



Report to General Manager

Attachments:

1. TAPAS Zone Map
2. Submissions Summary
3. Summary of Proposed Amendments
4. Amended Action Plans x 7

SUBJECT: Draft Traffic and Parking Area Scheme (TAPAS) Action Plans - Post Exhibition

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ENDORSED BY: Duncan Mitchell, Director Engineering and Property Services

EXECUTIVE SUMMARY:

This report provides an overview of the engagement findings for the Phase 2 Transport and Parking Consultation recently completed. It details the engagement process, including the promotion and awareness activities undertaken, the feedback mechanisms used, the level of community participation in the process and the collated outcomes in response to the public exhibition of the Traffic and Parking Area Scheme (TAPAS) Action Plans.

Extensive community consultation took place in 2016 as part of Phase 1 of the project. The findings were reported to Council on 18 July 2016 (Min. No. 247) whereby Council resolved that TAPAS Action Plans be prepared.

The findings were used to inform the preparation of an Action Plan for each of the seven TAPAS Zones. This involved undertaking a detailed technical review in each TAPAS Zone including locations of public transport nodes, traffic count and crash data, recent development approvals, and state government projects. A technical assessment of the Phase 1 findings was also undertaken.

On 26 June 2017 Council resolved (Min. No. 214) to place the Draft Action Plans on exhibition for a minimum of 60 days. The exhibition period commenced 3 August and concluded 23 October 2017. Promotion of the opportunity to have a say occurred as detailed in this report. Council received 45 submissions.

FINANCIAL IMPLICATIONS:

The related financial implications include cost of implementing each of the projects within the action plan over the short (1-2 years), medium (2-5 years) and long-term (5-10) years. Some projects may also be eligible for State and Federal Government Grants including Black Spot and Active Transport Programs. The Action Plans will be used to inform forward planning for Council budgets and grant funding applications.

Comment by Responsible Accounting Officer:

The funding of these projects will need to be considered and prioritised in the upcoming preparation of Council's Delivery Program for 2018/19 to 2020/21. Funding sources will need to be identified and reviewed, along with all other projects. The projects will also require consideration in the preparation of the Long Term Financial Plan, Asset Management Plan and the Resourcing Strategy.

RECOMMENDATION:

- 1. THAT** Council adopt the final Traffic and Parking Area Scheme (TAPAS) Action Plans for TAPAS Zones 1 to 7 and the Action Plans be published on Council's website, subject to title changes being made throughout the documents.
- 2. THAT** the title of the TAPAS Action Plans be changed to *Local Area Traffic Management (LATM) Action Plan* and list the respective suburbs on the cover pages for each LATM.
- 3. THAT** Council note Attachment No. 3 – the summary of amendments to each Action Plan made after Phase 2 community engagement
- 4. THAT** the associated costs of implementing the Action Plans be considered in preparation of the Delivery Program for 2018/19 to 2020/21.

LINK TO COMMUNITY STRATEGIC PLAN

The relationship with the Community Strategic Plan is as follows:

- | | |
|------------|---|
| Direction: | 2. Our Built Environment |
| Outcome: | 2.5 Sustainable transport is encouraged
2.6 Improved traffic management
2.7 Improved parking options and supply |
| Direction: | 5. Our Civic Leadership |
| Outcome: | 5.4 Community is informed and aware |

BACKGROUND

In adopting the *North Sydney Integrated Traffic and Parking Strategy* (May 2015), Council resolved to develop Transport Minor Works Programs (also known as Traffic and Parking Area Scheme Action Plans) for each of the seven identified TAPAS zones (Attachment 1) within the North Sydney LGA. TAPAS Action Plans are similar to Local Area Traffic Management (LATM) plans adopted by a number of Sydney Metropolitan Councils. TAPAS Action Plans take into account the current and future traffic and parking situation in each identified area; and recommend and prioritise traffic and parking measures to protect, maintain and improve access, and manage traffic and parking.

TAPAS zone boundaries are based on the geographical boundaries of Precinct areas within the North Sydney Community Precinct System. Each zone is unique in its size, land use capacity, demographic composition, geography, public transport provisions. Each zone has very different traffic and parking issues, however there may be some similar or cross-boundary issues in some zones. The TAPAS Zone boundaries also closely align with the existing 33 resident parking area boundaries, with each TAPAS Zone overlaying between two to nine resident parking areas, depending on the size and density of the area.

Council's City Strategy Division are responsible for preparation of the *North Sydney Transport Strategy* (adopted July 2017) and the *North Sydney Parking Strategy* (in progress). The preparation of *Traffic and Traffic and Parking Area Scheme (TAPAS) Action Plans* for each of the seven (7) identified TAPAS Zones within the local government area are being prepared by the Engineering and Property Services Division. The Action Plans are the next step in implementing the *North Sydney Integrated Traffic and Parking Strategy*.

Between February and May 2016 Council conducted an extensive community engagement program (Phase 1) to inform the preparation of three inter-related projects involving transport, traffic and parking planning. Overall, Council had over 3,600 responses to the 2016 engagement program, including over 5,000 comments relating to specific locations.

The information gathered during Community Engagement Phase 1 was used to inform and develop the TAPAS Action Plans for the 7 TAPAS Zones, in particular the location specific

responses were investigated in addition to a comprehensive review of traffic and parking conditions in each zone.

Council at its meeting of 18 July 2016 (Min. No. 247), resolved in part:

***4. THAT** TAPAS Action Plans be prepared and developed for each of the 7 TAPAS zones this Financial Year. External Traffic Consultants will be engaged to prepare seven (7) Draft TAPAS Action Plans for Public Exhibition by the end of this Financial Year. The Draft Action Plans will be finalised after Public Exhibition and brought back to Council for adoption. Once adopted by Council the Plans will be progressively implemented.*

Subsequently, a detailed technical review was undertaken in each TAPAS Zone including locations of public transport nodes, traffic count and crash data, recent development approvals, and state government projects. A technical assessment of the feedback received during the public consultation phase was also undertaken.

Council also resolved on 26 June 2017 (Min. No. 214):

***1. THAT** Council place the Draft Action Plans on public exhibition for an extended exhibition period of no less than 60 days and that the exhibition period not commence during the school holiday period.*

***2. THAT** all outstanding ad-hoc traffic requests that have not come to Council now be considered under the criteria set out in the Draft TAPAS Action Plans.*

CONSULTATION REQUIREMENTS

Phase 1 Community Engagement was undertaken between February and May 2016, and findings were reported to Council on 18 July 2016. The Draft TAPAS Action Plans were reported to Council on 26 June 2017.

Phase 2 Community Engagement was undertaken between August and October 2017 and the outcomes are detailed in this report.

Councillor Briefings were held on the following dates:

17 November 2015 – TAPAS Community Engagement Strategy

26 June 2017 – Draft TAPAS Action Plans

14 November 2017 – Draft TAPAS Action Plans (Post-Exhibition)

SUSTAINABILITY STATEMENT

The sustainability implications were considered and reported on during the initiation phase of this project.

DETAIL

1. 'Inform' Level of Engagement

The Draft Action Plans were placed on public exhibition in accordance with Council's Community Engagement Protocol, and consistent with the Stage 3 of the Engagement Strategy adopted for Phase 1 of this project. Efforts were made to generate awareness of the opportunity to have a say during the public exhibition period.

Encouraging and enabling stakeholders to take part in this consultation was very important. The awareness and promotion methods employed were designed to inform stakeholders of the range of consultation opportunities offered in order to encourage the greatest level of participation possible. These included:

Method	Target Stakeholders	Quantity
Webpage(s)	All	2 pages
Advertisements (Mosman Daily)	All	2 adverts
Social media - Facebook	All	3 posts
Social media - Twitter	All	1 tweets
Precinct Committees	Active Committees	18 committees
e-Newsletter(s)	Existing Subscriptions	3,218 subscribers
	Keep Informed TAPAS e-News	1,081 subscribers
Direct emails	Education Institutions	18 institutions
	School Parent Groups (P&Cs)	13 contacts

1.1 Keep Informed List

In accordance with the Community Engagement Strategy, participants in Phase 1 had the option of being updated by Council regarding this project. A 'Keep Informed List' (email and hard copy for those without email) was maintained using participant contact details supplied on the Phase 1 returned/completed surveys, submissions, mapping tool, workshop registrations, drop in sessions and information stalls - permission to use details for this purpose was advised up front. In August 2017 and September 2017 e-Newsletters were sent to inform of the upcoming consultation period, and hard copies of the e-Newsletters were sent to those on the list without an email address. Summary of 'Keep Informed List' subscribers and opening rates are:

Month sent	Total sent	Total opened	People who clicked a link	Total Clicks
August	1,081	552	79	129
September	1,056	603	63	84

Note: At the end of Phase 1 this list included 1,317 email contacts and 172 postal contacts (1,489 total). At the commencement of Phase 2 the list included 1,081 email contacts and 170 postal contacts (1,252 total), indicating that 16% had removed themselves from the Keep Informed List.

1.2 Council Website

The purpose of the project specific page on Council's website, as well as related 'Latest News' items (via the Home page) was to provide background/context to the project, including documents and links detailing where additional information can be found, including how to provide feedback during the exhibition period. Council's web page and News Items directed traffic to the Engagement HQ portal supporting the online feedback mechanism. The following

table provides an overview of the web traffic related to this engagement for the period, showing public access only, i.e. figures are not inclusive of staff access:

Page	Page Views	Average time on page
North Sydney Council - Draft TAPAS	273	3:38 min
North Sydney Council - North Sydney Traffic and Parking Area Schemes	115	1.36 min

1.3 Engagement HQ

Council's engagement platform (Engagement HQ) was used for this consultation to manage the online consultation elements. This platform enabled customers to download the TAPAS Area Maps, view Action Plans and submit feedback. During the engagement period there were 788 page views, 450 visitors were aware i.e. they visited the project's main page; 328 visitors were 'informed', meaning they accessed information e.g. downloaded a document or visited the FAQ page and 27 visitors were 'engaged', meaning they provided a submission online. The average maximum number of visitors per day to this page was 45.

1.4 Social Media

Council's social media accounts were used to promote the consultation opportunities. The table below details the Facebook posts and the number of people reached and/or who responded. In addition to the data in the table, of the 1,178 people reached via the 19 September 2017 Facebook post there were 5 photo clicks and 4 link clicks.

Post	Reach	Likes	Shares	Reactions/ Comments
10 August	829	0	0	0
19 September (inclusive of paid boost)	1, 178	21	1 ¹	0
29 September (Council shared post of 19 Sept)	687	0	0	0

The following table details the Twitter post and the number of people reached and/or who responded:

Post	Impressions ²	Engagements ²
18 September	597	6

1.5 Hard copies of Draft Action Plans

Hard copies of the Draft Action Plans were available to view at the Council Chambers between the hours of 9am and 5pm, Monday to Friday and at Stanton Library during opening hours. Hard copies were also provided to individual Precinct Committees on request.

2. Consult Level of Engagement

Whilst Phase 1 involved intensive consultation methods, the same methods were not required in Phase 2 of this project, as the objective of this Phase was to see feedback on the Draft Action

1 Shared by Council

2 Impressions are the times a user is served a Tweet in timeline or search results. Engagements are total number of times a user interacted with a Tweet

Plans during the exhibition period.

2.1 Submissions

A total of 45 submissions were received, of these 30 (67%) were submitted online (via Engagement HQ) and 10 (22%) were received via Council either as hard copy or email. Five submissions were made by Precinct Committees. The following table indicates the number of submissions per zone:

Zone	No. submissions
1	5
2	12
3	6
4	4
5	9
6	7
7	2
General	1
TOTAL ³	46

2.2 Drop in Information Sessions

During the public exhibition period, Council held a three drop-in sessions (10 August, 21 September AM and 21 September PM) where members of the public could discuss the plans directly with Council staff and/or provide feedback in person. No bookings were required for these sessions. The venue for all sessions was the Ros Crichton Pavilion (next to Council Chambers 200 Miller Street, North Sydney). While only 22 people total attended the sessions, each spent considerable time with staff to discuss their issues, concerns and feedback and commented that the opportunity to speak directly with staff was useful and highly valued.

3. Submission Analysis

The 45 submissions have been collated and analysed using Council's standard submission analysis tool which indicates why/why not a submitters feedback has been incorporated into the final Action Plans. The following criteria was used to analyse all submissions received, and to determine whether or not the plans would be amended:

1. *The Draft TAPAS Action Plans **would be** amended if the point:*

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

2. *The Draft TAPAS Action Plans **would not be** amended if the point:*

- a addressed issues beyond the scope of the Plan.*

³ One submission related to two different zones.

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

Refer to Attachment 2 for the full analysis of submissions received. Note: submitters names have been removed in accordance with Council's Privacy Statement.

4. Proposed Change to Title

A Councillor Briefing was held on 14 November 2017 after the public exhibition period where it was explained that there is no intention to replace the existing 33 Resident Parking Areas with the seven TAPAS Zones. Whilst this was originally proposed when the *North Sydney Integrated Traffic and Parking Strategy* was drafted, this was excluded from the *Strategy* following community engagement. The administrative Resident Parking Area boundaries will be considered in more detail as part of the *North Sydney Parking Strategy* which is being prepared by the City Strategy Division. While the TAPAS Action Plans include some actions to manage parking restrictions based on the principles of the *North Sydney Integrated Traffic and Parking Strategy*, within the TAPAS Zones but maintaining the 33 Resident Parking Areas (e.g. time limits and controls, sight line impacts etc.), however Councillors suggested that the title should not include the word "Parking" as this could be confusing to the general public.

Council officers have suggested the following titles for the Action Plans. In addition, it is recommended that the suburbs be listed in the title for further clarity:

1. *Local Area Traffic Management (LATM) Action Plan*
2. *Traffic Area Scheme Action Plan (TASAP)*

Examples of each suggested for Zone 1 are provided below:

Existing Title	<i>Traffic and Parking Area Scheme Action Plan - TAPAS Zone 1</i>
Proposed Title 1	<i>Local Area Traffic Management Action Plan - Zone 1 – Waverton/ Wollstonecraft</i>
Proposed Title 2	<i>Traffic Area Scheme Action Plan - Zone 1 – Waverton/ Wollstonecraft</i>

5. Recommendations

The TAPAS process allows Council officers to apply a more consistent and holistic approach to traffic and parking requests by quantifying the overall safety issues, crash history, traffic

volumes, speeds, pedestrian and cyclist volumes occurring in a street and the impacts on crash reduction, parking access, pedestrian amenity and safety, cyclist amenity and safety, and overall benefits to the community of a proposal. This thorough review undertaken by professionally qualified Traffic Engineers will be done prior to referral to the Traffic Committee. A draft flow chart of this process is shown in Figure 1 (page 10). This process will reduce the amount of ad-hoc requests that are brought before the Traffic Committee and will allow more thorough investigations of traffic and parking issues before Council is required to resolve on an issue.

Proposals that are considered to have merit under this process will be added to the TAPAS Action Plans through the Traffic Committee so that the community has more information about what proposals are being considered in their area. Those that are not considered to have merit under this rigorous assessment process will be responded to accordingly by Council's Traffic Engineers.

The Action Plan is intended to provide a 10-year program of works for Council. However, the Action Plan will be reviewed on an ongoing basis to highlight projects that have been completed and also incorporate new projects that are subsequently identified through community requests and Council studies. The priority timeframe "Short", "Medium" or "Long" has been assigned based on relative scoring and project ranking.

It is intended that the indicated timeframe is the timeframe in which the project should be completed. However, all projects identified will require some level of further planning, investigation and design in the short and medium term. Some projects are also intended to be programs or actions to be implemented on a continued basis over the long term, for example Road Safety Campaigns, and these have been assigned "Long term" priorities accordingly. An indicative quantitative description of each timeframe is provided below.

Short term: 1-2 years
Medium term: 2-5 years
Long term: 5-10 years

In addition, a small number of projects have been assigned the priority "Not to proceed". These are for projects which have been assessed under the TAPAS criteria but were inconsistent with the community priorities and objectives outlined in Council's Community Strategic Plan. For those projects, the reasons have been noted in the Action Plan and an alternative, positive benefit action has been proposed, but remain on the list for clarity and future reference.

The Action Plans have been updated following public exhibition (refer to Attachments 3 and 4) and will be reviewed and updated on an ongoing basis to ensure they are relevant and current. Once adopted, Council will commence implementation of the plans.

It is recommended that Council change the titles of the TAPAS Action Plans to Local Area Traffic Management (LATM) Action Plans, subject to Council endorsement. The title LATM has been adopted by a number of metropolitan Sydney Councils including Marrickville Council (Inner West), Randwick Council, Willoughby Council and Mosman Council to name a few.

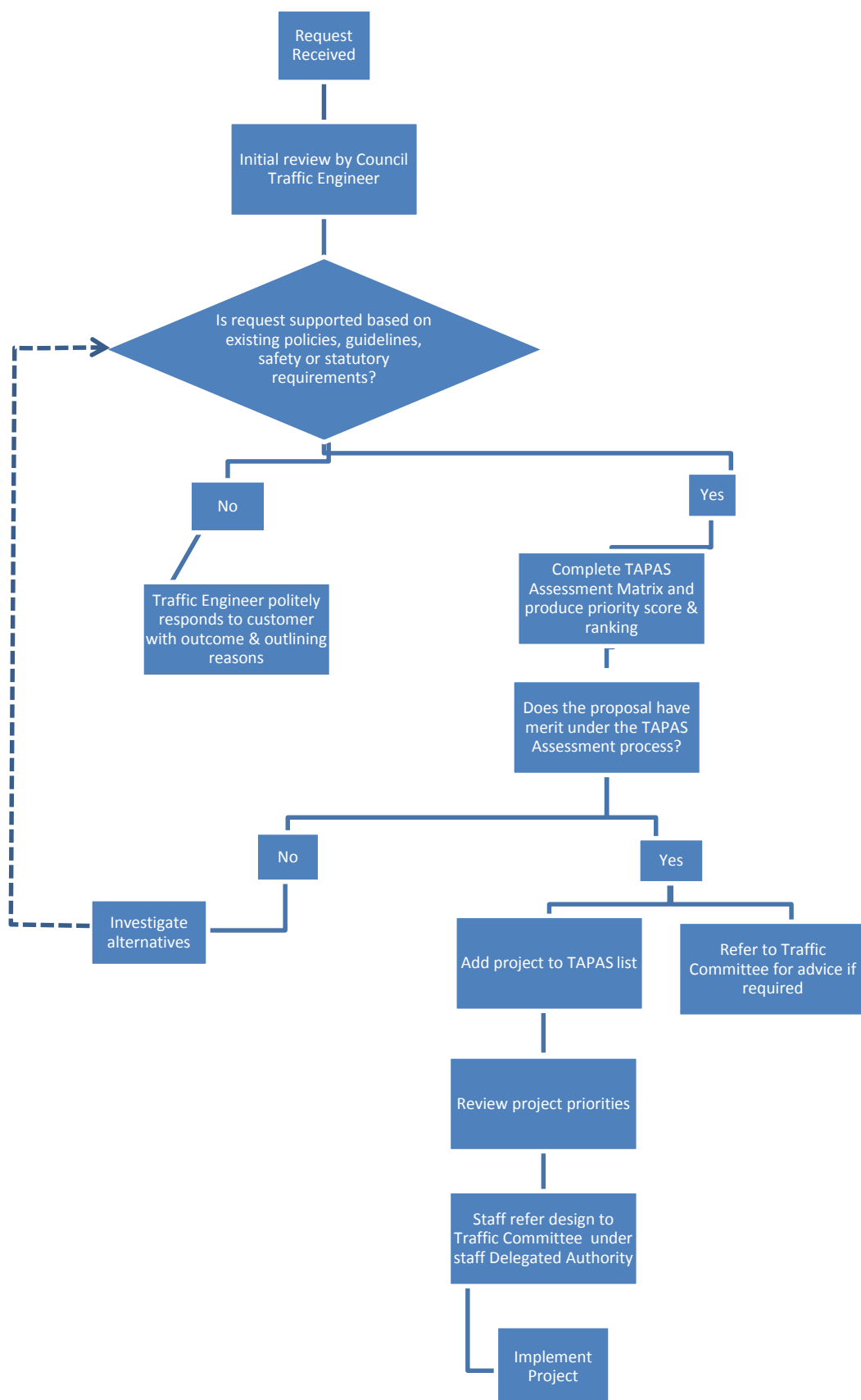


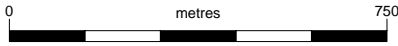
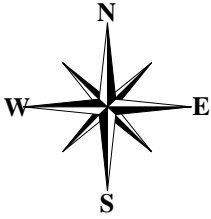


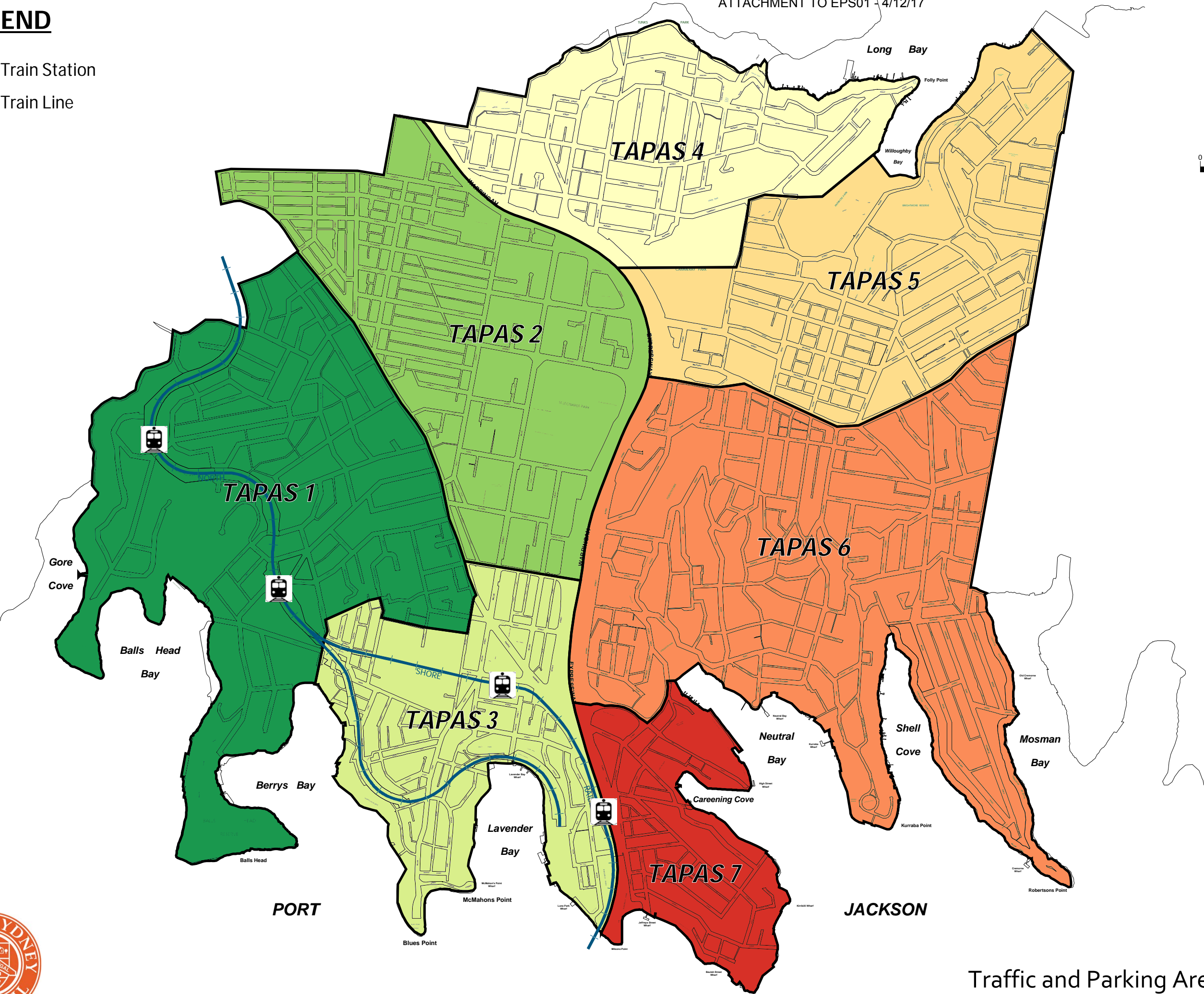
Figure 1 Process for consideration of traffic and parking requests

LEGEND

-  Train Station
-  Train Line



Scale 1:15000



Traffic and Parking Area Scheme Zones

No.	ECM No.	Key Points Raised	Response	Recommend Plan be Amended Y or N	Criteria Code	TAPAS Zone	Action ID/ Page No.
4	7212035	<p>1. Under the new parking scheme sent to residents by Mr Iman Mohammadi on 3 May 2016 and subsequently on 30 January 2017, at the East end of Crows Nest Road (corner of Pacific Highway and Crows Nest Road) there will be new and unrestricted parking created on the South side of street. Residents envisage major safety concerns for vehicles entering and exiting the street at this end due to sight distance issues and traffic congestion.</p> <p>2. Similar issues that compromise safety will occur at the West end (adjacent to houses #40 and 47 Crows Nest Road) where a bend is located on the road. The plan proposed by Council on 3 May 2016 and 30 Jan 2017 converts this area from being a single side parking to double sided parking (i.e. parking on both North and South side under new proposal).</p> <p>In summary the new scheme being proposed by Council, if allowed to proceed without further review, will result in transferring safety issues from North side of street to the East and West ends of this road.</p> <p>I urge you to reconsider the new parking arrangements at the East and West corners of Crows Nest Road (affected by Item P1), and reduce the new parking proposed on South side at these two locations.</p>	<p>Many residents in Crows Nest Road have indicated they do not support relocating the parking to the opposite side of the street (P.1). Rating for "social wellbeing" of this option has been downgraded due to the potential for this to create ongoing tension in the community. This changes the priority of this option to "Not to Proceed".</p> <p>The alternative T.125 option for kerb extensions is a more amenable solution which would address the original issue and provide overall benefits for the whole street.</p>	Y	1a	1	1 P.1 T.125
13	7196830	<p>With Regard to the following TAPAS ID (pertaining to Zone 1), I would like to submit the following comments for consideration: (a) P.1 Crows Nest Road On-Street parking; the proposed relocation to Southern side (long priority status), seems inconsistent with the proposal in T.125 to install kerb build outs to 4 properties driveways on the Northern side (long priority status) because the latter can deal with their line of sight complaints. By undertaking both actions, the parking status the Southern side properties are being unfairly treated. We all object and have asked the council to address the small number of Northern side properties with a grievance about line of sight specifically. (b) P.1 Crows Nest Road On-Street parking relocation and pedestrian safety at intersection of crows nest road and Pacific Highway; Even if a pedestrian crossing is installed at this intersection, children and parents are still prone to walk between parked cars at this crossing, hence cars on the southern side are an unnecessary hazard as vehicles that have a left only turn from the highway, have poorer visibility of pedestrians on the southern side.</p> <p>Currently, with parking on the northern side, the driver in a left turning vehicle can see pedestrians between parked cars more easily because these are on his/her driver's side line of sight. (c) P.1 Crows Nest Road On-Street parking relocation and line of sight rationale for this.</p> <p>There are more people on the northern side that can actually turn around their vehicles in their driveway; this means they have an advantage in exiting their property (e.g. the infamous no. 52 residents can front-in and front-out) compared to southside residents who have to front-in and back-out. Backing out in itself is a problem for line of sight. This should be considered in the line of sight debate.</p>	<p>Many residents in Crows Nest Road have indicated they do not support relocating the parking to the opposite side of the street (P.1). Rating for "social wellbeing" of this option has been downgraded due to the potential for this to create ongoing tension in the community. This changes the priority of this option to "Not to Proceed".</p> <p>The alternative T.125 option for kerb extensions is a more amenable solution which would address the original issue and provide overall benefits for the whole street.</p>	Y	1a	1	1 P.1 T.125
16	7203990	<p>Thank you for the proposals. Noted that parking and traffic management in Crows Nest Rd has been subject to ongoing discussions with residents since May 2016. Concerns previously raised by residents can be found in attached document submitted to Council in 2016 – in particular the concerns are at the Eastend (Pacific Highway intersection) and the west end bend (near McHatton Street). Comment on the current TAPAS 1 proposals : T106 : install continuous footpath treatment or pedestrian crossing. This is a good proposal for pedestrian safety. Please note that driveway of no.71 Crows Nest Rd is close to the intersection and we would appreciate the opportunity to comment prior to the implementation of this crossing or footpath treatment.</p> <p>T125 & P1: T125 is a proposal for kerb buildouts on the westside of 4 properties on the northside whose driveways are below the road ; simultaneous to this kerb buildouts proposal, is item P1 to relocate parking from the northside to the southside of the street. Items T125 and P1 seem to be double the effort to achieve one outcome. If kerb buildouts in item T125 are constructed on the northside why is there still a proposal to relocate the parking to the southside. The kerb buildout intentionally would address the sight distance issues for those 4 residences in concern. Without an actual draft plan, it is difficult to comment except that, again, we request for the opportunity for resident consultation and involvement in the design process, with room for amendments on the proposals. If change is to occur, we certainly hope it should be for an improved gain.</p>	<p>Many residents in Crows Nest Road have indicated they do not support relocating the parking to the opposite side of the street (P.1). Rating for "social wellbeing" of this option has been downgraded due to the potential for this to create ongoing tension in the community. This changes the priority of this option to "Not to Proceed".</p> <p>The alternative T.125 option for kerb extensions is a more amenable solution which would address the original issue and provide overall benefits for the whole street.</p>	Y	1a	1	1 T.106 T.125 & P.1

No.	ECM No.	Key Points Raised	Response	Recommend Plan be Amended Y or N	Criteria Code	TAPAS Zone	Action ID/ Page No.
38	7218560	<p>We are writing with regard to Council's proposed changes to parking on Crows Nest Road, Waverton. We are astounded by the attitude Council has taken with his matter. The change in parking from the north to the south side of Crows Nest Road was raised by Council in early 2016. There was much discussion among the residents of Crows Nest Road with the vast majority of the street's residents opposed to any change to the existing parking arrangements, based on practicality and safety. As a consequence letters, petitions and meetings were held with Council to express our view that parking should remain unchanged. To confirm this view, on July 28 the residents had an on-site meeting with Mayor Gibson, Councillors and management. At this meeting we were told that the proposed changes would NOT go ahead. Sometime later residents received a survey asking residents whether they supported the introduction of speed humps as a safety measure for the street and reserving certain areas for motorbike parking only.</p> <p>To date no response has been received from Council as to the results of the survey. Is safety no longer a concern? Then, to our great surprise, on Monday 30th January residents received a communique titled "Parking Restriction Changes" overturning the agreement reached with Council on July 28. The Council, without consultation, was reverting to their original plan to relocate the street parking from the North to the South and, to complicate matters further, they advised they now intend to introduce parking outside no. 47 to the detriment of no's 38 and 40.</p> <p>This is appalling process. This latest advice directly contradicts the commitment given by the Mayor on July 28; it is a dangerous solution for residents in terms of traffic flows and is clearly a wasteful, sub-optimal solution. As a Council you should know better. As residents, we deserve better. The residents were told the original plan had been shelved and then with no further communication it was reinstated. Since when does the minority overrule the majority? You really need to do a better job at listening to your constituents and communicating with us. As councillors you are voted in by us to represent us, not mislead and ignore us. We request that you listen to the majority of residents in Crows Nest Road and reverse the decision to alter the parking on our street. Furthermore this latest plan advocates parking on both sides of the road outside number 40 Crows Nest Road. This is a dangerous, ridiculous option and shows no forethought. As you would be aware this section of the road is on a bend and on a hill; we have a shared driveway with number 40 and to reverse out of this driveway on a bend and a hill is already challenging given the restricted visibility. Your plan will see parking on both sides of the road for the first time in this section of the street that will result in dangerous restricted visibility.</p> <p>Who on earth could have thought this was a brilliant idea? Someone said it was to get the number of spaces up in the street. Now that's just fine: to hell with safety and convenience, let's get the spaces up. As residents we deserve better from Council. Let's be clear: it is our expectation that you will listen to and represent the vast majority of Crows Nest Road residents and will therefore deliver on your promise in 2016 and leave the parking as it is.</p>	<p>Many residents in Crows Nest Road have indicated they do not support relocating the parking to the opposite side of the street (P.1). Rating for "social wellbeing" of this option has been downgraded due to the potential for this to create ongoing tension in the community. This changes the priority of this option to "Not to Proceed".</p> <p>The alternative T.125 option for kerb extensions is a more amenable solution which would address the original issue and provide overall benefits for the whole street.</p>	Y	1a	1	1 P.1 T.125
39	7218558	<p>Here is a transcript of the presentation by Hugh Ferguson, on behalf of me and the residents of Crows Nest Road, to the Council meeting on 20th February 2017. My name is Hugh Ferguson and I reside at 38 Crows Nest Road where I have been a resident for some 24 years.</p> <p>Tonight I am speaking on behalf of 85% of the residents who signed the following Proxy Notice and I quote:</p> <p>"We the undersigned are residents of Crows Nest Road. We nominate Hugh Ferguson to be our proxy at the 20th February meeting. We would like a safe and orderly Crows Nest Road. We request that the Council set aside the resolution of 5th December 2016 regarding changes to parking in Crows Nest Road and that the matter be deferred to an in-house meeting between Councillors, residents and Council staff for a full and frank discussion of the issues."</p> <p>I will now summarise the issues that are of paramount concern to the residents and my neighbour Francoise Dixon will expand on them.</p> <p>(1) Total lack of due process by Council.</p> <p>Twice residents have been surprised by parking resolutions (in May 2016 & January 2017) that radically changed parking in our street with little or no consultation. As consequence, an inferior solution was adopted that ran counter to the requirements of a majority of residents, especially with respect to major safety issues. The business of Council relying on minority resident support before instituting major change must be abandoned. Council has ignored the majority of residents in passing this resolution.</p> <p>As residents and ratepayers we deserve better from Council.</p> <p>(2) Safety Issues</p> <p>The proposal put forward by Council on 30th January represents the antithesis of a safe solution to parking and traffic flow in Crows Nest Road. It beggars belief that Council would advocate a sub-optimal solution to this important issue. My neighbour will expand on this proposition in more detail. But suffice it to say, that Council should be on notice that their proposed solution will diminish resident safety of all residents in Crows Nest Road.</p> <p>(3) A Communal Solution is Needed</p> <p>It is axiomatic that there is strong resident feeling, in fact a ground swell of emotion over this matter, driven by safety concerns and an absence of due process. Up to 85% of residents want change to the current proposal.</p> <p>The most efficient means to obtain resident buy-in is to set aside the current resolution and undertake a comprehensive in-house meeting with input from the majority of residents to seek an optimal outcome for all residents.</p>	<p>Many residents in Crows Nest Road have indicated they do not support relocating the parking to the opposite side of the street (P.1). Rating for "social wellbeing" of this option has been downgraded due to the potential for this to create ongoing tension in the community. This changes the priority of this option to "Not to Proceed".</p> <p>The alternative T.125 option for kerb extensions is a more amenable solution which would address the original issue and provide overall benefits for the whole street.</p>	Y	1a	1	1 P.1 T.125

No.	ECM No.	Key Points Raised	Response	Recommend Plan be Amended Y or N	Criteria Code	TAPAS Zone	Action ID/ Page No.
3	7214906 7218579	I am becoming increasingly concerned about the volume of traffic on Holterman St, it has become a rat run for traffic between Cammeray and St Leonards. Traffic is backed up along Holterman every morning and afternoon also all the laneways that are really for driveway access are being used as thoroughfares. Might I suggest a no right turn from West St?	No Right Turn from West Street into Holtermann Street was trialled in 2013. It was unsuccessful due to high non-compliance and increased traffic in adjacent laneways. TAPAS Action Plans proposes a suite of treatments to mitigate the impacts of the traffic rather than restricting access.	N	2e	2	2
7	7179692	traffic volume and speed on Albany Street may have increased. The Precinct requests that Traffic investigates possible options for reducing vehicle speed.	Action T.103 proposes a 40km/h local area speed zone in St Leonards/Crows Nest area which incorporates all streets west of Alexander Street, including Albany Street. This will include appropriate traffic calming measures to promote a slow speed environment.	N	2e	2	2
10	7197088	<p>Proposed solution T.34 Miller Street & Rosalind Street - please give a higher priority due to proximity to school and use by School children. Can a kerb ramp be installed further east down Rosalind Street as an alternative crossing point with less conflicting traffic movements? T.34 should probably also be integrated with the proposed crossing on West Street at St Thomas Rest Park.</p> <p>West Street and the rest of Holtermann Precinct should be a 40km zone.</p> <p>A shared path from there down Metcalfe Street and along the freeway to Miller Street might have been a useful piece of infrastructure as well - is that RMS land? Can the very narrow pathway that already exists there be improved to better enable kids coming from the Rest Park area get to Anzac Park school by bike?</p> <p>I encourage the proposals to redesign roundabouts - the design of roundabouts in Australia allow too high entry speeds.</p> <p>The West Street proposals should also consider longer term active travel planning around the current TAFE site, to become the Cammeraygal High School senior campus. The Anzac Park Public School build was devalued by the absence of pre-emptive holistic planning approach that considered integrated active transport solutions. This shouldn't be repeated with the new High School. The advantage the high school site has is that it shouldn't involve the RMS as much as Anzac Park PS their views on this site have been disastrous.</p>	<p>T. 128 and T.129 propose upgrades to existing pedestrian facilities on Rosalind Street either side of Miller Street to improve safety and pedestrian amenity and are ranked as Short term priorities. These and T.34 takes into account proximity to school and pedestrian volumes, but T.34 is estimated to be a higher cost due to size and complexity of the intersection, hence it's longer term ranking in the cost/benefit analysis.</p> <p>T.104 & T.132 propose 40km/h local area for Crows Nest/ North Sydney areas which includes West Street.</p> <p>A number of pedestrian improvements have been proposed along West Street. The site proposed for the Cammeraygal High School also benefits from signalised pedestrian crossings nearby at Ernest Street and Falcon Street. More detailed Pedestrian Access and Mobility Plans (PED2 & PED3) are also proposed to better identify where further improvements could be made to the walking network in the adjacent area.</p>	N	2e	2	2 T.34

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No.	ECM No.	Key Points Raised	Response	Recommend Plan be Amended Y or N	Criteria Code	TAPAS Zone	Action ID/ Page No.
27	7178024	4. With Council's aim to lower the amount of cars using our local roads, when developers request more parking (to maximise their returns) could not the Council refuse those requests? Stanton Precinct over many years have opposed extra parking within developments but there always seem to get those extra spots. Stanton is also in favour of developers being required to have spaces for 'shared' car spaces within the Development Proposal. We think this would negate the need for so many car spaces as residents could access those cars rather than own their own vehicles.	Council's DCP outlines maximum parking space provisions for development.	N	2a	2	2
27	7178024	5. The Precinct thanks Council for addressing the safety of residents who walk within the area and appreciate the strategies proposed. With the new rules relating to cycling it appears that pedestrians are now not as vulnerable as was previously the case. 6. Stanton Precinct looks forward to the final Action Plan where we hope some of our concerns are able to be addressed.	Noted	N	2c	2	2
31	7218595	Holtermann st has become the biggest rat run in the area. The traffic from West street is atrocious. Morning and evening peaks are ridiculous. Cars blatantly use the street too bypass Ernest st lights. Sophia st compounds the issue. The stop sign at Holtermann and Sophia is ignored. People are going to get killed. The new Woolworths and associated traffic changes have made it worse. The new Coles development will create chaos. The street needs to be blocked off to they traffic. The parking issues are woefully out of date....everyone's parks in the street abusing the outdated parking limits. Parking should be limited to 30mins at the Alexander st end with a cut off at 10:30 at night for non residents. Local businesses know its a rort, and park in Holtermann street all day checking their tires every hour!!!!!! The noise levels have grown beyond acceptable. Close the st off to thru traffic....., NO EXIT TO ALEXANDER ST...NO EXIT TO WEST ST.....SOLVES THE ISSUE	Action updated with proposals to more specifically address this issue. See Items P.3 & T.136	Y	1a	2	7 P.3 T.136
32	7218593	The traffic in the street now is unbelievable....starts at 5:00 and non stop till midnight. Peak hour has 30-40 cars waiting to use Alexander street exit ...it's disgraceful. No one obeys the stop sign at the corner of Sophia and Holtermann st. The street surface is atrocious. Parking hasn't been updated for years. Every man and his dog abuses the out of date parking provisions. The new Woolworth's has aggravated the situation and the new Coles and all the new apartment blocks going up in the area will create mayhem. I'm surprised no one has been killed by the traffic yet. And TAFE is putting 60 car spaces back on the street...60. !!!!!!! If this isn't sorted out there will b3 traffic chaos here everyday...shut down the street.....NOW....	Action updated with proposals to more specifically address this issue. See Items P.3 & T.136	Y	1a	2	7 P.3 T.137
33	7218591	I am concerned that Holtermann St has become a major rat run for traffic passing through Crows Nest and it will get much worse with general traffic increases as well as development with the new Coles, Metro, etc. Traffic to/from Cammeray via West St is using Holtermann St as a short cut to Albany St and westbound traffic on Ernest St is taking a short cut down Sophia St to get to Albany St via Holtermann St. The same traffic then gets priority at the Holtermann St / Alexander St round-a bout, so it actually inhibits the westbound traffic flow on Ernest St It is time North Sydney Council takes similar action to that undertaken by Willoughby Council many years ago when it blocked rat runs through Chatswood and forced traffic onto Archer St, etc. This can be done by closing off Huntington St, Holtermann St and Ernest Lane at West St and Sophia St and Alexander Lane at Ernest St. Or instead just close Holtermann St at Alexander Lane (west side). If blocking streets cannot be done in the short term, then some gain can be made by implementing no-right turn from West St to Holtermann St and no right turn from Ernest to Sophia St.	Action updated with proposals to more specifically address this issue. See Items P.3 & T.136	Y	1a	2	7 P.3 T.138
34	7218581	Holtermann Street Rat Run The amount of traffic and the speed of the traffic is becoming a major issue in Holtermann Street. It is only a matter of time before someone will be hit by a car. Some mornings the traffic is backed up for almost three quarters of the length of the street from the roundabout . The No Right Turn from West Street needs to be put back . With the new Coles and TAFE development the parking issue is only going to get worse.	Action updated with proposals to more specifically address this issue. See Items P.3 & T.136	Y	1a	2	7 P.3 T.138

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35	7218577	<p>This submission concerns the roundabout installed at the intersection of Holtermann Street and Alexander Street and the resulting traffic chaos it has caused. By way of background, this roundabout was vigorously objected to prior to its installation by local residents. In fact at a community meeting, the then mayor, Genia McAffrey stood up in front of a packed room and stated that the roundabout would not be installed. Manipulation by the Crows Nest Main Street committee and council surprisingly reversed this position. The council arranged traffic counts to be done over subsequent years and traffic volumes in Holtermann Street have increased well over 100% with the AADT of 2000 vehicles being exceeded most days. Holtermann Street is designated a local traffic zone. The installation has also caused chaos for through traffic in Crows Nest as the substantial increase in west bound traffic volumes on Holtermann Street effectively block this intersection causing significant log jams of traffic heading northbound on Alexander Street causing grid lock right back to the highway. Added to this a small laneway, Sophia Street, has become a major rat run for motorists avoiding the Ernest Street and Alexander Street intersection. A No Right Turn from West Street into Holtermann Street during AM peak was trailed for a short period and this proved very effective in reducing traffic volumes. Unfortunately this trail did not result in a permanent solution. In closing I would like to add that I was very surprised when the redevelopment of the section of Ernest Street west of Alexander Street kept the roadway. This roadway is not necessary and a very attractive plaza with outdoor dining would have resulted. It would also reduce traffic delays at this intersection (a major problem) and encourage more motorists to continue to this intersection rather than use the rat runs of Holtermann Street and Sophia Lane.</p>	Action updated with proposals to more specifically address this issue. See Items P.3 & T.136	Y	1a	2	7 P.3 T.138
36	7218567	<p>Since the roundabout was installed at Holtermann and Alexander Streets, Holtermann has become a highway in morning and afternoon peak hour. The trial of a no right turn from West Street simply diverted traffic to Ernest Lane. Trying to cross Holtermann St at West St as a pedestrian at these times is near impossible and is very dangerous for school children as cars cut the corner wanting to avoid queuing for two sets of traffic lights. A solution needs to be found to bring Holtermann St back to a quiet residential street and Ernest Lane for garage access only - not through traffic!</p>	Action updated with proposals to more specifically address this issue. See Items P.3 & T.136	Y	1a	2	7 P.3 T.138
41	7213211	<p>Holtermann St has become extremely overcrowded with traffic in the mornings - the cars are blocked right up the street and are often at a standstill. It has become significantly worse since Woolworths has opened and the new Coles will further exacerbate this problem. In addition the TAFE on West street is being converted to a school and the area is losing 60 car spaces. Cars sneak up Sophia street and traffic from Cammeray cuts through from West street - it is getting dangerous. The council needs to change the flow of traffic on Holtermann St, Crows Nests in the mornings specifically between 6.30am and 9.30am by not allowing traffic to turn into the street from West St or Sophia Street during these hours. This will increase public safety and will stop overuse of a suburban street. Thank you for your assistance in this matter.</p>	Action updated with proposals to more specifically address this issue. See Items P.3 & T.138	Y	1a	2	7 P.3 T.138
2	7218587	<p>Blues Point Road – traffic calming – request for traffic calming to be installed either north of south of rock cliff face near 60 Blues Point Road (not adjacent to) which creates an echo chamber to minimise excessive noise impacts.</p>	The action plan will be updated noting this request	Y	1a	3	3 T.29
10	7197088	<p>The state government announcement of building ramps to the harbour bridge is welcome. Council should use this as an opportunity to properly integrate a safe cycle route from the bridge through the North Sydney CBD and beyond. Many of the submissions appear to be of the type that could be paraphrased "When I'm driving somewhere, I get frustrated by the fact that other people are doing exactly the same thing." Good luck addressing that.</p>	Noted	N	2b	3	3
17	7191324	<p>I am in favour of establishing timed parking restrictions, 4P preferably, on the south side of East Crescent St.</p>	Area wide parking review has been proposed for Zone 3.	N	2b	3	3
18	7191327	<p>I am in favour of establishing timed parking restrictions, 4P preferably, on the south side of East Crescent St.</p>	Area wide parking review has been proposed for Zone 3.	N	2b	3	3
24	7180712	<p>1. Shore School, Union Street: cars waiting to pick up typically end up lining up along the eastbound lane of Union Street. At this time, if you're going eastbound as well, you either have to wait (until they get to enter Shore) or take a big risk overtaking this whole train of practically parked vehicles, often blindly as you are going uphill (blind crest). It may even be illegal at certain areas as there are double line markings in the middle of the road but the choice is waiting for 15 mins!</p>	Action S.1 proposes to work with the school to develop a site specific Traffic Management Plan for Shore School to minimise impacts of vehicular traffic	N	2b	3	3

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24	7180712	2. Berry Street and junctions with Denison Street and Little Spring Street: if these corners are indeed prioritising pedestrians, make it clear and put zebra crossing markings. Some drivers think they have right of way, while some pedestrians just cross thinking they have right of way (as that part of the road is now level with the footpath -- after the "renovations" made).	These are continuous footpath treatments which have been constructed according to RMS guidelines. Signs are present indicating vehicles are to give way to pedestrians. Motorists will become more familiar as these treatments become more prominent in high pedestrian areas.	N	2e	3	3
24	7180712	3. Dumbarton Street and Victoria Street intersection: Victoria Street should NOT be blocked off from Dumbarton Street. Residents of Munro Street and end of Mitchell Street wanting to go to Blues Point Road shops (restaurants and post office) need to go all the way around Union Street then go back to Blues Point Road. Opening Victoria Road also provides alternative routes in case of traffic congestion times in Union Street (caused by Shore School pickup), constructions along narrow part of Dumbarton Street. Alternative would be to make the end of Mitchell Street (between Queens Ave and Dumbarton Street) two way (need to have that part as a no parking area).	Victoria Street was closed off many years ago presumably to discourage through traffic. Reopening the street to traffic is unlikely to be supported by residents due to increase in traffic this would create.	N	2e	3	3
24	7180712	4. South end and east side of Munro Street: Parking currently on this east side of Munro Street (outside Scouts Hall) is unlimited. We typically notice at times that vehicles here are sometimes parked for days and weeks (cobwebbed cars!). It might help if parking would be limited to a generous 8 hours ("8P" parking), 9am to 6pm just on weekdays. This would result in at least some movement and sharing.	Action P.7 proposes area-wide review of parking in TAPAS Zone 3 which will include Munro Street	N	2e	3	3 P.7
24	7180712	5. South end of Munro Street, east side, corner of Munro and Victoria Streets: As this side of Munro Street provides unlimited parking (see item 4 above), some drivers squeeze their cars up to the curved portion of the corner already (even though legally you're not supposed to park 10m from an intersection without lights) making turning south into Munro Street difficult, as with a car parked right at the corner, it becomes a blind corner. It might help if a signpost is placed indicating up to which point cars can park.	Action Plan updated with suggestion	Y	1a	3	3
40	7218556	<p>1) The issue we are the most concerned about is the possibility of the installation of Ripple Sticks anywhere on Blues Point Road or the implementation of traffic calming devices as these will just make so much more noise and vibration in our homes. The Bus and Truck volume has and will keep significantly increasing and to have trucks that are doing the work at Blues Point Reserve constantly rumbling over the ripple strips would be unbearable. We are about to have the Sydney Metro Tunnel directly below our 130+ year old terrace house and any increase in vibration and noise has a huge effect on our quality of living. We urge you to please reduce the speed limit for busses and trucks to 40 cars can stay at 50. Some extra signs like 'children about' or 'elderly people cross here, take care' could raise awareness for truck and bus drivers. We think a permanent speed camera is a terrible and ugly idea.</p> <p>2) We implore you to please maintain all on street parking positions as they are in our area as parking for most of the residents is on the street as we have no garages.</p> <p>3) The pedestrian crossing at Blues Point Road and King Georges street is so poorly marked. Please add an extra pedestrian crossing sign to each direction as at the moment there is only one on the left side each way. Maybe add some flashing lights to make it more obvious. Also even painting a zig zag before and after would draw people's attention to the crossing. This crossing is extremely dangerous for pedestrians, but we implore that whatever you do to highlight it, that you please don't take away any parking from either side of the road!</p> <p>4) Could you please insist that the pedestrian crossing at Shore school be manned for 10 minutes at home time as often when the school comes running out the gates at the traffic is backed up down into Blues Point Road.</p> <p>5) If a No Through Road sign was placed at Blues Pt Rd and Union Street we would have a lot less traffic on weekends especially. I can't even begin to count how many people stop for directions on how to get to the Bridge or Luna park!</p> <p>6) There was mention of putting a round about in near the Blues Point Hotel. Why? Please don't put a round about here, it would take away parking and be pointless.</p> <p>7) There were comments that the entry into Henry Lawson St is 'too wide'. This whole area is about to be totally destroyed for a couple of years by the Metro works, They should be paying for any remodelling of this corner once the work is completed, not the council.</p> <p>Thank you for looking into our issues and for including residents in your research.</p>	<p>1) The action plan will be updated noting this request</p> <p>2) Action Item P.7 proposes an area-wide parking review in TAPAS Zone 3 which will take existing supply and demand into consideration.</p> <p>3) New Action Item P.74 added to address this issue</p> <p>4) Action Item S1 proposes to address traffic and parking issues associated with Shore School through development of a School TMP jointly with the School.</p> <p>5) New Action Item T.75 added to address this issue</p> <p>6) There is no proposal for a roundabout near Blues Point Hotel. Comments noted.</p> <p>7) Comments noted. Council will plan implementation around Sydney Metro works.</p>	Y	1a 2e	3	3 T.29 T.70 P.7 S.1 T.74 T.75

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9	7204586	<p>Corner Miller St & The Boulevardre - Almost impossible entering or exiting The Boulevardre during peak morning periods. During peak afternoon periods unable to turn into Cambridge to go back over bridge.</p> <p>During morning peak there is NO letup in traffic & it is a matter of hoping someone lets you in or take a chance & hope for the best. Light phase at Sailors Bay Road insufficient as the cars quickly catch up to the ones in front so that by the time they are crossing the Bridge there are no gaps & therefore no opportunity for cars exiting The Boulevard to safely file in.</p> <p>In The Boulevardre - Cars travelling east from Miller often pick up speed down hill narrowly missing cars exiting driveways that have no visibility of cars come down the street. Cars have been damaged.</p> <p>With ever increasing traffic the above situation will be compounded.</p>	Action T.41 proposes traffic signals at this intersection, however location currently does not meet RMS warrants for traffic signals. There are limited options for this intersection due to the volume of traffic on Miller Street which is a State Road.	N	2b	4	4
14	7203028	1. Intersection Miller and Vale Street - northernmost parking space on eastern side of Miller Street conflicts with left lane travelling south when a northbound vehicle in the right lane is stopped to turn right into vale street. This prevents traffic flow and causes frustration, road rage and accidents. Only one parking space needs to be removed to provide passing lane. Particularly bad during Cammeray Public School pick-up times.	Removal of parking was considered (P.3) however alternative solution for half road closure of Vale Street was ranked higher (T.81b)	N	2b	4	4
14	7203028	2. Combined bend and hump in the Boulevardre 100m from Miller Street Both bend and up severely restrict vision between oncoming vehicles... difficult to avoid a head-on collision. Locals who are aware of this hazard usually reduce to maximum of 25km/h but visitors to Tunks Park using this road have reached speeds well over 50km/h particular if turning downhill from Miller St. A number of cars have been side-swiped and one motorbike written off when driveway have chosen to hit parked vehicles rather than the oncoming one. AT night problem is reduced because headlight reflections give advanced notice. It either needs a speed bump with advanced warning markings, or no parking on one side of the road in that section so that vehicles can avoid each other head on.	Actions T.16 and P.2 propose to address this issue.	N	2b	4	4
14	7203028	3. No. 28 The Boulevardre - both exits - view of oncoming traffic blocked due to parked vehicles. The Boulevardre is favoured by cyclists. The exiting driver has no choice but to nose out blind. Because cyclists hug the left side heading east they cannot be seen until about a second before collision. There are 2 spots between the 2 exits, yet up to four residents now park in the streets in preference to using their own garages due to the exit hazards. We request that those two parking spots be removed and the two eastern and western most boundary marks be extended another 2 metres or more, particularly if cyclists are not to be hit. Across the road there is a single parking spot between No.s 39A & 41. This, if occupied prevents is from turning on to the narrow road by severely restricting our radius of turn. It also blocks any escape route for an oncoming vehicle about to hit a car exiting blind. This parking spot urgently needs to be removed.	<p>Parking removal was considered (T.16b) but not supported due to potential to increase traffic speeds. Alternatives include introducing time restricted parking to reduce parking occupancy/ increase turnover, and traffic calming which could include low-level rain gardens within the kerbside lane placed adjacent to the driveway.</p> <p>Swept path analysis shows no impediment for vehicles exiting driveway at 28 The Boulevardre.</p>	Y	1a	4	4
14	7203028	4. Boat trailers. Non locals park their boat trailers in The Boulevardre and the wheel width of most of these exceeds that of a standard car making them an additional hazard on such a narrow road. In some cases the road has become impassable, especially to other vehicles with boats. This situation needs to be addressed.	Action P.2 proposes to introduce timed parking which will discourage parking of boat trailers.	N	2b	4	4
15	7203047	Parking both sides of The Boulevardre has caused many accidents, we believe that there should be parking only on the Northern side of The Boulevardre and not within three meters of a driveway access	Actions T.16 and P.2 propose to address this issue. Removal of parking is not supported as it can result in an increase in traffic speeds due to widening of travel lanes.	N	2b	4	4
21	7177288	Re Cairo Street, Cammeray Speed Limit Cairo St is a dead end with no through traffic and low traffic density. This enables children to play on the street and parents encourage them to do so. It is joyful and a rare opportunity to experience the simpler life before cars. However the legal speed limit is too high for safety. In this little street the official speed limit should be reduced to 10 Km/hour and signs should be erected showing children at play. There is no need for speed humps which would be uncomfortable, noisy, visually ugly, and would actually spoil the play and would endanger kids running for a ball etc.	Traffic calming doesn't necessarily consist of speed humps. Horizontal deflection devices and landscaping can also be used. Action Plan to be updated with this submission to consider alternatives	Y	1a	4	4

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8	7081749	The Precinct asks if Council can consider whether right turn arrows from Belgrave St into Young St (in both directions) can be provided.	Right turn arrows to be considered concurrently with proposal to install pedestrian crossing facilities.	Y	1a	5	5
11	7197084	The intersection of Gerard & MacPherson Street is dangerous to pedestrians and cars. As Citybound motorists attempt to turn left out of MacPherson into Gerard Street, they are busy looking right for a break in traffic but simultaneously on their left side pedestrians may begin to walk across the crossing. It is extremely difficult for motorists to look simultaneously right and left, as a result pedestrian safety is put at peril constantly. The other dangerous issue at this intersection is that motorists wishing to continue from Macpherson Street (Part 1, Cremorne) to MacPherson St (Part 2, Mosman) have to traverse across traffic directly in front of the pedestrian crossing. Traversing northbound across the lanes is a very difficult manoeuvre, particularly in heavy traffic. Motorists constantly "force" their way across traffic which is very crude but the only way to get across this intersection. A Traffic signal is urgently required at this intersection. And/or the right turn from MacPherson (Part 1) to MacPherson (Part 2) may have to be prohibited during peak hours.	T.28 addresses this.	N	2b	5	5
12	7197079	Please make clear traffic directions and who has right of way where the new bike path is at the intersection of Grasmere Rd and Young Street. It is not at all clear and bikes are not using it when heading Sth. This whole thing appears to have been poorly managed and is an accident waiting to happen.	This intersection was under construction at the time and linemarking has now been completed.	N	2a	5	5
20	7186891	ERNEST, BELGRAVE, GERARD, MACPHERSON STREETS ROUTE: Fig 5.1 . Express concern that the desired speed limits for a Secondary Route (Arterial) are stated as between 60 and 80km/hr with Traffic Volumes <20,000 AADT. Response: The Secondary Route carries >20,000AADT (11,616+12,936= 24,452 AADT) and is therefore overloaded. Such speed limits are inappropriate for the route because The main determinant of travel time (as distinct from traffic flow at points) along the road are the signalized intersections of Ourimbah Rd and Spit Rd (W-E) and Gerard St and Winnie St (E-W) The route is also narrow, winding with numerous steep slopes and sharp corners. It is most likely that the existing 50 km/hr speed limit has contributed to reducing the number of accidents (while still unacceptably high) along the route. Also the RMS ban on pedestrian crossings means that the 50km/hr limit is required to make it safer for pedestrians to cross at places such as Paling St/Gerard St. RECOMMENDATION That the 50 km/hr speed limit remain unchanged along the route, for reasons listed above.	There is no proposal to vary the speed limit on Ernest Street/ Belgrave Street/ Gerard Street/ MacPherson Street. The current speed limit is 50km/h and similarly Council would not support any increase to this speed limit. The figures quoted in Figure 5.1 are based on RMS statewide guidelines, however these are not strict guidelines and actual conditions vary depending on the specific road conditions and environment. Assessments of proposals have been based on current speed limits and a desirable speed of 40km/h.	N	2b	5	5
20	7186891	WARRINGAH TUNNEL: Long Term I could see no mention of it or its impact in the Action Plans. RECOMMENDATION: Recommendation: that the Action Plan include changing the classification of the Secondary Route to Collector (<5000 AADT) upon completion of the Tunnel. This recommendation is appropriate because: It would tend to accommodate mainly local traffic while through traffic would be mainly confined to Military Rd The route is predominantly High Density (R4) and reduced traffic would improve amenity and safety Clearway restrictions could be lifted and additional on street parking made available in an area of high demand. Additional Traffic Calming measures could be introduced along the Route There would be a beneficial flow on effect throughout Zone 5 with reduction in rat running and excessive speeding.	There is limited information currently publicly available on the Northern Beaches Tunnel. Action to be added for consideration when more information is made available.	Y	1a	5	5
23	7180714	Re. Street Lighting upgrades that have been recommended for a few streets. Please add a note to ensure all new street lighting does not cause any light pollution. New lighting technologies provide high illumination but if not designed correctly can lead to light pollution where unintended areas are illuminated. This can include • Private property areas and yards (affects sitting out in the yard and vegetation) • Residential buildings (Prevents windows from being left open in the summer months) • The open sky. (Making it difficult to view the night sky, which we don't do enough off) Please ensure that any new street lighting only illuminates the street and side walk areas and there is no light leakage.	Council designs new lighting according to Australian Standards and tries to minimise light spill as far as possible. Lighting upgrades are proposed for areas where existing lighting is poor.	N	2b	5	5

No.	ECM No.	Key Points Raised	Response	Recommend Plan be Amended Y or N	Criteria Code	TAPAS Zone	Action ID/ Page No.
25	7180710	Action Plans for item T31 and T32 are senseless. There are already council installed calming schemes to slow traffic. The issue is through traffic going west on Belgrave St turning into Young for the rat-run up to Miller St for Northbridge and beyond. Many years ago council was going to make a No (Right) Turn from Belgrave into Young St during peak hours, waiting for the RMS to put in a right turn lane and arrow for Ernest St into Miller St. RMS did their bit a few years ago, but council has reneged on its pledge. That will stop the rat-runners and no further calming devices are needed. Go back to your original idea. More road furniture is not the answer.	Right turn ban was investigated in 2005 and not supported due to impact on local residents with genuine destination in the locality.	N	2e	5	5 T.31 T.32
26	7178033	Ref T28 TAPAS Zone 5 Install traffic signals with pedestrian signals. I totally agree with the comments made for the intersection of Gerard St & MacPherson St I first raised the concerns of this dangerous intersection with RTA (now RMS) and North Sydney Council way back in 1999 and subsequently followed up around every 2 years. All difficulties have been continuously raised but NO ACTION to date. We had more constructive news 5-8 years ago.	Noted	N	2c	5	5 T.28
28	7184629	Grasmere Road - traffic calming needed (chicanes) Bus Depot - Ernest Street - wasted space. Suggest build a capark Park Ave - 8 hour parking - not used (too short for commuters) Cycleways - unable to share road space when formal cycleways are constructed	T.37 & T.38 propose traffic calming along Grasmere Road Bus Depot - is outside of the scope of this study Park Avenue parking - area-wide parking review is proposed in TAPAS Zone 5 (P.1) Cycleways comments noted. Council has committed to providing cycling infrastructure suitable for use for all ages and abilities through the North Sydney Integrated Cycling Strategy. This will inevitably require rededication of some road space whilst maintaining through vehicular traffic.	N	2b 2a 2b 2c	5	5
37	7218564	I am concerned with the large investment By North Sydney Council and the State government in the construction of Cycle ways despite the lack of use by cyclists and the detrimental impact of roads and parking where they are installed. the recent construction of the cycle way from Ernst Street to Park Avenue ,Sutherland and Young street is a good example of large construction costs which the Mayor is unable to quantify, where in 4 months I am yet to observe one cyclist using the cycle way .meanwhile the parking in Ernst and Sutherland street has been reduced and Sutherland street is now so narrow to through traffic that it is difficult to drive down ,particularly if a truck is heading in the opposite direction. Two roundabouts were also removed in Young Street as part of the project causing confusion and further disruption to traffic. Despite the expensive construction no one uses the Cycle way. Meanwhile bikes continue to be ridden and at speed along the footpaths of Military Road and Ernst Street. This is a significant danger to pedestrians and yet no one from Council or Police does anything to stop this practice . Come summer you may see the return of 2 Police in shorts riding their bikes on the footpath as a poor example to all. Meanwhile we waste unknown but significant amounts of taxpayers money on Cycle ways that are rarely or never used to the detriment of parking and traffic while pedestrians have to risk their safety coping with Bikes and skateboards on footpaths without any concern or action by Council or the police. Recently the State government brought in laws to protect cyclists on roads by making it illegal for cars to travel with in 1 and 1.5 metres of a bike ,but a Cyclist can pass a pedestrian on a footpath within centimetres?	Cycleways comments noted. Council has committed to providing cycling infrastructure suitable for use for all ages and abilities through the North Sydney Integrated Cycling Strategy. This will inevitably require rededication of some road space whilst maintaining through vehicular traffic. Council will be monitoring traffic conditions in Young Street post-implementation to ascertain if any further interventions are required.	N	2a	5	

No.	ECM No.	Key Points Raised	Response	Recommend Plan be Amended Y or N	Criteria Code	TAPAS Zone	Action ID/ Page No.
1	7220274 7218589	<p>PARKING IN HARRISON ST, CREMORNE</p> <p>Problems were raised with Council in late 2015. The matter was discussed at the North Sydney Council Traffic Committee Meeting on 27 November 2015. This resulted in the report attached as Appendix 1 being submitted to Council on 5/2/16.</p> <p>Unfortunately, I was overseas working so was unable to attend the meeting but submitted the document attached as Appendix 2 to council officers with the request that the contents be brought to the attention of Council.</p> <p>The recommendations of the Traffic Committee were adopted at the Council meeting on 21 March 2016:</p> <ol style="list-style-type: none"> 1. THAT all unrestricted parking on Harrison Street be replaced with 2 hour parking subject to no objection from the Northside Cremorne Clinic (4.2). 2. THAT Council investigate the specific time/frequencies of deliveries on Harrison Street and report findings to the Traffic Committee (4.2). <p>I was informed that Council would be liaising with Northside Cremorne Clinic in accordance with the above resolution and subject to no objection, Council would notify residents of Harrison Street prior to implementing the 2 Hour Parking restrictions. I was to be advised further once consultation with Northside Cremorne Clinic was complete.</p> <p>No advice has been received despite my follow up email. There have been no changes in Harrison St.</p> <p>I would like to place this matter back on the agenda.</p>	Area wide parking review has been proposed for Zone 6 (P.12). The traffic committee has also previously resolved with respect to this matter.	N	2e	6	6
5	7216753	<p>Rangers Road between Spofforth Street & Murdoch Street - request for 2 hour parking to prevent commuter and long-term parking and increase parking turnover.</p> <p>Rangers Road & Spofforth Street intersection - dangerous corner - needs signals or roundabout as well as pedestrian crossing. Vehicle lost control on 7 Oct and hit parked car.</p>	<p>Area wide parking review has been proposed for Zone 6 (P.12).</p> <p>T.75 proposes redesign of the intersection to improve pedestrian safety and intersection operation.</p>	N	2b	6	6
19	7185812	I would be very pleased if some consideration could be given to the safety of the pedestrian crossing on Spofforth St near Cranbrook Avenue. Nearly daily I see near misses as traffic approaching the pedestrian crossing appear to not be seeing pedestrians approaching/entering the pedestrian crossing. Approaching pedestrians seem to be un-sighted by other vehicles and trees. Vehicle drivers appear more focused on negotiating the nearby roundabout and are not focused on pedestrians approaching/entering the pedestrian crossing. In addition to a lack of focus on the pedestrian crossing, Speed is often a factor, as is Driver Frustration caused by the regular traffic congestion in this area. Could I suggest a raised pedestrian crossing (that as a form of speed hump also slows traffic and focuses drivers on the pedestrian crossing) is worthy of consideration. I would welcome any other action that could be taken to improve the safety of this pedestrian crossing. This pedestrian crossing gets a lot of use by school children and members of the public who are walking to local schools, bus stops and shops.	Action Plan updated with suggestion	Y	1a	6	6
30	7168995	<ul style="list-style-type: none"> • Illegal left and right turns contrary to no turn signs from Rangers Road into Harrison Street are increasingly commonplace. • No Turn signs are often vandalised • 'Road rage' events from motorists wishing to make an illegal turn are increasing. • I have been abused by a motorist who expected me to reverse back to allow his entry into the street • Pedestrians do not expect vehicles to make the turn and step into the street without checking for illegal turn makers • A stream of High School and Primary School children cross Harrison at this intersection to and from their schools or busses • Harrison Street is also a published cycle route a conflict between cyclists and an illegal turner would be potentially disastrous • Perhaps the addition of 'No Entry' signs in addition to the existing No Turn signs may be useful. • In the past police used to conduct semiregular compliance monitoring by positioning themselves in Harrison Lane and booking illegal turners. That has not been seen for quite some time • Perhaps the Council might request the resumption of police activity • With the inevitable traffic confusion related to the introduction of the B Line service it seems equally inevitable illegal turns will increase • It would not be satisfactory to remove the turn restriction making Harrison Street a 'rat-run' to avoid Rangers Road/Yeo Street • Harrison Street is a relatively narrow roadway. Delivery and other drivers to Northside Clinic, I particularly note what seems to be a large truck delivering laundered linen, simply pull up and double-park. This practice blocks one side of the road and depending on type and size of adjacent parked cars makes it difficult for drivers to edge past that truck. • Visitors to Northside Clinic, and I understand they may at times be people under the stress of dealing with family health issues, park their vehicles wherever they can, a parking space, a driveway or again simply double-parking. • Perhaps the Northside Clinic needs to allocate more parking space onsite for visitors and perhaps there needs to be a loading zone for truck deliveries in front of the clinic. 	Action Plan updated with suggestions	Y	1a	6	6

No.	ECM No.	Key Points Raised	Response	Recommend Plan be Amended Y or N	Criteria Code	TAPAS Zone	Action ID/ Page No.
42	7212086	<p>I write in regards to the serious traffic situation that continues to worsen on both Rangers Rd, Spofforth Street and Wycombe Road each year.</p> <p>I have written many emails and also escalated to the Mayor. I was told to call Nathan Wu which I did who essentially said nothing can be done due to the shared road with Mosman Council. I have written my concerto council that its a matter of time until a person or child is seriously injured or killed due to speed, location of traffic island and lack of pedestrian crossings.</p> <p>I raised some very significant issues that I think need to be urgently raised to the Committee and North Sydney Council as a whole. I have made some commentary on our concerns below;</p> <p>School traffic - Redlands</p> <p>As you would be aware the Redlands pick and drop zone takes place on Alistair Street off Rangers Road daily with set down with cars moving to Spofforth street in a loop. Whilst this causes exhaustive delays and congestion, the traffic situation has reached epic proportions along both directions of Rangers Road both North and South bound.</p> <p>Whilst as a resident I am concerned about the future traffic management and increased congestion in the years to come, my concerns are even more grave for the children that are required to cross this dangerously busy street each day. The two crossings are the traffic lights at the top of Rangers and Murdoch and the precarious traffic island at Spofforth Street and Rangers road which has been t-boned on multiple occasions from speeding drivers. There is not a safe crossing for school community or residents within the close perimeter.</p> <p>Some major questions we as residents would like answered are;</p> <p>Is there a traffic management plan in place for the area that the school is responsible for implementing and assisting in adhering to?</p> <p>Is there any information that you can share with me that outlines what the schools conditions are in terms traffic safety and safe parking?</p> <p>Are there any future strategic plans at play to discuss student growth numbers and how this will impact the area?</p> <p>Are there any future plans to create a safe crossing for safe passage across Rangers road to the school?</p> <p>Car parking - School/parents/teachers</p> <p>Parking availability for teachers and parents is obviously limited which means that parents collect children whilst parking in our driveways most days, rendering me and my neighbours unable to exit our driveway. We have resorted to using abandoned witches hats to restrict parking in the area.</p>	<p>Action Item S.3 proposes to address traffic and parking issues around Redlands School through development of a Traffic Management Plan prepared jointly by Council and the School. The School TMP would potentially consist of a range of measures including parking controls as well as pick-up/ drop-off management plans and behavioural campaigns for road users. The TMP will not have a legal requirement as such but Council would be seeking cooperation from the School to obtain the desired outcomes.</p>	N	2e	6	6 S.3
42	7212086	<p><u>Speeding and Safety - Rangers Road</u></p> <p>What has become evident over the past years since we have lived here is the increasing amount of drivers taking the back route to the harbour crossing in lieu of the Military Road arterial road. Obviously this is contributing to the ongoing problem of clogged streets and slow commutes, with the addition of the school traffic it is reaching breaking point. In addition to the lack of safe crossing zones to the school, is the issue serious speeding that is taking place down this street day and night (when its not a carpark). My husband and I have personally seen three accidents involving cyclists.</p> <p>The hoons also enjoy the unhindered flat straight with zero concern for the hidden 50 km signs that are adjacent to the Redlands fencing. Whilst the VMS was a thoughtful effort, it certainly does not slow the drivers at any time of day. The only thing to slow them is the few hundred cars that are stopped each morning and night. With the addition of parents and families trying to dart between the parking lot.</p> <p>There is a fair argument to point out that less than 800m away at Rangers Ave, Mosman Council has addressed these speeding drivers with the addition of chicanes and speed humps in their streets. There is also the addition of the pedestrian crossing 300m approx from the intersection by the Spofforth shops.</p> <p>As a mother of 2 navigating a pram each day towards the parks beyond Spofforth street I am concerned that one day we will meet serious harm at the traffic island at Spofforth shops.</p> <p>Therefore I would like to raise the following queries;</p> <p>Can we request that the Traffic Committee review the situation of the traffic island and dangerous intersection at Spofforth and Rangers Rd? Either assess the need for a pedestrian crossing nearby the school and/or roundabout at this intersection? This would slow drivers at Rangers Rd, allow for safe crossing of young children and prams and also reduce the need to cross at Spofforth Street traffic island yet allowing access to this area without walking to the cross closer to rangers ave.</p> <p>I understand that there is a state wide issue involving congestion especially in higher density areas and the existing issues that are prevalent with Military road etc, however the issues I raise are centred around safety for me and my children and therefore as a resident felt the need to send this submission for your review.</p> <p>We (plus our neighbours) would be happy to attend a meeting as a collective to discuss the serious issues that we face as residents.</p> <p>Thank you kindly.</p>	<p>Action Item T.75 addresses this issue.</p>	N	2e	6	6 T.75

No.	ECM No.	Key Points Raised	Response	Recommend Plan be Amended Y or N	Criteria Code	TAPAS Zone	Action ID/ Page No.
43	7218583	Spofforth/Cabramatta Road intersection This is a very high volume and tricky intersection for vehicles and pedestrians. Pedestrians in particular are currently at high risk of injury at this intersection. This intersection is also transversed by many large vehicles (trucks) making deliveries to Cremorne Town Centre shops. The situation at this intersection when the B-line bus service starts will be 100x worse as vehicles will not be able to exit direct to Military Road. All vehicles entering Cabramatta Road from Spofforth Street will have to make a 3 point turn around to exit back onto Spofforth. This situation is critically dangerous and needs urgent attention.	Action Item T.22 addresses this issue	N	2e	6	6 T.22
43	7212094	Spofforth & Rangers Road intersection needs redesign and/or improvement with particular attention to safety of pedestrians. Suggest a traffic light or pedestrian crossing. Currently parking signs allow cars to legally park much too close to this intersection which impacts on line-of-sight (currently less than the 10 metre no parking zone).	Action Item T.75 addresses this issue.	N	2e	6	6 T.75
43	7212039	Spofforth Street - excessive speed & Pedestrian crossing Due to the natural slope of this street vehicles exceed 50kmh all the time. A pedestrian refuge or crossing is needed between Spencer & Cabramatta Road. This section is heavily used by pedestrians crossing the road to get to Cremorne Post Office and Cremorne Vet Hospital as well as the Cremorne Town Centre. In peak hours the volume of traffic on Spofforth makes it extremely difficult for pedestrians to cross - on a dark, rainy night the situation is even more perilous. A pedestrian crossing will also require good lighting.	Action Items T.22 and PED.9 address this issue	N	2e	6	6 T.22 PED.9
6	7201114	Concern for the proposed loss of parking on the Eastern side of Broughton St. Proposed diversion of cyclist from Ennis Lane & Ennis Rd (level), down to Clark Rd & up Broughton St (inclined) Suggest diverting cyclist to Middlemiss St. & thru to the Bridge access off Alfred St. Alfred St. should have a dedicated Cyclist's path through the Bradfield Park North, along the side of bridge, upto the bridge stairs, where currently NSC has removed the garden plantings we believe, due to lack of ability to water the plants. NSC should push for the Harbour Link proposal of at least 6 m wide, so 3 m each direction, for cyclists and pedestrians to be able to link with easy gradient, from Cammeray, Military Road, Neutral Bay, Crows Nest etc. into the city.	North Sydney Integrated Cycling Strategy was adopted by Council in 2014 and includes preference for separated cycleways to provide the safest cycling infrastructure suitable for all cycling abilities. A number of submissions in Stage 1 consultation requested formal cycling facilities along Broughton Street and this route is identified in the Cycling Strategy. Whilst the design criteria aims to minimise parking impacts as far as possible, a number of submissions also raised separate concerns about the narrow traffic lanes along this section of Broughton Street. All actions are subject to detailed design and investigation and further consultation with the impacted community.	N	2e	7	7
29	7184630	Need accurate and readable exec. Summary. Plus Page 22. Accurate Re Parking Availability	Document updated as suggested	Y	1e	7	7

No.	ECM No.	Key Points Raised	Response	Recommend Plan be Amended Y or N	Criteria Code	TAPAS Zone	Action ID/ Page No.
44	7251461	<p>Submission from North Sydney Innovation Network (NSIN) with suggestion of incorporating transport and parking innovations into the TAPAS Action Plans.</p> <p>Autonomous Vehicles - impacts on crash reduction including fatalities and casualties, reduction in insurance costs, travel time savings, emissions savings through optimised driving</p> <p>Smart Cities - use of connected sensors, lights and meters to collect and analyse data. Eg. Smart Roads, Smart Architecture and Infrastructure, Local Co-working Spaces, Big data analysis and open data.</p> <p>Connected Transportation - Smart cars, buses, trains, WiFi and the Internet of Things (IoT)</p> <p>WiFi, Internet of Things (IoT) and Safer Walking and Cycling</p> <p>Innovation in Parking - real time parking availability for drivers, licence plate recognition, virtual (online) parking permits, virtual parking meters - pay-by-plate.</p>	<p>Submission noted. The suggestions are outside of the scope of this plan as they are largely driven by the car manufacturing industry, Transport for NSW and other external parties. Council has implemented a number of parking innovations in recent years including license plate recognition and sensors. However the Action Plans are intended to be a working document which can and will be regularly updated to reflect changing community needs and technological advances.</p>	N	2a	All	All
45	7251463	<p>Page iii – iv: Bookmark errors – please amend for final.</p> <p>Page v: Appendices list does not match what is attached. Please amend for final report.</p> <p>Page 53: 2nd last paragraph refers to Table 3.7 – believe this should be Table 5.6.</p>	Document updated	Y	1e	6	6 Pg. iii Pg. v Pg. 53
45	7251463	<p>Page 25: Paragraph 3 states “Based on the crash data, key locations subject to more detailed analysis in TAPAS zone 6 are Yeo St...”. This statement reinforces Precincts request to improve pedestrian safety on Yeo St, yet our concerns are rated only “medium” in the Action Plan (Appendix C). Concerns about this area Yeo/Watson/Premier are noted in four places: T55, T73, T90 and T105. We suggest that combining these as one would surely elevate this area as a higher priority for treatment?</p> <p>Appendix C – TAPAS Action Plan items: We make the following comments on specific items in the Action Plan, Appendix C:</p> <p><input type="checkbox"/> T55, T73, T90 and T105: all four items make reference to the need for a pedestrian crossing on Yeo St, approximately in the area between Watson and Premier Streets. Given the level of concern, we are surprised the crossing is only rated “medium”. We request that Council considers these four items together and prioritise dealing with the pedestrian safety issues at this location.</p>	<p>T.55, T.73, T.90 and T.105 relate to different intersections. High pedestrian volumes have already been assumed for each of these locations and proximity to Military Road shops and buses, and local School has been taken into consideration. There are no pedestrian crashes recorded on Yeo Street. As such the cost benefit analysis would not change if these were combined into one project.</p>	N	2e	6	6 T.55 T.73 T.90 T.105
45	7251463	<p>Page 43: A statement is made that new developments “are not expected to result in any substantial impact on parking demand due to their low scale and dispersed nature as seen in figure 3.18”. Recent developments proposed for Thrupp St would see the number of dwellings in one development increase from 12 to 28 and another from 3 single bedroom to 5 three bedroom apartments. Thrupp St is continuously full of cars now, so it hard to see how these additional cars will not impact. More and more low density buildings are being bought by developers and turned into higher density apartments. We ask that Council reconsider this statement as to say these developments will have no impact is at best overly optimistic.</p> <p>Page 45: Another statement is made about new developments in the Rangers/Yeo area having “minimum impact” which we believe is not true. Our suburbs are becoming more dense and all development impacts on traffic, as in the Thrupp St example above, and should not be downplayed.</p>	<p>A review of the known approved DAs was undertaken in early 2017 at the time of the technical review. Inevitably more DAs have been submitted and approved since that time. The Thrupp Street example was submitted after the TAPAS review was undertaken. It is not feasible to continually update and capture all approved DAs in the Action Plan. Traffic and parking impacts for large developments are assessed in more detail by Council's Traffic Engineers at the DA stage.</p> <p>Document updated with disclaimer about the limitations of this review.</p>	Y	1e	6	6 Pg. 43-45

No.	ECM No.	Key Points Raised	Response	Recommend Plan be Amended Y or N	Criteria Code	TAPAS Zone	Action ID/ Page No.
45	7251463	<p>Page 56: The project scoring system is complex and not transparent. Readers are referred to another report (North Sydney Integrated Traffic and Parking Strategy 2015 (NSITPS) for details of the criteria for the “Problem Score” and to a further report (Draft North Sydney Transport Strategy 2017) for the “Solution Score”. In a report such as this, it is unhelpful for readers to have to locate other files to find such information and even when they do so they cannot check the calculations easily. One suggestion would be for the scoring methodologies to be included in an appendix or for them to be made available on line.</p> <p>To further confuse issues, the list of criteria in 7.1 (page 56) does not exactly match the criteria listed in the NSITPS (page 32). This seems inconsistent and further promotes doubt about the veracity of the scoring system.</p>	<p>Scoring criteria is based on quantitative values as much as possible to avoid subjective scoring. Each community sees its own problems as requiring “immediate action” and as being essential for the safety or amenity of its members.</p> <p>The <i>North Sydney Integrated Traffic and Parking Strategy</i> was written prior to the <i>North Sydney Transport Strategy</i> being adopted. The TAPAS Action Plans have incorporated methodologies from both Strategies.</p> <p>The Action Plan Report has been updated to provide an example of the methodology and calculations in the appendix.</p>	Y	1e	6	6 App H
45	7251463	Appendix C – Pedestrian Access and Mobility Study for Area 6: We notice that for several of our priorities the action noted is to prepare this further study. We support this idea but hope it does not create unnecessary delays to getting some of these issues addressed. For example, Ped 8 (page 8 of 22) includes 5 submissions about the crossing of Military Rd at Watson Street which is desperately in need of review but is only rated “medium”.	Correction made to document.	Y	1e	6	6 Ped.8
45	7251463	Appendix C – Priorities: A general comment on this process is that while we appreciate the opportunity to provide input, the action items have already been ‘scored’ so it is hard to see how any comments we make will make any difference. Will scores be amended in any way as a result of this consultation?	Scoring has been re-checked for items raised to ensure a consistent approach has been applied. The regular review of the action plan will also allow priorities to be reassessed as the environment changes.	N	2c	6	6 App. C
45	7251463	<p>Appendix C – TAPAS Action Plan items: We make the following comments on specific items in the Action Plan, Appendix C:</p> <p><input type="checkbox"/> T2 & T3: Alfred St North, kerb blister for pedestrians and traffic calming on approach to pedestrian crossing: precinct requested this about 5 years ago and was told was not necessary by Council/RMS. We are pleased to see that under TAPAS scoring these concerns will be addressed in the “short term”.</p> <p><input type="checkbox"/> T17: Bent St traffic calming: Precinct supports this as being prioritised “short term”.</p>	Noted	N	2c	6	6 T.2 T.3 T.17
45	7251463	Appendix E - Referral to RMS: We note a number of our concerns are advised as “referred to RMS” for action and these are listed in Appendix E. While we understand many requests are outside Council’s scope, historically we have had little success with items referred to RMS for action. We ask that Council monitors these items so we can ensure they actually get addressed. We also suggest that the items are collated/summarised into a shorter, more manageable list before sending, or else RMS is likely to ignore.	Noted. Concise list will be forwarded to RMS and Transport for NSW along with detailed submissions to ensure original meaning is retained.	N	2c	6	6 App. E

Summary of changes to TAPAS Action Plans

TAPAS Zone	Document/ Location	Description of Edit
All	Contents table	Contents table updated – some referencing errors
All	Action Plan Report	Check for referencing errors
All	Contents Table – Appendices	Appendices list updated for accuracy
All	Action Plans Appendix A of Zones 1,2,3 Appendix C of Zones 4,5,6,7	Additional submissions that related to items already included in the Action Plan (Submission Criteria Code 2b and 2e) included as submissions against the relevant action in the action plan Note – due to maximum row height in Excel some text is cut off in the printed PDF version of the Action Plan where there are lengthier or many submissions.
All	Action Plan Report – Document Control Table	Document Control table updated for latest revision.
TAPAS Zone 1	Action Plan Report – Section 5.3 Parking Action Summary	Parking Action Summary differed from what was shown in the Action Plan at Appendix A. Section 5.3 updated to reflect what is shown in Appendix A.
TAPAS Zone 1	Appendix A - Action Plan & Map	Submissions relating to Crows Nest Road Item P.1 Scoring of this item was reviewed based on the community feedback received in submissions #4, #13, #16, #38, & #39 and priority downgraded to “Not to Proceed”. Action Plan and Map updated for Item P.1
TAPAS Zone 2	Appendix A - Action Plan Map	Delete G5 icon on map – no corresponding action
TAPAS Zone 2	Appendix A - Action Plan	Note added against Item T.8 to clarify points raised in submission #22 – DA condition for Coles 101 Willoughby Road requires traffic signals to be installed prior to occupation.

TAPAS Zone	Document/ Location	Description of Edit
TAPAS Zone 2	Appendix A - Action Plan & Map	Item T.135 added based on submission #27
TAPAS Zone 2	Appendix A – Action Plan & Map	Item P.3 & T.136 added based on submission #31, 32, 33, 34, 35, 36, & 41
TAPAS Zone 3	Appendix A - Action Plan	Note added against Item T.29 to avoid placement of devices adjacent to rock face near N. 60 Blues Point Road which could create additional noise as outlined in submission #2
TAPAS Zone 3	Appendix A Action Plan & Map	Item P.8 added based on submission #24
TAPAS Zone 3	Appendix A – Action Plan & Map	Note added against Item T.29 & T.70 to consider concerns raised in submission #40. Item T.74 & T.75 added based on submission #40
TAPAS Zone 4	Appendix C - Action Plan	Notes updated on Action T.16b as there was one crash recorded. Notes added against this action T.16a & T.16b with points raised in submission #14
TAPAS Zone 5	Appendix C - Action Plan	Notes added against Action T.100 to consider provision of right turn arrows concurrently with pedestrian facilities (submission #8)
TAPAS Zone 5	Appendix C - Action Plan & Map	Item T.109 added based on submission #20
TAPAS Zone 6	Appendix C Action Plan & Map	Item T.29 updated based on submission #19 to include upgrade of pedestrian facilities at intersection. Priority ranking and map icon updated.
TAPAS Zone 6	Appendix C - Action Plan & Map	Item P.13 added based on submission #30
TAPAS Zone 6	Appendix C - Action Plan & Map	Item T.109 added based on submission #30
TAPAS Zone 6	Appendix C - Action Plan & Map	Notes added against Item T.75 based on submission #42
TAPAS Zone 6	Appendix C - Action Plan	Correction made to submission notes against Item P.12 (transcribing error).

TAPAS Zone	Document/ Location	Description of Edit
TAPAS Zone 6	Action Plan Report	Bookmark errors, appendices and table references corrected based on submission #45
TAPAS Zone 6 All Zones	Action Plan Report	Section 3.9.3 – Disclaimer added about review of development applications and limitations of the review for the purposes of this report.
TAPAS Zone 6 All Zones	Action Plan Report	Section 7 Scoring – section updated to include example of scoring methodology.
TAPAS Zone 6	Appendix C – Action Plan & Map	Item Ped.8 – correction made to priority ranking after checking.
TAPAS Zone 7	Appendix C – Action Plan	Formatting of Action Plan updated to fix issue with scaling down and small text when printing. All zones also checked after finalising
TAPAS Zone 7	Appendix C - Action Plan – Page 22	Last paragraph – statement about parking demand and supply incorrect – updated to infer that parking demand exceeds supply.