

**North Sydney Combined Precincts Committee (CPC)**  
**General Meeting**  
**6.00pm start**  
**Monday 21 October 2019**  
**Ros Crichton Pavilion, North Sydney Council**

---

**GENERAL MEETING MINUTES**

Co-convenor presiding: IC (CPC Co-Convenor/Lavender Bay)

**Present:** BE (Bay); JK (Bay); PM (Bay/Co-Convenor); CH (Brightmore); MTJ (Brightmore); JC (Edward); DH (Edward); DM (Hayberry); DW (Hayberry); MdS (Harrison); JL (Harrison); JM (Holtermann); LT (Holtermann); IC (Lavender Bay); BS (Lavender Bay); JC (Milson); DW (Parks); JB (Registry); KH (Union); KR (Union); LT (Willoughby Bay); PM (Willoughby Bay); CE (Wollstonecraft); JH (Wollstonecraft);

**Also present:** JG, Manager Integrated Planning & Special Projects (North Sydney Council); GN, Community Engagement Coordinator, MK, Manager Traffic and Transport (North Sydney Council); CN (Lavender Bay)

**Apologies:** BC (Bennett); EC (Neutral); ID (Union); MC (Union); IG (Waverton); JH (Wollstonecraft).

**1. Introductions and Apologies**

IC (Co-convenor/Lavender Bay) opened the meeting at 6.02pm

**2. Guest Speaker - MK, Manager Traffic and Transport (North Sydney Council) [Draft 40km/h and 10km/h Shared Zones Masterplan](#) (ATTACHMENT 1)**

ATTACHMENT 1 IC (Co-convenor/Lavender Bay) introduced MK who gave an overview of the *Draft 40km/h and 10km/h Shared Zones Masterplan* (Masterplan) highlighting that a reduction of speed by 10km/h improves safe stopping distances and displayed a map of affected areas of the LGA.

Q. CH (Brightmore) highlighted that Gerard, and Belgrave Street are proposed as 40km/h zones, however there already school zones in the area i.e. flashing lights and signage - do they stay the same? The exclusion of existing school zones is an important oversight in the report as it inferred that there were no 40km/h restrictions already in place. There is the potential for confusion and for visual clutter.

A. Yes, the school zones will remain with the same signage etc. in place. They are signposted to provide extra safety to school children. Different fines apply for exceeding the speed limit during school zone times and these are applied by RMS. Miller Street is an example of a school zone and high pedestrian activity 40km/h zone.

Q. CH (Brightmore) The estimate cost of implementation is \$52M over minimum of 8 years, our Precinct is concerned over the proposed cost (\$8.5 million in our footprint alone), the report mentions some of this will be grant funded where will this come from?

A. The grants may come from RMS, we are not sure how much grant funding is available but the Masterplan will help us to plan and prioritise areas for implementation.

Q. BS (Lavender Bay) Is there a recommended minimum length for a 40km/h zone? Do the plans take this into account?

A. RMS still need to approve but the draft Masterplan has been written based on the guidelines that are currently available.

Discussion involved street specific issues in;

- Cremorne, i.e. Gerard Street and Richmond Avenue and being high traffic circulation but not high pedestrian zones; Gerard Lane garage access not pedestrian, at incline difficult to achieve 10km/h.
- North Sydney i.e. Edward, Short and Lord Streets

CH (Brightmore) commented that the report has wide-ranging “one size fits all” element and its somewhat fixed terms do not apply so well in each of the zones.

The Chair encouraged those present to make submissions/provide feedback on issues involving specific streets.

Q. DW (Hayberry) there are many schools around North Sydney and students are circulating on the streets outside of school zone hours.

A. We looked at land uses, not just schools, shopping districts, parks etc. We didn't put emphasis on school zones due to school zones already in place, but I'll take on board this feedback re: consideration of land uses around the schools.

DM (Hayberry) provided comment on concern about visual clutter, that in many places the 40km zones will just replace the existing 50km zones. Overall, the speed of traffic in Hayberry is high and research shows changing it won't change journey times<sup>1</sup>. Schools zones should be extended as they have been in ACT and noted confusion is increased but different holidays for public and private schools.

DW (Parks) raised concern over the time of day in which the speed limits apply, in peak times, traffic travels at 10km/h and 20km/h but how will it apply at night. There was discussion on the increased journey times at night and that generally people who exceed the speed limit always will and social education is required.

JC (Milson) noted that there is some support for reduced speeds in Kirribilli and noted that the road configuration often makes speed limits identifiable.

Q. MdS (Harrison) is there another Council that has implemented this? Examples are always helpful. DW (Hayberry) suggested that City of Sydney have introduced these zones.

---

<sup>1</sup> Also discussed at CPC held 20 August 2019 (min no. 6ai.)

A. We've been aware of these guidelines for some time, but the project has been difficult to get off the ground. We've launched this draft Masterplan to start the conversation.

Q. JC (Milson) have you undertaken pedestrian counts for all the proposed areas?

A. We have used existing data where it is available, but we will undertake further traffic counts to support the proposal in each study area as they progress.

MK highlighted that the draft Masterplan is open for comments is a start of conversation, next steps in the process where highlighted (refer to slide No. 19).

CH (Brightmore), having read the full 40km/10km/h report, felt that there would have been benefit in consultation prior to the report being issued. Brightmore is supportive of some speed reductions - but undertaken with more consultation and applying all factors/variables.

Brightmore would like to consult and discuss further on this topic, specifically zones 4, 5 and 6 within Brightmore Precinct. Councillors voted that the report's recommendations should be applied (if no submissions are received) therefore this report incurred an increase in its significance.

***ACTION: MK to advise of availability to attend Brightmore Precinct Committee meeting on and extension of submission time for Brightmore Precinct Committee's meeting.***

The chair asked if anyone had questions in relation to the next item on the agenda.

Q. BS (Lavender Bay) Would RMS recognise 30km/h zones as part of the Masterplan?

A. No, RMS currently only authorises 10km/h, 40km/h, 50km/h speed limits on local roads.

The chair thanked MK and encouraged those present to review the document and make submissions.

### **3. Matter brought forward from General Business (pre-submitted items by Precinct Committees)**

- i) Proposal for a strategic plan to increase pedestrian safety within North Sydney's unique education precinct and other high pedestrian areas in the LGA<sup>2</sup> (Hayberry)

PROPOSED MOTION: That the CPC request that North Sydney Council, consistent with its Transport Vision, work closely with State Government authorities, with the NSW Police, with the many schools in the area and with local residents and businesses to:

- develop and implement a strategic plan to increase pedestrian safety within North Sydney's unique education precinct and other high pedestrian areas in the LGA;
- adopt the most successful elements of the Sydney CBD designation of "high pedestrian zones";

---

<sup>2</sup> Deferred from CPC meeting held 20 August 2019

Motion: That the revised MOTION 2 deferred to the 21 October 2019 CPC Meeting (based on Draft North Sydney Council 40km/h and 10km/h Shared Zone Masterplan and Action Plan being considered at 26 August 2019 Council meeting)

- work with school principals and parents to reduce the number of children arriving and leaving the area by car in recognition of the excellent public transport links to the area and the construction of the new Metro line; and
- work with the NSW Police to achieve greater compliance with the road rules, especially in relation to failure to stop at pedestrian crossings and to come to a complete stop at "Stop" signs."
- Designate the entire North Sydney education precinct as a "high pedestrian zone" and imposing at 30km speed limit between 7.30am - 4.30pm 5 days per week (school days)

The proposed motion was discussed with reference to Item 2. Discussion involved the unique number of schools within North Sydney itself and the throughout the LGA. There was also discussion on how schools are growing, the impact of cyclists and overall population growth. Based on discussion the motion was revised:

***MOTION: That the CPC request that North Sydney Council, consistent with its Transport Vision, work closely with State Government authorities, with the NSW Police, with the many schools in the area and with local residents and businesses to:***

- *develop and implement a strategic plan to increase pedestrian safety within North Sydney's unique "education precincts" and other high pedestrian areas in the LGA;*
- *adopt the most successful elements of the Sydney CBD designation of "high pedestrian zones";*
- *work with school principals and parents to reduce the number of children arriving and leaving the area by car in recognition of the excellent public transport links to the area and the construction of the new Metro line; and*
- *work with the NSW Police to achieve greater compliance with the road rules, especially in relation to failure to stop at pedestrian crossings and to come to a complete stop at "Stop" signs;*
- *Designate all North Sydney "education precincts" as a "high pedestrian zones."*

***MOVED BY: IC (CPC Co-Convenor/Lavender Bay), SECONDED BY: DW (Hayberry)  
CARRIED***

<b>In favour</b>	<b>Opposed</b>	<b>Abstained</b>
Bay x 2 Brightmore x 2 Edward x 2 Hayberry x 2 Harrison x 2 Holtermann x 1 Lavender Bay x 2 Milson x 1 Registry x 1 Union x 2 Willoughby Bay x 2 Wollstonecraft x 2	Holtermann x 1	Parks x 1
<b>Total: 21</b>	<b>Total: 1</b>	<b>Total: 1</b>

#### **4. Minutes of Previous Meeting - ATTACHMENT A**

***MOTION: That the Minutes of the meeting held 20 August 2019 were confirmed as read and correct.***

***MOVED BY: IC (CPC Co-Convenor/Lavender Bay), SECONDED BY: BS (Lavender Bay)  
CARRIED UNANIMOUSLY***

#### **5. Actions Arising from Previous Meeting - Council's response to Actions Arising - ATTACHMENT B**

There were no comments or questions on this item.

#### **6. Council update: GN, Community Engagement Coordinator (ATTACHMENT 2)**

- AGM Procedures Reminder
- Ward Forums 2019<sup>3</sup>
- Precinct System Satisfaction Survey Results 2019
- Current Consultations/Documents on Exhibition

There was discussion around long standing/returning office bearers and the requirement that a person cannot hold the same executive position for more than four (4) years. It was suggested that roles can be varied/swapped.

***ACTION: Precinct Committees that are concerned with the requirement that a person cannot hold the same executive position for more than four years to contact GN or JG (NSC).***

#### **7. General Business**

##### **a) Pre-submitted items by Precinct Committees:**

##### **i) Traffic Management Plans (Edward)**

Edward Precinct Committee advised that a TMP governing a site in Doohat Street was approved without community consultation. As a result, residents are adversely affected.

***MOTION: If traffic management plans are proposed by Council which allow heavy vehicles involved in demolition and building construction to use residential streets, the draft plan should be provided to precincts for review prior to approval, to ensure that residents' amenity is not seriously eroded.***

***MOVED BY: IC (CPC Co-convenor/Lavender Bay), SECONDED BY: DH (Edward)  
CARRIED UNANIMOUSLY***

---

<sup>3</sup> The Community Ward Forum dates advertised at this CPC meeting were subsequently cancelled. Events will be deferred to 2020.

**ii) Harbour Bridge Northern bicycle runoff (Edward)**

Edward Precinct Committee has advised that in February 2018, Council told RMS that they opposed the two options then under consideration for building a step-free runoff at the northern end of the bridge cycleway. Discussion with RMS indicates that little progress has been made since then. It is noted that an effective runoff is considered to be highly desirable by most cyclists.

Council's Sustainable Transport Project Co-ordinator provided a status update which the chair read to the meeting;

*The RMS provided feedback in August this year that a decision has not been made on an option for access changes to the Bridge Cycle Path and that further design development would be undertaken prior to further consultation with stakeholders. No new designs have been submitted to Council at this point.*

***Motion: That CPC requests Council ask the RMS to engage with stakeholders (residents, cyclists, pedestrians, CPC, local Precinct Committees) before coming up with another plan for design, approval and construction of the cycle runoff at the northern end of the bridge cycleway. North Sydney Council to push for implementation as soon as possible.***

***MOVED BY: IC (CPC Co-convenor/Lavender Bay), SECONDED BY: JC (Edward) CARRIED***

<b>In favour</b>	<b>Opposed</b>	<b>Abstained</b>
Bay x 2 Brightmore x 2 Edward x 2 Hayberry x 2 Harrison x 2 Holtermann x 1 Lavender Bay x 1 Milson x 1 Parks x 1 Registry x 1 Union x 2 Wollstonecraft x 2	Willoughby Bay x 2	Holtermann x 1 Lavender Bay x 1
<b>Total: 19</b>	<b>Total: 2</b>	<b>Total: 2</b>

***ACTION: IC (CPC Co-convenor/Lavender Bay) to further discuss matter with Council's Sustainable Transport Project Co-ordinator.***

It was felt that that the Harbour Bridge bicycle offramp affects not only Precinct Committees that are located near the ramp but several Precinct Committees as users. There was discussion on whether a CPC sub-committee could be formed in line with the CPC Terms of Reference.<sup>4</sup>

---

<sup>4</sup> **11. Sub-Committees**

- a. The CPC may form sub-committees, from membership of the committee, to address specific issues or development specific projects. A sub-committee may meet as and when the majority of its members by resolution sees fit.
- b. Where a sub-committee is in operation a report summarising its progress should be included as an agenda item for each General CPC meeting.

***ACTION: That those present advise their respective Precinct Committees of the motion that is passed.***

b) Other items (tabled at the meeting)

Willoughby Bay Precinct Committee raised concern with the way in which the Special Rate Variation (SRV) has been applied and are not satisfied with the responses provided to date via their Precinct Committee's Summary of Actions (SOA). They seek clarification on why 7% has not been applied to all properties e.g. ad valorem (AV) residential ratepayers are paying more than AV businesses. They feel that this was not overt in communication materials during the engagement period. They asked if other Precinct Committees have noticed this.

There was some support for exploring this matter further; e.g. to invite a speaker from Council or preparation of a motion for the next CPC meeting.

**8. Next meeting - CPC AGM, 19 November 2019**

The chair drew the meeting's attention to the date of the AGM and mentioned he would not seek reappointment. The chair thanked Council's staff, GN and JG for their untiring efforts in supporting the CPC.

**Meeting closed at 7.46pm.**



**ATTACHMENT 1**

# North Sydney Council Draft 40km/h and 10km/h Shared Zones Masterplan & Action Plan

Combined Precincts Committee

21 October 2019

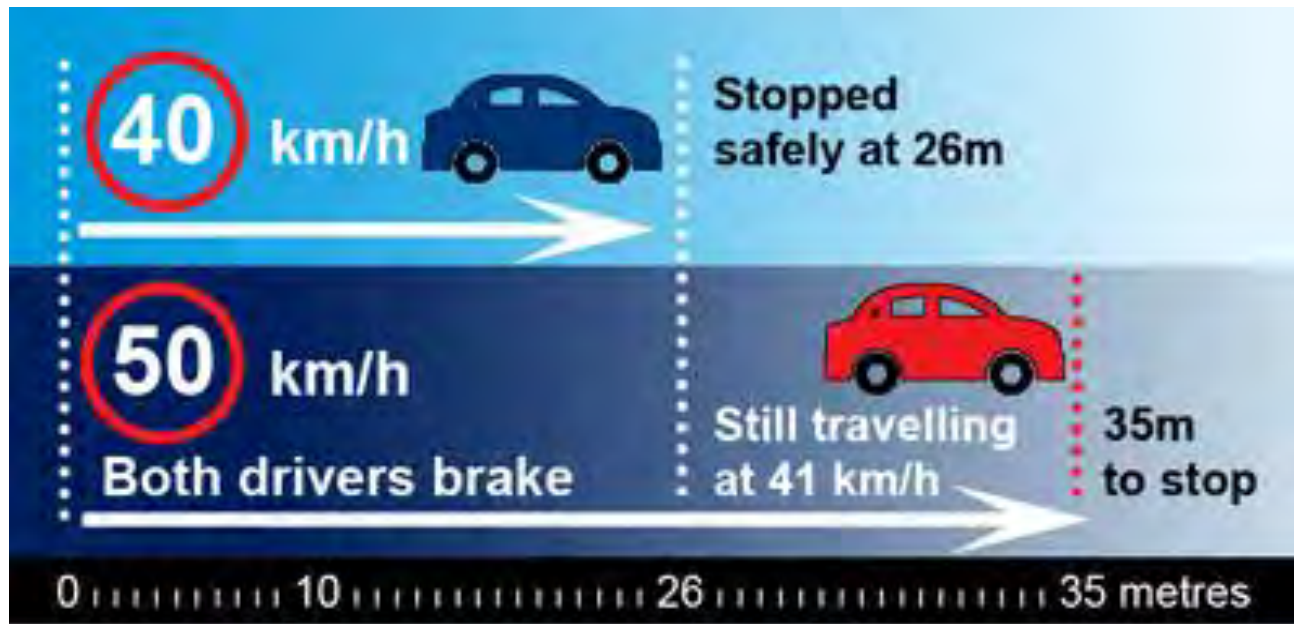
**ATTACHMENT 1**





# Background

- Speed is the biggest single contributing factor to vehicle crashes, pedestrian injuries and fatalities in North Sydney
- Travelling at lower speeds improves driver's ability to stop at a safer distance to avoid crashes, otherwise reduce the severity of a crash.



Source: Transport for NSW Centre for Road Safety



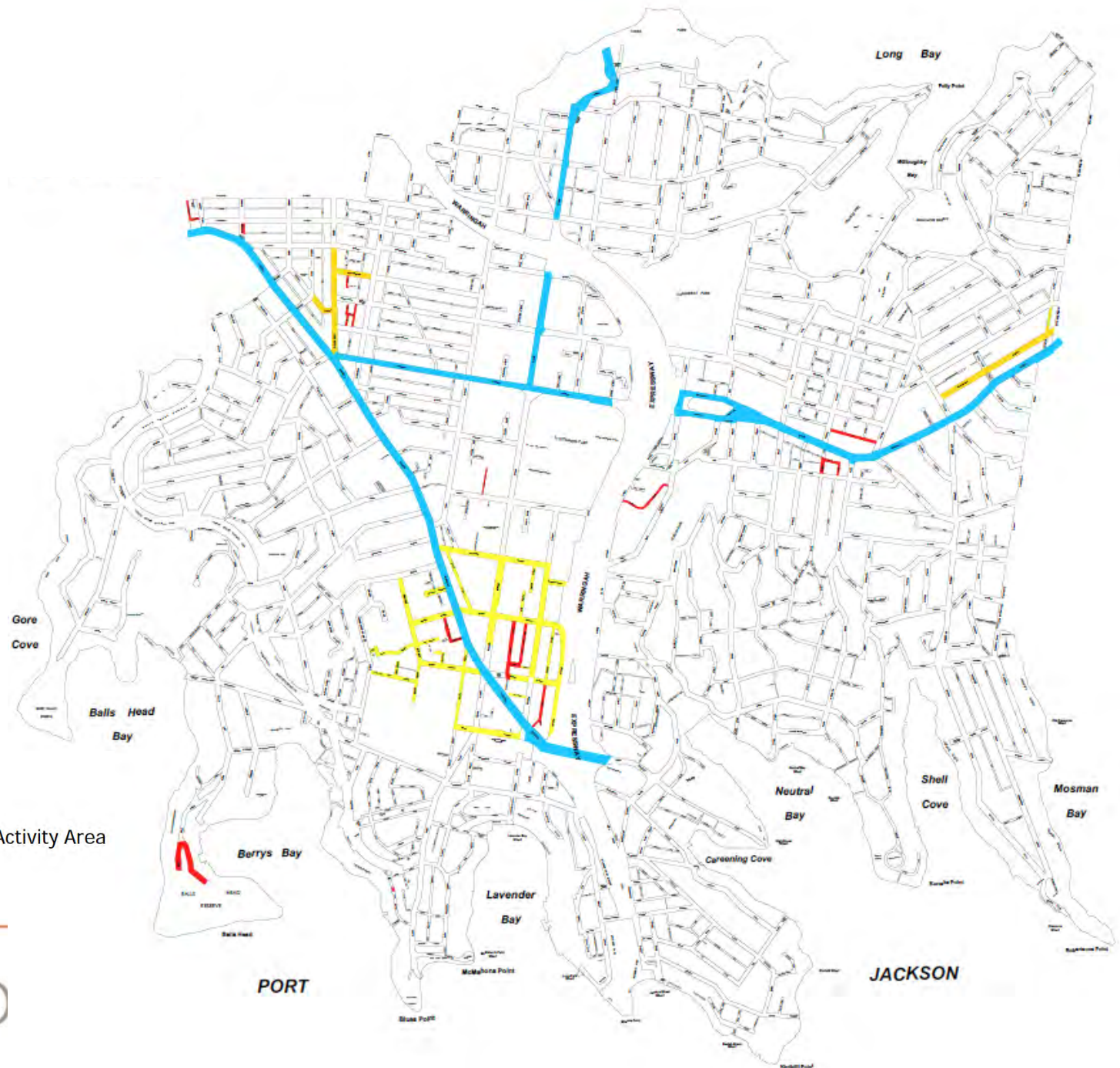
# Background

- 40km/h and 10km/h Shared Zone Masterplan and Action Plan has been developed to:
  - Review current road network
  - Identify opportunities to create a safer road environment for all road users
  - Achieve community priorities for **Safe Travel** identified in North Sydney Transport Strategy (2017)
  - Improve walking and cycling safety and amenity
  - Assist Council in allocating resources and applying for road safety grants to implement the Action Plan



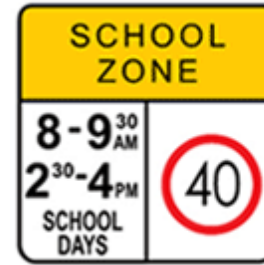
# Methodology

- RMS is the only Road Authority who can authorise speed limits
- Map of existing speed zones
- Default urban speed limit: 50km/h



# Methodology

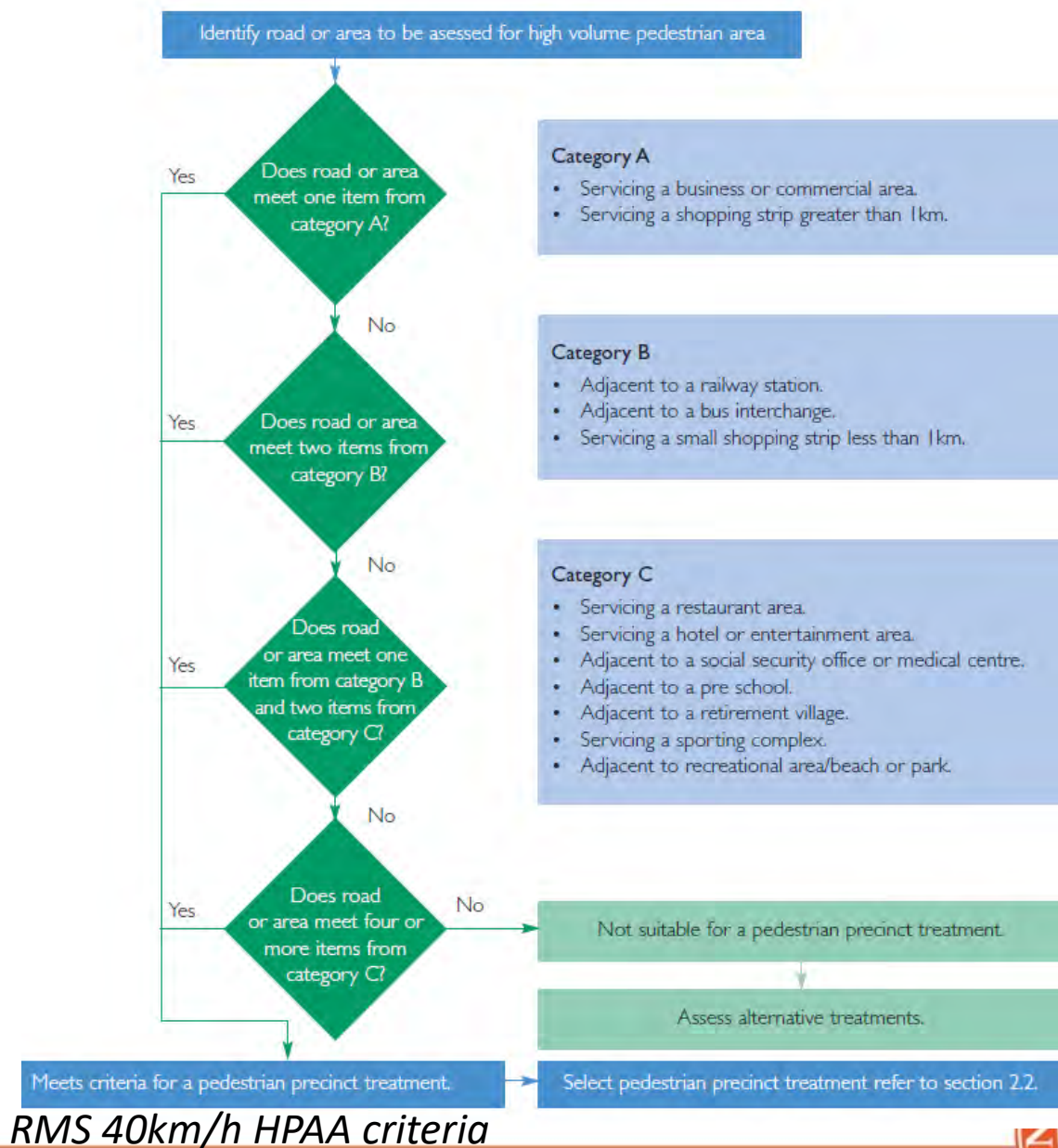
- RMS is the only Road Authority who can authorise speed limits
- RMS guidelines outline requirements for proposals for speed limits



# Methodology

## 40km/h High Pedestrian Activity Area

- Installed in shopping, transport and recreational areas where there is a mix of vehicles and pedestrians
- Physical devices that create a “self-enforcing” speed environment



# Methodology

## 40km/h High Pedestrian Activity Area



progressive *vibrant* diverse



# Methodology

## 40km/h Local Traffic Area

- primarily self-contained, residential precincts with networks of local streets used mainly for local access.
- Typically, these areas have physical devices or road environments that “naturally” restrict vehicle speeds.



# Methodology

## 10km/h Shared Zone

- Create a “self-enforcing” speed environment
- Vehicles must give way to pedestrians



Features	Shared Zone
Current traffic flows	≤ 100 vehicles per hour and ≤ 1000 vehicles per day
Current speed limit	≤ 50 km/h
Length of proposed Shared Zone	≤ 400 metres
Current speed limit of adjoining roads	≤ 50 km/h
Current carriageway width	minimum trafficable width of 2.8 metres
Route access	must not be located along bus routes or heavy vehicle routes except delivery or garbage trucks
Streets with narrow or no footpaths	where pedestrians are forced to use the road
Kerbs	kerbs must be removed unless excepted by the RMS (See Section 4)

*RMS Shared Zone criteria*



# Methodology

## 10km/h Shared Zone

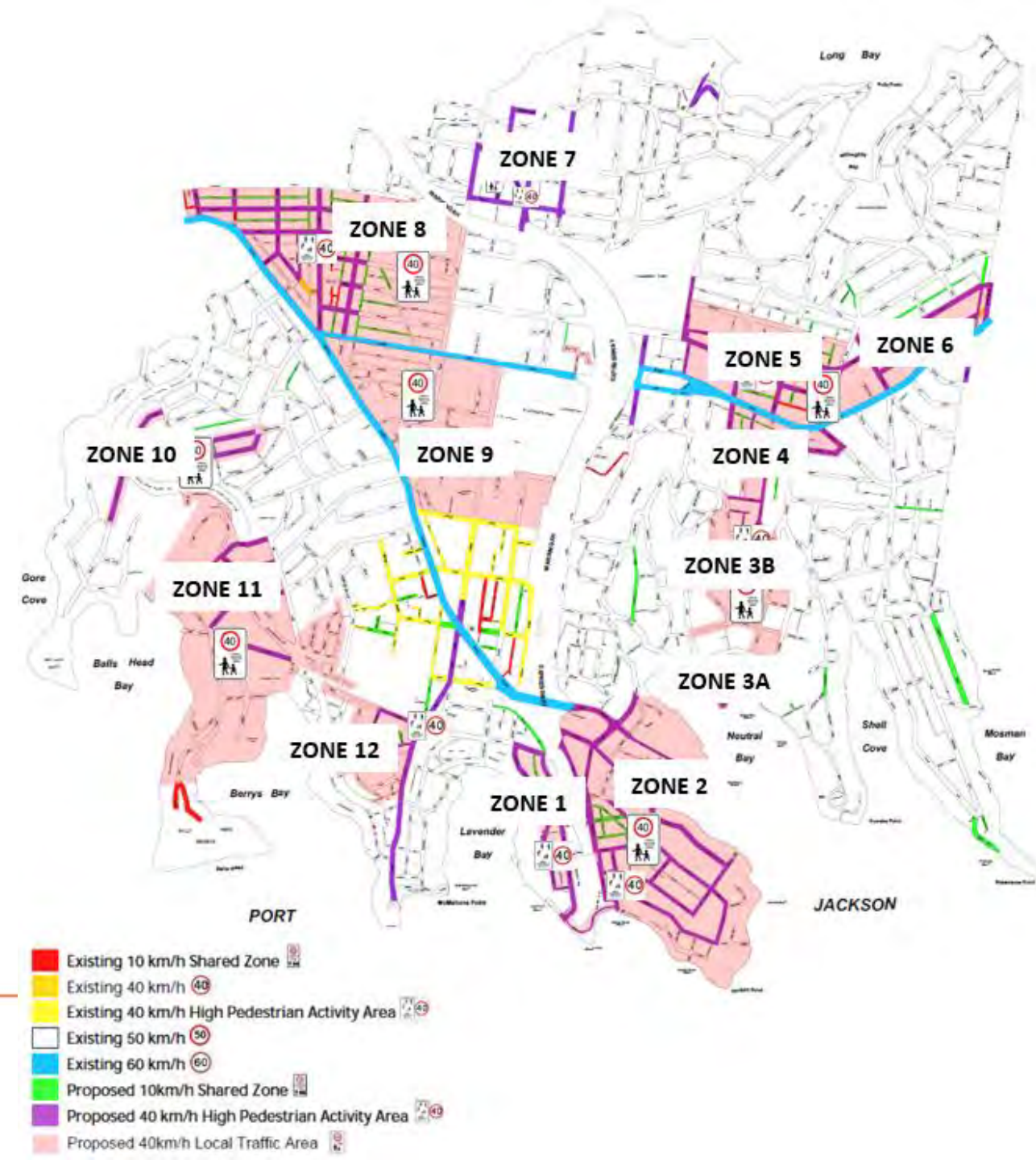


progressive *vibrant* diverse

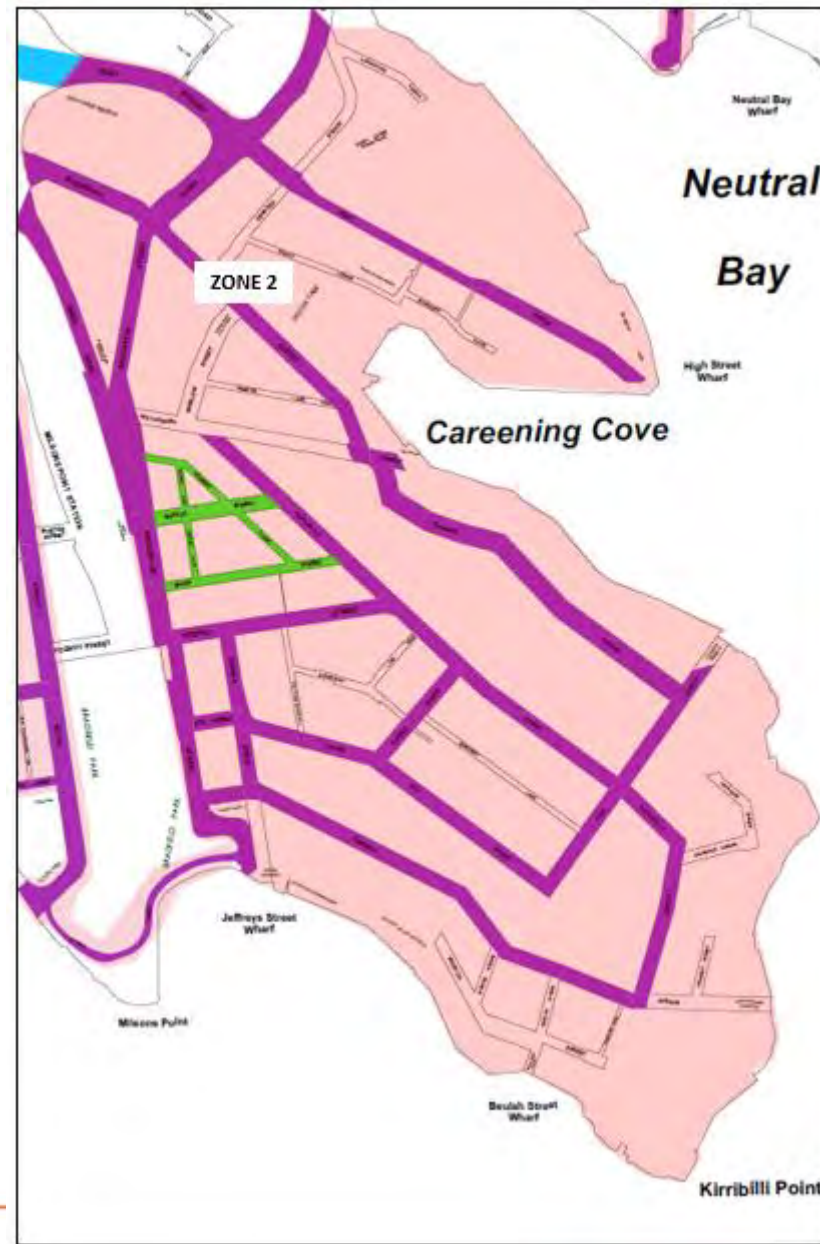
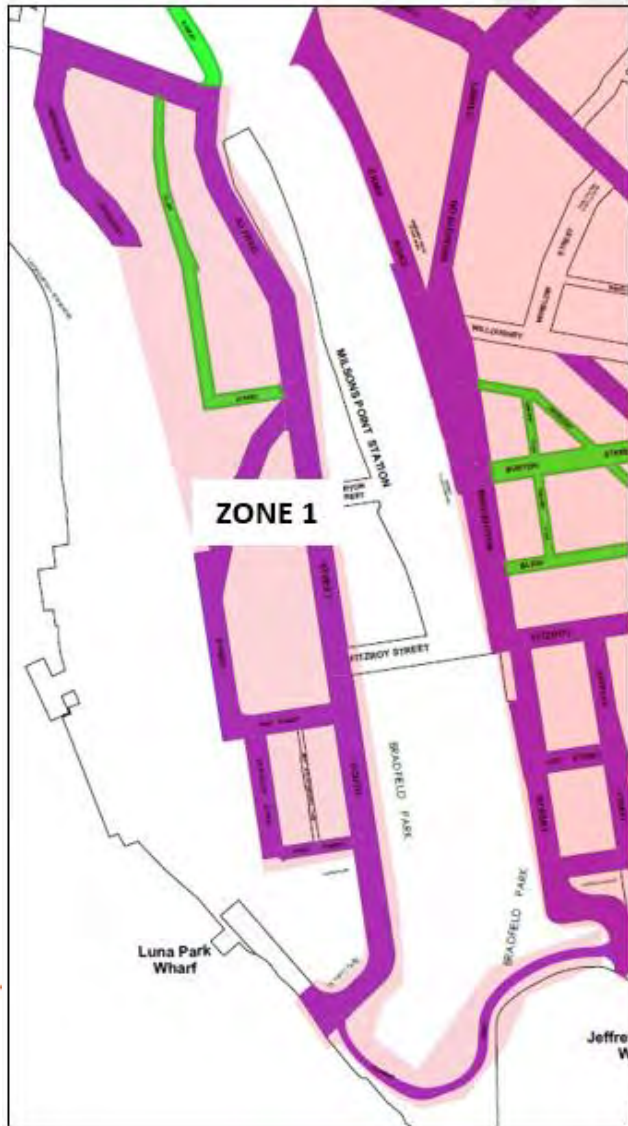


# Proposed Speed Limits Map

- Potential sites identified through land use and trip generators, LATM Action Plans, current public domain and planning studies and assessed against RMS criteria



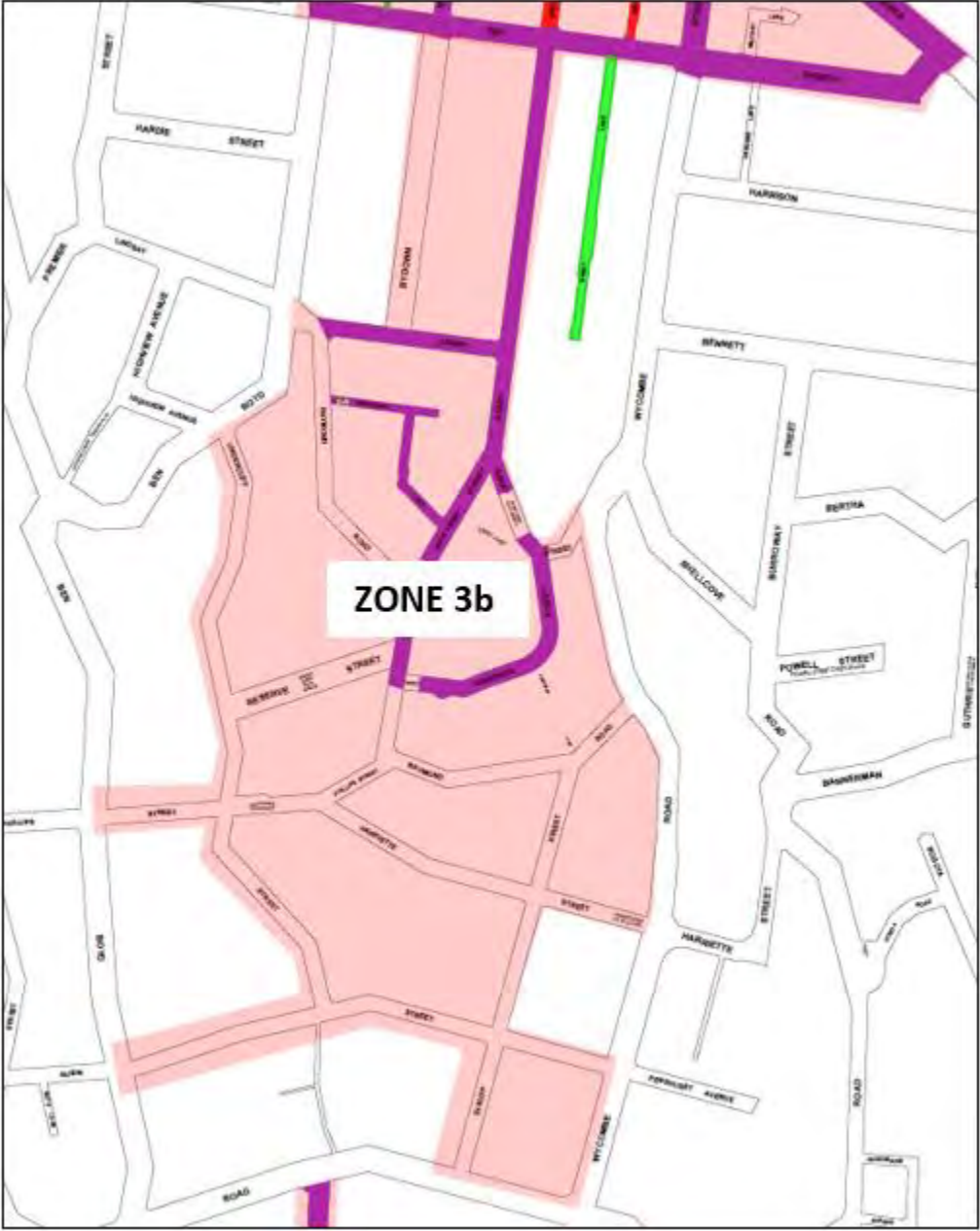
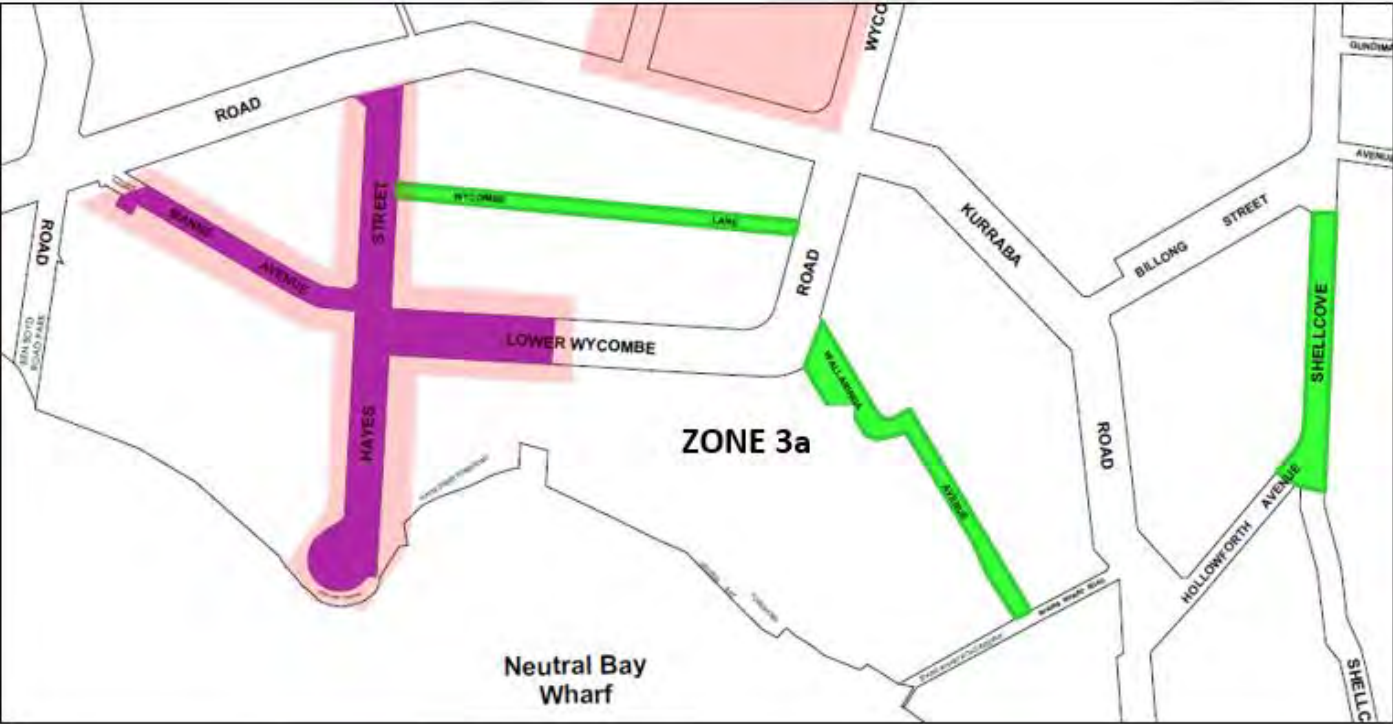
# Zone maps



progressive *vibrant* diverse



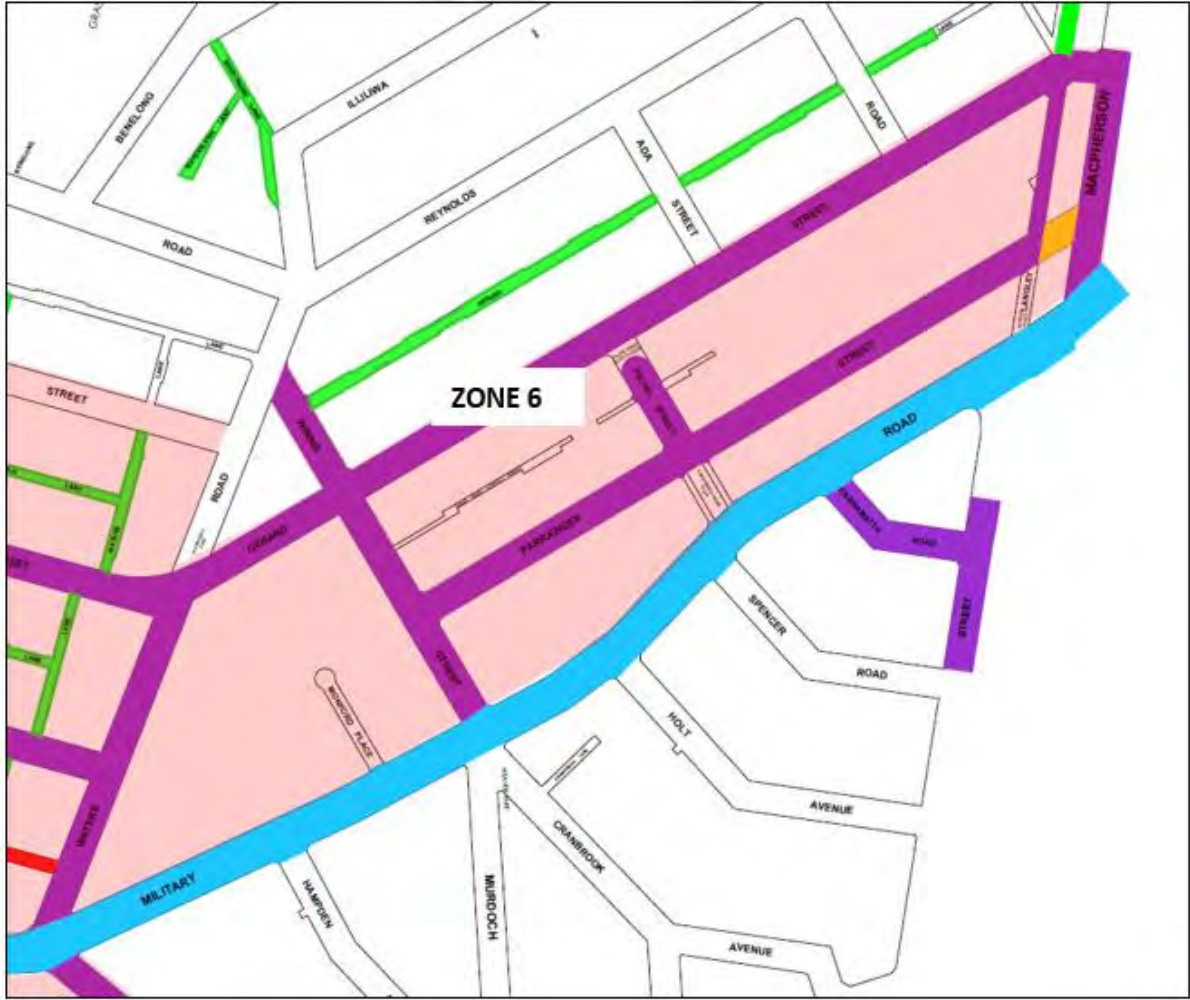
# Zone maps



progressive *vibrant* diverse



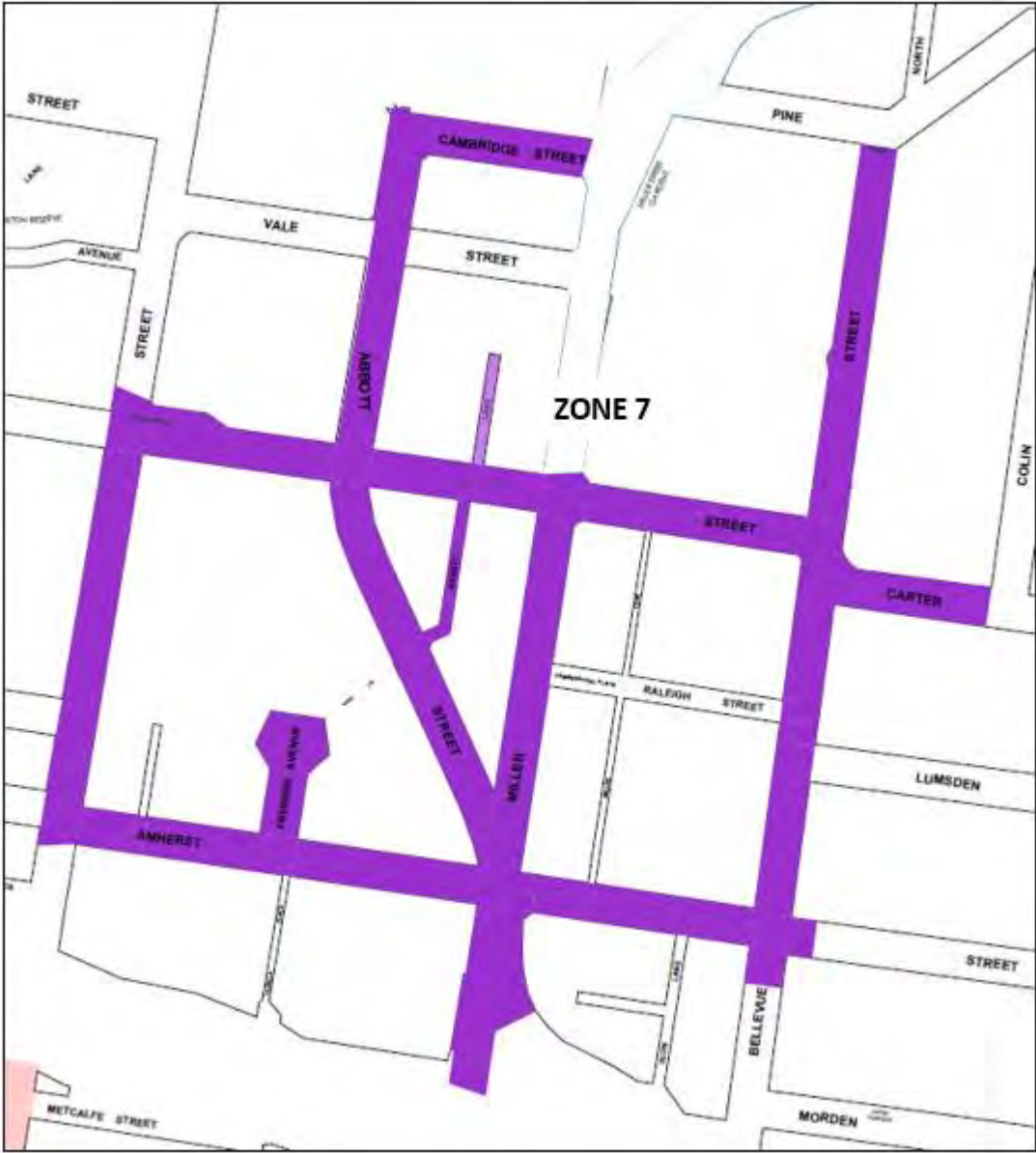
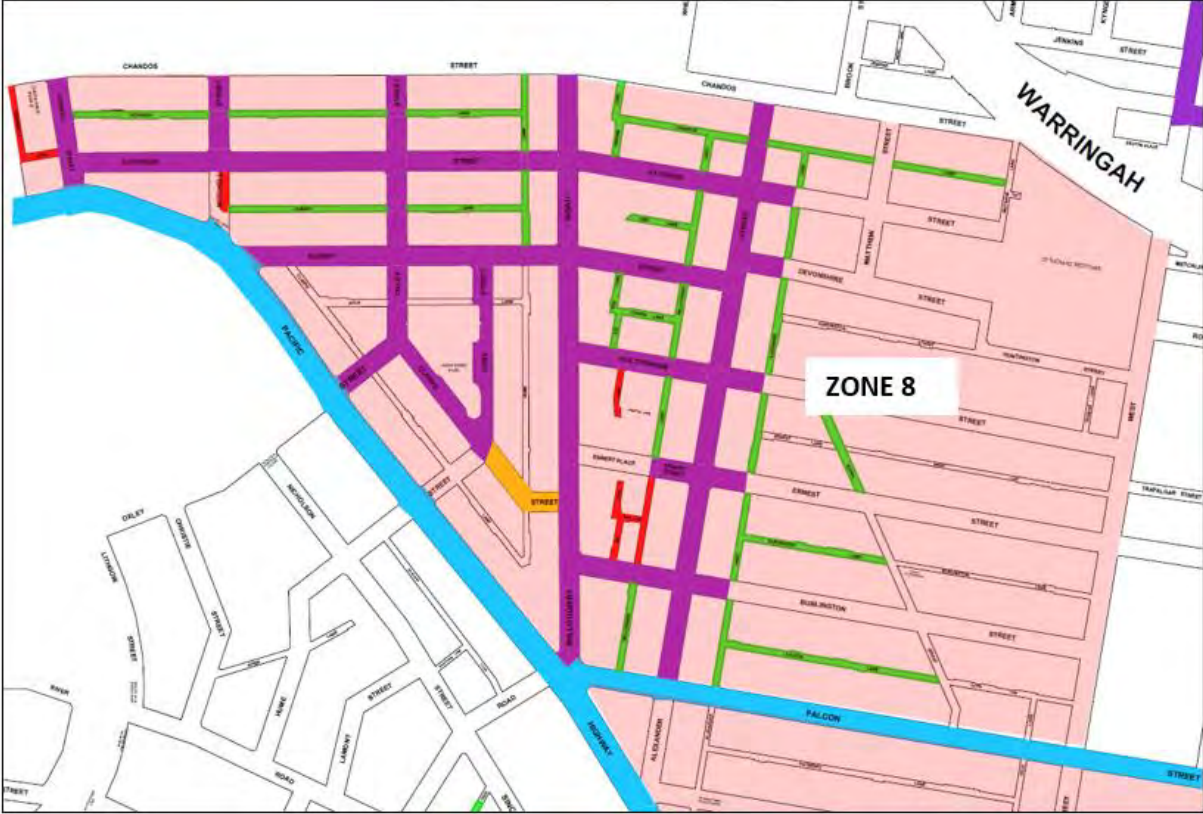
# Zone maps



sive *vibrant* diverse



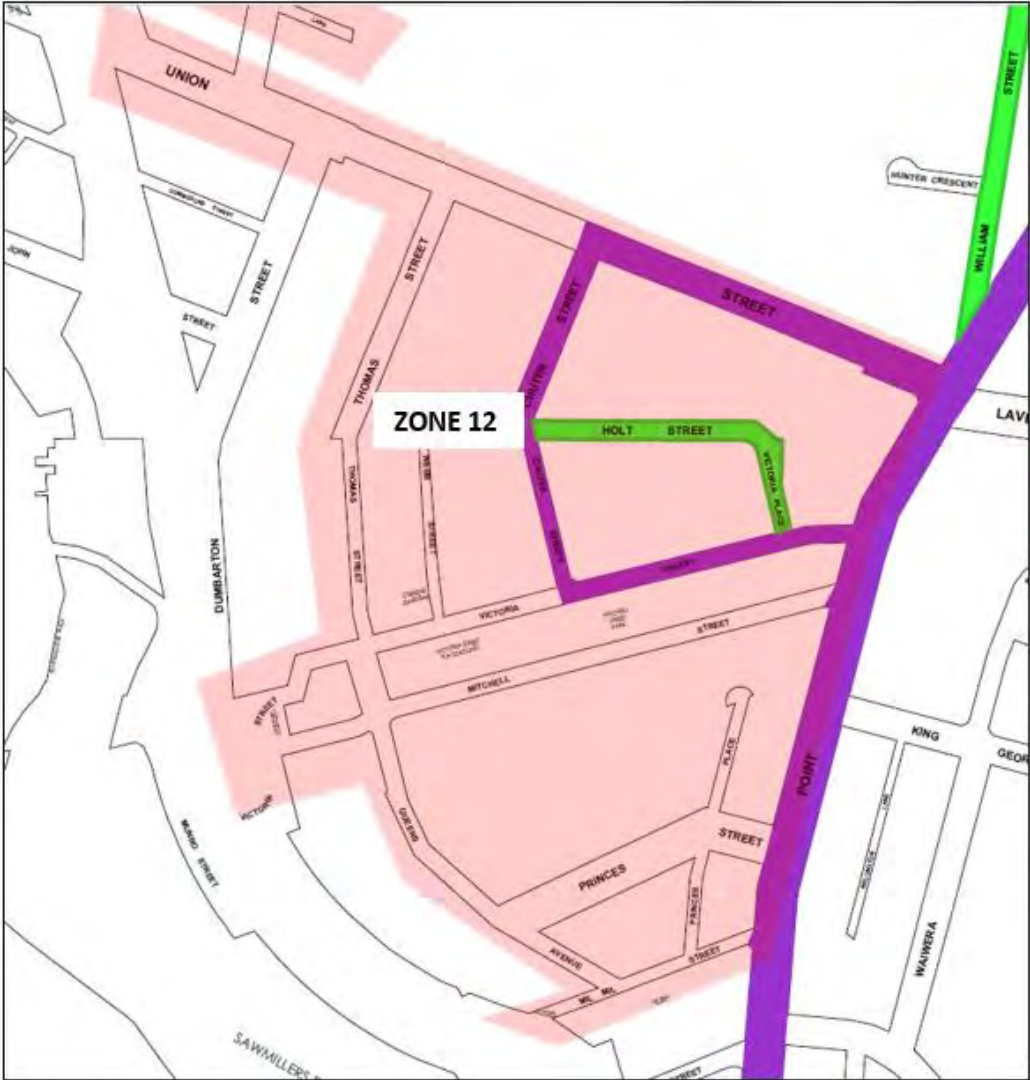
# Zone maps



progressive *vibrant* diverse



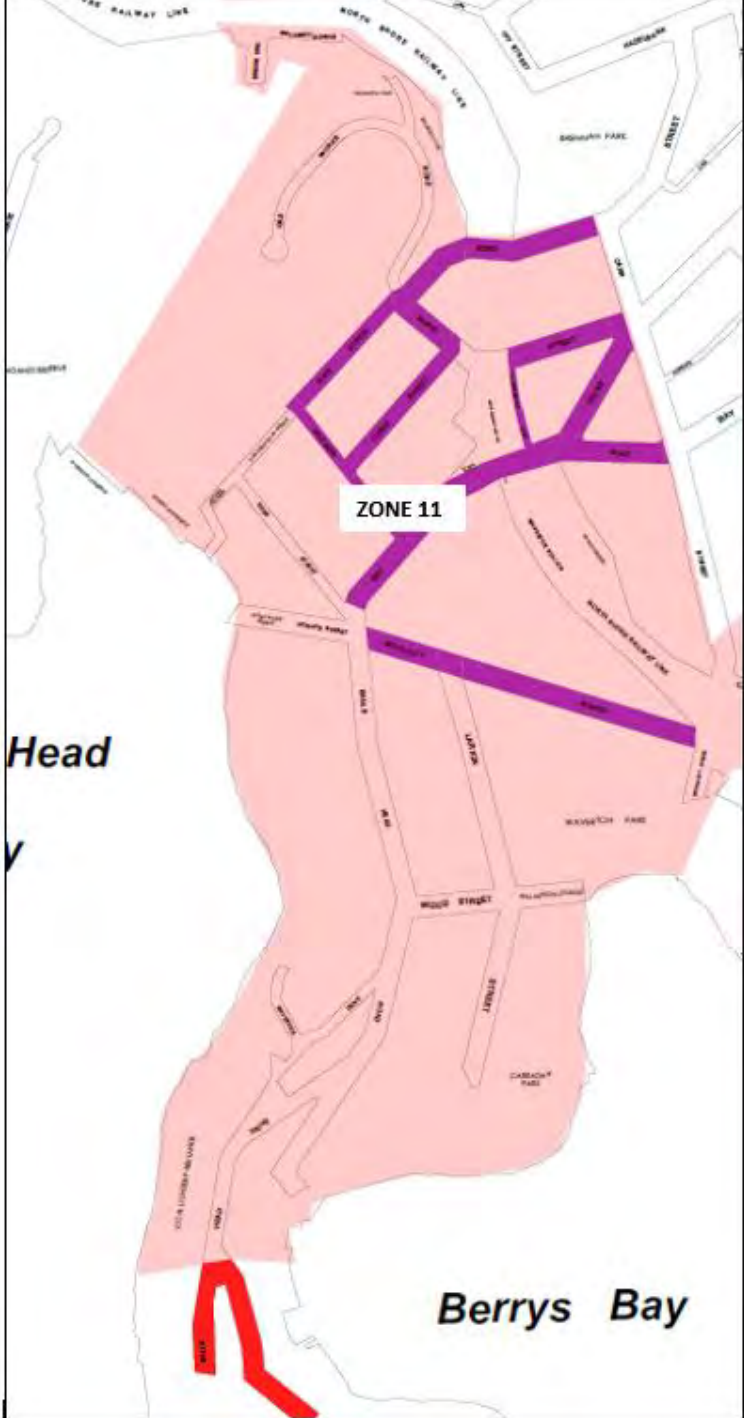
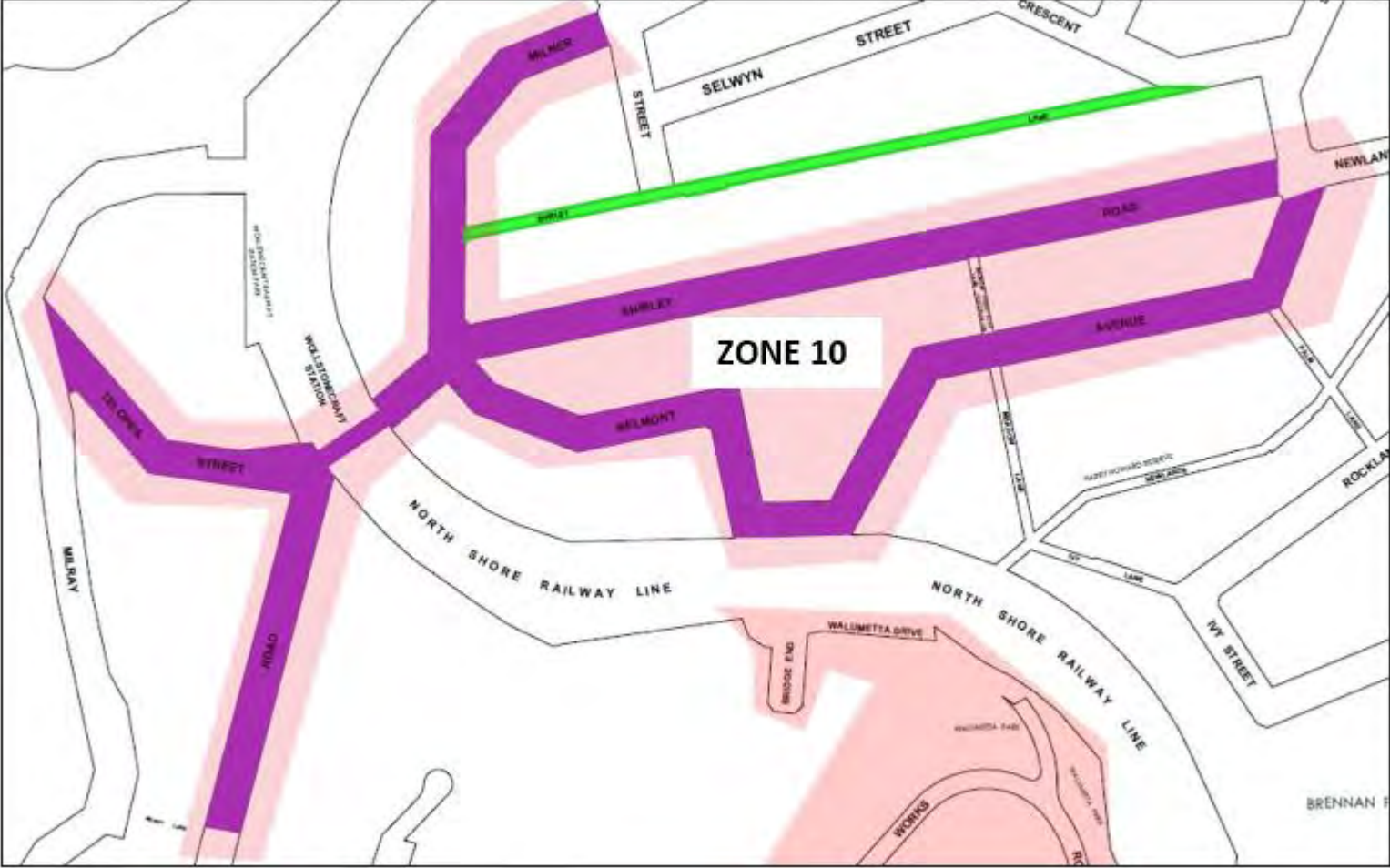
# Zone maps



progressive *vibrant* diverse



# Zone maps



progressive *vibra*





# Speed Limit Authorisation

- RMS is the only authority who can authorise speed limits
- Detailed proposals including traffic count data, crash history, proposed treatments need to be prepared for each study area for consideration and approval by RMS
- Community Consultation and Traffic Committee approval required for the physical devices within the scheme



# Next Steps

- 40km/h Masterplan and Action Plan on public exhibition for 60 days. Submissions close **5 November 2019**  
<https://yoursay.northsydney.nsw.gov.au/draft-40kmh-and-10kmh-zones>
- Report outcomes to Council meeting (25/11/19) for formal adoption of Masterplan and Action Plan
- Masterplan will form basis for detailed proposals in study areas/zones to be prepared for RMS approvals
- Funding opportunities to be sought
- Community Consultation and Traffic Committee approval for each area will be undertaken prior to implementation



# COUNCIL UPDATE

GN, Community Engagement Coordinator, NSC

Combined Precinct Committee  
21 October 2019



# AGM Procedure Reminder

- Email name of returning officer  
[precincts@northsydney.nsw.gov.au](mailto:precincts@northsydney.nsw.gov.au)  
minimum of one (1) week in advance of meeting date. Council staff can act as Returning Officer upon invite.
- Cannot hold the same executive position for more than four (4) consecutive years.
- No proxy voting



# Ward Forums

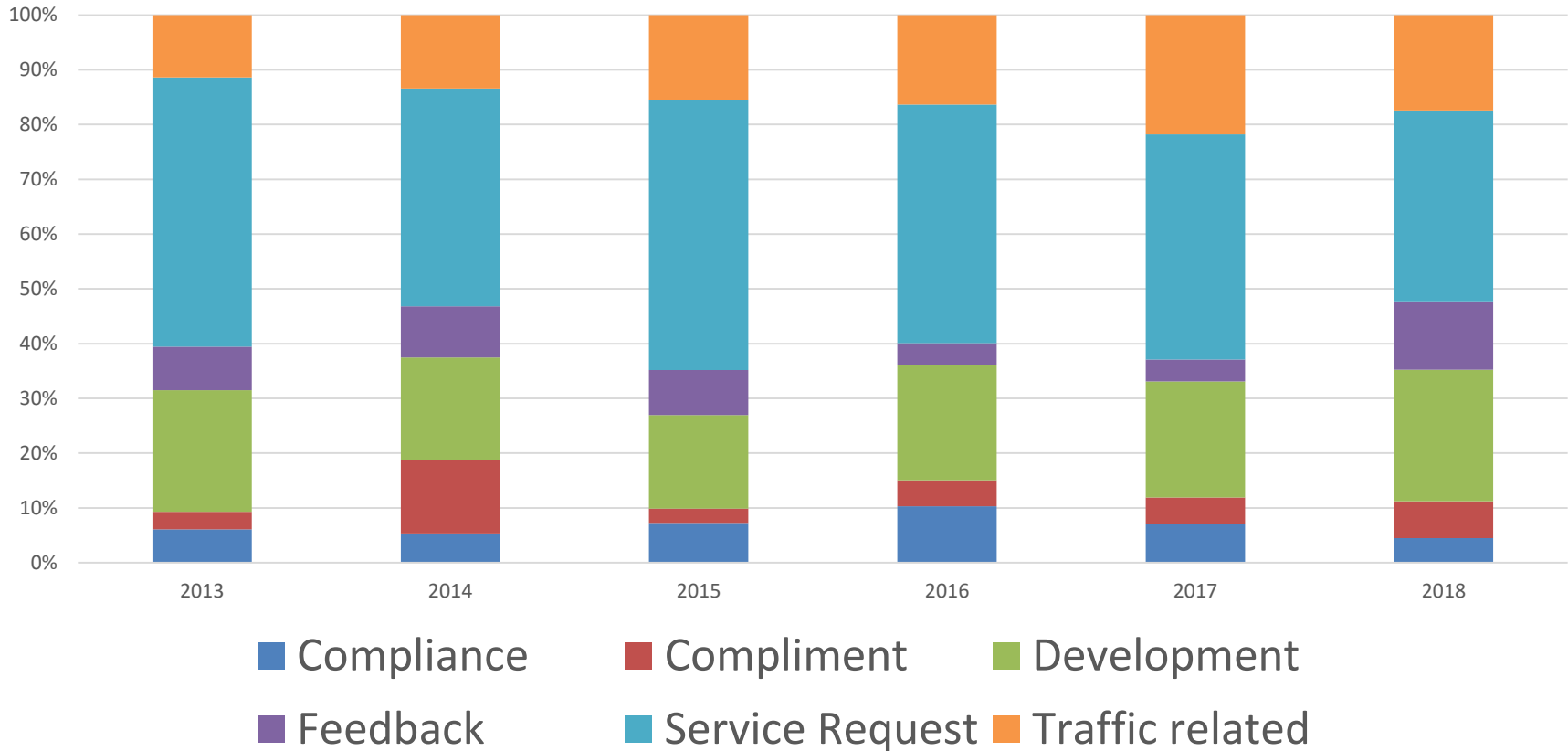
- **Tunks Ward** - Thursday 31 October 2019  
**Venue:** Norths Leagues Club, Abbott Street, Cammeray
- **Victoria Ward** - Tuesday 12 November 2019  
**Venue:** Neutral Bay Public School
- **Wollstonecraft Ward** - Wednesday 27 November 2019  
**Venue:** Hutley Hall, North Sydney Council

2019 FORUM DATES CANCELLED



# Precinct System Survey Results

## Precinct Committee Actions Arising 2013-2018



# Precinct System Survey Results

Timeliness of Council's response to actions arising from their minutes



# Precinct System Survey Results

Quality of Council's response to actions arising from their minutes





# Precinct System Survey Results

Relevance and timeliness of Council's response to actions arising from their minutes



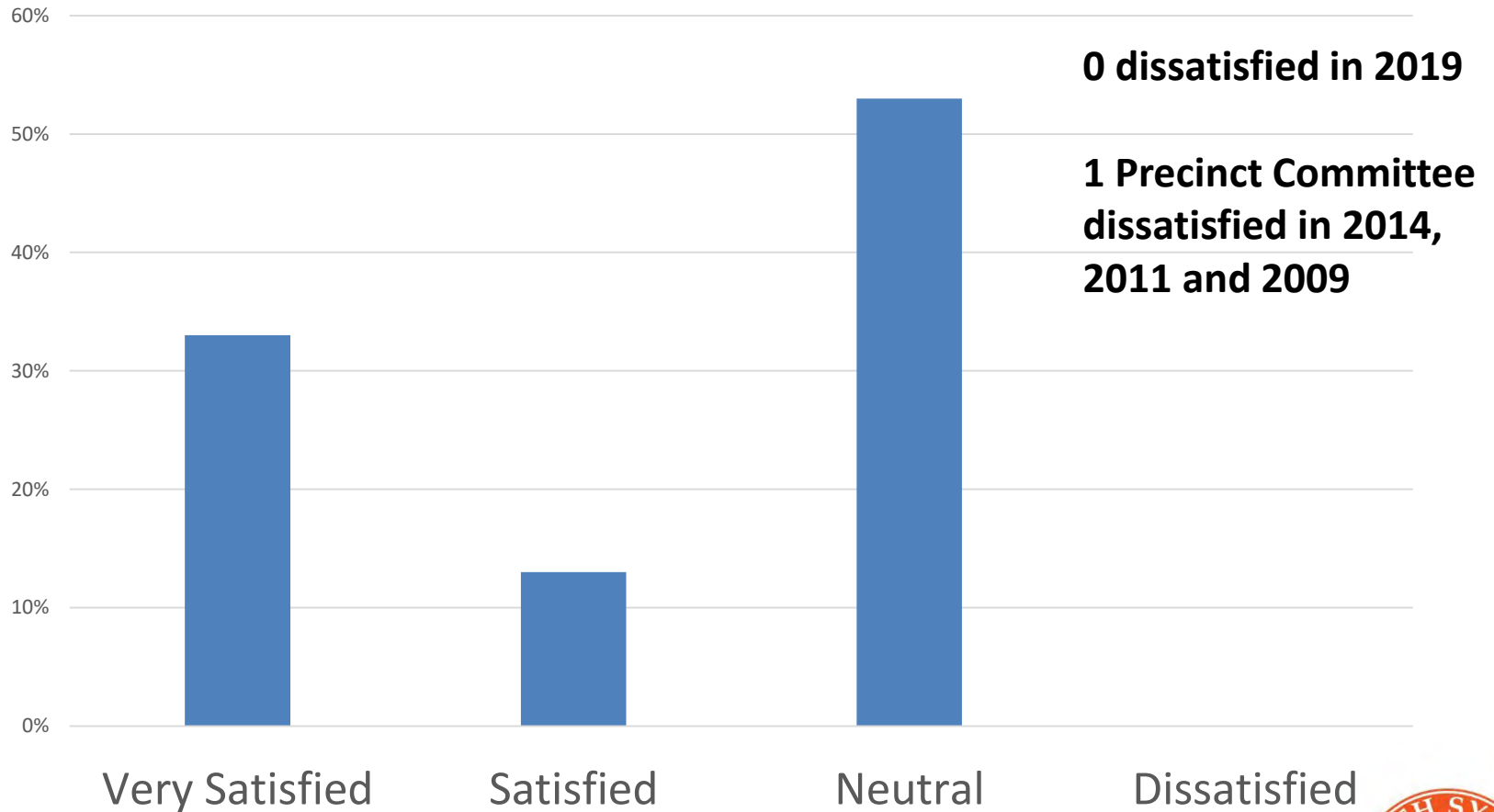
# Precinct System Survey Results

## Weekly E-news



# Precinct System Survey Results

2019



progressive *vibrant* diverse



# HAVE YOUR SAY

## CURRENT CONSULTATIONS & DOCUMENTS ON EXHIBITION

**Draft Bushland Rehabilitation Plans**

**Feedback closes 24 October 2019**

**Bannerman Street and Murdoch Street -  
Speed Cushions Trial**

**Feedback closes 27 October 2019**

**Draft North Sydney 40km/h & 10km/h Shared  
Zones Masterplan**

**Feedback closes 5 November 2019**

**Planning Proposal 5/19 - 6 Hayes Street and  
NSDCP Amendment - 8 Hayes Street, Neutral Bay**

**Feedback closes 6 November 2019**

**Ridge Street Active Transport Upgrade - Stage 2**

**Feedback closes 17 November 2019**



[yoursay.northsydney.nsw.gov.au](https://yoursay.northsydney.nsw.gov.au)

