

**Report to General Manager**

Attachments:

1. Copy of Community Consultation Letter/Survey Form
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**SUBJECT:** Young Street and Grasmere Road, Cremorne Intersection - Consultation Outcomes

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**ENDORSED BY:** Duncan Mitchell, Director Engineering and Property Services

**EXECUTIVE SUMMARY:**

The intersection between Young Street and Grasmere Road, Cremorne was reconfigured in 2017 as part of the 'Route 2 Cycleway and Streetscape Upgrade' project. Following this, Council received community feedback citing concern about vehicle speeds in the area and intersection operation, and resolved to undertake a review of the intersection. Council considered the findings of the review at its meeting of 29 October 2018, and resolved:

- 1. THAT subject to Traffic Committee approval, amendments proposed in the Road Safety Audit (except for the proposed speed cushion) for the intersection between Young Street and Grasmere Road, Cremorne be installed.*
- 2. THAT further community consultation take place on the installation of a speed cushion in Grasmere Road and the outcomes of consultation reported back to Council.*

Community consultation took place from 22 February 2019 until 1 April 2019. 435 letters were sent to properties in the surrounding area, Brightmore Precinct and Willoughby Bay Precinct committees, and the survey was available online through Council's 'Have Your Say' webpage.

The consultation included two (2) survey questions, giving respondents the opportunity to indicate whether they did/did not support the two potential changes at the intersection:

1. The installation of speed cushions.
2. The removal of one parking space on Young Street (to improve visibility to/from pedestrian areas).

This report details the outcomes of the community consultation.

The results indicate a community preference for the installation of the speed cushions (58% support, 36% object, 6% no response), and removal of one parking space (47% support, 33% object, 20% no response). 9% of those supporting speed cushions specified support for some, but not all, of the cushions, most commonly a cushion proposed on Grasmere Road to the east of the intersection was supported.

Community feedback also included comments proposing alternative traffic management

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options for the intersection, most frequently a roundabout or changing the priority of the intersection. A roundabout would need to accommodate bus and service vehicle turning movements, and pedestrian crossing facilities that satisfy contemporary design standards (a previous roundabout in the location did not achieve these criteria). Construction of a roundabout which meets these requirements would result in significant reductions to pedestrian and verge areas, potential loss of parking, and potentially significant adjustments to services infrastructure. Changing the priority of the intersection can be undertaken and would likely result in an outcome that is comparable with conditions experienced across other parts of the local road network, although the intersection may function inefficiently in the short term as drivers adjust to the change, and it may lead to an increase in vehicle speeds along Young Street.

The community consultation returned a range of different responses to these matters. The proposed speed cushions and parking space removal are anticipated to improve road safety outcomes, however, the consultation results indicate that sections of the community may remain in opposition to these changes. Based on the outcomes of the community consultation, it is recommended that, subject to concurrence from the Traffic Committee, Council proceed with the proposals that were consulted on and proceed with changing the Stop priority control at the intersection so that priority is given to traffic on Young Street.

#### **FINANCIAL IMPLICATIONS:**

The installation of speed cushions and changes to parking recommended in this report are low cost measures that can be funded in the 2019/2020 Financial Year from Council's Traffic Planning Budget. Other intersection treatments suggested from community feedback have not been costed, however would require significant civil works and therefore greater funding which has not been budgeted for.

#### **RECOMMENDATION:**

- 1. THAT**, subject to concurrence from the North Sydney Traffic Committee, Council proceed with the installation of six speed cushions as shown on the attached consultation survey letter for the intersection between Grasmere Road and Young Street, Cremorne.
  - 2. THAT**, subject to concurrence from the North Sydney Traffic Committee, Council proceed with the removal of one parking space on Young Street, to the southeast of the intersection between Grasmere Road and Young Street, Cremorne.
  - 3. THAT** subject to concurrence from the North Sydney Traffic Committee, Council change the Stop priority of the intersection between Grasmere Road and Young Street, Cremorne (giving Young Street priority), including any required changes to linemarking.
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## LINK TO COMMUNITY STRATEGIC PLAN

The relationship with the Community Strategic Plan is as follows:

Direction: 2. Our Built Infrastructure

Outcome: 2.4 Improved traffic and parking management

## BACKGROUND

New pedestrian, bike and traffic facilities were constructed along sections of Young Street and Grasmere Road in 2017. The works included reconstruction of the intersection between Young Street and Grasmere Road. This revised intersection design allowed for:

- Improved access for Sydney Buses which operate a route along Grasmere Road and Young Street via the intersection. Sydney Buses had raised with Council that the roundabout which existed prior, having been built prior to the introduction of 12.5m low floor busses (which are designed to improve access for less mobile passengers), did not provide sufficient turning room for buses. This meant that buses were scraping the roundabout island and at times colliding with other fixed objects surrounding the intersection. Buses were also potentially overhanging pedestrian footpath areas.
- an expansion of pedestrian areas and additional landscaping.
- shorter pedestrian crossing distances and the installation of a compliant pedestrian refuge over Grasmere Road in place of a previous traffic island which did not meet contemporary safety requirements for pedestrian access.
- transition between on-road bike facilities and a separated bike path on Young Street.

Following the completion of the works, Council received feedback from members of the community raising concern about aspects on the new design. Most commonly, the issues raised were:

- concerns that speeds had increased in Grasmere Road as a result of the intersection changes.
- concerns that drivers were confused over who has priority at the intersection.
- concerns about insufficient visibility to and from the pedestrian crossing point over Young Street to the south of Grasmere Road.
- concern that there had been an increase in crashes. (Note: a review of crash statistics for the period starting October 2017 (commencement of current layout) until June 2018, indicated that no injury crashes had been recorded at the intersection. This period would have seen an in excess of 2,500,000 vehicle trips through the intersection).

In response to the matters raised, Council at its meeting of 28 May 2018 resolved:

1. *THAT Council review the safety issues relating to Young Street and Grasmere Road and Sutherland Street as a matter of urgency.*
  2. *THAT Council staff, in consultation with the Tunks Ward Councillors and community representatives including the local Precincts Committees, determine appropriate action to reduce these safety issues.*
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*3. THAT all Councillors be kept informed.*

In response to this resolution, staff commenced a review of the intersection and engaged *Transport and Urban Planning Pty Ltd* to conduct an independent Road Safety Audit. The Road Safety Audit recommended a number of signage and linemarking changes to improve safety, which were installed early in 2019.

Before and after speed counts for the intersection were collected as part of the review, and are provided in the table below. While increased speed was raised in a number of community submissions, the speed counts collected before and after the reconfiguration indicate that speeds had reduced or were comparable following the implementation of the new intersection layout.

**Table 1 Before and after speed counts at the intersection between Grasmere Road and Young Street**

Location	Roundabout Intersection (2008)		Current Intersection (2017)	
	Average Daily Volume	85 <sup>th</sup> speed	Average Daily Volume	85 <sup>th</sup> speed
Grasmere Road west of Young Street	1425	48	1775	42
Grasmere Road east of Young Street	4926	49	5597	48
Young Street south of Grasmere Road	4347	45	3883	46

The 85<sup>th</sup> speed represents the speed that 85% of drivers are travelling at or below. It is not the average speed, which will be lower than the 85<sup>th</sup> speed.

The review also considered the feasibility of a range of traffic calming measures that had been suggested by the community. A summary of the assessment of these options was included in a report on the matter considered by Council at its meeting of 29 October 2018, at which Council resolved:

- 1. THAT subject to Traffic Committee approval, amendments proposed in the Road Safety Audit (except for the proposed speed cushion) for the intersection between Young Street and Grasmere Road, Cremorne be installed.*
- 2. THAT further community consultation take place on the installation of a speed cushion in Grasmere Road and the outcomes of consultation reported back to Council.*

As identified above, the minor works considered in Item 1 of the resolution were completed early in 2019. Consultation in accordance with Item 2 of the resolution took place from 22 February 2019 until 1 April 2019, the outcomes are further discussed below.

## **CONSULTATION REQUIREMENTS**

This report provides the results of community consultation. Community consultation took place from 22 February 2019 until 1 April 2019. 435 letters were sent to properties in the surrounding

area, Brightmore Precinct and Willoughby Bay Precinct committees, and the survey was available online through Council's 'Have Your Say' webpage.

## SUSTAINABILITY STATEMENT

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

## DETAIL

### Community Consultation Proposal

#### *1. Installation of Speed Cushions*

Figure 1 below provides a copy of the map that was included in the consultation survey showing the proposed location of speed cushions. The survey indicated that 'up to' six (6) speed cushions were being considered, allowing respondents to support only certain locations if they felt appropriate.

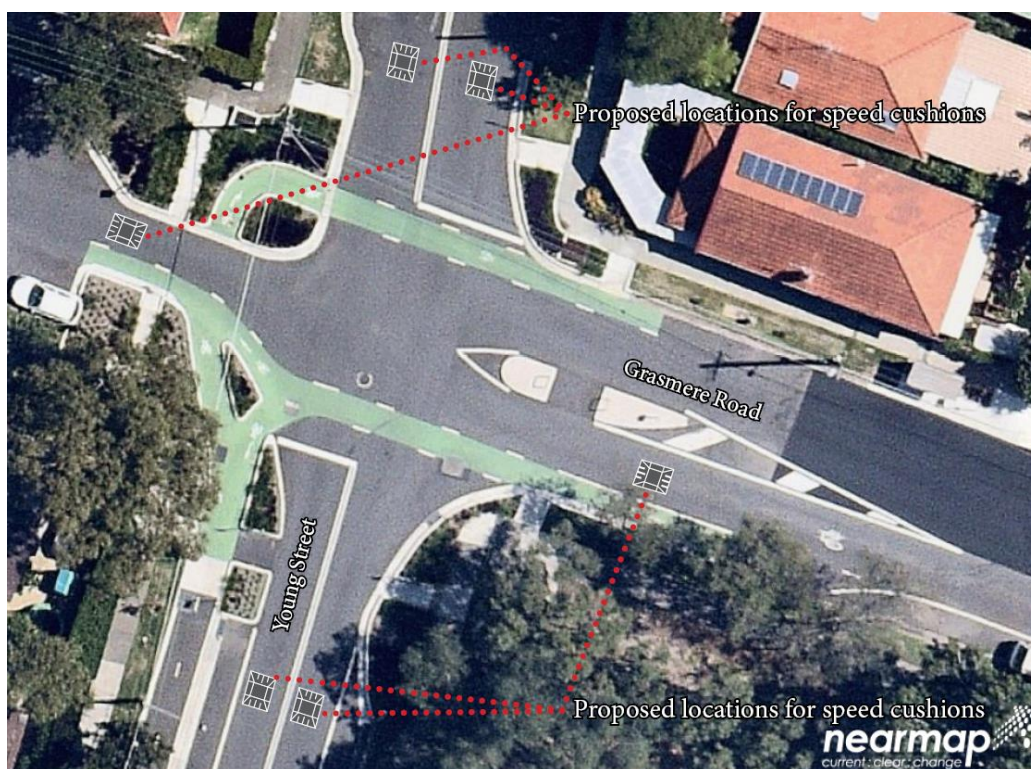


Figure 1. proposed locations for speed cushions attached to consultation letter/survey

The locations proposed take into account community feedback on issues relating to speed along Grasmere Road and reported driver non-compliance with 'stop' signs on Young Street. The locations were proposed with the intent of both slowing through drivers travelling along on Grasmere Road and approaching pedestrian crossing points, and increase compliance with stop signs.

## 2. Removal of One Parking Space

The removal of one (1) parking space on Young Street was requested by residents as a way to increase visibility to/from the pedestrian crossing area to the southwest of the intersection as shown in Figure 2.



Figure 2. Location of crossing point and parking space being considered for removal

## Survey Results

Council received 98 submissions during the survey period. This represents 22% response rate which is considered high for traffic surveys which typically attract 10-12% average response rate. There were a number of instances where it was apparent that individual respondents had submitted multiple responses. Where this was identified, these were considered as one submission.

It is recognised that there is interest in this matter from residents who live in close proximity to the intersection, within the survey area where letters were sent, and also residents from outside the survey area who regularly travel through the intersection. The survey results have been presented to distinguish between these two groups of stakeholders.

The outcomes of the community consultation survey are provided in Tables 2 and 3 below. Individual comments made by respondents are provided in the table in Appendix A along with responses to the key matters raised.

Table 2 Summary of survey responses to proposed speed cushions

1. I support the installation of the proposed speed cushions?	Response						
	Yes		No		No answer		Total
	Qty.	%	Qty.	%	Qty.	%	
<b>Within Survey Area</b>	<b>42</b>	<b>71%</b>	<b>15</b>	<b>25%</b>	<b>2</b>	<b>3%</b>	<b>59</b>
<i>Grasmere Road</i>	26	74%	9	26%			35
<i>Young Street</i>	11	73%	2	13%	2	13%	15
<i>Benelong Road</i>	1	50%	1	50%			2
<i>Cooper Lane</i>	1	100%					1
<i>Sutherland Street</i>	1	50%	1	50%			2
<i>Non-Resident Owner</i>	2	50%	2	50%			4
<b>Outside Survey Area</b>	<b>1</b>	<b>7%</b>	<b>13</b>	<b>93%</b>	<b>0</b>	<b>0%</b>	<b>14</b>
<i>Ada Street</i>			1	100%			1
<i>Benelong Road</i>			2	100%			2
<i>Earle Street</i>			1	100%			1
<i>Ellalong Road</i>			1	100%			1
<i>Fernhurst Avenue</i>			1	100%			1
<i>Little Wonga Road</i>			1	100%			1
<i>Prior Avenue</i>			1	100%			1
<i>Richmond Avenue</i>	1	100%					1
<i>Ryries Parade</i>			1	100%			1
<i>Samora Avenue</i>			1	100%			1
<i>Sutherland Street</i>			1	100%			1
<i>Tobruk Avenue</i>			1	100%			1
<i>Wonga Road</i>			1	100%			1
<b>Street name given only</b>	<b>1</b>	<b>33%</b>	<b>2</b>	<b>67%</b>	<b>0</b>	<b>0%</b>	<b>3</b>
<i>Grasmere Road</i>			2	100%			2
<i>Sutherland Street</i>	1	100%					1
<b>Anonymous</b>	<b>13</b>	<b>59%</b>	<b>5</b>	<b>23%</b>	<b>4</b>	<b>18%</b>	<b>22</b>
<b>Grand Total</b>	<b>57</b>	<b>58%</b>	<b>35</b>	<b>36%</b>	<b>6</b>	<b>6%</b>	<b>98</b>

Table 3 Summary of survey responses to removal of parking space on Young Street

2. I support the removal of one parking space on Young Street, adjacent to the pedestrian path access to the southwest of the intersection.	Response						
	Yes		No		No answer		Total
	Qty.	%	Qty.	%	Qty.	%	
<b>Inside survey area</b>	<b>30</b>	<b>51%</b>	<b>17</b>	<b>29%</b>	<b>12</b>	<b>20%</b>	<b>59</b>
Grasmere Road	16	46%	11	31%	8	23%	35
Young Street	8	53%	3	20%	4	27%	15
Benelong Road	1	50%	1	50%			2
Cooper Lane	1	100%					1
Sutherland Street	1	50%	1	50%			2
Non-resident owner	3		1				4
<b>Outside survey area</b>	<b>4</b>	<b>29%</b>	<b>8</b>	<b>57%</b>	<b>2</b>	<b>14%</b>	<b>14</b>
Ada Street	1	100%					1
Benelong Road	1	50%	1	50%			2
Earle Street	1	100%					1
Ellalong Road			1	100%			1
Fernhurst Avenue			1	100%			1
Little Wonga Road					1	100%	1
Prior Avenue			1	100%			1
Richmond Avenue					1	100%	1
Ryries Parade			1	100%			1
Samora Avenue			1	100%			1
Sutherland Street	1	100%					1
Tobruk Avenue			1	100%			1
Wonga Road			1	100%			1
<b>Street name given only</b>	<b>2</b>	<b>67%</b>	<b>1</b>	<b>33%</b>	<b>0</b>	<b>0%</b>	<b>3</b>
Grasmere Road	1	50%	1	50%			2
Sutherland Street	1	100%					1
<b>Anonymous</b>	<b>10</b>	<b>45%</b>	<b>6</b>	<b>27%</b>	<b>6</b>	<b>27%</b>	<b>22</b>
<b>Grand Total</b>	<b>46</b>	<b>47%</b>	<b>32</b>	<b>33%</b>	<b>20</b>	<b>20%</b>	<b>98</b>

## Precinct Comments

Council received the following comments from Willoughby Bay Precinct through the minutes of their 14 March 2019 meeting:

*Young Street and Grasmere Road Intersection*

*Council has requested feedback by 29 March 2019 on a survey concerning the Young Street and Grasmere Road Intersection.*

*MOTION: Does Willoughby Bay Precinct support the installation of proposed speed cushions?*

*Motion Defeated: 0 in favour, 7 against, 1 abstention*

*MOTION: Does Willoughby Bay Precinct support the removal of one car space on Young Street, adjacent to the pedestrian path access to the south west of the intersection?*

*Motion Defeated: 0 in favour, 6 against, 2 abstentions*

*MOTION: Does Willoughby Bay Precinct support the reinstatement of the roundabout?*

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*Motion Supported: 5 in favour, 2 against, 0 abstentions*

## **Discussion**

### *1. Installation of Speed Cushions*

The results indicated majority support for the installation of speed cushions, with 58% of respondents indicating support for this option, 36% indicating opposition and 6% not providing a response. Furthermore, support for the cushions was high amongst residents living closer to the intersection, with 71% of respondents within the survey area supporting the installation of speed cushions. Of those responding in support of the cushions, 9% indicated supported some, but not all, of the cushions, most commonly the cushion proposed on Grasmere Road to the east of the intersection.

Approximately 10% respondents directly expressed views that the speed cushions would not be effective. In other locations where speed cushions have been installed they have been demonstrated to be effective in reducing vehicle speeds, which in turn improves road safety outcomes for all road users.

### *2. Removal of One Parking Space*

47% of all respondents to the survey supported the removal of the one parking space on Young Street near Grasmere Road. 33% did not support its removal and 20% did not indicate a preference. 51% of survey respondents within the survey area supported removal of the parking space, 29% objected and 20% did not answer.

Those objecting most frequently raised concerns that the removal of a space would exacerbate difficulties in finding car parking and that not all nearby residents had off-street parking. One submission identified that the crossing seemed no more or less difficult to others in the area, and therefore didn't justify additional parking offset.

### *Other Suggestions Made by the Community*

A number of additional traffic management measures that were not part of the formal consultation were suggested in community feedback and are further discussed in Table 2 below. If Council were to pursue any of these measures, the feasibility of these would need to be further considered to understand the broader impact on the transport network, and they would be subject to further consultation and approval by the North Sydney Traffic Committee.

**Table 4 Alternative treatments submitted during consultation.**

<b>Treatment</b>	<b>Traffic Engineer Comment</b>
<i>Raised intersection</i>	<p>A raised intersection would involve raising the entire area of the intersection between 75-100mm, with ramps up/down from Grasmere Road and Young Street. Council recently constructed a raised intersection at the intersection between Atchison Street and Mitchell Street, St Leonards.</p> <p>The raised intersection would perform a similar traffic calming role</p>

Treatment	Traffic Engineer Comment
<i>Closure of Grasmere Road west of the intersection</i>	<p>to speed cushions and would likely contribute to a high quality public domain, however would require higher investment than the installation of speed humps.</p> <p>The closure to Grasmere Road to the west of the intersection would likely slow vehicle speeds on Grasmere Road as it would eliminate the option to travel straight along Grasmere Road.</p> <p>An assessment would need to be undertaken to understand the impact that a closure would have on overall network function.</p> <p>This would require a higher level of investment than speed cushions.</p>
<i>Construction of a new roundabout</i>	<p>The previous roundabout did not provide sufficient manoeuvring space for contemporary low entry 12.5m buses which were introduced on the bus route which travels along Grasmere Road and Young Street around 2007. These buses provide improved accessibility for less mobile passengers but are longer than the buses used previously. Sydney Buses reported that buses hit the previous roundabout island and fixed objects (e.g. signs, a guard rail) surrounding the roundabout, indicating that Buses were also potentially overhanging pedestrian/verge areas.</p> <p>Providing a roundabout which satisfies contemporary vehicle turning requirements and required safety standards cannot be achieved without significant reductions to pedestrian/verge areas.</p> <p>The construction of a new roundabout would potentially reduce the amount of car parking available near to the intersection.</p> <p>The installation of a roundabout would potentially result in poorer outcomes for vulnerable road user groups. With the current intersection arrangement, drivers are required to give way to any pedestrians crossing the road into which they are turning<sup>1</sup>, however this would not apply for a roundabout intersection. Recent research on roundabouts also indicates that they present a higher risk in terms of serious injury or death for people riding<sup>2</sup>, most commonly due to entering drivers failing to give way to circulating riders.</p> <p>This would require a higher level of investment than speed cushions.</p>
<i>Change of Intersection Priority</i>	<p>Changing intersection priority would involve installing 'stop' signs on Grasmere Road rather than Young Street as existing, so that Young Street has right of way.</p> <p>This suggestion was also supported by Councillors present at a briefing on this matter on 25 February 2019.</p>

Treatment	Traffic Engineer Comment
	<p>This measure may reduce the reported confusion over intersection priority, however may also result in the following outcomes:</p> <ul style="list-style-type: none"><li>• increased vehicle speeds along Young Street as drivers will not need to slow for the intersection with Grasmere Road.</li><li>• reduced use of the Young Street cycle path as confident riders will potentially choose to ride on the road instead of the path so that they are able to take advantage of the priority for Young Street.</li></ul>
<i>Additional Signage</i>	Signage was recently upgraded at the intersection in accordance with the recommendations of an independent road safety auditor.
<i>Traffic Control Signals</i>	The site does not currently meet the required criteria (number of vehicles) to install Traffic Control Signals.

1. <https://www.rms.nsw.gov.au/roads/safety-rules/road-rules/intersections.html>

2. E.g. Cumming, B (2012) *High rate of crashes at roundabouts involving cyclists may be reduced with careful attention to conflict paths* Australasian Road Safety Research, Policing and Education Conference 2012 4 - 6 October 2012, Wellington, New Zealand

## Summary and Recommendations

Community feedback was sought on two traffic management changes at the intersection between Grasmere Road and Young Street as follows:

1. The installation of up to six (6) speed cushions. Intended to reduce vehicles speeds on approach to the intersection and improve reported non-compliance with stop signs.
2. The removal of one parking space on Young Street. Requested by members of the community as a way to improve visibility to pedestrian areas adjacent to the pedestrian path access to the southwest of the intersection.

The majority of survey respondents support the installation of speed cushions and the removal of the parking space, although there remained a significant number in opposition to both. A small proportion (9%) of the respondents in favour of cushions supported some, but not all, of the cushions, most commonly the cushion proposed on Grasmere Road to the east of the intersection.

The community consultation returned a range of different responses to these matters. The proposed speed cushions and parking space removal are anticipated to improve road safety outcomes, however, the consultation results indicate that sections of the community may remain in opposition to these changes.

The consultation also provided a number of submissions on alternative traffic management options for the intersection, most frequently a roundabout or altering the priority of the intersection. If a roundabout was to be constructed, it would need to accommodate bus turning movements, service vehicle movements in all directions, and pedestrian crossing facilities that satisfy contemporary design standards (a previous roundabout in the location did not achieve

these criteria) – this combination of requirements will result in significant reductions to pedestrian and verge areas, potential loss of parking, and potentially significant adjustments to services infrastructure, the full extent of which would not be known unless a detailed design and costing was prepared. It is therefore recommended that Council does not pursue installation of a roundabout at this intersection.

Changing the priority of the intersection can be undertaken and would likely result in an outcome that was typical of the local road network, although the intersection may function inefficiently in the short term as drivers adjust to the change, and it may lead to an increase in vehicle speeds along Young Street.

Based on the outcomes of the community consultation, it is recommended that, subject to concurrence from the Traffic Committee, Council proceed with the proposals outlined in the community consultation, and proceed with changing the Stop priority control at the intersection so that priority is given to traffic on Young Street.

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## Appendix A – Submission Comments

Submission	Key Issue Raised	Council Response
I live on the corner of this intersection and cars now hoon through the intersection at night and late afternoon so the speed cushions will really help slow down the traffic. I fully support this and I know my fellow neighbours will too.	Support for some/all of speed cushions.	
As the approach to Young ST from the east is downhill, there is a tendency for cars to increase speed as they approach the intersection. The installation of a speed hump on this eastern side would minimise this issue. The remaining intersection should remain as is. Please do not remove the parking...it's bad enough as is to find a space.	Support for some/all of speed cushions.	
I support the cheaper solution.		
Strongly support both great commonsense	Support for some/all of speed cushions.  Support for removal of parking space.	
Anything that makes this intersection safer. Turning into Grasmere St at peak hour is very dangerous and I have witnessed several near misses due to confusion.	Supports proposals	
Speed cushions will be very effective on Grasmere Road to slow traffic coming down the hill. They're not needed on Young Street, the traffic slows naturally.	Support for some/all of speed cushions.	

Submission	Key Issue Raised	Council Response
<p>Thank you for the opportunity to comment. I support the installation of all the speed cushions near the junction of Young Street and Grasmere Road. They will help in slowing the speed of drivers, though I am not sure if they will help with the confusion as to whose right of way it is. That may be helped by signage or stronger road markings?? I also support the installation of additional speed cushions higher up Young Street near the junction with Sutherland Street. Once cars have gone through the Young/Grasmere junction and are heading towards Military Road there is quite a long stretch of uninterrupted road before the traffic lights. This results in speeding up and down the hill. There used to be a roundabout at the junction of Young/Sutherland Street which slowed traffic down but there is nothing to prevent that happening now, and I don't think the installation of new speed cushions near Grasmere Road would solve this issue as the distance of uninterrupted road would still be significant. I would also welcome additional speed cushions on Young Street near the junction with Sutherland Street for safety reasons. Parents with small children using the park and some using the cycleway for their kids to play on with their bikes, park on both sides of Young Street near that intersection and cross the road to use the park or the cycleway. There are also pedestrians generally crossing at that junction. Further, since the road has been narrowed with the introduction of the cycleway, there is less room for drivers getting out of cars. There is still confusion at that junction about right of way too, with some drivers on Sutherland thinking they have right of way. I would expect that additional speed cushions in this part of the Young Street would make it a safer too and I would welcome that. I do not support the suggested removal of the parking space. I suggest that the addition of the speed cushion would help with slowing traffic and making it safer for pedestrians. I walk most days in the suburb and I have not had an issue at that junction in terms of visibility. It is very similar to several junctions where crossing points are near parked cars such as Park and Sutherland, or Young and Sutherland. I would suggest that the speed cushions are installed and then a further assessment is done. Parking is already at a premium in an area where there is a high demand from both residents and visitors, and I cannot see a need for its removal on the basis of safety reasons. As an aside I do find the visibility poor when coming down Grasmere Lane onto Young Street. Having crossed the footpath and then the cycleway it is often hard to see if there is approaching traffic on Young Street as you ease out, due to parked cars near the junction. I find this a regular safety issue. I don't know what the answer is but it can be nerve-wracking coming onto Young Street, particularly with cyclists who may not be as easy to see as cars/trucks. Thanks again for the opportunity to provide comments, Catherine</p>	<p>Support for some/all of speed cushions.</p> <p>Comment that pedestrian visibility at intersection is comparable to other parts of the network (therefore opposes removal of parking space).</p> <p>Request for additional cushions.</p>	<p>The need for addition cushions to be reviewed following any amendments to the intersection</p>

Submission	Key Issue Raised	Council Response
I think both of the above are needed - traffic down Young St has definitely got faster. I think names and addresses should be compulsory to stop someone entering data a heap of time.	Support for some/all of speed cushions.  Support for removal of parking space.	
And yes to car space removal Plus: urgently need better lighting of crossing for visibility of pedestrians at night: coming down from Military Rd after work most of them are dressed in black or dark clothing!	Support for removal of car parking space.  Request for new lighting.	Street lighting is upgraded according to Council's Street lighting program.
I am concerned about the increase speed on Grasmere Road between Waters Rd and Young Street as this section is a hill there seems to be a need by many motorists to speed up or down it. Any traffic slowing on this section would be appreciated.	Support for some/all of speed cushions.	
Many vehicles come down Grasmere Road (eastern side) at a great speed. Could the official speed limit be reiterated with 50 kph signs (before the new speed hump). Another 50kph sign would be good in Grasmere Road just after the intersection.		
I wonder why speed cushions will be installed on the left hand side of Grasmere RD in the one-way section of Grasmere as no cars will come from that direction.		Council received report of excessive speed in Grasmere Road west of the intersection.

Submission	Key Issue Raised	Council Response
<p>Thank you to council for finally addressing these safety concerns about the intersection. As noted in previous correspondence, a number of these concerns were dismissed / not considered serious enough by council at the time, but good to see finally action being taken. I support safety priorities and improvements to the intersection, given the proximity of young children and my children to the intersection. Frequent high speeds still occur here (especially through intersection on Grasmere road, before and after young street intersection, and especially on the rise up the hill along Grasmere. Even though sample statistics for a week or two show differently, speeds and hazards have increased. Confusion over who has right of way at intersection still exist. I hope speed cushions help this, certainly on the exit of the intersection on Grasmere. I hope that a speed cushion on the approach, doesn't add any further confusion to drivers in each direction on young, as they all slow down / stop, wait, think, get confused, and wait for cars to clear. The design of the intersection still seems against the logic of adjacent intersections and patterns. It is disappointing that another car park space looks to be removed in the area close to my house. We lost one in the process for landscaping, drainage etc. (even though this wasn't in original plans/consultation to do so), and were assured by council that we were given an additional one on young (even though not on my street, and not sure how this was put in place given photos I have from before the works ever commenced, and the hand drawn sketch I was provided after inquiries). this parking space, looks to be likely to be taken away as well, refuting any claims by council that no parking spaces would be lost on an overall basis from the bike lane project. 2 lost parking spaces look likely. Even though this may be the case, I still have to support safety measures to improve the intersection. I raised visibility issues for cars and people previously, but they were deemed no/low risk issues at that stage. I attach previous correspondence for the record. I hoped to attach other correspondence, however the system only allows 1 file. (see correspondence 20oct17as well.)</p>	<p>Driver uncertainty regarding intersection function.</p> <p>Support for some/all of speed cushions.</p> <p>Objection to car park removal.</p>	<p>The current design proposals have been informed by a review by Council staff and RSA conducted by a third party.</p>
<p>I would recommend installation of speed cushions on Grasmere Road before joining Ben Boyd Road too because cars are travelling fairly fast even approaching the intersection. There were couple of incidents where cars crashed onto cars that were parked there and also onto the pedestrian</p>	<p>Support for some/all of speed cushions.</p> <p>Request for additional cushions.</p>	
<p>I regularly commute through this intersection on a bicycle. There are two fundamental problems at this intersection. The first is excessive speed through the intersection, and the second is the total disregard for the Stop signs. The proposed speed cushions will help the first. The second would only be solved if the Police did there job and focused on enforcement of the rule at the intersection. If I offer to bring them a bag of donuts each morning for a week any chance they might do their job?</p>	<p>Support for some/all of speed cushions.</p>	

Submission	Key Issue Raised	Council Response
With the speed cushions at the corner of Grasmere and young st, driver will accelerate right after the cushion on Grasmere and the noise, especially at night time, will increase, can we have cushion at the other end of Grasmere to make the environment more quite at night?	Support for some/all of speed cushions.	Rubber speed cushions are an option to reduce noise impact
I would have preferred the small roundabout option or switching the stop signs from Young St to Grasmere Rd.	Support for changing intersection priority.	Further discussion about roundabout provided in report.
I live in young st and installing speed cushions will further slow the traffic particularly in the morning and make it difficult to get out of my driveway. More signage is required as people don't understand the flow of traffic and who has right of way.	Request for signage.	Signage installed in accordance with recommendations of Road Safety Audit.
Average speed probably dropped due to confusion over who has priority.		
Sutherland Street, Grasmere and Young Streets have become very busy speeding streets. Cats have been run over, people having near misses when crossing the roads. Speed humps are needed before and after all crossroads. The bike lane is hardly used and people are still cycling on Sutherland Street. and being narrower now is an added danger.	Support for some/all of speed cushions.	
This intersection plus Young and Sutherland Street are dangerous since the seldom used bike lane was put in. The roundabouts at both intersections worked better. We hear screeching of brakes often now and people yelling. Grasmere and Sutherland are drag strips and busy during afternoon peak hour. Speed cushions need to be put in Sutherland Street both sides of Young Street and in Young Street north and South. Cats and Dogs have been killed by speeding cars.	Support for some/all of speed cushions.	
I think the problem is that Young St should be a through street rather than Grasmere rd. At the intersection of young st and Sutherland st, young st traffic has right of way. It is confusing for 2 streets so close together to have different arrangements. So either you should have right of way in young st at both Sutherland st and Grasmere rd intersections or not at either. The current arrangement in Grasmere rd puts more traffic on this local street	Request for priority change (to Young Street).	Further discussion about changing intersection priority is provided in report.

Submission	Key Issue Raised	Council Response
If you only choose ONE of the above, the most important is the installation of speed cushions so it stops drivers from breaking speed limits consistently as they career through the Young/Grasmere intersection. We frequently experience long delays turning right from Young St into Grasmere due to the indecision of oncoming drivers not knowing who has right of way. These problems were created when the roundabout, which had served the local community very well for many years. The changes made to this intersection are an unmitigated disaster.	Support for some/all of speed cushions.	The installation of a single cushion is further discussed in the report.
Please consider the intersection to have the 4 way STOP signs.		4 way stop signs are not common in NSW and are unlikely to be approved in this location.
The speed cushions on Young St. and those on the lanes of Grasmere away from the intersection would do nothing to improve safety and would just be a nuisance. I object strongly to their installation. The one on the approach lane of Grasmere might possibly help.	Support for one of speed cushions.  Objection to other speed cushions.	Providing one speed cushion further discussed in report.
I do not agree with anything which interferes with traffic flow. It irritates drivers, frustrates them, angers them and finally they resort to road rage Young Street should have right of way. The stop signs in Young Street should be removed and placed in Grasmere Road. So called "traffic calming "has not worked in the UK!	Request for priority change (to Young Street).	Priority change is further discussed in report.
I do not support installing 6 speed "cushions", only 1 on Grasmere Road westbound before the intersection of Young Street	Support for one of speed cushions.  Objection to other speed cushions.	The installation of a single cushion is further discussed in the report.

Submission	Key Issue Raised	Council Response
<p>Please let us not have an accident involving cyclist and a vehicle at this intersection. Give Way signage on the bike lane should be installed as recommended in the Existing Road Audit by Transport&amp; Urban Planning Pty Ltd on page 27 (emphasis mine): Under the NSW Bicycle Guidelines, green pavement is generally used on bike lanes to improve visibility of the bike lane through complicated road environments. The Guidelines also state that green pavement should not be used where it appears to give the bike lane priority when it legally does not. The original design intent for the use of green pavement at the intersection appears to be to provide clarity in a complicated road environment, particularly as the transition from on-road to off-road cycleway occurs at the intersection. The provision of on-road green pavement connections to the bi-directional cycleway at the intersection appears to give cyclists the impression that the on-road bike lane has priority. The provision of line marking, pavement symbols and signage are required for classification as a regulatory bike lane to enable enforcement of the NSW Road Rules. "The rider of a bicycle riding on a length of road with a bicycle lane designed for bicycles travelling in the same direction as the rider must ride in the bicycle lane unless it is impracticable to do so" As there is no existing signage for the on-road bike lane, the facilities provided are not regulatory bike lanes, therefore cyclists are not required to use the bike lane. This may be the original design intent as westbound cyclists on Grasmere Road need to remain on-road to turn right into Young Street (northbound) It is unclear whether cyclists or vehicles have priority, under NSW Road Rules and Bicycle Guidelines, on the north-western corner of the intersection and across Grasmere Road to enable safety issues to be addressed. The installation of Give Way signage (reduced size for bike lanes) on the bike lane eastbound in Grasmere Road at the transition between off-road and on-road is considered appropriate to ensure cyclists do not assume priority is with them.</p>	<p>Request for signage to be installed.</p>	<p>Signage as recommended within RSA was installed early in 2019. This includes a give way sign as requested.</p>
<p>I turn right into Grasmere Rd from south regularly - at peak hour this causes delays for cars behind me as I often have to wait for southbound traffic for quite some time."</p>		
<p>Suggest that a proper pedestrian crossing is installed on the eastern side of the Young Street / Grasmere Road intersection</p>	<p>Request for pedestrian crossing.</p>	<p>Pedestrian crossings were considered in the intersection review. Required warrants are not met in the location.</p>

Submission	Key Issue Raised	Council Response
<p>I realise that audits and community consultations have already been conducted and I've read through a lot of the findings and recommendations, but in my view the road configuration was MUCH better when the roundabout was in effect. I've lived on Grasmere Road for over 10 years and I never noticed any problems as a pedestrian or driver with the old layout (I also have found the removal of the roundabout at the intersection of Sutherland and Young Street inconvenient and more dangerous from a pedestrian and driving point of view).</p> <p>Crossing the road is also more dangerous now as there is nowhere to stop half way (there used to be before) and with a general lack of parking in the area I don't think removing any parking spots is a wise idea.</p> <p>I agree with one of the proposals (if we have to keep the current intersection configuration) - to change the right of way to Young Street as opposed to Grasmere Road. I have seen a lot of banked up traffic, confusion and frustration at that intersection of a morning (when I'm walking to the bus stop on military Road).</p> <p>If speed pillows really need to be installed I don't agree with the placement of the one in Grasmere Road (on the one way side of Grasmere Road - sorry I don't know my compass directions very well!). I am generally turning left off Young Street into Grasmere Road and having come from a complete stop at Young Street to turning practically straight onto a pillow in a slight uphill section is unnecessary (even if you are coming from the other side of the intersection on Grasmere, you have already placed pillows there to slow the traffic down before heading slightly uphill into the one way section of Grasmere).</p> <p>Anyway, just my two cents worth.</p>	<p>Request for priority change</p> <p>Support for one of speed cushions</p>	<p>The traffic islands previously in place were not wide enough to meet current safety standards for pedestrian refuges.</p>
<p>Access to the Reynolds St area is so limited at peak how this new arrangements has made it more dangerous</p>		
<p>Cars are speeding excessively down Young St. Difficult to exit from our driveway. Removal of roundabout at Young and Sutherland was a bad mistake.</p>		<p>Further discussion about roundabout provided in report.</p>
<p>You have created a dangerous intersection. I work at home 50 odd metres from this intersection and daily there is confusion, near misses or accidents. Admit you are wrong and put the roundabout back in place. Capturing average speeds does not show the absolute confusion that is still here two odd years down the track. Only two weeks ago a motorcyclist was hit by someone sailing up Young Street believing they were on the main carriageway and had right of way. This is a daily occurrence. On parking. Don't remove any parking spaces. There are enough people dumping their cars here and commuting to the City. They know full well that parking inspectors rarely get down this far.</p>	<p>Request for roundabout.</p> <p>Objection to car park removal.</p>	<p>Further discussion about roundabout provided in report.</p>

Submission	Key Issue Raised	Council Response
The introduction of the bike path has created such issues with speeding cars down Young St (since the round about removals), and there seems to be NO effort on council's behalf to rectify these issues. The Grasmere children's playground is just before this proposed intersection and I fail to see that traffic cushions will make enough of an impact! Can we sue council if/when there are injuries as a result of their negligence with regards to speed and lack of correct planning??????		
Please consider re-installation of a roundabout at Grasmere Rd/Young St intersection instead of a stop sign. The current intersection is dangerous and confusing but was never a problem before removal of the roundabout. I've read the feasibility assessment on various options. Notwithstanding the type of roundabout that would need to be installed given the bike paths etc, it would still have the effect of making the intersection safer and the traffic flow better. It would also help slow people down - even a little bit is better than nothing. Why would speed cushions on Young Street be of any benefit given your evidence is that people are speeding along Grasmere Rd? All of this for bike paths that are virtually never used. I presume that consideration would not be given to removing the bike paths given so much money has already been wasted on them.	Request for roundabout.	Further discussion about roundabout provided in report.
Yes - why don't you just put the roundabout back in! That intersection is worst intersection I have come across, its confusing and extremely dangerous, especially for those who don't live in the area and its a wonder a serious accident hasn't happened as yet. the speeds that cars go down grasmere is ridiculous. Also just an fyi - those bike tracks were a total waste of money and by narrowing the road, again causing potential dangers. A town-planning fail!	Request for roundabout.	Further discussion about roundabout provided in report.
Speed humps are noisy and uncomfortable for drivers even when travelling over them at low speeds. 4WD vehicles traverse them at speed.	Objection to speed cushions.	Rubber speed cushions are an option to reduce noise impact
Why not put back the roundabout that was there ?? Why did NSC remove the roundabout ? Stop signs just create confusion.	Request for roundabout.	Further discussion about roundabout provided in report
So traffic volumes have increased and 15% of drivers are travelling at more than 42 & 48km/h. Most probably over the speed limit. So what happens? The roundabout is removed and the intersections becomes so dangerous Council has to commission a study to find ways to improve safety. All for the small number of cyclists who use the cycleway. Bring back the roundabout. Studies have shown roundabouts to be much safer than stop sign controlled intersections. Most cars turning left from Young St into Grasmere Road don't stop at all because there is no traffic on their right to give way to. At least with a roundabout they would slow down and stop for traffic already in the roundabout.	Non-compliance with stop signs.  Request for roundabout.	Further discussion about roundabout provided in report.

Submission	Key Issue Raised	Council Response
<p>I fear the proposed speed cushions will only cause further confusion. Drivers seen slowing as they approach a cushion may be interpreted as giving way to others, and at night, drivers who are stationary may believe the oncoming driver is flashing them to go, when in fact it is just the headlights moving up and down as the approaching vehicle goes over the cushion. Why can we not have a roundabout again? Was another reason for its removal because the newer buses could not easily get around it? Why not make it a smaller one? Everyone understands a roundabout. Its fairer for all traffic and pedestrians have a better idea of what the traffic will do. Everyone has to slow down at a roundabout. Removing the parking space – make it a motorbike only spot.</p>	<p>Driver uncertainty regarding intersection function.</p> <p>Request for roundabout.</p>	<p>Further discussion about roundabout provided in report.</p>
<p>The roundabout should never have been removed. It should have been included in the terms of reference for the safety study but was excluded up front. What options did you consider for reconfiguring the intersection to enable a fully functioning roundabout? This project was poorly conceived, poorly managed and the consultation to rectify problems was poorly managed. The many issues with the bike lane remain (visibility etc) My concern about the speed cushion solution is people going around them like they did on Sutherland St.</p>	<p>Concerns over effectiveness of speed cushion.</p> <p>Request for roundabout.</p>	<p>Further discussion about roundabout provided in report.</p>
<p>Council should reinstate the roundabout. This is what the residents want – it worked well previously ie was safe and traffic flowed well. Now there are often long wait times at the intersection of Young and Grasmere streets Speed cushions do not work - drivers skirt around them on the wrong side of the road - again unsafe. The stop signs are not clearly posted and the bike lane markings very confusing - no-one seems to know how to handle this. Removing a car parking space only makes it more difficult for residents trying to find a parking space. It is simply another case of Council not listening to residents but just a selection of greenies. No wonder people don't bother giving feedback as it is never listened to.</p>	<p>Concerns over effectiveness of speed cushion.</p> <p>Request for roundabout.</p> <p>Objection to car park removal.</p>	<p>Further discussion about roundabout provided in report.</p>
<p>Return the round-about to the intersection !</p>	<p>Request for roundabout.</p>	<p>Further discussion about roundabout provided in report.</p>
<p>Half an hour ago I almost just hit a car coming up Young Street that didn't stop at the stop sign . Please take action needs to be taken asap as it's a dangerous intersection . Its also very concerning how quickly cars are travelling down Grasmere road (between Young St &amp; Ben Boyd). There is a slight bend in the road approx 150 meters from the intersection which creates a blind spot and makes it very dangerous for pedestrians crossing of cars pulling out from the kerb.</p>	<p>Non-compliance with stop signs.</p>	<p>Speed cushions discussed in the report are proposed to reduce vehicle speeds.</p>

Submission	Key Issue Raised	Council Response
The roundabout (previous) was a better system. With speed cushions it would have been perfect.	Request for roundabout.	Further discussion about roundabout provided in report.
Why was the circle removed		Further discussion about roundabout provided in report.
Not everyone has a garage and taking away just one parking spot is not right	Objection to car park removal.	
Bring Back the Roundabout this slowed local traffic without destroying the cars chassis or install a set of re-light camera Traffic Light. The fine you obtain from this installation will pay for the costs	Request for roundabout.	Further discussion about roundabout provided in report.
I walk up and down Young Street every day. Since the roundabouts have been removed crossing is more difficulty and dangerous. Cyclist rarely use the cycle paths. They seem to prefer to free run down Young Street without the inconvenience of getting on and off cycle paths. seems a shame		
I own a unit at 57 Grasmere road. To be frank I preferred the old setup		
It was a major mistake to remove the roundabout at Young and Grasmere Road		Further discussion about roundabout provided in report.
The intersection of Young Street and Grasmere Road has been a nightmare intersection causing much confusion since the Council built the rarely used bike lanes at the expense of pedestrians and motorists. Even now motorists continue to be confused and use this intersection in the same way as a Roundabout. The most effective traffic control for this intersection was in fact, the Roundabout. If any speed cushions need to be installed, then definitely needs to be installed at the entrance to Bennelong Road at the junction of Grasmere Road. This is to prevent motorists from dangerously speeding around the corner from Grasmere Road in both directions into Bennelong Road. There have been a number of near misses and car accidents at this junction.	Request for roundabout.  Driver uncertainty regarding intersection function.	Further discussion about roundabout provided in report.
The roundabout should be reinstalled as it worked very well for traffic in both Grasmere & Young. Drivers understood who had the right of way In the current configuration they do not know who has the ROW. It is exceedingly dangerous for both motorists & pedestrians.	Request for roundabout.	Further discussion about roundabout provided in report.

Submission	Key Issue Raised	Council Response
<p>Willoughby Bay Precinct Meeting (14 March 2019) MOTION 1: Does Willoughby Bay Precinct support the installation of proposed speed cushions? Motion Defeated: 0 in favour, 7 against, 1 abstention MOTION 2: Does Willoughby Bay Precinct support the removal of one car space on Young Street, adjacent to the pedestrian path access to the south west of the intersection? Motion Defeated: 0 in favour, 6 against, 2 abstentions MOTION 3: Does Willoughby Bay Precinct support the reinstatement of the roundabout? Motion Defeated: 5 in favour, 2 against, 0 abstentions</p>	<p>Objection to speed cushions.</p> <p>Objection to car park removal.</p> <p>Request for roundabout.</p>	
<p>I support reinstatement of roundabout. This is a poorly constructed survey with limiting options.</p>	<p>Request for roundabout.</p>	<p>Further discussion about roundabout provided in report.</p>
<p>I live on the bend of Grasmere Rd Between Young St &amp; Ben Boyd Rd. It is dangerous backing out of my driveway due to speeding cars. Furthermore I believe the One Way signage at the corner of Ben Boyd Rd &amp; Grasmere Rd is not obvious enough. Frequently cars &amp; Trucks drive down this section of road in the wrong direction. It is an accident waiting to happen especially on the bend. I suggest that the Council alters the entry into Grasmere Rd to make it obvious that this section of Grasmere Rd is One Way. Otherwise has Council considered closing off Grasmere Rd at either Young St or Ben Boyd Rd making it a cul-d-sac?</p>	<p>Request to close Grasmere Road West of the intersection.</p>	<p>Further discussion of the proposal to close Grasmere Road west of the intersection is included in the report.</p>
<p>I go that intersection on average 5-10 times per day and there is still regular confusion about who has right of way and the traffic banks up in Young Street. It won't be long until an accident results from the confusion. I don't think either proposal will have any impact on the problem. The roundabout was perfect. If it creates issues for busses then a flat roundabout that large vehicles can use to allow them a larger turning circle</p>	<p>Driver uncertainty regarding intersection function.</p> <p>Request for roundabout.</p>	<p>Further discussion about roundabout provided in report.</p>

Submission	Key Issue Raised	Council Response
<p>These measures don't address the issue of driver confusion about who has priority at the intersection. The stop signs are confusing for some drivers, and therefore is some difficulty in turning right from Young Street into Grasmere Road. Also, please look at Young Street and Sutherland Street intersection. Now that it has been converted to stop signs (previous roundabout), pedestrian islands have been removed which makes it very difficult for pedestrians to cross (all 4 ways).</p>	<p>Driver uncertainty regarding intersection function.</p> <p>Pedestrian accessibility.</p> <p>Request for roundabout.</p>	<p>Further discussion about roundabout provided in report.</p> <p>Pedestrian refuges on the previous roundabouts fell short of contemporary width/safety requirements and there was insufficient space to accommodate full width refuges.</p>
<p>Accidents in the making speed</p>		
<p>These measures do not address the issues raised in respect of this intersection.</p>		
<p>The roundabout was more effective.</p>		
<p>Please bring back the roundabouts these worked very successfully before they were removed. Young are replacing one in Bannerman Street a great idea. One roundabout Young and Sutherland and One Roundabout Young and Grasmere and mall plants and trees were perfect. Speed cushions don't work.</p>	<p>Request for roundabout.</p> <p>Objection to speed cushions.</p>	<p>Further discussion about roundabout provided in report.</p>

<p>I am a resident of Grasmere Road. I am also the director of a traffic and transport advisory firm. I have reviewed the relevant information provided for the proposed upgrades, and raise a number of concerns based on my knowledge of the area and professional understanding of transport planning. 1. The removal of the roundabout has created significant delays to motorists using the intersection of Grasmere Rd and Young St. In particular, the right turn movement from Yong St into Grasmere Road. Due to the increased delays, a number of motorists now take significant risks in when using the intersection, including accepting minor gaps in the traffic flows. 2. Due to the delays, confusion occurs between drivers particular between right turn vehicles turning from Young St into Grasmere Rd (eastbound). 3. Grasmere Road (east of Young St) has incurred a noticeably higher volume of traffic. It is acknowledged that counts undertaken in 2017 post completion show a 15% increase in traffic which whilst relatively modest, there has been limited development which would justify this increase. It is my assertion that the increased traffic is due to rat running vehicles avoiding Belgrave St /Gerard St. The 2017 counts were undertaken immediately post completion. Further data is required (2019) to establish if this trend has continued to grow particularly given this is noted as a key resident issue. Furthermore, it is noted that the RMS Guide to Traffic Generating Developments nominates maximum peak hour flow on local streets of 300veh/hr (approximately 3,000vpd). Councils data indicates that Grasmere Rd is operating far in excess of this number (5,597vpd), 4. Pedestrian conflicts generally occur on Yong St rather than Grasmere Road. I would doubt that the RMS warrants are met for any pedestrian infrastructure to be provided. 5. There construction of Young St (north of Grasmere Road) does not permit a bus to pass a vehicle at the intersection. This creates significant delays and safety concerns as the left turning bus must allow the cars on Young St(southbound) to disperse before it can make the turn. Having regard to the above, I raise the following concerns with the proposed mitigation measures: 1. The introduction of speed cushions will further delay vehicles at the intersection. It is my professional opinion this is likely to encourage motorists to accept smaller gaps or assume that vehicles will reduce speed sufficiently to enable a turn to be made. 2. The introduction of a crossing in the location proposed will introduce the possibility of northbound vehicles (concentrating on motorists only) to miss pedestrians using the crossing. The age and demographic of the likely users of this crossing (particularly children noting the location adjacent to a playground) creates an unacceptable risk. Furthermore, as drivers do accept smaller gaps, there is the possibility of vehicles queuing back past the intersection. 3. The location of the crossing will further complicate the bus routes on this approach, noting buses cannot pass cars at this location under the current design. As such, I would request that council reconsider the instillation of any infrastructure until a more detailed LATM is undertaken. Without the construction of a more suitable intersection treatment to that which is currently provided the issue in terms of safety and operation is that of capacity. As such any measure provided that does not specifically respond to this issue of capacity, will not result in any meaningful improvement to the operation. It would be my recommendation, that a more detailed LATM be undertaken to minimise the use of Grasmere as an alternate to Gerard St with an objective of achieving the maximum flow under a Local road as documented in the RMS Guide</p>	<p>Objection to speed cushions.</p> <p>Bus Access.</p> <p>Suggestions regarding the implementation of a pedestrian crossing.</p> <p>Request for roundabout.</p> <p>Request for priority change (to Young Street).</p>	<p>Bus access was designed to Sydney Buses requirements.</p> <p>Report to October 2018 Council meeting discussed pedestrian crossing proposals.</p> <p>Further discussion about changing intersection priority is provided in report.</p> <p>Further discussion about roundabout provided in report.</p>
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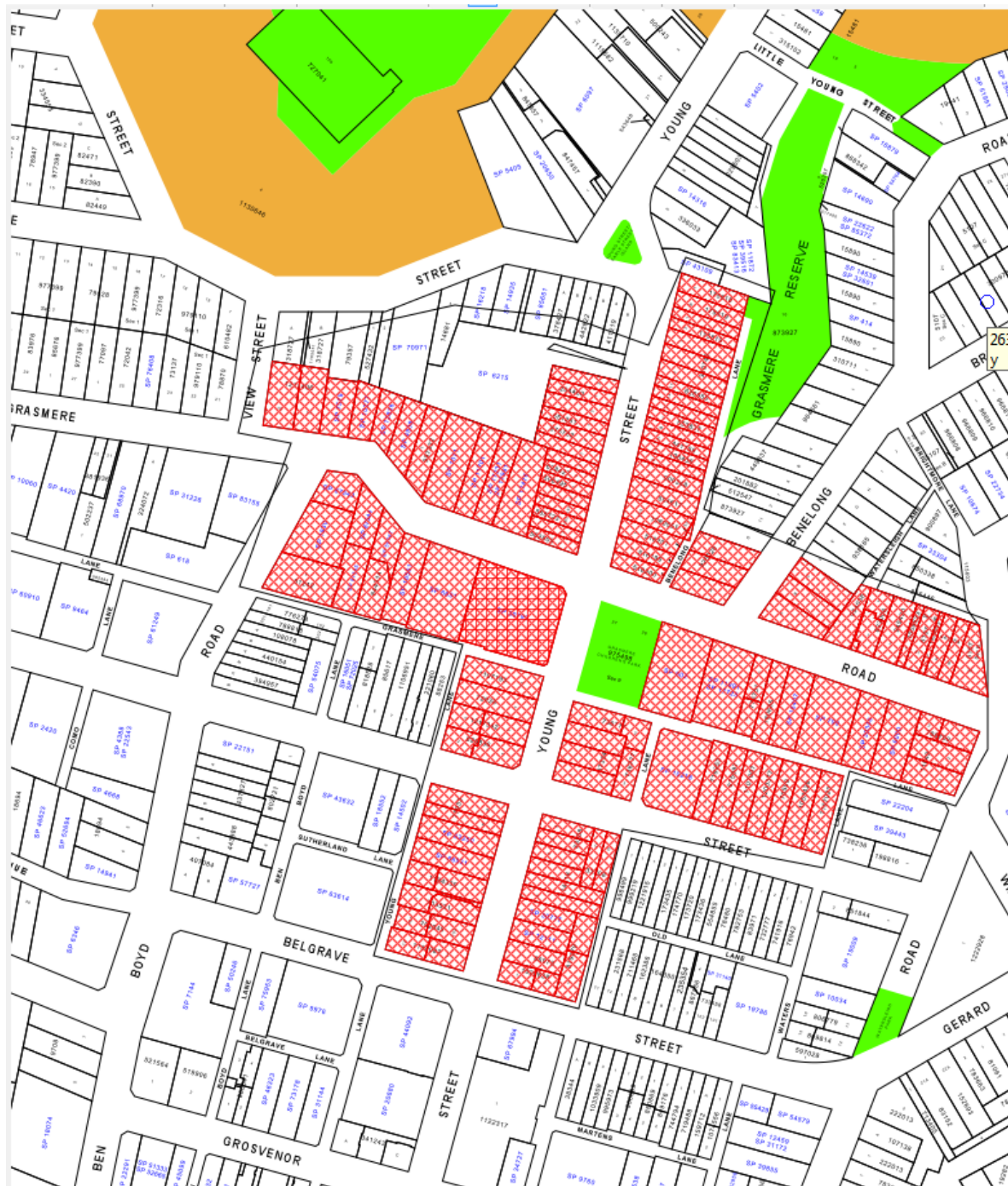
Submission	Key Issue Raised	Council Response
<p>(300vph opposed to the approximately 550+ currently occurring). This would provide a greater level of capacity at the intersection and enable improved interaction operation and safety. I would also note that the data captured by Council indicate that the 85th percentile speed is 48km/h in a 50km/h speed zone. This means that the speed limit on this route is likely exceeded on a regular occurrence, further justifying a more in depth assessment by Council. Lastly whilst I support fully the proposed pedestrian crossing, I would recommend that its location be proposed a sufficient distance away from the intersections as not to introduce any additional conflicts and that the location currently proposed may result in unacceptable risks to road users. I would be more than happy to discuss the matter with you at any time. I realise that audits and community consultations have already been conducted and I've read through a lot of the findings and recommendations, but in my view the road configuration was MUCH better when the roundabout was in effect. I've lived on Grasmere Road for over 10 years and I never noticed any problems as a pedestrian or driver with the old layout (I also have found the removal of the roundabout at the intersection of Sutherland and Young Street inconvenient and more dangerous from a pedestrian and driving point of view). Crossing the road is also more dangerous now as there is nowhere to stop half way (there used to be before) and with general lack of parking in the area I don't think removing any parking spots is a wise idea. I agree with one of the proposals (if we have to keep the current intersection configuration) - to change the right of way to Young Street as opposed to Grasmere Road. I have seen a lot of banked up traffic, confusion and frustration at that intersection of a morning (when I'm walking to the bus stop on military Road). If speed pillows really need to be installed I don't agree with the placement of the one in Grasmere Road (on the one way side of Grasmere Road - sorry I don't know my compass directions very well!). I am generally turning left off Young Street into Grasmere Road and having come from a complete stop at Young Street to turning practically straight onto pillow in a slight uphill section is unnecessary (even if you are coming from the other side of the intersection on Grasmere, you have already placed pillows there to slow the traffic down before heading slightly uphill into the one way section of Grasmere. Anyway, just my two cents worth.</p>		

Submission	Key Issue Raised	Council Response
<p>I object to the current traffic arrangements at the Young Street/Grasmere Road intersection. The best possible way of managing traffic there is a roundabout. There was one there before this Council decided to remove it without consulting residents, motorists, cyclists or even the Precincts. That roundabout was too high and needed to be replaced by a low roundabout to improve visibility and accommodate the turning circle of public buses. Instead Council replaced it by an intricate arrangement of bicycle lanes, Stop and Yield signs and flowerbeds. The result is confusion and danger both to cyclists and to motorists. It is not enough to rely on the recommendations of experts. The proof of this unsavoury pudding will come in the shape of collisions and hopefully not too many or serious injuries. Motorists travelling through the intersection along Young Street frequently experience hesitation at the Stop signs, especially when there is traffic stacked behind the signs in both directions with some cars needing to turn left across the path of oncoming traffic paused at the Stop sign. There most often ensues an absurd “hesitation waltz” with cars paused politely waving oncoming traffic through in front of them. Quite understandably, the stopped car wanting to turn is uncomfortable doing so in case the oncoming car finally decides to end its pause as it is entitled to do and forge ahead, causing a collision. The net result is cars stacked starting and stopping interminably whilst the car opposite waits for a chance to turn blocking all the cars behind waiting for their turn to reach the Stop sign. And what about the cyclists in all of this? Those riding north down Young Street have a new Yield sign to deal with as do those riding east along Grasmere Road. This establishes a firm pecking order of cars ruling cyclists in terms of priority. If a cyclist wants to travel straight across the intersection north down Young Street, that cyclist must yield to all cars crossing its path, even those emerging from a Young Street Stop sign wanting to turn west on Grasmere Road across the path of the cyclist. Similarly, cyclists travelling west are the only vehicles in Grasmere Road that need to yield to cars from Young Street. And of course cars stopped in Young Street have no way of knowing that they have priority over the cyclists as they cannot see the yield signs on the cycleway, so they wave them through as described above. This pathetic state of affairs which will ultimately lead to a predictable accident that could be avoided by reinstating a low roundabout where all vehicles must yield to traffic from their right. The roundabout is efficient in calming traffic from all directions whilst avoiding the absurd bottlenecks described above which are a regular occurrence at this intersection. Council should consult with residents and motorists. It has yet to provide any cogent detailed reason for not reinstating the roundabout and proposing speed cushions instead. If it fails to heed the residents on this issue, it will be hard pressed to rely on experts’ reports as its line of defence in any lawsuit resulting from collisions at this unsafe intersection.</p>	<p>Driver uncertainty regarding intersection function.</p> <p>Request for roundabout.</p>	<p>Further discussion about roundabout provided in report.</p>

Submission	Key Issue Raised	Council Response
<p>People are speeding and not stopping at the STOP sign. Bring back the roundabout, this keeps the traffic flowing and there are no problems.</p>	<p>Driver uncertainty regarding intersection function.</p> <p>Request for roundabout.</p>	<p>Further discussion about roundabout provided in report.</p>
<p>The Council has consistently ignored local residents. As a local resident and (representative) of Brightmore Precinct (the roads are on the edge of our footprint) we have discussed and engaged on this topic regularly - including requesting a safety audit.</p> <p>The existing roundabouts which were removed could have been replaced to allow rollover roundabouts which would be easier for buses. The previous roundabout system did work and naturally reduced speed and forced drivers from all directions to be aware of other traffic. There was a 2 car accident at the junction of Young St and Sutherland St just yesterday 28/3/19. Speed Cushions are really an overkill for a problem you made for yourselves. I regularly walk, cycle and drive this route and your proposal does not adequately address the reality of the situation.</p> <p>The introduction of speed bumps is entirely the wrong approach. Modernised (rollover) set of roundabouts would be my preferred option. This allows traffic to flow, while being conscious of other traffic - reduces speed and gives less pollution emissions from braking and gear changes required when slowing and accelerating away from numerous speed bumps.</p>	<p>Objection to speed cushions.</p> <p>Request for roundabout – specifically a mountable type.</p>	<p>Further discussion about roundabout provided in report.</p>
<p>I find the present intersection dangerous from experience, with several near misses. The removal of the roundabout is causing new and unnecessary problems with motorists and cyclists confused as to who has priority in the many scenarios that now present themselves at this intersection. In many cases motorists are hesitating and acting erratically at the stop signs. The only viable solutions I can see to the problem that has been created is either set of traffic lights or, better still, a low profile roundabout as in Alexander Street at Holtermann Street. With a roundabout there is no hesitation, vehicles give way to traffic from the right. My husband who is a cyclist tells me the current situation is unsafe for cyclists as well. I urge Council to act swiftly by consulting with concerned residents and motorists for a sensible consensual solution.</p>	<p>Request for Traffic Control Signals or a mountable roundabout.</p>	<p>Further discussion about roundabout and Traffic Control Signals provided in report.</p>

Submission	Key Issue Raised	Council Response
<p>Speed cushions are not big enough to slow the traffic &amp; stop the confusion.            I cannot drive out of my driveway on Young Street because of poor visibility I used to turn left go around the roundabout then safely drive up Young St.            Most of the Young Street residents all want the 2 roundabouts reinstated. Cnr Young &amp; Sutherland Streets and Cnr Young &amp; Grasmere Road because the speeds have increased in Young Street drivers are confused over who has priority at the intersection of Young &amp; Sutherland Streets.            Fast traffic is dangerous when we cross the road with small children because of speed &amp; confusion</p>	<p>Objection to speed cushions</p> <p>Speeding concerns</p> <p>Request for roundabout</p>	
<p>1. Bicycles come from west side of Young along Grasmere. Cars facing south on Young are watching for the car traffic from left (east side) on Grasmere. A cyclist will be injured one day. Not checking traffic from west side of Grasmere.</p> <p>2. Trying to turn right off Young coming north is very dangerous as Grasmere has right of way (at speed) E to W as also has Young St N to S going straight.</p> <p>3. Please make bus shelter from glass ? Benelong Lane blind spot.</p> <p>4. Some traffic going S on Young (up the hill) do not stop at stop sign. Likelihood of car crash from Grasmere traffic with right of way - just bring back the roundabout. Make it smaller and flat concrete so buses can make the right turn off Grasmere onto Young going North.</p>	<p>Request for priority change</p> <p>Request for roundabout – specifically a mountable type</p>	
<p>At peak hours, access from the northern beaches into the Benelong Rd area is limited to via Young St. The difficulty in turning right into Grasmere Rd is now sending traffic into the lane &amp; Sutherland Street. the roundabout worked more safely."</p>	<p>Request for roundabout</p>	
<p>The roundabout was safe &amp; everyone knew what to do. There is frequently peak-hour chaos at this site now."</p>	<p>Request for roundabout</p>	

## Survey Area – Young Street and Grasmere Road Intersection - Feb 2019



N O R T H S Y D N E Y



C O U N C I L

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Dear Madam/ Sir

## RE: COMMUNITY CONSULTATION – YOUNG STREET AND GRASMERE ROAD INTERSECTION.

Amendments were made to the intersection between Young Street and Grasmere Road in 2017. Following the completion of the works, Council received feedback from members of the community raising concern about some aspects on the new design. Most commonly, the issues raised were:

- concerns that speeds had increased in Grasmere Road as a result of the intersection changes.
- concerns that drivers were confused over who has priority at the intersection.
- concerns about insufficient visibility to and from the pedestrian crossing point over Young Street to the south of Grasmere Road.

In response to these concerns, Council conducted a review of the intersection and engaged *Transport and Urban Planning Pty Ltd* to conduct an independent Road Safety Audit. The Road Safety Audit recommended a number of signage and linemarking changes to improve safety, which will be made early in 2019. Further details regarding the review, and a full version of the Road Safety Audit, are available in a Council report on this matter which can be accessed via the following page:

[https://www.northsydney.nsw.gov.au/Council\\_Meetings/Meetings/Council\\_Meetings/Council\\_Reports\\_29\\_Oct\\_2018](https://www.northsydney.nsw.gov.au/Council_Meetings/Meetings/Council_Meetings/Council_Reports_29_Oct_2018)

Before and after speed counts for the intersection were collected as part of the review, and are provided in the table below.

	Roundabout Intersection (2008)		Current Intersection (2017)	
Location	Average Daily Volume	85 <sup>th</sup> speed	Average Daily Volume	85 <sup>th</sup> speed
Grasmere Road west of Young Street	1425	48	1775	42
Grasmere Road east of Young Street	4926	49	5597	48

The 85<sup>th</sup> speed represents the speed that 85% of drivers are travelling at or below. It is not the average speed, which will be lower than the 85<sup>th</sup> speed.

### Potential Amendments to the Intersection – Have Your Say

Council is now seeking community feedback on two possible amendments to the intersection as shown on the following two pages.

1. Proposed installation of speed cushions to reduce speeds on approach to and through the intersection. It is proposed to install up to six (6) speed cushions, four (4) in Young Street and two (2) in Grasmere Road as shown in Figure 1. (Proposed by Council in response to issues raised/review of the intersection)

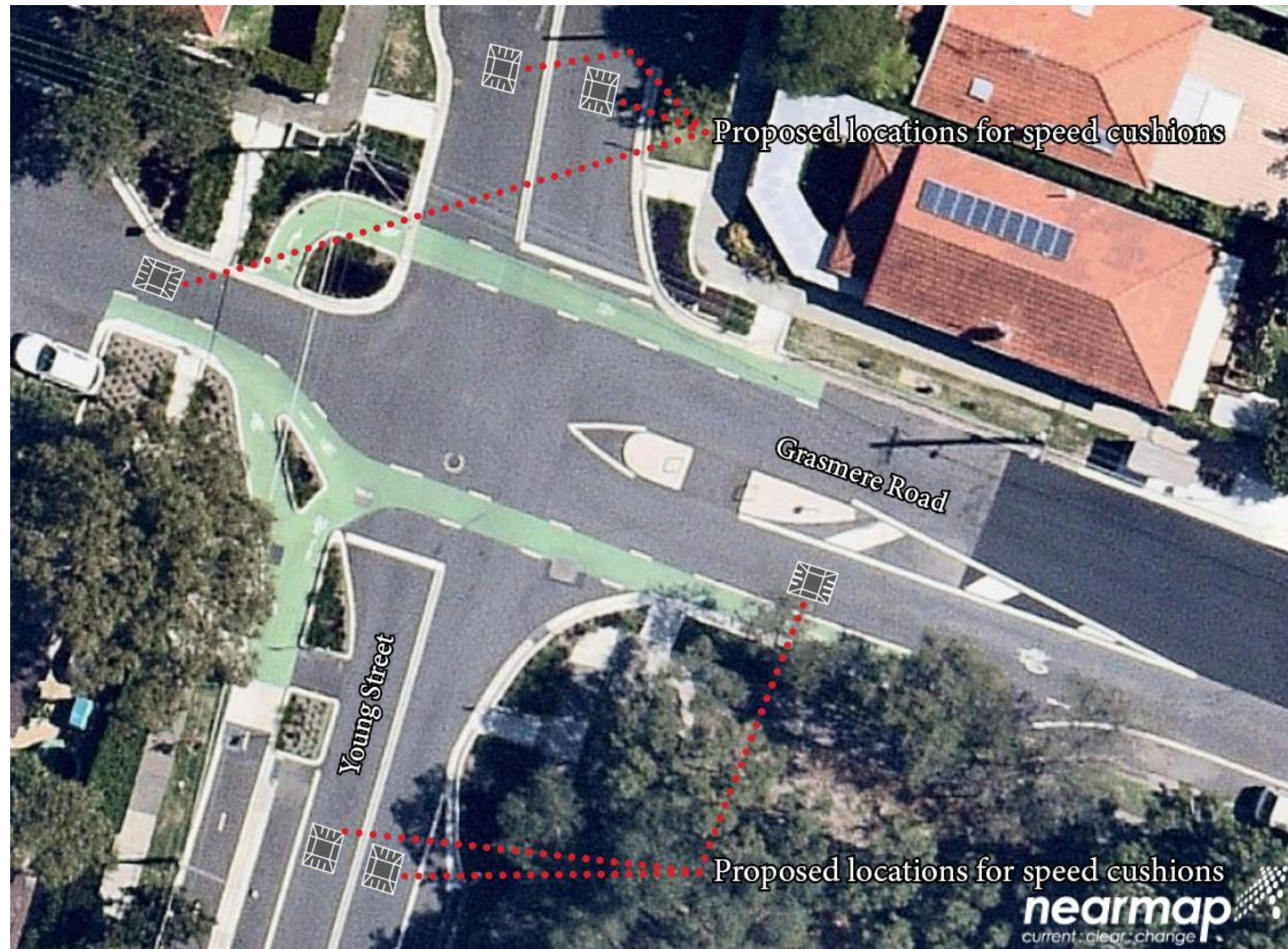


Figure 1. Proposed speed cushion locations at the intersection between Grasmere Road and Young Street

2. Removal of one (1) parking space on Young Street to increase visibility to/from the pedestrian crossing area to the southwest of the intersection as shown in Figure 2. (Requested by residents)



Figure 2. Location of crossing point and parking space being considered for removal

Members of the community made a number of other requests for a range of traffic calming measures to be installed at the intersection. An assessment of the feasibility of these can be found in the Council report accessible via the link on the first page of this letter.

On the following page of this letter is a survey question where you can indicate if you support the installation of speed cushions and/or removal of the parking space on Young Street. The form also provides space for any additional comments that you might have.

All survey forms/comments regarding the proposal should be sent to Council in writing by **Friday 29 March 2019**.

You can either complete the attached survey and return it to council or alternatively complete it on-line at Council's website ([www.northsydney.nsw.gov.au/trafficsurveys](http://www.northsydney.nsw.gov.au/trafficsurveys)).

Please note that all comments received will be considered, however it is not intended to reply to individual respondents.

Should you require any further information, please contact Council's Sustainable Transport Projects Coordinator on 9936 8100.

Lindsay Menday  
**Sustainable Transport Projects Coordinator**

<p style="text-align: center;"><b>Community Consultation</b>  <b>Young Street and Grasmere Road Intersection</b>  <b>SURVEY QUESTIONS</b>  <b>(Please return by 29 March 2019)</b></p>
<p>1.</p> <p>I support the installation of the proposed speed cushions ( ) Yes ( ) No</p>
<p>2.</p> <p>I support the removal of one parking space on Young Street, adjacent to the pedestrian path access to the southwest of the intersection. ( ) Yes ( ) No</p>

Name (Optional): .....

Address (Optional): .....

Comments:

**Privacy Statement:** Any personal data captured in this submission will be stored by Council in accordance with its Privacy Statement, Privacy Management Plan, Government Information (Public Access) Act 2009 and the Privacy and Personal Information and Protection Act 1998. Personal information captured will be used only for participation in this project and will not be disclosed to any third party without your written consent.

Details of individual submissions may be made public in accordance with Part 3, Division 1, Clause 18(g) of the Government Information (Public Access) Act 2009. Personal information will only be made available by application in accordance with Part 2, Division 2 - Public interest considerations - of the Government Information (Public Access) Act 2009.