existing traffic lights and pedestrian crossings are already in place nearby, and that current foot traffic on River Road does not justify an additional crossing.</p>	<p>The existing signalised crossing at River Road and Shirley Road is about 135 metres from the proposed crossing near Hume Street and does not offer a direct route for pedestrians accessing the Metro and other public transport via Hume Street. The proposed location was chosen based on pedestrian demand, existing crossing location and prioritises safety by providing a more convenient and secure crossing point for local pedestrians.</p>
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Financial/Resource Implications

The proposed works will be a part of Council's Traffic Facilities Capital Works Budget for a future financial year.



Proposal

River Road, Wollstonecraft – Proposed Pedestrian Crossing



Existing

- "No Stopping"
- "No Stopping 6:30am – 9:30pm"
- "Unrestricted Parking"
- "Bus Zone"
- "Mail Zone"

Proposed

- "No Stopping"
- "Unrestricted Parking"
- Pedestrian Crossing
- Kerb Buildouts



5.4. Newlands Street at Morton Street, Wollstonecraft - Pedestrian Crossing

AUTHOR	Jasmine Wong, Transport Engineer
ENDORSED BY	Gary Parsons, Director Open Space and Infrastructure
ATTACHMENTS	1. Newlands Street at Morton Street, Wollstonecraft - Plan [5.4.1 - 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 proposed upgrade of the pedestrian refuge on Newlands Street at Morton Street, to a raised pedestrian crossing.

EXECUTIVE SUMMARY:

- Council has adopted the Local Area Traffic Management Plan for Zone 1, which includes Action Item T.131 relating to the installation of a traffic calming scheme on Newlands Street.
- Council has received recent concerns regarding pedestrian safety and vehicle speeds and the existing pedestrian refuge.
- In response, Council undertook community consultation on a proposal to install a raised pedestrian crossing on Newlands Street, with 81% of respondents indicating their support for the proposal.

RECOMMENDATION:

1. THAT the Committee endorse the proposed raised pedestrian crossing across Newlands Street west of Morton Street, Wollstonecraft.

2. THAT the Committee endorse the 3 metre wide kerb extensions on the western side of Morton Street in the following locations

- a. North of Newlands Street between points 0 metres and 27 metres
- b. South of Newlands Street between points 0 metres and 12 metres

3. THAT the Committee endorse the reallocation of kerb space on the northern side of Newlands Street, Wollstonecraft between the points 23 metres and 27 metres, west of Morton Street as “No Stopping”.

Background

In 2019, North Sydney Council approved the Local Area Traffic Management (LATM) Action Plans for Zone 1. The plan includes an action to install a traffic calming scheme on Newlands Street to address community concerns about vehicles turning left from Morton Street up Newlands Street at speed and concerns about pedestrian safety.

In 2024, additional community concerns were raised regarding vehicles turning at speed and the safety of pedestrians, particularly noting that this route is used by students walking to school.

Report

In response to concerns about pedestrian safety and vehicles negotiating the corner at speed, traffic surveys were conducted on 10 March 2025. These surveys recorded approximately 66 pedestrians in the morning peak hour and 28 in the afternoon peak hour. Both surveys also recorded high volumes of vehicular traffic, including cars, buses, motorcycles, scooters, and bicycles. Based on the data collected, it is estimated that 484 and 276 vehicle movements access Newlands Street during the morning and afternoon peak periods, respectively.

To comply with TfNSW's Stopping and Parking Restrictions at Intersections and Crossings (TDT 2002/12c), approximately 4 metres of unrestricted parking on the northern side of Newlands Street would be converted to "No Stopping".

The proposal includes kerb extensions on the western side of Morton Street to protect two significant existing trees, prevent illegal parking, and improve landscaping opportunities. The extensions will also incorporate the existing driveway at 40 Morton Street, improving visibility for exiting vehicles and discouraging parking across the driveway.

Under NSW Road Rules, a driver approaching a pedestrian crossing must travel at a speed that allows them to slow down and stop as necessary before the crossing. As such, the raised pedestrian crossing directly addresses community concerns about vehicles turning the corner at excessive speeds. Additionally, drivers are required to give way to any pedestrian on a pedestrian crossing.

Following community consultation, the majority of submissions received by Council supported the proposal. The objections generally related to concerns about potential traffic congestion, limited safety benefits, or the view that other locations should be prioritised instead.

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 proposal took place between 8 April and 3 June 2025. Approximately 172 letters were delivered to properties located in the vicinity of the proposal. Further, an online survey was available through Council's "Have Your Say" webpage.

4 responses were received from outside the survey area.

The results indicate 81% support from the submissions received for the proposal.

Results of the survey are shown in the table below:

I support the proposed raised pedestrian crossing on Newlands Street, Wollstonecraft.	Response				
	No		Yes		Total
	Qty	%	Qty	%	
Within Survey Area	3	25%	9	75%	12
Outside Survey Area	0	0%	4	100%	4
Within + Outside Survey Area	3	19%	13	81%	16

Submissions

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.

Theme	Submission	Response
Support for the Proposal	<ul style="list-style-type: none">- Great idea. Cars come very fast around that corner and there are lots of kids crossing that road.- I support this proposal. It's a missing link to help kids walk and ride safely to school at North Sydney Public and Cammeraygal etc.- Lots of kids are crossing here on their way to school. Cars turning from Morton Street into Newlands Street often indicate very late which often creates dangerous situations.- It's a positive step toward making the area more walkable and family-friendly.	<p>Noted. The proposal has been developed in response to community concerns about pedestrian safety.</p> <p>The raised pedestrian crossing would require drivers to slow down and give way to any crossing pedestrians before entering or leaving Newlands Street.</p> <p>The proposal would help improve the walkability in the area.</p>

Safety	<ul style="list-style-type: none"> - I don't think the raised pedestrian crossing improve the safety. The raised pedestrian crossing won't slow the cars down. If cars travelling high speed and enter the raised pedestrian crossing, this may impose the potential danger of flipping. 	<p>The raised crossing is specifically designed to slow vehicles and prioritise pedestrian movements.</p> <p>Based on NSW Road Rules 2014 Reg 81, a driver approaching a pedestrian crossing must drive at a speed at which the driver can, if necessary, stop safely before the crossing. The crossing will be clearly visible and signposted to ensure that approaching drivers are aware of the infrastructure.</p>
Traffic Congestion	<ul style="list-style-type: none"> - There is already heavy traffic backlog at this intersection. Additional mandatory stops will increase backlog and traffic, locking up the whole area. 	<p>The proposal aligns with Strategic Direction 1 of Council's Integrated Transport Strategy, which aims to deliver infrastructure that supports healthy and active travel.</p> <p>By improving pedestrian infrastructure, the proposal improves safety in the area and supports walking as an alternative to driving, thereby helping to reduce reliance on private vehicles and minimise traffic congestion overtime.</p>
Visibility	<ul style="list-style-type: none"> - The existing "No Stopping" zones should be extended around the area, especially near any driveway or crossing. Sometimes trucks, vans or some big 4WD/Ute blocking the view of crossing the road. For safety, councils should proactively make sufficient clearance for better visibility for both pedestrian and drivers. 	<p>"No Stopping" zones have been designed to comply with NSW Road Rule 170, which prohibits vehicles from stopping within 10 metres of an intersection without traffic lights.</p> <p>Additional restrictions have been applied in line with Transport for NSW's Stopping and Parking Restrictions at Intersections and Crossings (TDT 2002/12c) to ensure sufficient visibility near the pedestrian crossing.</p>

		As parking beside driveways is permitted under NSW Road Rules, Council is unlikely to remove legal parking spaces on either side of a driveway unless they fall within required "No Stopping" zones as this would require the removal of a significant proportion of parking spaces across the LGA.
Design Considerations	<ul style="list-style-type: none"> - I believe there should be more focus on kerb extension and maybe a speed hump on the southern corner. - I encourage Council to consider incorporating a design with an even tighter corner radius, particularly for vehicles turning left from Morton Street onto Newlands Street. A sharper turning angle naturally requires drivers to slow down to complete the turn safely, which helps reduce vehicle speeds, improves pedestrian safety, and also makes it safer for drivers exiting Newlands Lane and turning onto Newlands Street. 	<p>The design of the pedestrian crossing would be raised to help reduce speeds as vehicles approach the crossing.</p> <p>The kerb extensions on the western side of Morton Street are designed to maximise the reduction in vehicle speeds without preventing vehicle access.</p> <p>Given the proposed raised crossing and the road narrowing at the intersection, additional speed reduction measures such as speed humps are not being considered at this time.</p>
Other Locations for a Pedestrian Crossing	<ul style="list-style-type: none"> - Would also recommend a raised pedestrian crossing to cross Morton St - Could you also please put a crossing over Gillies St at Hazelbank Rd (replace the small pedestrian island) - I believe there is another pedestrian crossing that is not in the list and has higher priority : Ernest St at Lytton St in Cammeray. This crossing in Wollstonecraft is rarely used, while Ernest Street is very difficult to cross. 	<p>Council will continue progressing the initiatives identified in the Local Area Traffic Management (LATM) Plans, with a focus on projects that promote walking and cycling. These plans were developed through extensive community consultation and technical assessments to ensure that resources are allocated most effectively.</p> <p>Locations suggested outside of the LATMs such as an additional crossing across Morton Street or at Gillies Street will continue to be monitored for future consideration.</p>

		<p>The crossing point at Ernest St at Lytton St is not suitable for a pedestrian crossing due to Ernest Street being a four lane Regional Road per TfNSW's Pedestrian Crossing Guideline (TS 00043:1.0). Council have raised concerns with TfNSW, who are responsible for all traffic signals. TfNSW identified that the wide pedestrian refuge was delivered as part of the development of the Anzac Park Primary School and there are currently no plans to consider traffic signals at this location.</p>
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Conclusion

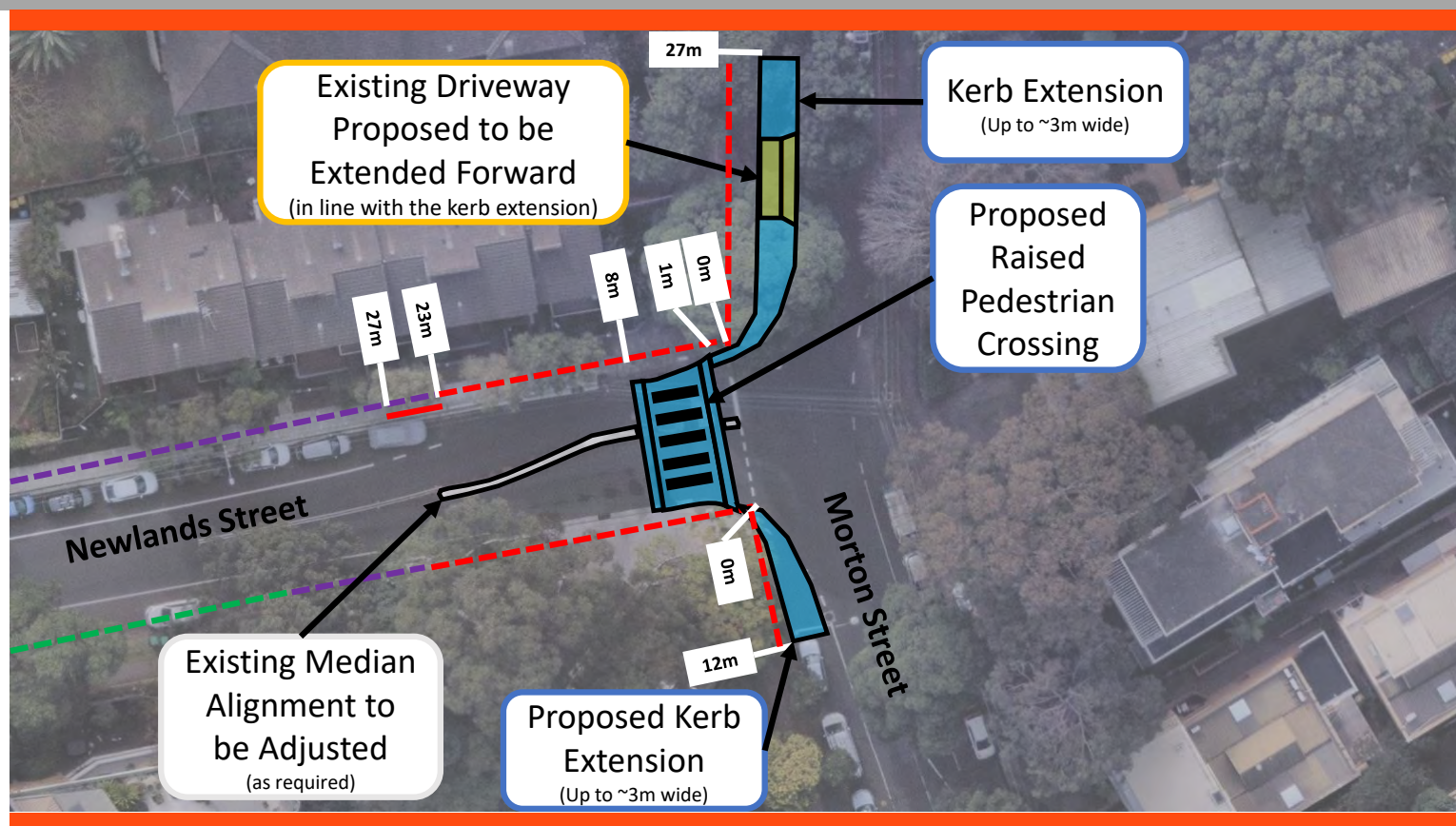
It is recommended that the Committee endorse the proposed raised pedestrian crossing on Newlands Street at Morton Street, Wollstonecraft.

Financial/Resource Implications

The cost of installing the proposed raised pedestrian crossing is proposed to be scheduled as part of the capital works funding for a future year.



Proposed Raised Pedestrian Crossing on Newlands Street at Morton Street, Wollstonecraft



Existing:

- "No Stopping"
- "Unrestricted Parking"
- "2P 8:30am-6pm Mon-Fri Permit Holders Excepted Area 11"

Proposed: --- "No Stopping"

5.5. Myrtle Street at Pacific Highway, Crows Nest - Pedestrian Crossing

AUTHOR	Jasmine Wong, Transport Engineer
ENDORSED BY	Gary Parsons, Director Open Space and Infrastructure
ATTACHMENTS	1. Myrtle Street at Pacific Highway, Crows Nest - Map - Plan [5.5.1 - 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 proposed installation of a raised pedestrian crossing on Myrtle Street at Pacific Highway, Crows Nest.

EXECUTIVE SUMMARY:

- Council has adopted the Local Area Traffic Management Plan for Zone 2, which includes Item T.117 relating to the installation of pedestrian crossing infrastructure on Myrtle Street, Crows Nest.
- Council received community concerns regarding pedestrian safety on Myrtle Street near the Pacific Highway, particularly given its proximity to nearby schools.
- In response, Council undertook community consultation on a proposal to install a raised pedestrian crossing on Myrtle Street, with 56% of respondents indicating their support for the proposal.

RECOMMENDATION:

1. THAT the Committee endorse the proposed raised pedestrian crossing across Myrtle Street just east of the Pacific Highway, Crows Nest.

2. THAT the Committee endorse the 2.1 metre wide kerb extension on the northern side of Myrtle Street between points 11 metres and 21 metres east of Pacific Highway.

3. THAT the Committee endorse the reallocation of kerb space as “No Stopping” in the following locations:

- a. Northern side of Myrtle Street between points 10 metres and 21 metres, east of Pacific Highway.
- b. Southern side of Myrtle Street between points 15 metres and 31 metres, east of Pacific Highway.

4. THAT the Committee endorse the reallocation of kerb space as “Loading Zone 8:30am-6pm Mon-Fri” on the southern side of Myrtle Street between points 31 metres and 37 metres, east of Pacific Highway.

5. THAT the Committee endorse the zig-zag line-marking on Myrtle Street between points 41 metres and 90 metres, east of Pacific Highway.

Background

In 2019, North Sydney Council approved the Local Area Traffic Management (LATM) Action Plans for Zone 2. Under item T.117, the plan includes an action to install pedestrian crossing infrastructure on Myrtle Street to address community concerns about pedestrian safety, particularly given its proximity to nearby schools.

Report

In response to concerns about pedestrian safety when crossing Myrtle Street, traffic surveys were conducted on 28 February 2025. These surveys recorded approximately 164 pedestrians in the morning peak hour and 136 in the afternoon peak hour. Both surveys also recorded high volumes of vehicular traffic, including cars, buses, motorcycles, and bicycles. Based on the data collected, it is estimated that 200 and 156 vehicle movements access Myrtle Street during the morning and afternoon peak periods, respectively.

Subsequently, Council undertook community consultation on a proposal to install a raised pedestrian crossing. A review of submissions showed 56% of respondents supported the proposal. Objections generally related to concerns about potential traffic congestion, visibility concerns, and the perception that a pedestrian crossing may create a false sense of security.

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, this change will result in approximately 2 parking bays on each side of Myrtle Street being converted to "No Stopping". This requirement ensures adequate visibility between pedestrians and drivers at pedestrian crossings.

To physically prevent drivers parking within the "No Stopping" area, kerb extensions would be provided on the northern side of Myrtle Street. Based on the swept path assessment undertaken, the proposed design would still ensure that vehicles travelling in opposite directions on Myrtle Street will still be able to pass each other.

Due to the pedestrian crossing being offset from Pacific Highway by approximately 4 metres, garden beds with low lying plants would be considered at each corner of the intersection during detailed design to ensure pedestrians are guided to the pedestrian crossing.

Further, zig-zag line-marking are proposed on Myrtle Street on approach to the pedestrian crossing to alert drivers to the upcoming crossing so drivers can be prepared to stop for pedestrians.

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.

Given the above, the proposed pedestrian crossing on Myrtle Street is expected to enhance pedestrian safety and improve walkability in the area, aligning with Council's Integrated Transport Strategy which aims to reduce private car reliance.

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 proposal took place between 8 April and 3 June 2025. Approximately 299 letters were delivered to properties located in the vicinity of the proposal. Further, an online survey was available through Council's "Have Your Say" webpage.

6 responses were received from outside the survey area.

The results indicate 56% support from the submissions received for the proposal.

Results of the survey are shown in the table below:

I support the proposed raised pedestrian crossing on Myrtle Street, Crows Nest.	Response				
	No		Yes		Total
	Qty	%	Qty	%	
Within Survey Area	6	60%	4	40%	10
Outside Survey Area	1	17%	5	83%	6
Within + Outside Survey Area	7	44%	9	56%	16

Submissions

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.

Theme	Submission	Response
Support for the Proposal	<ul style="list-style-type: none">- I strongly support this crossing proposal.- Crows Nest is a highly walkable area and this gives a level of safety to pedestrians.- This is a good proposal to prioritise pedestrian movement.- I support a pedestrian crossing, but Myrtle Street should be made one-way westwards to support it.	<p>Noted. The raised pedestrian crossing has been developed in response to community concerns about pedestrian safety. The proposal will help improve the walkability of the area.</p> <p>The raised pedestrian crossing would require drivers to slow down and give way to any crossing pedestrians before entering or leaving Myrtle Street.</p>
Pedestrian Safety	<ul style="list-style-type: none">- We've observed countless close calls, particularly involving school-aged children... Installing a crossing here will only	<p>Per current NSW Road Rules 2014, Regulation 81 a driver approaching a pedestrian crossing must drive at a speed at which the driver can, if</p>

	reinforce that false sense of security.	<p>necessary, stop safely before the crossing. In addition, a driver must give way to any crossing pedestrians.</p> <p>Enforcement of this road rule can be undertaken by NSW Police to ensure compliance.</p>
Visibility	<ul style="list-style-type: none"> - Visibility is foreshortened by the bus stop hoarding and buses. - Little viewing available for cars turning left off Pacific Hwy, especially if buses at the bus stop. - Increased 'No Stopping' area will enhance visibility. 	<p>The existing bus stop on the Pacific Highway and buses waiting at the bus stop may currently impact a drivers visibility of pedestrians crossing the road. Drivers turning at the intersection are already required to give way to pedestrians crossing the road. The proposed raised pedestrian crossing would reduce vehicle speeds and reinforce the requirement for drivers to give-way to pedestrians.</p>
Traffic Congestion	<ul style="list-style-type: none"> - It is already a bottleneck... a pedestrian crossing will only further inhibit traffic. - During peak hours this will cause significant congestion and block the street. - Cars could end up blocking Pacific Hwy. - Vehicles standing in "No Parking" areas could lead to grid lock at pinch points on Myrtle Street. 	<p>Under both existing and proposed conditions, drivers are required to give way to pedestrians crossing Myrtle Street. The introduction of a formal pedestrian crossing reinforces this existing pedestrian priority and creates a safer pedestrian environment.</p> <p>The crossing will be set back approximately 4 metres from Pacific Highway, allowing space to store one vehicle turning into Myrtle Street.</p> <p>Swept paths undertaken demonstrate that there would still be passing opportunities along Myrtle Street to facilitate 2 way vehicle movement and the crossing has been slightly set back from the Pacific Highway to facilitate this movement.</p>

		The NSW Road Rules prohibit parking in an area which does not allow other drivers to pass. Physical kerb treatments have been proposed to inform drivers of where to park. Council prioritises actions to facilitate road safety and accessibility over the protection of illegal parking.
Bus Concerns	<ul style="list-style-type: none"> - School buses use Myrtle St as a shortcut. The new curbing may obstruct turning. 	While it is acknowledged that some buses are currently using Myrtle Street as a shortcut, it is noted that the street is not currently a formal bus route. Myrtle Street is not currently designed as a bus route and as alternative routes exist the proposal will not impact bus access.
Pedestrian Behaviour	<ul style="list-style-type: none"> - The proposal will fail if it does not force pedestrians to use the crossing. - Human nature means pedestrians will continue crossing at the junction. - Add barriers to guide pedestrians to use the crossing. 	As part of detailed design, garden beds with low height plants will be considered to help guide pedestrians towards the pedestrian crossing. It is unlikely barriers would be considered as these could obstruct visibility and can potentially trap pedestrians on the road.
Parking	<ul style="list-style-type: none"> - The raised kerb extension has no obvious need. - Parking is still required on the northern side—I do not support losing these spots. 	The kerb extension proposed on the northern side of Myrtle Street is proposed to prevent drivers parking in an area which would limit visibility between drivers and pedestrians crossing the road.
Financial Concerns	<ul style="list-style-type: none"> - Council is in financial strife... this work appears to be a discretionary luxury. - How many people have been hit here? There are more pressing priorities. - What will be the financial cost and time impact of this proposal? 	<p>The proposal is proposed as part of the Council adopted Local Area Traffic Management Plan and aims to improve road safety adjacent to a school.</p> <p>The LATM Program is funded from developer funded contributions under the Local Infrastructure Contributions Plan which identifies contributions required as a result of developer impact on increased density. The funds allocated are not permitted to be used to contribute</p>

		to items other than facilitating active transport.
Additional Suggestions	<ul style="list-style-type: none"> - Consider zig zag lines on the highway. - Use “No Stopping” areas for bicycle parking. 	<p>Zig-zag line marking is proposed on Myrtle Street. Zig-zag line marking is provided to alert drivers to upcoming crossings and should only be provided on the road which the crossing is on. As such, it is not appropriate to install the line marking on the Pacific Highway where the vast majority of vehicles continue southbound and could cause confusion and diminish the clarity of the line markings in general.</p> <p>The proposed “No Stopping” zones are proposed to maintain vehicle access and provision of bike parking would conflict with the movement of vehicles and is therefore not supported.</p>

Conclusion

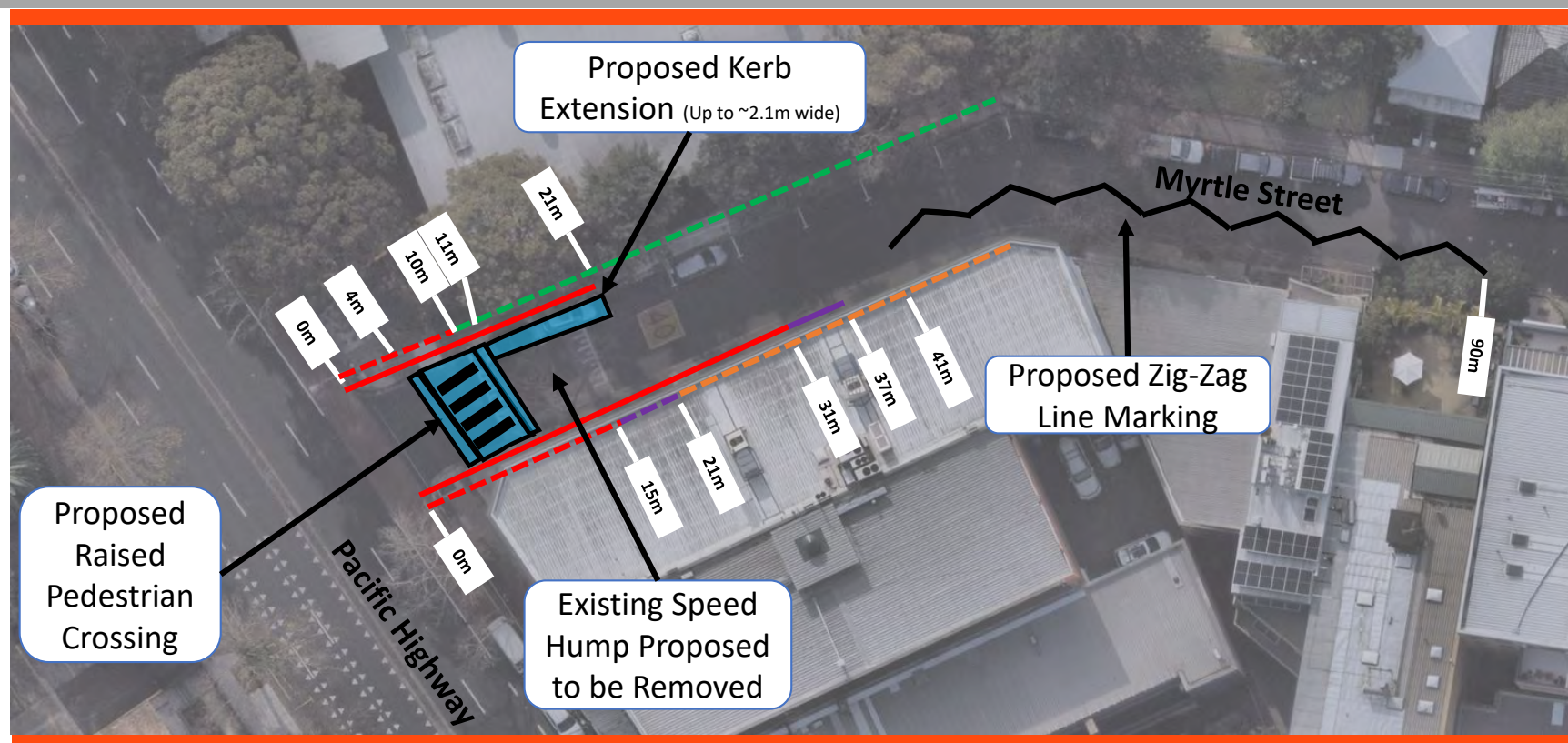
Based on the community support, the improvements to safety, accessibility and the alignment with Council adopted programs and strategies, it is recommended that the Committee endorse the proposed raised pedestrian crossing, associated parking restriction changes, and zig-zag line-marking on Myrtle Street at Pacific Highway, Crows Nest.

Financial/Resource Implications

The cost of installing the proposed raised pedestrian crossing is expected to be covered by capital works for a future year.



Proposed Raised Pedestrian Crossing on Myrtle Street at Pacific Highway, Crows Nest



Existing:

- "No Stopping"
- "Loading Zone 8:30am – 6pm Mon-Fri"
- "No Parking 8:30am – 6pm Mon-Fri"
- "2P METER 8:30am – 6pm Mon-Fri"

Proposed:

- "No Stopping"
- "Loading Zone 8:30am – 6pm Mon-Fri"

5.6. Out-of-Session Endorsements

AUTHOR	Narelle Lamond, Traffic Operations Officer
ENDORSED BY	Gary Parsons, Director Open Space and Infrastructure
ATTACHMENTS	1. Attachment - Out of Session Endorsements [5.6.1 - 11 pages]
CSP LINK	2. Our Built Infrastructure 2.3 Prioritise sustainable and active transport 2.4 Efficient traffic mobility and parking

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:

- The items listed 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 undertaken in accordance with Council's Community Engagement Protocol. Items considered for out-of-session approvals do not require community consultation to be undertaken by Council.

Financial/Resource Implications

All costs are borne by the proponent. Signage and line marking changes proposed by Council are funded by Council's Local Road Signs Expenditure budget.

**ENDORSED FOR PROJECTS UNDER
DELEGATED AUTHORITY TO COUNCIL STAFF
572 nd TRAFFIC COMMITTEE – 18 July 2025**

No	Street	Location	Precinct, Ward, Electorate	Issue	Recommendation	Approved	Date of Approval	ECM	Comments
Resident Parking									
NIL									
Temporary Road Closures									
025-038	William Street	2 Blue Street, North Sydney	CBD, Cammeraygal, North Shore	Temporary Road Closure	<p>THAT the Committee endorses the temporary road closure of William Street on 06.07.25, 7am-3pm, 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>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>	Y	04.06.2025	10447312	06.07.2025

**ENDORSED FOR PROJECTS UNDER
DELEGATED AUTHORITY TO COUNCIL STAFF
572 nd TRAFFIC COMMITTEE – 18 July 2025**

25_041	Denison Street	155 Miller St, North Sydney NSW 2060	CBD, Cammeraygal, North Shore	Temporary Road Closure	<p>THAT the Committee endorses the temporary road closure of Denison Street on 16.07.25, 9pm-2am 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>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>	Y	19.06.2025	10460098	16.07.2025
25_042	Alexander Street	82 Alexander St, Crows Nest NSW 2065	Holtermann, St Leonards, Willoughby	Temporary Road Closure	<p>THAT the Committee endorses the temporary road closure of Alexander St on 12.08.25, 6am-7pm, as per the submitted application and Council's</p>	Y	17.06.2025	10459633	12.08.2025

**ENDORSED FOR PROJECTS UNDER
DELEGATED AUTHORITY TO COUNCIL STAFF
572 nd TRAFFIC COMMITTEE – 18 July 2025**

					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. 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									
025_037	Miller Street	199 Miller Street North Sydney NSW 2060	CBD, Cammeraygal, North Shore	Install Works Zone	THAT the Committee endorse the temporary reallocation of kerb space as follows: 199 Miller Street, North Sydney NSW 2060 THAT the Committee note the installation of 23.5 metres at the	Y	04.06.2025	10450217	

**ENDORSED FOR PROJECTS UNDER
DELEGATED AUTHORITY TO COUNCIL STAFF
572 nd TRAFFIC COMMITTEE – 18 July 2025**

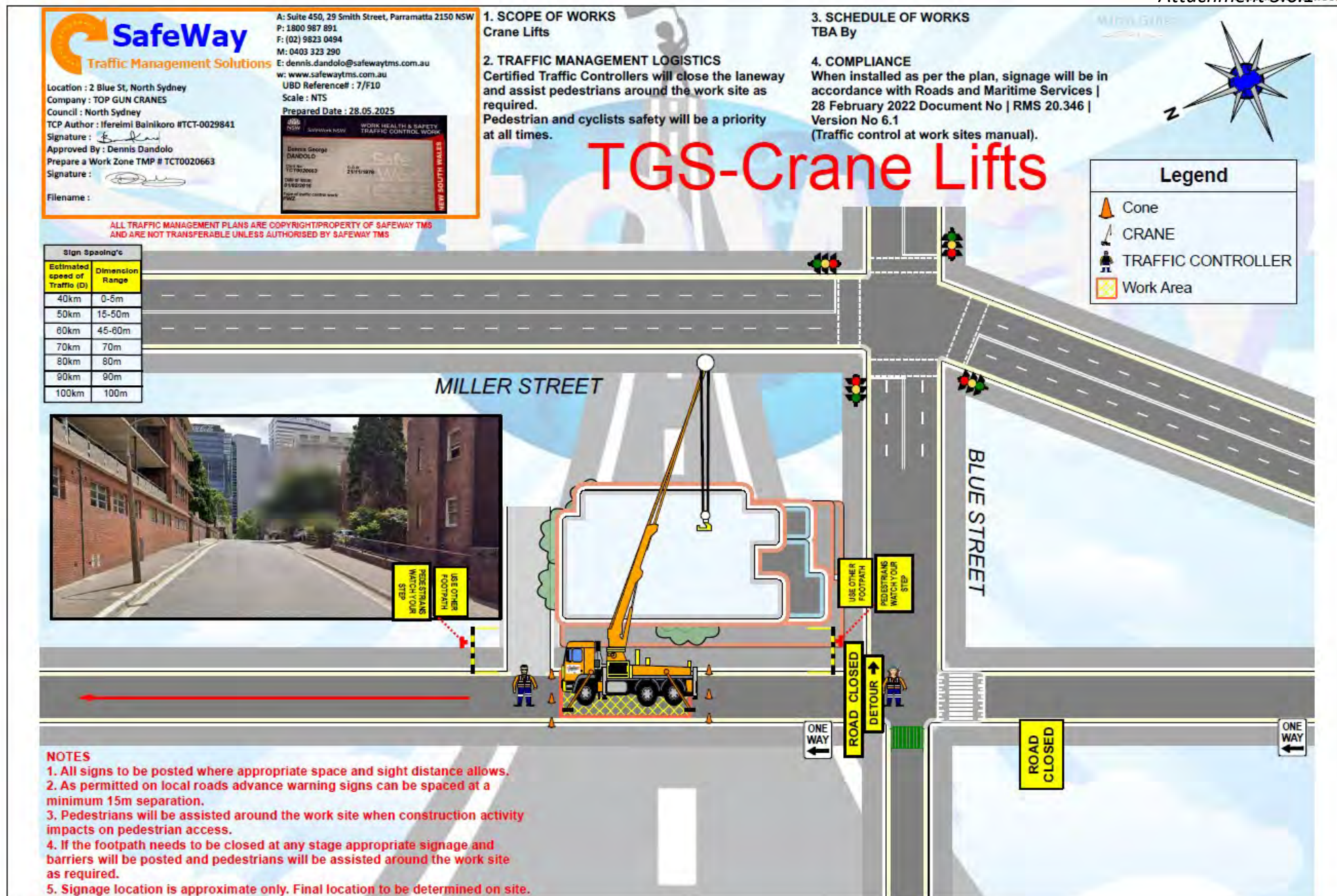
					<p>western side of 199 Miller North Sydney NSW 2060 between the points 15.44 m and 38.94 for use as a Works Zone. Mon-Fri 10 am-5 pm, Sat 8am – 1pm. (DA 86/22) for an initial period of 38 weeks. DA398/21</p> <p>Subject to no objection being received, I intend to seek approval from Council's traffic engineers under Delegation 45 of Council's <i>Delegation of Authority</i> dated 4 December 2017.</p>				
025_039	Broughton Street	71 Broughton Street, Kirribilli NSW 2062	Milson, Cammeraygal, North Shore	Install Works Zone	<p>THAT the Committee endorse the temporary reallocation of kerb space as follows: At the on the eastern side of Broughton Street, between 74.7 and 86.7 meters north of Willoughby Street as "Works Zone 7am-5pm Mon-Fri, and 8am-1pm Sat" for an initial period of 35.2 weeks.. DA137/24</p>	Y	12.06.2025	10460414	

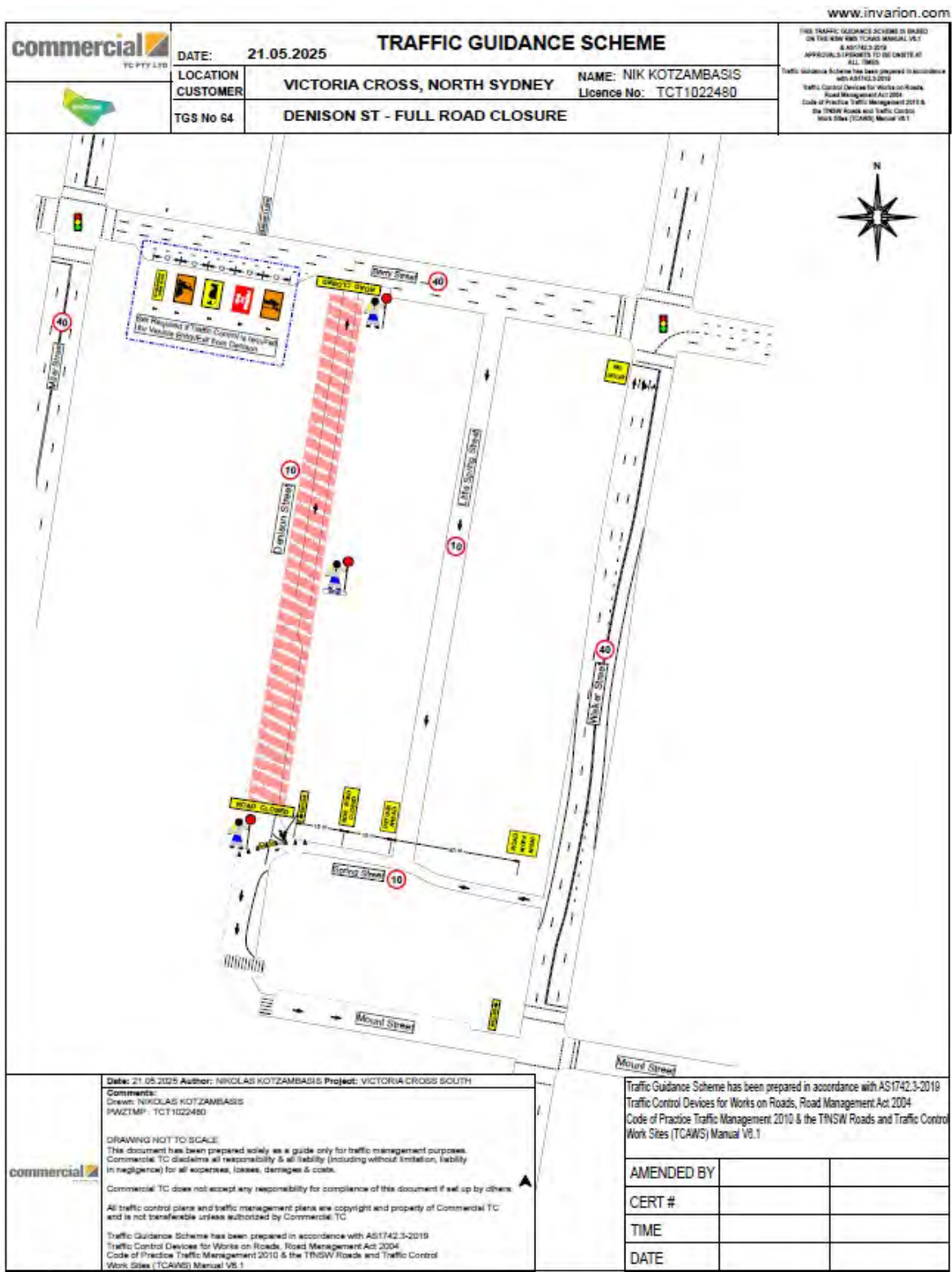
**ENDORSED FOR PROJECTS UNDER
DELEGATED AUTHORITY TO COUNCIL STAFF
572 nd TRAFFIC COMMITTEE – 18 July 2025**

					Subject to no objection being received, I intend to obtain approval for this recommendation. under Delegation 45 of Council's <i>Delegation of Authority</i> dated 4 December 2017				
025_040	Montpelier Street	17 Montpelier Street Neutral Bay NSW 2089	Neutral, Cammeraygal, North Shore	Install Works Zone	<p>THAT the Committee endorse the temporary reallocation of kerb space on the eastern side of Montpelier Street between points 34.2m and 52.2m south of Montpelier Street bend, as "Works Zone 7am-5pm Mon-Fri, and 8am-1pm Sat" for an initial period of 19.6 weeks.</p> <p>Subject to no objection being received, I intend to obtain approval for this recommendation under Delegation 45 of Council's <i>Delegation of Authority</i> dated 4 December 2017</p>	Y	12.06.2025	10460414	
Regulatory Signs									
NIL									
Signs Across Driveways									
Warning Signs									
Nil									
Construction Management Plan									

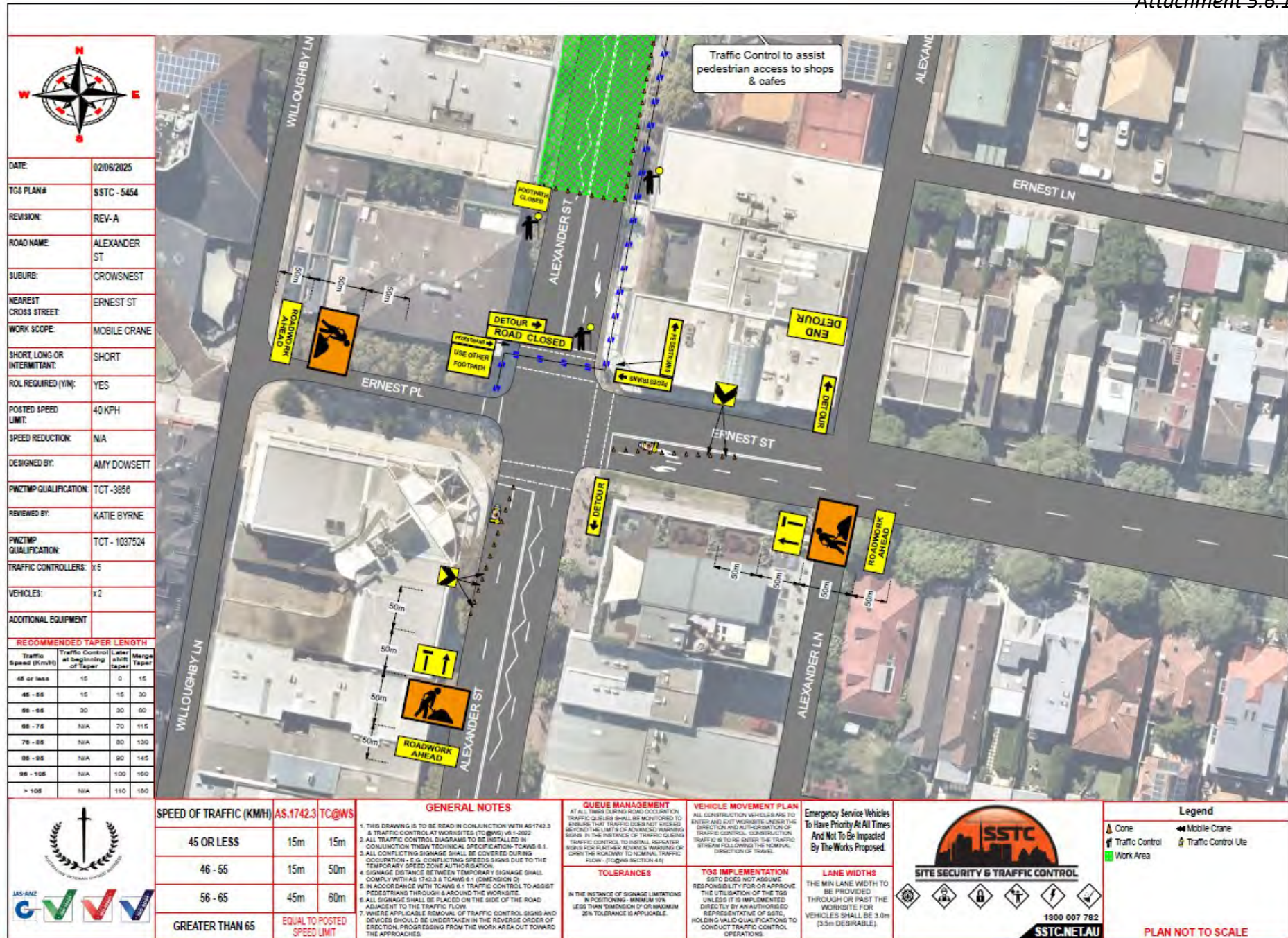
**ENDORSED FOR PROJECTS UNDER
DELEGATED AUTHORITY TO COUNCIL STAFF
572 nd TRAFFIC COMMITTEE – 18 July 2025**

Nil									
Australian Road Rules Compliance Signs									
Nil									
Traffic Facilities									
NIL									
Council Decisions									
Nil									





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Proposal 199 Miller Street North Sydney NSW 2600 Install 14 meters Works Zone

Existing

- █ No Stopping
- █ Clearway
6am-10am
Mon-Fri
- █ Clearway
3pm – 7pm
Mon-Fri

Proposed

- ■ ■ ■ **Works Zone**
10am – 3pm
Mon-Fri
- 8am – 1pm Sat



Proposal 71 Broughton Street Kirribilli NSW 2062 Install 12 meters Works Zone



Existing

2P Meter
8.30am-10pm
PHEA 2

Proposed

Works Zone
7am – 5pm
Mon-Fri

8am – 1pm Sat



6. Informal Items for Consideration

Nil

7. Local Development Advisory Committee Items for Consideration

Nil

8. Closure