

UNION PRECINCT



PO Box 7041 McMahons Point NSW 2060
unionprecinct@gmail.com

Minutes - Wednesday 2 June 2021 held at McMahons Point Community Hall, Blues Point Road at 7.30 pm

Chair: MC & KR, Secretary MCH Treasurer: ID. Meeting chaired by MC; minutes by MCH
Present 21 – as per attendance sheet.
Apologies: DH, PM, MM, ZB, MM

The meeting was called to order at 7.34 pm.

MC noted that COVID meeting practice had been adopted.

1. Minutes of the Previous Meeting

Following introductions of the committee members, the minutes of the meeting held on Wednesday 3 May 2021 were accepted as a proper record of the meeting. ID moved and NM seconded the adoption of the minutes.

2. Parking and pedestrian issues around Union Street

NM addressed the meeting to raise the issue of parking at the end of Union St/beginning of Euroka St. She asked for more consideration to be given to residents as there appeared to be a commercial vehicle and trailer parked there permanently taking up valuable spaces. The issue of parking down Union Street being difficult was discussed by members at the meeting.

NM asked for a motion to be raised to turn some of the unrestricted parking into restricted parking which would benefit residents.

KR recalled that there was a survey of parking spaces / timing previously in the area, so it was worthwhile to check if that area had been included in the previous survey.

The meeting resolved that the Precinct would ask Council to contact the manager of traffic and transport to find out if the area was part of previous survey. Are there current plans around parking for that area? If not, could the area between the bus stop and the corner of Union St/Euroka (in front of 2A/2B Union St) be turned into restricted parking except for residents of Area 8.

The Precinct also requests for parking inspectors/rangers to come down Union St more regularly.

NM also raised issue of pedestrian safety around the bend at Union/Euroka. She proposed a crossing or refuge island near the Euroka bus stop. The Precinct recognises work is being done around the speed controls in the area and is also working on a proposal to bring the various issues around that area to the attention of Council. Pedestrian safety will be included as part of that proposal.

The Precinct resolved to ask Council for an update on the status of the Union Street speed control work.

3. Development Applications/Modifications

- **DA 196/20**, 85 Bank St, North Sydney
To modify Consent No 196/20 with regard to carport, new window and extension on upper level –
Submissions due 4 June

Noted.

4. Update on Precinct Review Process

The Precinct System Review report was on the agenda for the North Sydney Council meeting on 24 May, however it was deferred, and Councillors asked for a briefing. The current timetable looked for the changes to be implemented in July prior to the election in September, however due to the delay, members of the Precinct discussed that it might be sensible to wait until after the election.

One of the options discussed in the report is a merger of precincts. One of the proposed options is a potential merger of Edward and Union precincts, along with half of the CBD.

As part of the Review, Council wants to reduce the number of precincts (from 25 to 16) and amalgamate non-active precincts with active precincts, so the whole area is covered. The question of how to reconfigure the boundaries of the precinct was raised and it's understood that this will require more consultation. The current preference noted in the report is to amalgamate precincts, rather than redraw on a different basis such as suburbs.

The discussion then focussed on whether Union would be interested in a potential with merger with Edward and half of the CBD. (The other half of the CBD would merge with Stanton).

Issues raised included:

- Why do we want to amalgamate at all? What are the advantages? We've got a group here that works well.
- While we have small efficient working group in Union, it's often the same people doing the work. A merger would give us a bigger pool of participants and potential volunteers.
- Would residential precinct issues be watered down with commercial interests (in relation to CBD merger)?
- The precinct system looks at not only residents, but also businesses, commercial interests, schools etc. The precinct in this new form would be wider mix of participants.
- Why is the proposed merger with Edward and not Lavender Bay? Question of whether we should amalgamate with Edward or Lavender Bay needs to be considered. It was however noted that Lavender Bay is already quite a large precinct in terms of resident numbers. Edward is of a similar small size to Union.
- Edward Precinct discusses similar topics to Union Precinct.
- Edward Precinct has small attendance, and if we were to merge, we would be helping them.
- The meetings could still be held at the McMahons Point centre.

Options discussed include

- stay as we are
- merge with a bigger group like Lavender?
- merge with Edward (not CBD)

The Precinct felt it was too early to decide on any particular option and resolved to communicate to Council the following:

- **Union definitely does not want to merge with the CBD at any stage of this process**
- **Union does not want to express a specific interest in merging with Edward at this stage. Any potential merger would need to be discussed further**
- **Union would like to be involved in any further consultation on precinct boundaries and potential mergers.**

5. Sydney Harbour Bridge cycle ramp

JC addressed the meeting discussing several options for a cycle ramp. Two options for a cycle ramp to the Harbour Bridge have been provided by State Government. One is a spiral, which impacts Bradfield Park and the bowling green significantly, while another is a long ramp, which impacts Bradfield Park (needing a 4m wide strip in Alfred Street and which Heritage NSW says isn't acceptable. Both of these options have been rejected by Council with Council pushing for the option of a lift.

The pros and cons of a lift were discussed including

- Good for small children on bikes
- Could be good for certain makes of e-bikes which are currently too heavy to push up the stairs/rail
- Too many bike riders in peak times to use a lift. Would significantly impact cycle travel times
- A lift would not fit bicycles with trailers (for children)

The meeting also discussed options provided by residents.

It was commented that many of these options are a band aid solution, whereas we need a long-term solution for bikes that considers the lack of green space we have here in the local government area.

The Precinct asks Council to note the following

- **Union Precinct rejects the spiral option for its safety issues and impact on green space in Bradfield Park.**
- **Union notes the TfNSW linear option has merit, but residents are concerned about impact of people in the park.**
- **Union Precinct's preferred option is an alternative option - an elevated cycleway ending at Middlemiss St or the tramway area in Blue St.**
- **Union does not feel a lift is the only option, but could be part of a multi-faceted solution.**
- **In the long-term, Union would support a dedicated cycleway on the Harbour Bridge.**

6. State Government projects

An update was provided on various State Government projects.

- The Western Harbour Tunnel is subject to a NSW Parliamentary Inquiry
- Work on the Warringah Freeway has led to changed traffic conditions on Mount Street. Precinct members were emailed the leaflet outlining the changes along with the previous agenda.

7. Webb St Parking Consultation

Council proposes to install "No Parking" restrictions from the south side of No 8's driveway to the north side of No 10's driveway. A resident of Webb St addressed the meeting to discuss the issues around this noting it's a small, narrow street of 11 houses with only 6 having off-street parking. She also noted any loss of carparking would have a huge impact on an area that already has such limited parking. This sentiment was echoed by other members at the meeting. It is thought that the request was withdrawn, however residents would like to ensure that the parking changes will not go ahead.

Precinct asks Council for an update on the consultation process. Is the removal going ahead? Precinct requests that it does not go ahead due to residents' concerns about lack of parking.

8. Update on public consultation - Blues Point Road, McMahons Point - Speed Cushions - between Princes Street and Henry Lawson Avenue

The Lavender Bay Precinct had requested someone from Council attend its meeting to discuss the issues of speed cushions on Blues Point Road. In lieu of someone attending, Council sent answers to a number of questions asked. These were read out in the meeting (and attached to the minutes).

The meeting resolved to propose that the Traffic Committee implement

- a) 40km speed limit along the entire stretch of Blues Point Road (this would assist with the noise as well as speed)**
- b) Speed cameras**
- c) spot Police patrols to issue defect notices.**

9. Any other business

Floating Dry Dock appeal

KR addressed the meeting noting the Floating Dry Dock is subject to a planning appeal at the Land and Environment Court. As Union Precinct made a submission, we can nominate someone to be available to speak at the hearing on behalf of the Precinct.

A motion was passed to allow members of the Precinct or other nominated precincts to represent Union and speak consistent with the submissions that have been made. The Precinct resolved in the affirmative that it wishes to join Council in the appeal.

Other items of note

- As it is not a DA process, complying developments can be approved without consultation with neighbours.
- Any changes to documents made in relation to DA should be available on the Council website under that particular DA (this was in response to a question from the floor).
- KH addressed the meeting providing an update on:
 - National Reconciliation Week
 - Stanton Writers is back on the agenda
 - The next Combined Precincts Committee meeting is on 22 June with the MLC building up for discussion as well as the Western Harbour Tunnel and Social Housing.

10. Next Meeting Wednesday 7 July 2021

Closure - The meeting closed at 9.32 pm.

Signed as a correct record

Chair

BLUES POINT ROAD – PROPOSED SPEED CUSHIONS

Answers provided by Council's Manager Traffic & Transport Operations.

What range of speeds do cars travel over speed cushions?

The advisory speed when travelling over speed cushions is 25km/h or less. The traffic speed is not measured over the speed cushions but at the interval between the speed cushions.

How effective are speed cushions in stopping speeding (in general or at locations in the LGA)?

Austrroads reports a 27% reduction in 85th percentile vehicle speeds in the vicinity of the device. It does not totally prevent speeding, but when used in a series assists to regulate speeds over the length of the street. An example where speed cushions were installed in Sutherland Street, Cremorne. The 85th percentile speed without speed cushions was 53km/h and when the speed cushions were installed the 85th percentile speed reduced to 43km/h.

It should be noted that the 85th percentile speed in Blues Point Road is 37km/h to 47km/h.

Refer to this report for more information

https://www.northsydney.nsw.gov.au/files/assets/public/docs/1_council_meetings/committees/traffic_committee/537/4.03_blues_point_road_-_proposed_traffic_calming.pdf

What do studies show about braking and acceleration noise near speed cushions?

Where speed cushions or speed humps have been installed previously, Council has received complaints from adjacent residents about noise as vehicles traverse over them. Austrroads also notes: *"the traffic noise level may increase just before and after the device due to braking, acceleration and the vertical displacement of vehicles and their goods"*.

What additional signage and lighting is required near speed cushions?

25km/h speed advisory signage is installed adjacent to the devices. No additional lighting is required and as much as possible, the devices are located near to existing lights.

What alternative measures have been considered along Blues Point Road (signage, HPAA, narrowing, speed cameras, etc.)?

The [Traffic Committee on 5 February 2021](#) recommended all of the options below be investigated and investigations are ongoing:

- Speed cushion traffic calming
- Police enforcement
- Speed camera (referred to TfNSW)
- Improve parking signage/linemarking at the southern end of Blues Point Road near Blues Point Reserve
- CCTV
- Improve lighting at the southern end of Blues Point Road near Blues Point Reserve

A 40km/h High Pedestrian Activity Area is proposed for Blues Point Road in the *40km/h and 10km/h Shared Zone Masterplan*. At the Traffic Committee meeting on 30 April 2021 the Committee recommended that this be pursued for Blues Point Road, however it should be noted that some form of traffic calming will still be required to create a self-enforcing 40km/h speed environment.

What alternative measures have been used elsewhere in the LGA?

Speed cushions are the most cost effective traffic calming option. Other measures include (see also page 51-54 of the [North Sydney Integrated Traffic & Parking Strategy](#) for examples):

- Full width speed humps (eg. Alfred Street South, Broughton Street) - higher cost, less bus-friendly
- Chicanes/ slow point (eg. Hayberry Street) - high cost, impacts on parking, more visually appealing, no noise, not as effective on bus routes (due to less deflection)
- Kerb extensions/ rain gardens (eg. Union Street) - high cost, more visually appealing, no noise, may reduce speeds by narrowing carriageway but not as much as vertical deflection devices (eg. speed humps).