

**Report to General Manager**

Attachments:

1. Draft 40km/h and 10km/h Shared Zone Masterplan and Action Plan
2. Submissions Summary

SUBJECT: Adoption of North Sydney Council 40km/h and 10km/h Shared Zone Masterplan and Action Plan

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EXECUTIVE SUMMARY:

At its meeting on 26 August 2019 (Minute No. 240) Council resolved to place the draft North Sydney Council 40km/h and 10km/h Shared Zone Masterplan and Action Plan on public exhibition for a period of 60 days.

Following a review of submissions, it is proposed that the draft North Sydney Council 40km/h and 10km/h Shared Zone Masterplan and Action Plan be adopted.

FINANCIAL IMPLICATIONS:

The financial implications for the delivery of this Master Plan include the cost of implementing each of the individual projects identified in the accompanying Action Plan. These Projects are identified across twelve (12) Zones and are ranked in a hierarchy of priority order referred to as Short (High Priority), Medium (Medium Priority) or Long term (Low Priority). Refer to Attachment 1 – Master Plan and Action plan for each zone.

To deliver the identified Short Term (High Priority) Projects it is estimated that the cost will be \$1,637,500 over the next 5 years.

The Master Plan and Action Plan will be used to inform forward planning for Council's Traffic and Parking Operations Capital Works budgets as well as grant funding applications.

It is anticipated that the majority of funding to deliver this program of works will come from funding Grants that are made available through the Local Government Road Safety Program (LGRSP) NSW Road Safety Plan 2021 and supplementary programs such as the RMS 40km/h High Pedestrian Activity Area (HPAA)' and 'Walking Communities' programs.

RECOMMENDATION:

1. THAT the North Sydney Council 40km/h and 10km/h Shared Zone Masterplan and Action Plan be adopted.

LINK TO COMMUNITY STRATEGIC PLAN

The relationship with the Community Strategic Plan is as follows:

Direction: 2. Our Built Infrastructure

Outcome: 2.1 Infrastructure and assets meet community needs
2.2 Vibrant centres, public domain, villages and streetscapes
2.3 Sustainable transport is encouraged
2.4 Improved traffic and parking management

BACKGROUND

Council at its meeting on 26 August 2019 (Minute No. 240) resolved to place the draft North Sydney Council 40km/h and 10km/h Shared Zone Masterplan and Action Plan on public exhibition for a period of 60 days.

The draft North Sydney Council 40km/h and 10km/h Shared Zone Masterplan and Action Plan was placed on public exhibition from 6 September 2019 to 5 November 2019. Advertisements were placed in local newspapers and on Council's website to advise of the public exhibition of the policy.

SUSTAINABILITY STATEMENT

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

DETAIL

Following a review of submissions, it is proposed that the draft Masterplan and Action Plan as attached (Attachment 1) be adopted.

There were 109 submissions received and a submissions assessment table is attached to this report (Attachment 2).

The revised draft Masterplan and Action Plan is inclusive of additional amendments following the public exhibition period.

It is recommended that the draft North Sydney Council 40km/h and 10km/h Shared Zone Masterplan and Action Plan be adopted by Council.

Summary of the Amendments from the Public Exhibition Period

Based on the submissions from the public exhibition, a number of recommendations were adopted and are summarised below.

No.	Recommendations	Plan Page No.
1	Belgrave Street is excluded from the proposed 40km/h zone in Zone 5	25
2	Gerard Street is excluded from the proposed 40km/h zone in Zone 6	26
3	Proposed 40km/h zone in Zone 5 and Zone 6 are extended to include Grasmere Road and Reynolds Street	25, 26
4	Zone 8 is extended to include streets surrounding Anzac Park school	29
5	Matthew Lane is included in the proposed 10km/h Shared Zone in Zone 8	29



40KM/H & 10KM/H SHARED ZONE MASTERPLAN & ACTION PLAN



NORTH SYDNEY COUNCIL



Executive Summary

A draft 40km/h and 10km/h Shared Zone Masterplan and Action Plan has been developed by Council's Traffic & Transport Operations business unit to review the existing road networks in the North Sydney Council Local Government Area and to identify opportunities to create a safer road environment for all road users by reducing traffic speeds.

Potential sites for implementing 40km/h speed limits and 10km/h shared zones have been identified in accordance with relevant RMS guidelines and taking into consideration surrounding land uses. In addition, several sites have already been identified through previous studies including the North Sydney Local Area Traffic Management (LATM) Action Plans (2019) and other transport and planning studies. These sites have been consolidated into a single Master Pan map.

A total of 223 sites have been proposed for treatments of 40km/h speed limit and 10km/h shared zones.

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1. Introduction

Vehicle speed is the biggest single factor contributing to vehicle crashes, pedestrian injuries and fatalities in North Sydney according to *North Sydney Crash Analysis Report 2019*¹.

This plan has been developed to review the current road networks in the North Sydney Local Government Area and identify opportunities to create a safer road environment for all road users by reducing traffic speeds.

The key objectives of this plan are to:

- Identify opportunities to implement 40km/h speed limit zones and 10km/h Shared Zones within the North Sydney Local Government Area.
- Ensure that the Master Plan and accompanying Action Plan also meets the NSW State Governments Strategic objectives around Road Safety as per the recently released NSW Road Safety Plan 2021 which aims to reset the state's priorities and outline the strategic direction and actions to address key road safety issues in NSW.
- Provide a foundation and framework to assist Council in allocating resources and applying for road safety funding grants such as 'RMS 40km/h High Pedestrian Activity Area (HPAA)', 'Walking Communities' programs and any other Local Government Road Safety Programs (LGRSP) that become available.
- Demonstrate that Local councils are well placed to plan, implement and deliver road safety projects relevant to their communities.
- Deliver on the Communities requests and Councils adopted LATM action plans to reduce speed across the North Sydney Local Government Area as identified in the LATM study and Action Plans adopted by Council in November 2017.
- Achieve the community priorities identified in North Sydney's Transport Strategy (2017) to provide "Safe travel" by reducing traffic speeds.
- Improve safety and amenity for walking and cycling throughout the North Sydney Local Government Area.

2. Strategic Context

2.1 National Road Safety Strategy 2011-2020²

The National Road Safety Strategy 2011–2020 aims to improve Australia's road safety with a vision of "no person should be killed or seriously injured on Australia's roads". It set the targets of an annual reduction of 30% in the number of crash fatalities and serious crash injuries by 2020. The National Road Safety Strategy is based on the Safe System approach which consists of four principles, 'Safe Roads', 'Safe Speeds', 'Safe Vehicles' and 'Safe People' aiming to

¹ North Sydney Crash Analysis Report 2019, https://www.northsydney.nsw.gov.au/Community_Services/Safety/Road_Safety/North_Sydney_Crash_Analysis_Report

² National road Safety Strategy, <https://www.roadsafety.gov.au/nrss/interventions.aspx>

provide a forgiving road transport system that caters for all road user groups and tolerates human mistakes and physical frailty

The following are some key interventions regarding Safe Speeds by geographical locations:

All of Australia

- Best practice speed enforcement.
- Public information about the community benefits of lower travel speeds.
- Introduction of risk-based national speed limit guidelines.

Metropolitan areas

- Reduce speed limits at intersections.
- More speed limits of 40 km/h or lower in pedestrian and cycling areas.

Regional and remote areas

- Review of speed limits on higher crash risk routes.

2.2 NSW Road Safety Strategy 2012-21³

In NSW speed contributes to about 42 percent of road deaths, resulting in 520 fatalities over the three-year period from 2008 to 2010. Similar to the National Road Safety Strategy, the NSW Road Safety Strategy 2012-21 has a vision of “Working Towards Vision Zero” and commits to the Safe System approach. One of the key focuses for achieving road safety targets is to improve the safety of pedestrians and bicycle riders through the implementation of lower speed limit schemes such as 40km/h high pedestrian activity areas and 10km/h shared zones.

2.3 NSW Road Safety Plan 2021⁴

Further to the release of NSW Road Safety Strategy 2012-21, NSW government has recently introduced a Road Safety Plan 2021 which aims to reset the state’s priorities and outline the strategic direction and actions to address key road safety issues in NSW. The Plan recognises the critical role local councils play in reducing road trauma and includes a commitment to delivering and refining the Local Government Road Safety Program (LGRSP) which assists NSW councils to reduce the likelihood of deaths and injuries from road trauma in their local communities.

The Plan recognises that Local councils are well placed to plan, implement and deliver road safety projects relevant to their communities. It acknowledges that Councils interact regularly with local residents, schools, government agencies, businesses and other stakeholders and that Council officers have a detailed knowledge of their local road networks, traffic management issues and road crash history.

2.4 Local Government Road Safety Program (LGRSP)⁵

Local Councils have an obligation under the LGRSP and the “Safe System Approach” to:

- Plan, develop and implement evidence based local road safety projects; as agreed with RMS and using the LGRSP database.

³ NSW Road Safety Strategy, https://roadsafety.transport.nsw.gov.au/downloads/road_safety_strategy.pdf

⁴ NSW Road Safety Plan 2021, <https://towardszero.nsw.gov.au/sites/default/files/2018-02/road-safety-plan.pdf>

⁵ LGRSP, <https://www.rms.nsw.gov.au/business-industry/partners-suppliers/lgr/documents/local-gov-road-safety-program.pdf>

- Ensure project objectives are clear and can be evaluated to determine road safety outputs and outcomes.
- Support state-wide strategies and programs, as appropriate, to deliver road safety project activities to local communities.
- Submit road safety projects and Action Plan through the LGRSP database for RMS approval.
- Demonstrate financial and in-kind contributions to projects.
- Report against project milestones.

The LGRSP guidelines (May 2019) identified specific key objectives that Councils need to address around reducing “Speed”. These include the following:

- Review areas which may benefit from the installation of a lower speed limit and advocate to council for safer treatments (e.g. High Pedestrian Activity Areas in shopping strips, transport interchanges)
- Provide regional RMS with information (speed counts, existing traffic facilities information, proposed treatments) to assist with speed limit reviews
- Promote school zone speed limits by working with school communities and local police
- Public education promoting safe speed messages
- Work with RMS and NSW Police to identify areas where speed enforcement is needed
- Conduct local speed check program around schools and other areas of high pedestrian activity
- Promote the ‘Road Safety and Your Work, A Guide for Employers’ to local employers and within council.

2.5 North Sydney’s Transport Strategy (2017)⁶

The North Sydney’s Transport Strategy adopted by Council in 2017 sets the framework to deliver all transport planning and management strategies and projects in the North Sydney LGA. One of the key community priorities is to improve community safety by creating slow speed road environments where more vulnerable road users are protected from higher impact road users and the number of crashes and severity of injuries is minimised.

2.6 North Sydney Local Area Traffic Management Action Plans (LATM)

On 4 December 2017 Council resolved to adopt the Local Area Traffic Management (LATM) Action Plans following extensive community consultation and public exhibition to manage traffic and parking across the North Sydney LGA. The Action Plans will be used to coordinate a program of works and projects over the next 10 years.

Several locations have been identified in the LATM Action Plans for implementation of Shared Zones and 40km/h speed zones which will be incorporated in this plan.

⁶ North Sydney’s Transport Strategy (2017),
[https://www.northsydney.nsw.gov.au/Traffic Transport/Transport Strategy/North Sydney Transport Strategy](https://www.northsydney.nsw.gov.au/Traffic%20Transport/Transport%20Strategy/North%20Sydney%20Transport%20Strategy)

2.7 North Sydney Traffic & Parking Strategy (2015)⁷

The North Sydney Community Strategic Plan states that for a reliable, accessible and sustainable transport system, Council will:

- Promote equity of access to public and community transport.
- Incorporate true environmental and social costs in our transport planning.
- Pursue improvement and expansion of sustainable transport options.
- Encourage the use of alternative modes of transport to the private car.

Some of the stated aims regarding transport include:

- The impact of the private car on our community and environment is dramatically reduced.
- The frequency, quality and diversity of public transport throughout North Sydney is increased.
- Pedestrians and cyclists enjoy easy and safe access throughout North Sydney.
- Transport management is coordinated at a regional level.

North Sydney Integrated Traffic and Parking Strategy outlines the key principles in Council's approach to traffic and parking management on Council roads in line with the objectives and goals of the Community Strategic Plan.

The goals of the Strategy are to:

- Improve traffic and parking management across the LGA.
- Ensure that traffic and parking is balanced to meet the needs of road users, particularly residents and businesses both now and into the future.
- Encourage sustainable transport modes as alternatives to private motor vehicle use.

2.8 North Sydney Crash Analysis Report (2019)⁸

North Sydney Crash Analysis Report 2019 examined the crash history for the 5 year-period between 2013-2017. The report reveals a total of 203 crashes in 2017 which is lower than 2016. However, the number of injury crashes has increased slightly from 2016 and was slightly higher than the 5-year average. See Table 1 below.

	2013	2014	2015	2016	2017	5-year Avg.
Fatal Crashes	2	2	3	0	1	1.6
Injury Crashes	166	136	153	154	157	152
Non-casualty Crashes	155	130	64	62	45	91
Total Crashes	323	268	220	216	203	246

Table 1. Number of casualties by killed/injured classification in North Sydney LGA, 2013 to 2017

⁷ North Sydney Traffic & Parking Strategy (2015),

https://www.northsydney.nsw.gov.au/Transport_Parking/Transport_Strategy/North_Sydney_Traffic_Parking_Strategy

⁸ North Sydney Crash Analysis Report 2019,

https://www.northsydney.nsw.gov.au/Community_Services/Safety/Road_Safety/North_Sydney_Crash_Analysis_Report

Percentage of Crashes by Contributing Factors

The crash analysis report identifies that speed is the greatest contributing factor for all crashes locally, regionally and across the state as shown in Figure 1 below.

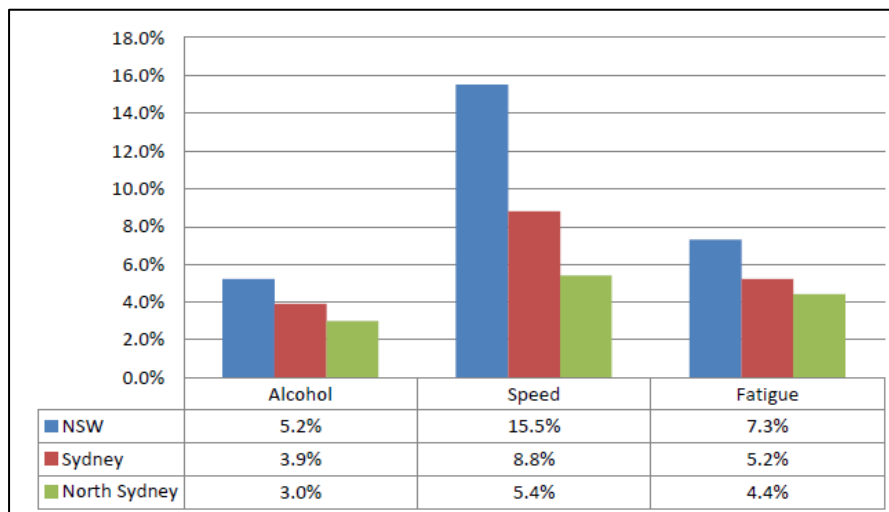


Figure 1. Percentage of crashes by contributing factors in NSW, Sydney region and North Sydney LGA during 2017

Percentage of Crashes by Road User Class

The crash analysis report also indicates that pedestrians are the third highest road user group for casualties for North Sydney at 12.4%, which is higher than Sydney's casualties at 8% and NSW casualties at 6.1%.

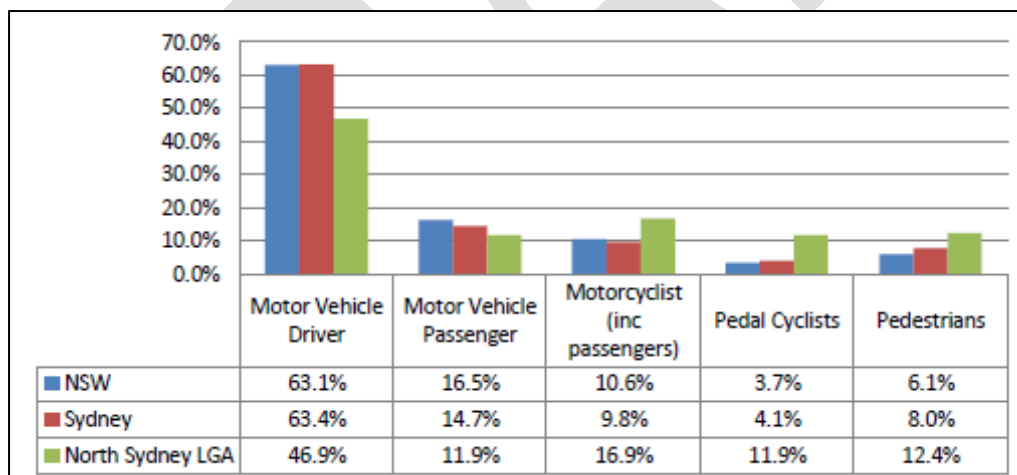


Figure 2. Percentage of casualties by road user class in 2017 for NSW, Sydney region and North Sydney LGA

It is expected that with the introduction and implementing of 40km/h and 10km/h Shared Zones through this plan, speed related crashes and pedestrian casualties will be reduced.

2.9 NSW Speed Zoning Guidelines

Roads and Maritime Services (RMS) is the only agency authorised to administer speed zones on all roads in NSW as per The Road Transport Act 1999. The NSW Speed Zoning Guidelines published by the RMS provide the information needed to understand the principles of speed zoning and procedures for reviewing and implementing speed zones.

In the context of this plan, the provision of 40km/h and 10km/h speed limit zones will be investigated.

2.9.1 40km/h speed limits

40km/h speed limits are provided in areas where vulnerable road users are present such as:

- School zones
- High pedestrian activity areas (HPAA)
- Local traffic areas



Figure 3. Typical signage of 40km/h speed limit⁹

40km/h Speed Limit in School Zones

40km/h School Zones have been established around all schools in the North Sydney LGA and are managed and operated under the jurisdiction of RMS. Therefore, this plan will not include any changes to the existing 40km/h school zones.

40km/h Speed Limit in High pedestrian Activities Areas

In addition to the NSW Speed Zoning guidelines, the RMS has published “a guide to identifying and implementing 40km/h speed limits in high volume pedestrian areas”. The guidelines suggest that, the 40km/h High Pedestrian Activity Speed Limits are installed in areas where there are relatively large volume of pedestrians and/or vulnerable road users such as:

- Central Business District (CBD) areas
- Suburban shopping strips.
- Areas where land-use or facilities generate significant pedestrian traffic (e.g. Beach-side/park-side reserves).
- Business areas generating significant pedestrian traffic such as medical centres, hospitals, and Government service agencies.

In order to create a self-enforcing 40km/h speed environment, these areas should be established with a suitable Local Area Traffic Management Scheme (LATMs) including physical devices and treatments.

40km/h Speed Limit in Local Traffic Areas

40km/h speed limits may also be established in areas that are 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.

⁹ Centre for Road Safety, Transport for NSW:

<https://roadsafety.transport.nsw.gov.au/speeding/speedlimits/safespeedlimits.html>

Benefits of 40km/h speed limits

Travelling at lower speeds improves driver's ability to stop at a safer distance to avoid crashes, otherwise reduce the severity of a crash. According to the media release by Transport for NSW on 28 June 2017, there was a 33 per cent reduction in crashes causing serious injuries and deaths between 2005 and 2015 where 40km/h zones has been introduced. These zones include busy shopping precincts and neighbourhoods. The benefits are not only for pedestrians, but for traffic efficiency and all road users.

Safer stopping distances - Case study from Centre for Road Safety, Transport for NSW¹⁰

One car is travelling at 40 km/h and another at 50 km/h. Both drivers see a child about 27 metres ahead, recognise the danger and brake. The car travelling at 40 km/h will stop safely after 26 metres, avoiding the child. The car travelling at 50 km/h will take an extra 9 metres to stop and will still be travelling at 41 km/h when it hits the child.

A diagram depicting the situation is shown on figure 4.



Figure 4. Stopping distances comparison of cars travelling at 40km/h and 50km/h

Centre for Road Safety also states that a small difference in vehicle speed can make a big difference to crash severities. If a car hits a pedestrian at 50 km/h, the driver is twice as likely to kill the pedestrian than if the car had been travelling at 40 km/h.

Therefore, the 40 km/h urban limit is part of a nationwide strategy to improve safety in high pedestrian traffic areas.

2.9.2 10km/h Shared Zone

A shared zone is a road or network of roads in an area where pedestrians and motor vehicles share the road space. Drivers must not exceed 10km/h and must always give way to pedestrians.

Shared Zones are generally provided in areas where adequate footpaths cannot be retained within the road reserve and where there are very low numbers of slow-moving vehicles.

A shared zone requires a self-enforcing road environment typically provided with regulatory and non-regulatory treatments such as signs and markings, contrasting road pavements and traffic calming devices.

¹⁰ Centre for Road Safety, Transport for NSW:
<https://roadsafety.transport.nsw.gov.au/speeding/speedlimits/safespeedlimits.html>

There are two types of shared zone prescribed in the RMS technical direction¹¹:

- A **Category 1 (Cat 1)** shared zone is provided on a road related area, has clearly different coloured and textured surface treatments from the surrounding roads, and typically does not have kerbs.
- A **Category 2 (Cat 2)** shared zone is provided on a road which includes footpath parking and has substandard footpath widths, retains kerbs and has traffic calming devices and treatments to regulate traffic speeds to 10km/h.

Benefits of 10km/h Shared Zone

- Increases safety for pedestrians and cyclists
- Creates a lower speed environment
- Improves amenity without affecting access
- Alerts drivers to a different street environment
- Encourages a modal shift towards walking and cycling
- Creates a more socially inclusive street environment

Examples of Category 1 and 2 shared zones are shown on figures 5, 6 and 7.



Figure 5. Typical layout of a Category 1 Shared Zone with kerb and gutter removed as shown in RMS Technical Direction TTD 2016/001.

¹¹ RMS Technical Direction TTD 2016/001 - Design and Implementation of Shared zones Including Provision for Parking, https://www.rms.nsw.gov.au/trafficinformation/downloads/ttd_2016-001.pdf



Figure 6. Typical layout of a Category 1 Shared Zone with retaining kerb and gutter as shown in RMS Technical Direction TTD 2016/001.



Figure 7. Typical layout of a Category 2 Shared Zone with footpath parking and traffic calming devices as shown in RMS Technical Direction TTD 2016/001.

3. Existing Speed Limits in North Sydney LGA

Over the years North Sydney Council has implemented several 40km/h speed limits and 10km/h Shared Zones in collaboration with the RMS. The existing speed limits are illustrated in Figure 8.

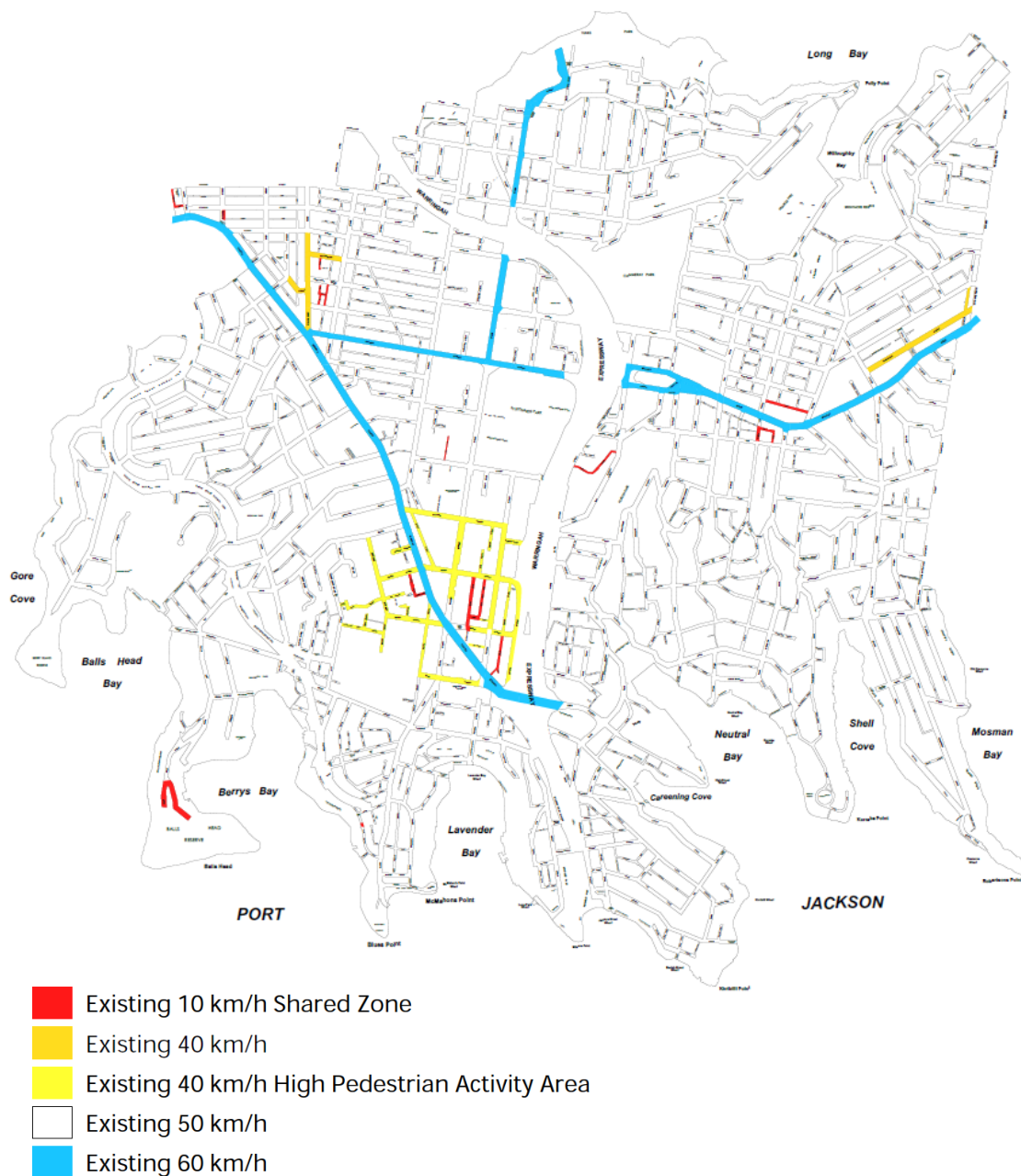


Figure 8. Map of existing speed limits in North Sydney LGA

Note: '40km/h School Zones' operated between 8am-9:30am and 2:30pm- 4pm School Days are not shown on the above map.

4. Identifying potential sites

RMS provides guidelines for the implementation of 40km/h speed limits and 10km/h Shared Zones.

4.1 40km/h speed limits

The RMS guideline for 40 km/h speed limits in high volume pedestrian areas specifies the criteria for 40km/h speed limits areas as shown in Figure 9 below, and an example is shown in Figure 10.

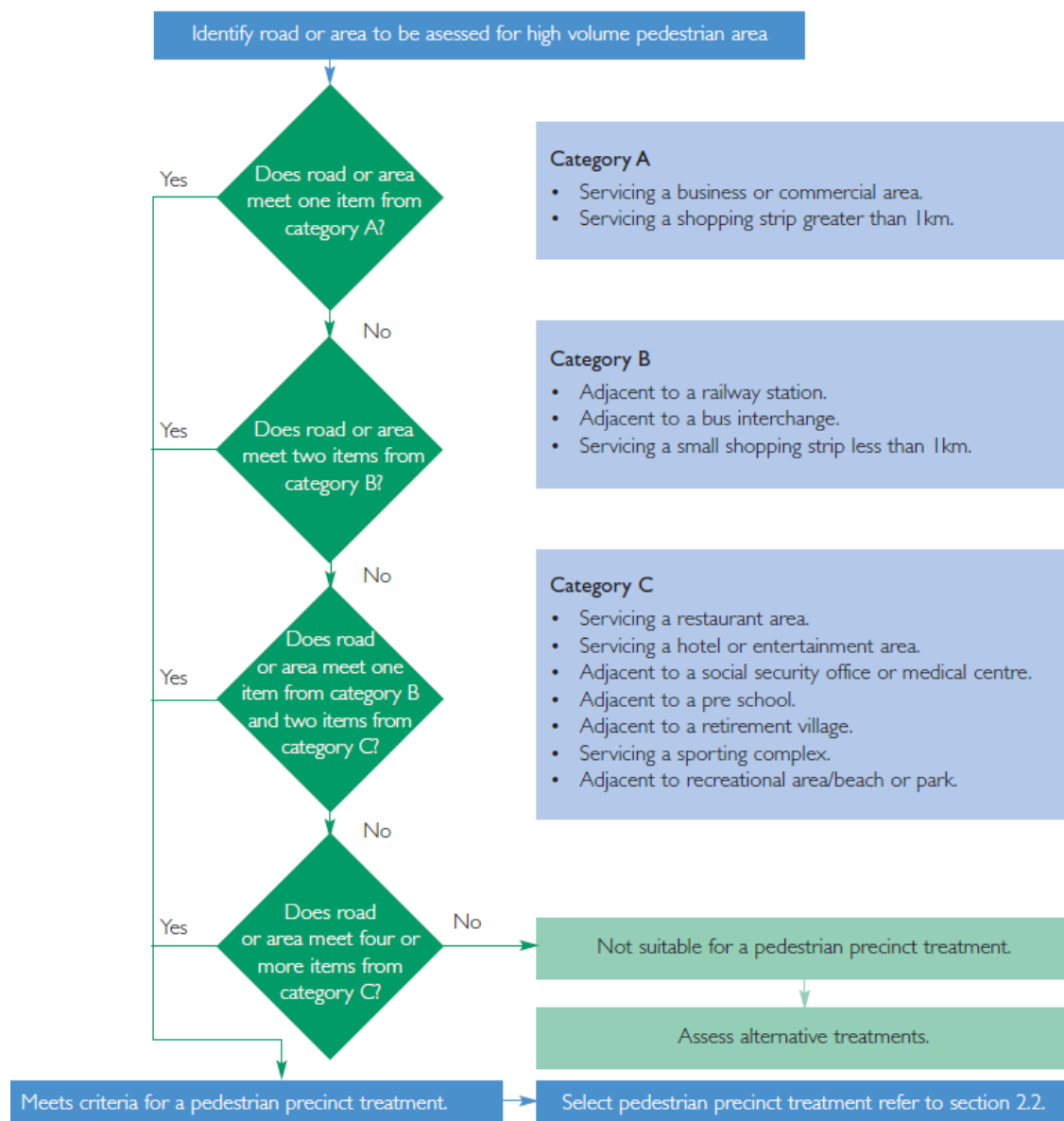


Figure 9. 40km/h HPA criteria flowchart

Example site



Figure 10. Existing 40km/h HPA in Miller Street, North Sydney

4.2 10km/h shared zones

RMS policy and guidelines for shared zone outline the criteria for establishing share zones as summarised in Table 2. Examples of existing 10km/h Shared Zones in the North Sydney LGA are shown in Figures 11 and 12.

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)

Table 2. RMS site criteria for shared zones

Example sites



Figure 11. Existing 10kmh Shared Zone in Young Lane, Neutral Bay

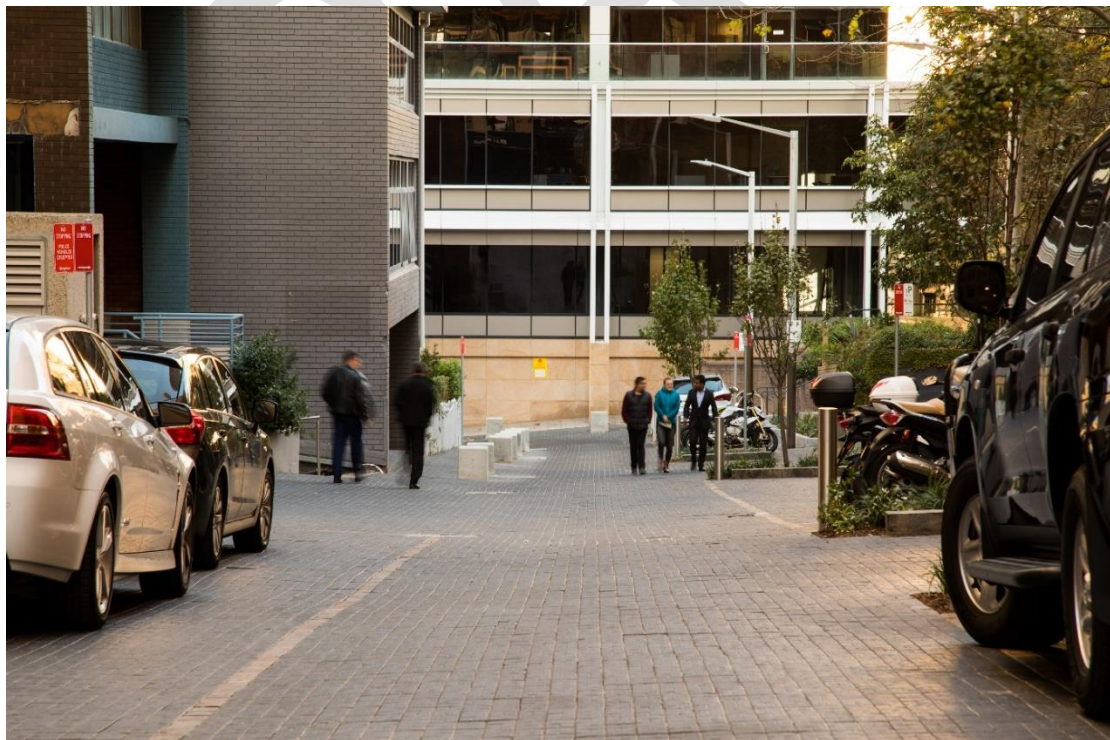


Figure 12. Existing 10kmh Shared Zone in Charles Street and Napier Street, North Sydney



Figure 13. Existing 10km/h Shared Zone in Mitchell Street Plaza, St Leonards

5. Proposed Speed Limits in North Sydney LGA

Potential sites for implementing 40km/h speed limits and 10km/h shared zones have been identified in accordance with relevant RMS guidelines, and taking into consideration surrounding land uses. In addition, several sites have already been identified through previous studies including the North Sydney Local Area Traffic Management (LATM) Action Plans (2019); North Sydney Public Domain Strategy (2019); St Leonards and Crows Nest Planning Study (2011 & 2015); Managing Traffic Speed in North Sydney (2015). These sites have been consolidated into a single map presented in Figure 13.

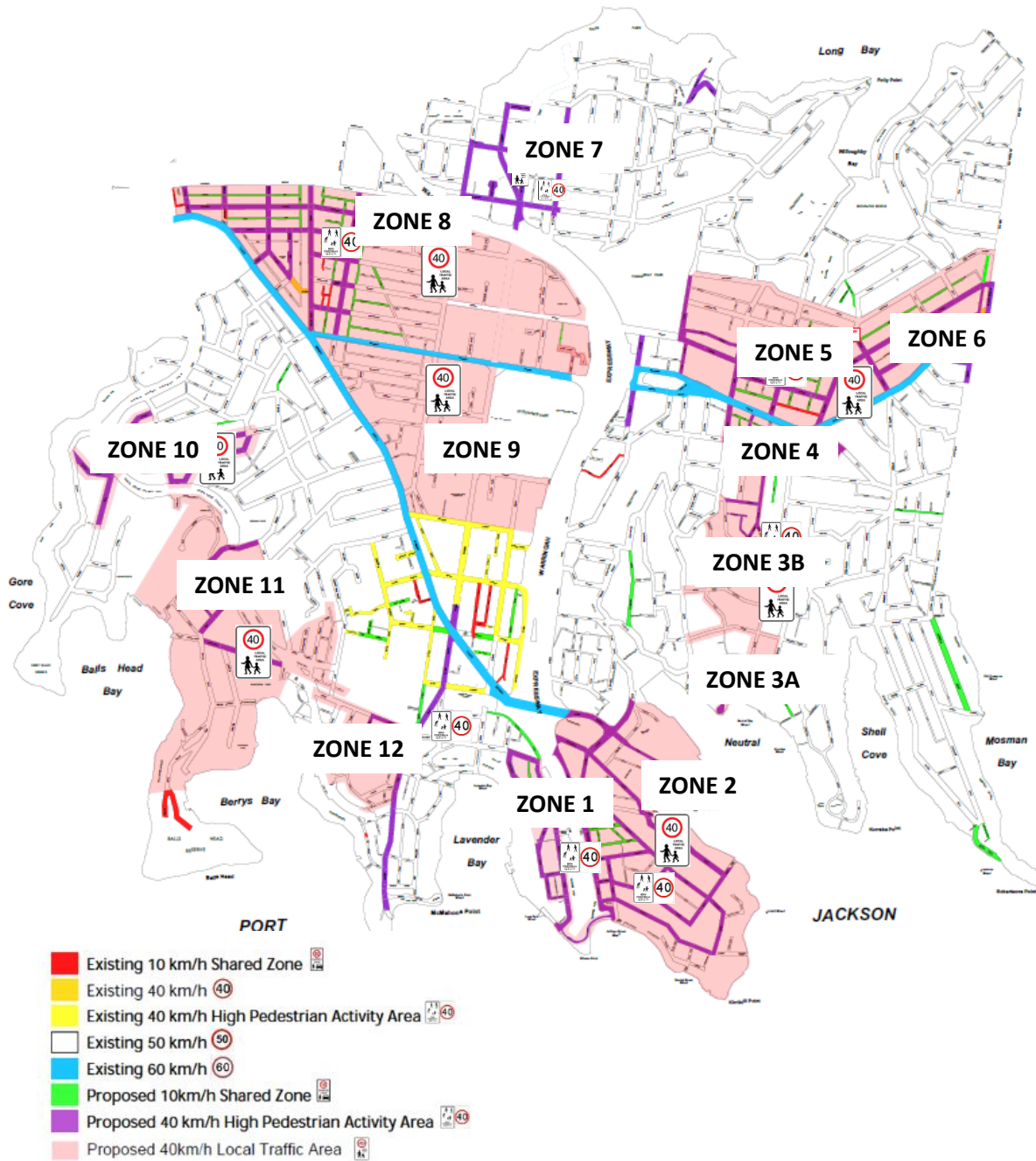


Figure 14. Proposed Speed Limits Map

The proposed speed limits map has been divided into 12 zones based on geographical locations. Cost estimates for the implementation of the proposed speed limits have been calculated based on the anticipated treatments required to comply with RMS guidelines.

Implementation of the speed limits within each zone have been prioritised according to the North Sydney Integrated Traffic and Parking Strategy methodology and criteria which considers safety, traffic volume, speeds, pedestrian and cycling volumes, surrounding land uses, alignment with the Community Strategic Plan, and overall cost of the scheme.

Zone 1 - Milsons Point

Streets	Treatment	Priority	Estimated Cost
Alfred Street South	40km/h HPAA	Short	\$2,000
Dind Street	40km/h HPAA	Short	\$2,000
Glen Street	40km/h HPAA	Short	\$2,000
Harbourview Crescent	40km/h HPAA	Short	\$2,000
Northcliff Street	40km/h HPAA	Short	\$2,000
Olympic Drive	40km/h HPAA	Short	\$4,000
Paul Street	40km/h HPAA	Short	\$2,000
Cliff Street	Shared Zone	Long	\$500,000
Total:			\$516,000

Table 3. Zone 1 - Proposed 40km/h and 10km/h sites

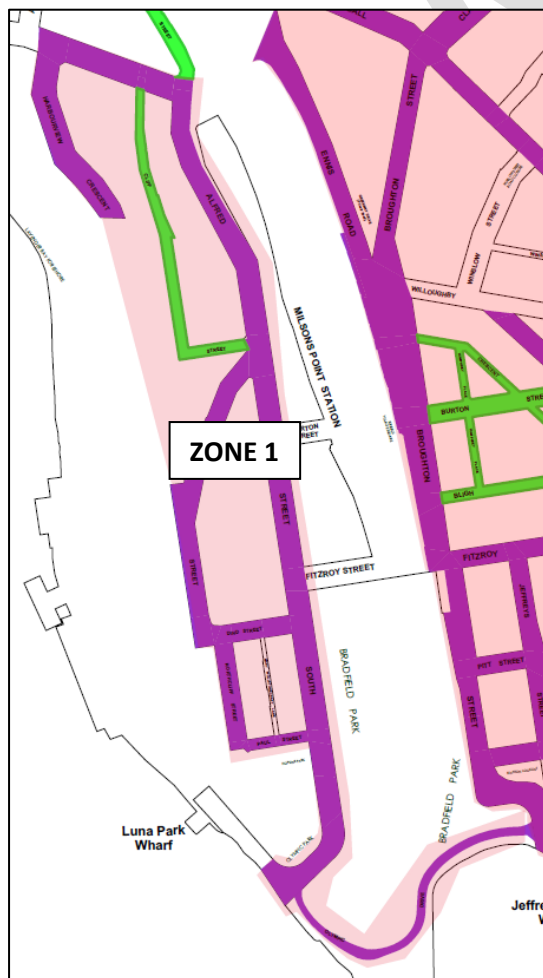


Figure 15. Zone 1 Locality Map

Zone 2 - Kirribilli/North Sydney

Streets	Treatment	Priority	Estimated Cost
Adderstone Avenue	40km/h Local Traffic Zone	Short	\$ 2,000
Bradly Avenue	40km/h Local Traffic Zone	Short	\$ 2,000
Broughton Street	40km/h HPAA	Short	\$ 5,000
Clark Road (between McDougall Street and Adderstone Avenue)	40km/h HPAA	Short	\$ 50,000
Ennis Road	40km/h HPAA	Short	\$ 2,000
High Street (between Alfred Street North and Wharf)	40km/h HPAA	Short	\$ 4,000
Hipwood Street	40km/h Local Traffic Zone	Short	\$ 4,000
Holbrook Avenue	40km/h Local Traffic Zone	Short	\$ 2,000
Jeffreys Street	40km/h HPAA	Short	\$ 4,000
Kirribilli Avenue	40km/h HPAA	Short	\$ 4,000
McBurney Lane	40km/h Local Traffic Zone	Short	\$ 2,000
Plunkett Street	40km/h Local Traffic Zone	Short	\$ 2,000
Robertson Lane	40km/h Local Traffic Zone	Short	\$ 2,000
Stannards Place	40km/h Local Traffic Zone	Short	\$ 2,000
Waruda Avenue	40km/h Local Traffic Zone	Short	\$ 1,000
Waruda Street	40km/h Local Traffic Zone	Short	\$ 2,000
Willoughby Street	40km/h Local Traffic Zone	Short	\$ 2,500
Winslow Lane	40km/h Local Traffic Zone	Short	\$ 1,000
Winslow Street	40km/h Local Traffic Zone	Short	\$ 1,000
Carabella Street	40km/h HPAA	Medium	\$ 8,000
Crescent Place	Shared Zone	Medium	\$ 600,000
Elamang Avenue	40km/h HPAA	Medium	\$ 70,000
Fitzroy Street	40km/h HPAA	Medium	\$ 60,000
Humphrey Place	Shared Zone	Medium	\$ 390,000
McDougall Street	40km/h HPAA	Medium	\$ 60,000
Parkes Street	40km/h HPAA	Medium	\$ 60,000
Pitt Street	40km/h HPAA	Medium	\$ 40,000
Upper Pitt Street	40km/h HPAA	Medium	\$ 60,000
Bligh Street	Shared Zone	Long	\$ 1,000,000
Burton Street between Broughton St and Carabella Street	Shared Zone	Long	\$ 1,000,000
Total:			\$ 3,442,500

Table 4. Zone 2 - Proposed 40km/h and 10km/h speed limit sites.

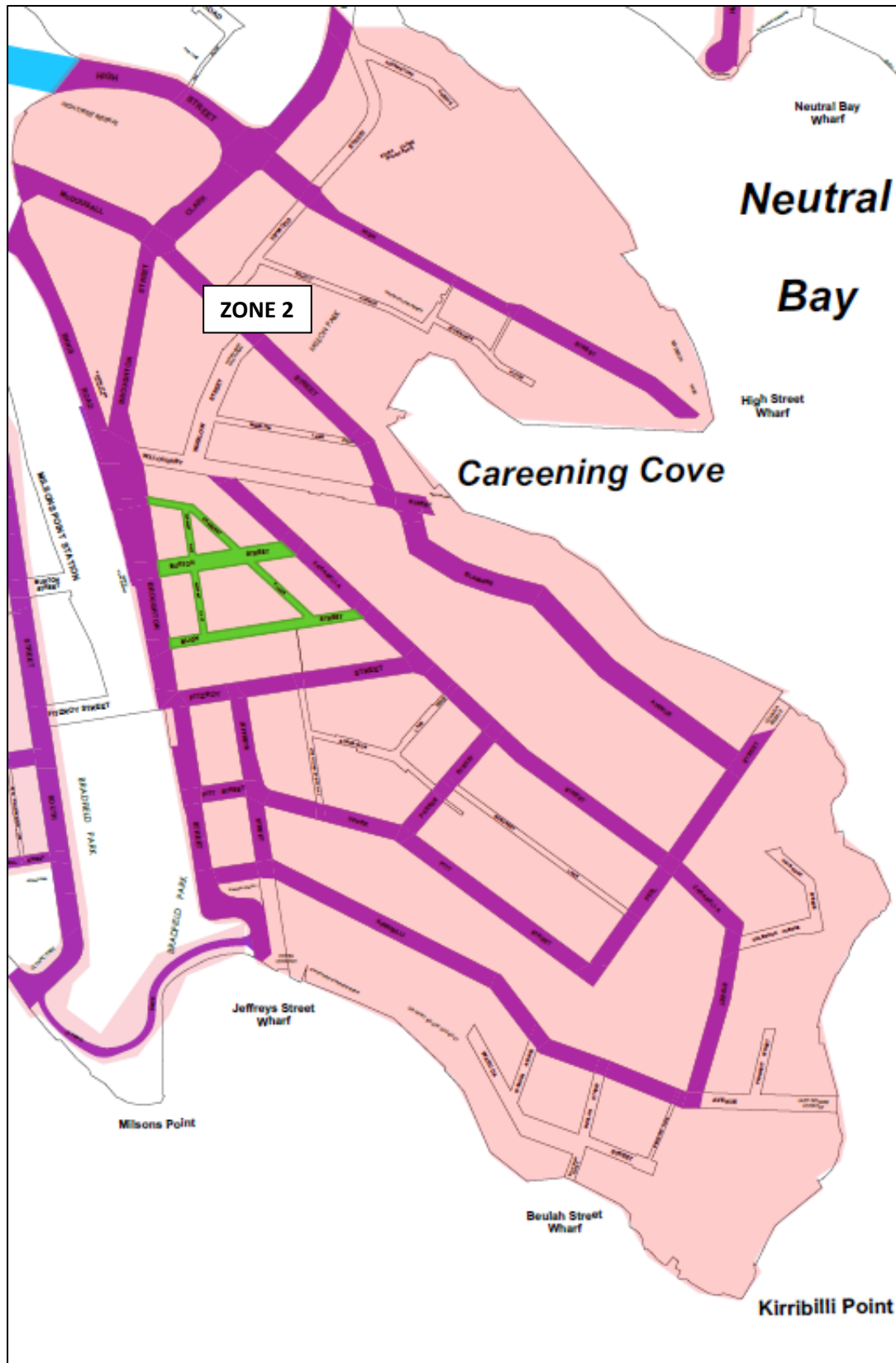


Figure 16. Zone 2 Locality Map

Zone 3a - Neutral Bay Wharf

Streets	Treatment	Priority	Estimated Cost
Manns Avenue	40 km/h HPAA	Short	\$ 2,000
Hayes Street	40 km/h HPAA	Medium	\$ 50,000
Lower Wycombe Road	40 km/h HPAA	Medium	\$ 50,000
Warringa Avenue	Shared Zone	Medium	\$ 400,000
Wycombe Lane	Shared Zone	Medium	\$ 400,000
Shellcove Road	Shared Zone	Long	\$ 250,000

Total: \$ 1,152,000

Table 5. Zone 3a - Proposed 40km/h and 10km/h speed limit sites.

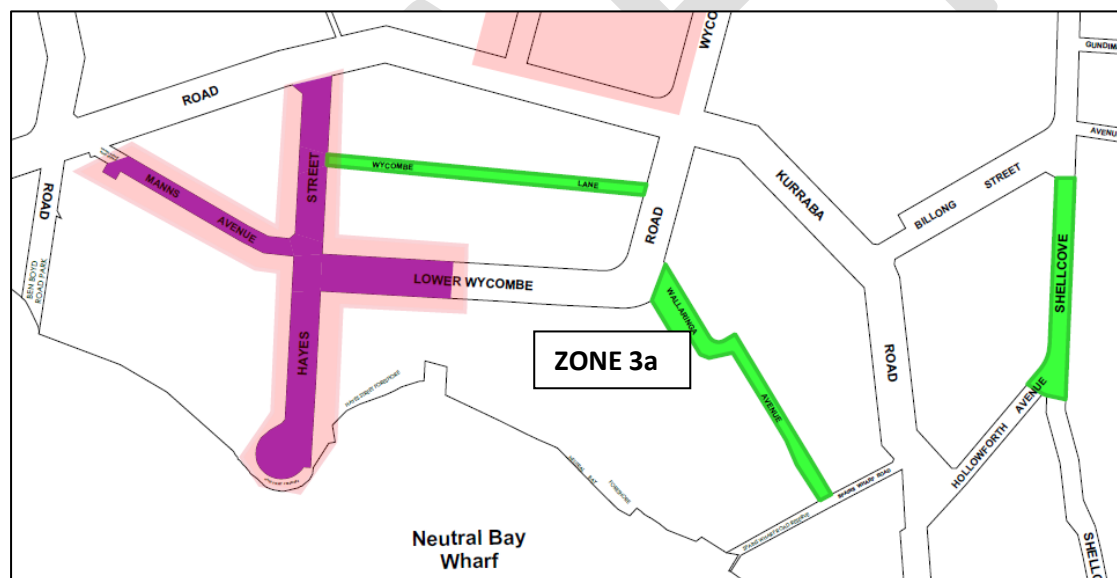


Figure 17. Zone 3a Locality Map

Zone 4 - Neutral Bay Town Centre South

Streets	Treatment	Priority	Estimated Cost
Ben Boy Road (btw Yeo St and Military Rd)	40 km/h HPAA	Short	\$ 2,000
Bydown St (btw Yeo St and Military Rd)	40 km/h HPAA	Short	\$ 2,000
Military Lane	40 km/h	Short	\$ 1,000
Rangers Road (btw Yeo St and Military Rd)	40 km/h HPAA	Short	\$ 2,000
Wycombe Road (btw Yeo St and Military Rd)	40 km/h HPAA	Short	\$ 2,000
Yeo Street	40 km/h HPAA	Short	\$ 2,000
Cheal Lane	Shared Zone	Medium	\$ 500,000
Olive Lane	Shared Zone	Medium	\$ 200,000
Yeo Lane	Shared Zone	Medium	\$ 60,000
Total:			\$ 771,000

Table 7. Zone 4 – Proposed 40km/h and 10km/h speed limit sites

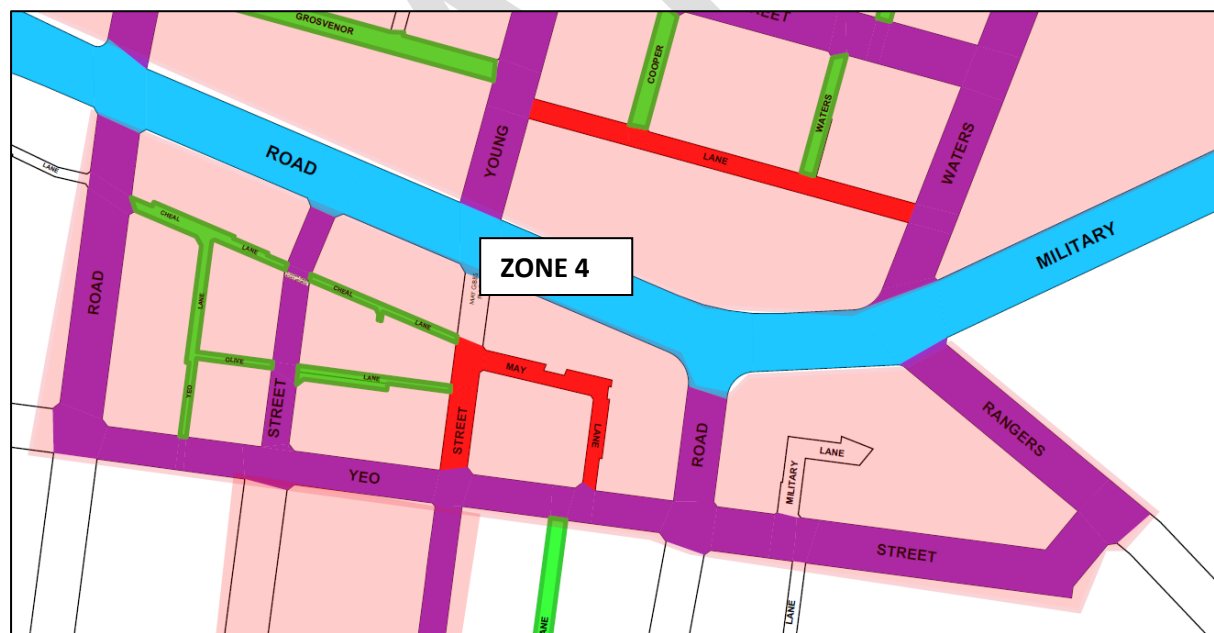
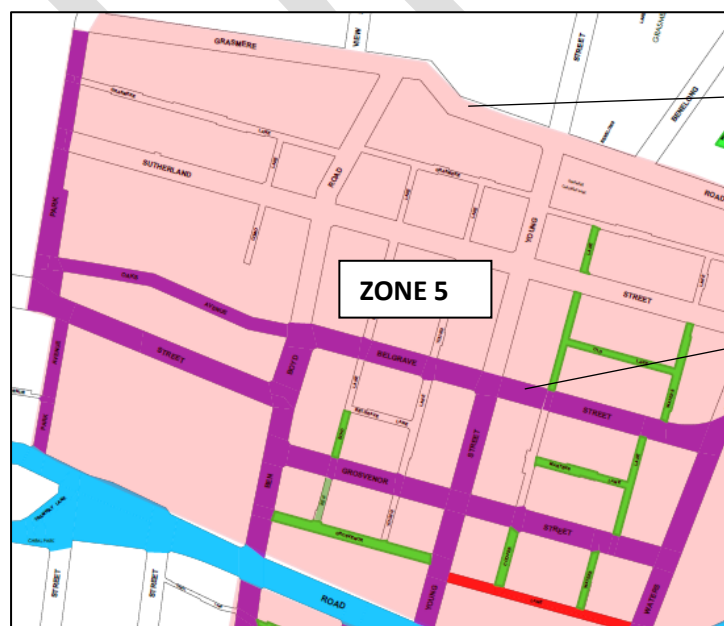


Figure 19. Zone 4 – Locality Map

Zone 5 - Neutral Bay Town Centre North

Streets	Treatment	Priority	Estimated Cost
Grosvenor Lane (btw Ben Boyd Road and Young St)	Shared Zone	Under construction	
Ben Boyd Lane (btw Sutherland St and Belgrave St)	40 km/h Local Traffic Zone	Short	\$ 1,000
Ben Boyd Road (Military Rd and Belgrave St)	40 km/h HPAA	Short	\$ 20,000
Cooper Lane (btw Grosvenor St and Belgrave St)	40 km/h Local Traffic Zone	Short	\$ 1,000
Grosvenor Street	40 km/h HPAA	Short	\$ 3,000
Waters Road (btw Military Rd and Gerard St)	40 km/h HPAA	Short	\$ 2,000
Young Lane (btw Grosvenor Lane and Belgrave St)	40 km/h Local Traffic Zone	Short	\$ 2,000
Young Street (btw Military Rd and Belgrave St)	40 km/h HPAA	Short	\$ 2,000
Belgrave Street (btw Ben Boyd Rd and Waters Rd)	40 km/h HPAA	Medium	\$ 80,000
Ben Boyd Lane (btw Grosvenor Lane and Belgrave Street)	Shared Zone	Long	\$ 1,000,000
Cooper Lane (btw Belgrave St and Sutherland St)	Shared Zone	Long	\$ 3,000,000
Cooper Lane (btw Grosvenor St and Grosvenor La)	Shared Zone	Long	\$ 1,000,000
Martens Lane	Shared Zone	Long	\$ 200,000
Old Lane	Shared Zone	Long	\$ 200,000
Waters Lane	Shared Zone	Long	\$ 1,000,000
		Total:	\$ 6,511,000

Table 8. Zone 5 – Proposed 40km/h and 10km/h speed limit sites



The proposed 40km/h zone be extended to Grasmere Road.

Belgrave Street is excluded from the proposed 40km/h zone based on community feedback.

Figure 20. Zone 5 – Locality Map

Zone 6 - Cremorne Town Centre North

Streets	Treatment	Priority	Estimated Cost
Cabramatta Road	40km/h HPAA	Short	\$ 5,000
Paling Street	40km/h HPAA	Short	\$ 4,000
Parraween St	40km/h HPAA	Short	\$ 20,000
Spofforth St (btw Cabramatta Rd and Spencer Rd)	40km/h HPAA	Short	\$ 50,000
Gerard Street (btw Winnie St and Macpherson St)	40km/h HPAA	Medium	\$ 80,000
Macpherson St (btw Gerard St and Military Rd)	40km/h HPAA	Medium	\$ 200,000
Winnie Street	40km/h HPAA	Medium	\$ 60,000
Brightmore Lane	Shared Zone	Long	\$ 200,000
Gerard Lane	Shared Zone	Long	\$ 500,000
Langley Avenue north of Gerard Street	Shared Zone	Long	\$ 300,000
Watersleigh Lane	Shared Zone	Long	\$ 129,000
Total:			\$ 1,548,000

Table 9. Zone 6 – Proposed 40km/h and 10km/h speed limit sites

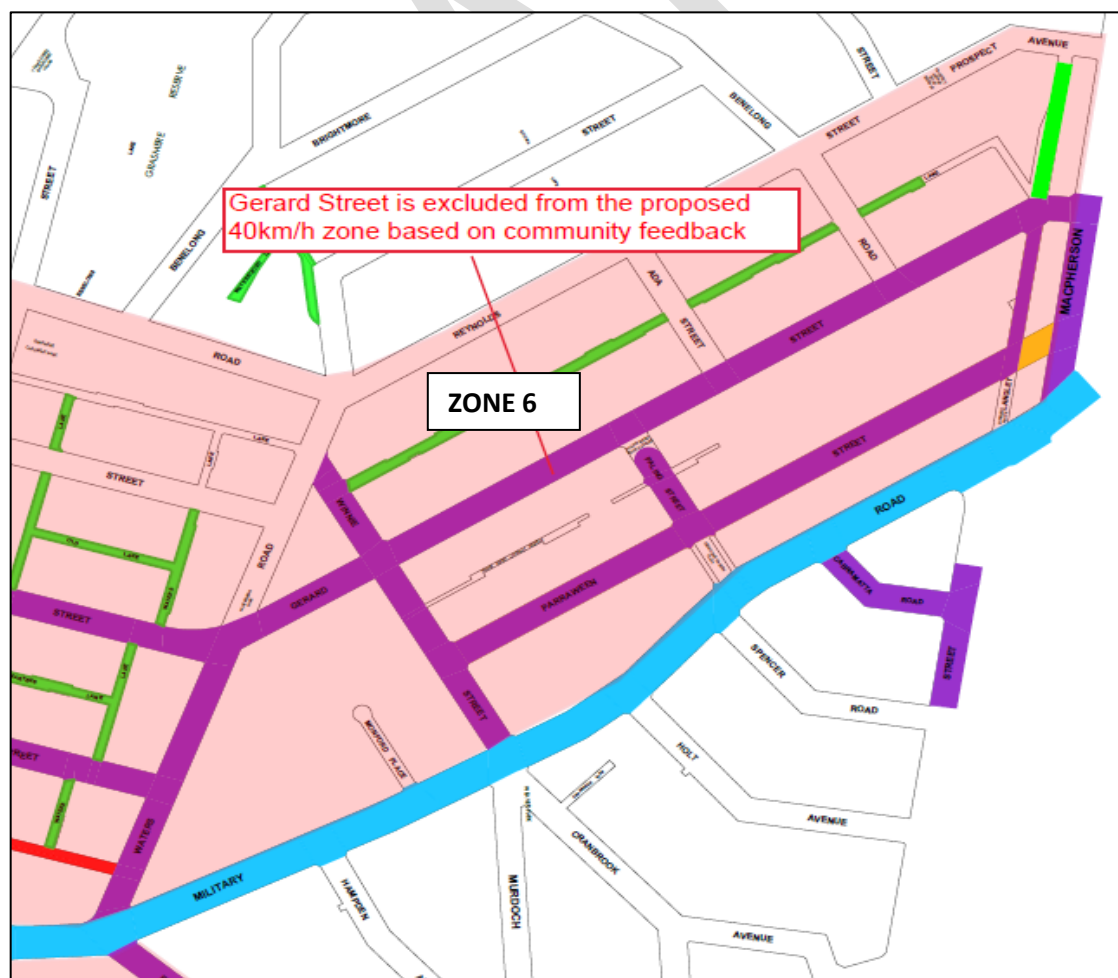


Figure 21. Zone 6 – Locality Map

Zone 7 - Cammeray

Streets	Treatment	Priority	Estimated Cost
Abbott Lane	40km/h HPAA	Short	\$ 5,000
Amherst Street between West Street and Bellevue Street	40km/h HPAA	Short	\$ 80,000
Fredben Avenue	40km/h HPAA	Short	\$ 2,000
Miller Street between Falcon Street and Palmer Street	40km/h HPAA	Short	\$ 60,000
Abbott Street	40km/h HPAA	Medium	\$ 50,000
Bellevue Street	40km/h HPAA	Medium	\$ 80,000
Cambridge Street	40km/h HPAA	Medium	\$ 5,000
Carter Street between Bellevue Street and Colin Street	40km/h HPAA	Medium	\$ 80,000
Palmer Street between West Street and Bellevue Street	40km/h HPAA	Medium	\$ 80,000
Total:			\$ 442,000

Table 10. Zone 7 – Proposed 40km/h and 10km/h speed limit sites

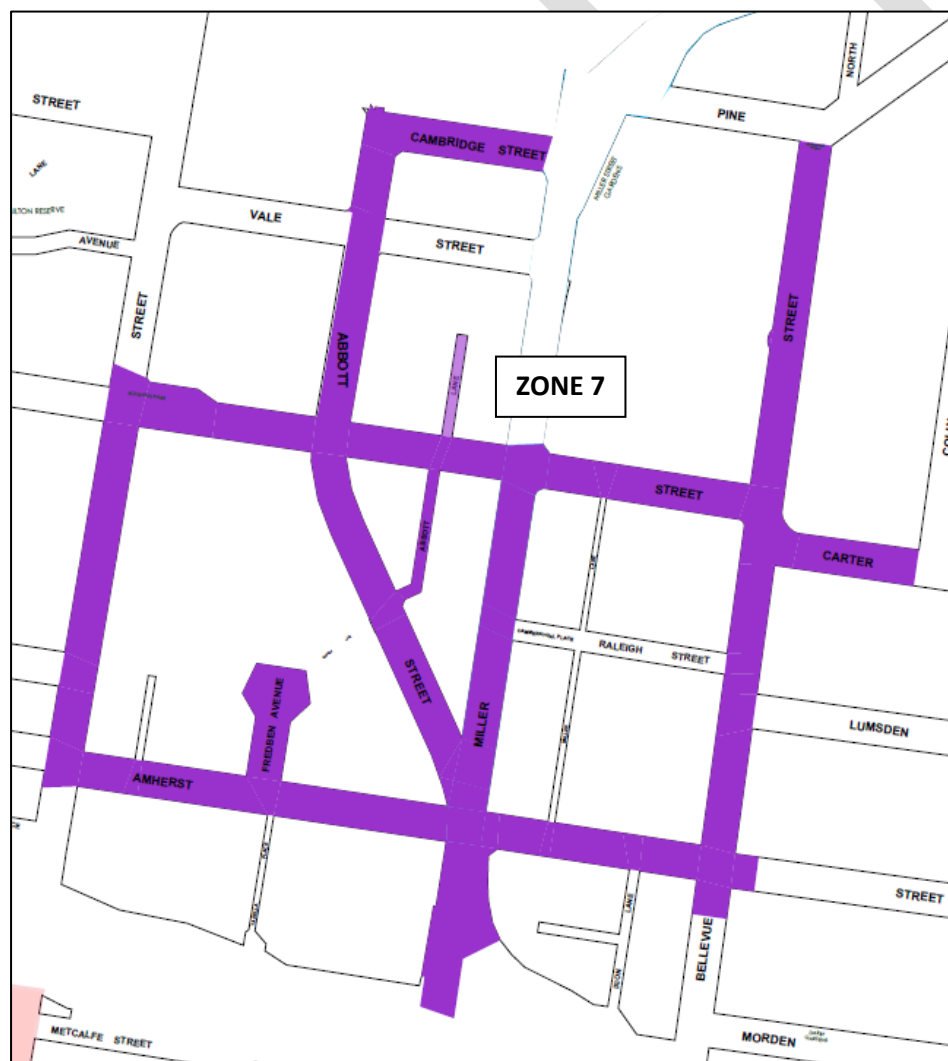


Figure 22. Zone 7 – Locality Map

Zone 8 - Crows Nest/ St Leonards

Streets	Treatment	Priority	Estimated Cost
Albany Street between Pacific Hwy and Alexander St	40km/h HPAA	Short	\$ 5,000
Alexander Lane between Falcon Street and Pacific Hwy	40kmh Local Traffic Zone	Short	\$ 2,000
Alexander Street between Chandos Street and Falcon Street	40km/h HPAA	Short	\$ 20,000
Alexander Street between Falcon St and Pacific Hwy	40kmh Local Traffic Zone	Short	\$ 20,000
Bernard Lane	40kmh Local Traffic Zone	Short	\$ 2,000
Burlington Lane between Sophia Street and West Street	40kmh Local Traffic Zone	Short	\$ 2,000
Burlington Street between Willoughby Road and Alexander Lane	40kmh HPAA/Local Traffic Zone	Short	\$ 20,000
Christie Street between Chandos St and Pacific Hwy	40km/h HPAA	Short	\$ 5,000
Clarke Street	40km/h HPAA	Short	\$ 2,000
David Lane	40kmh Local Traffic Zone	Short	\$ 2,000
David Street	40kmh Local Traffic Zone	Short	\$ 5,000
Devonshire Street	40kmh Local Traffic Zone	Short	\$ 4,000
Ernest Lane between Alexander Lane and West Street	40kmh Local Traffic Zone	Short	\$ 2,000
Ernest Street between Willoughby Road and West Street	40kmh HPAA/Local Traffic Zone	Short	\$ 5,000
Falcon Lane between Sophia Street and West Street	40kmh Local Traffic Zone	Short	\$ 2,000
Hayberry Lane	40kmh Local Traffic Zone	Short	\$ 2,000
Hume Street	40km/h HPAA	Short	\$ 2,000
Matthew Lane	40kmh Local Traffic Zone	Short	\$ 2,000
Matthew Street	40kmh Local Traffic Zone	Short	\$ 4,000
Mitchell Street between Atchison Street and Chandos Street	40km/h HPAA	Short	\$ 5,000
Oxley Street between Pacific Hwy and Chandos St	40km/h HPAA	Short	\$ 5,000
Thomas Lane	40kmh Local Traffic Zone	Short	\$ 2,000
Willoughby Road between Pacific Hwy and Chandos St	40km/h HPAA	Short	\$ 20,000
Atchison Street between Christie Street and Willoughby Road	40km/h HPAA	Medium	\$ 80,000
Emmett Street	40kmh Local Traffic Zone	Medium	\$ 50,000
Hayberry Street	40kmh Local Traffic Zone	Medium	\$ 50,000
Holtermann Street between Willoughby Road and Alexander Lane	40kmh HPAA/Local Traffic Zone	Medium	\$ 50,000
Huntington Street	40kmh Local Traffic Zone	Medium	\$ 50,000

West Street between Carlow Street and Warringah Freeway	40kmh Local Traffic Zone	Medium	\$ 50,000
Albany Lane	Shared Zone	Long	\$ 3,390,000
Alexander Lane	Shared Zone	Long	\$ 5,760,000
Atchison Lane	Shared Zone	Long	\$ 1,000,000
Burlington Lane between Alexander Lane and Sophia Street	Shared Zone	Long	\$ 500,000
Chandos Lane	Shared Zone	Long	\$ 760,000
Chapel Lane	Shared Zone	Long	\$ 120,000
Falcon Lane between Alexander Lane and Sophia Street	Shared Zone	Long	\$ 500,000
Hume Lane between Albany Street and Chandos Street	Shared Zone	Long	\$ 1,000,000
Ingram Lane	Shared Zone	Long	\$ 500,000
Ives Lane	Shared Zone	Long	\$ 140,000
Sophia Street between Holtermann Street and Ernest Street	Shared Zone	Long	\$ 1,000,000
Willoughby Lane	Shared Zone	Long	\$ 4,955,000
Zig Zag Lane	Shared Zone	Long	\$ 1,017,000
Total			\$ 21,112,000

Table 11. Zone 8 – Proposed 40km/h and 10km/h speed limit sites

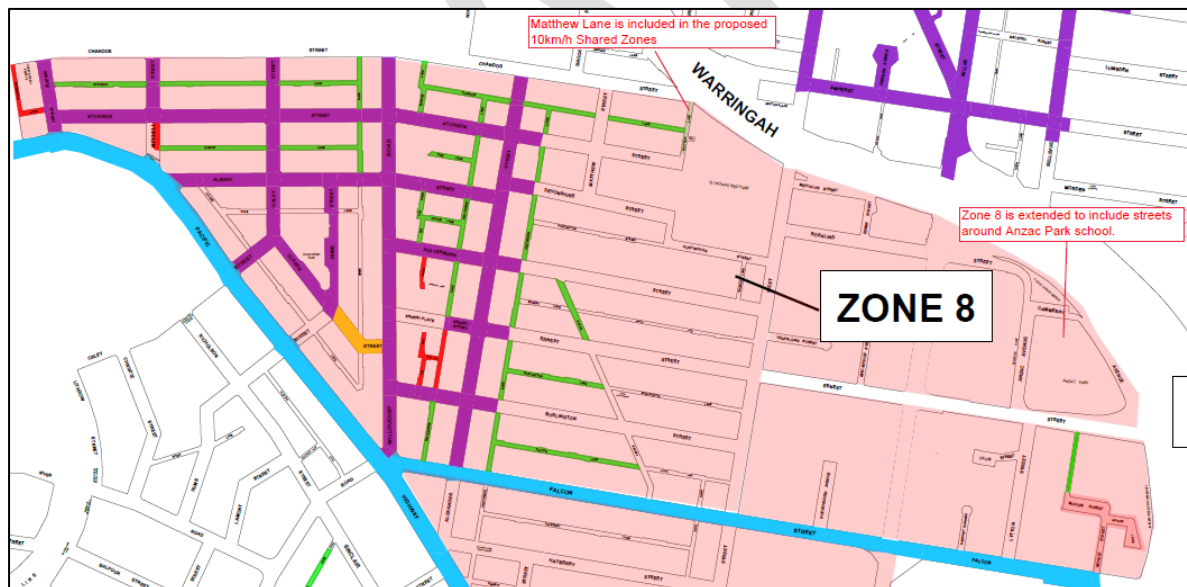


Figure 23. Zone 8 – Locality Map

Zone 9 - North Sydney North

Streets	Treatment	Priority	Estimated Cost
Cassins Avenue	40kmh Local Traffic Zone	Short	\$ 1,000
Cassins Lane	40kmh Local Traffic Zone	Short	\$ 1,000
Church Lane	40kmh Local Traffic Zone	Short	\$ 2,000
Church Street	40kmh Local Traffic Zone	Short	\$ 2,000
Cunningham Street	40kmh Local Traffic Zone	Short	\$ 2,000
East Lane	40kmh Local Traffic Zone	Short	\$ 2,000
Eden Lane	40kmh Local Traffic Zone	Short	\$ 2,000
Eden Street	40kmh Local Traffic Zone	Short	\$ 2,000
Elliott Street	40kmh Local Traffic Zone	Short	\$ 2,000
Miller Street between McLaren Street and Falcon Street	40kmh Local Traffic Zone	Short	\$ 5,000
Moodie Lane	40kmh Local Traffic Zone	Short	\$ 1,000
Ridge Street	40kmh Local Traffic Zone	Short	\$ 2,000
Tucker Street	40kmh Local Traffic Zone	short	\$ 1,000
Walker Street between Ridge Street and McLaren Street	40kmh Local Traffic Zone	Short	\$ 2,000
West Street between Carlow Street and Pacific Hwy	40kmh Local Traffic Zone	Short	\$ 200,000
Carlow Street	40kmh Local Traffic Zone	Medium	\$ 100,000
Moodie Street	40kmh Local Traffic Zone	Medium	\$ 10,000
Myrtle Street	40kmh Local Traffic Zone	Medium	\$ 50,000
Moodie Street between Ernest Street and No.3 Moodie Street	Shared Zone	Long	\$ 200,000
Total			\$ 587,000

Table 12. Zone 9 – Proposed 40km/h and 10km/h speed limit sites

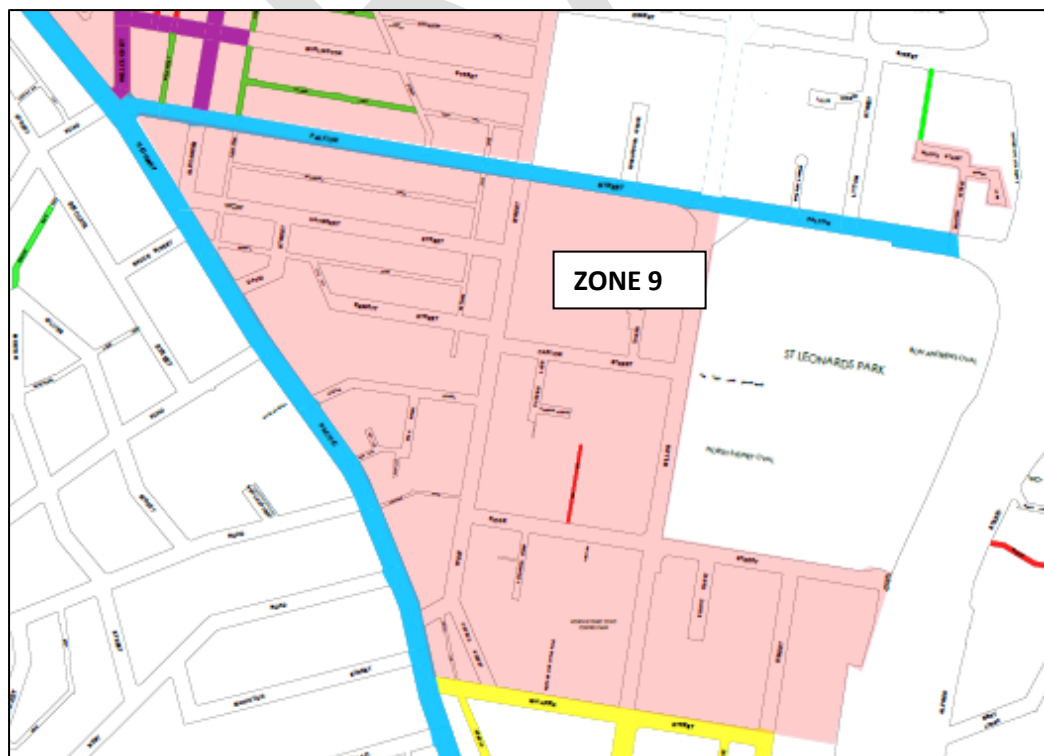


Figure 24. Zone 9 – Locality Map

Zone 10 – Wollstonecraft

Streets	Treatment	Priority	Estimated Cost
Belmont Avenue	40kmh Local Traffic Zone	Short	\$ 60,000
Milner Crescent between Russell Street and Shirley Road	40kmh Local Traffic Zone	Short	\$ 5,000
Teloepa Street	40kmh Local Traffic Zone	Short	\$ 5,000
Shirley Road between Milray Lane and Newlands Street	40kmh Local Traffic Zone	Medium	\$ 12,000
Shirley lane	Shared Zone	Long	\$ 1,260,000
Total			\$ 1,342,000

Table 13. Zone 10 – Proposed 40km/h and 10km/h speed limit sites

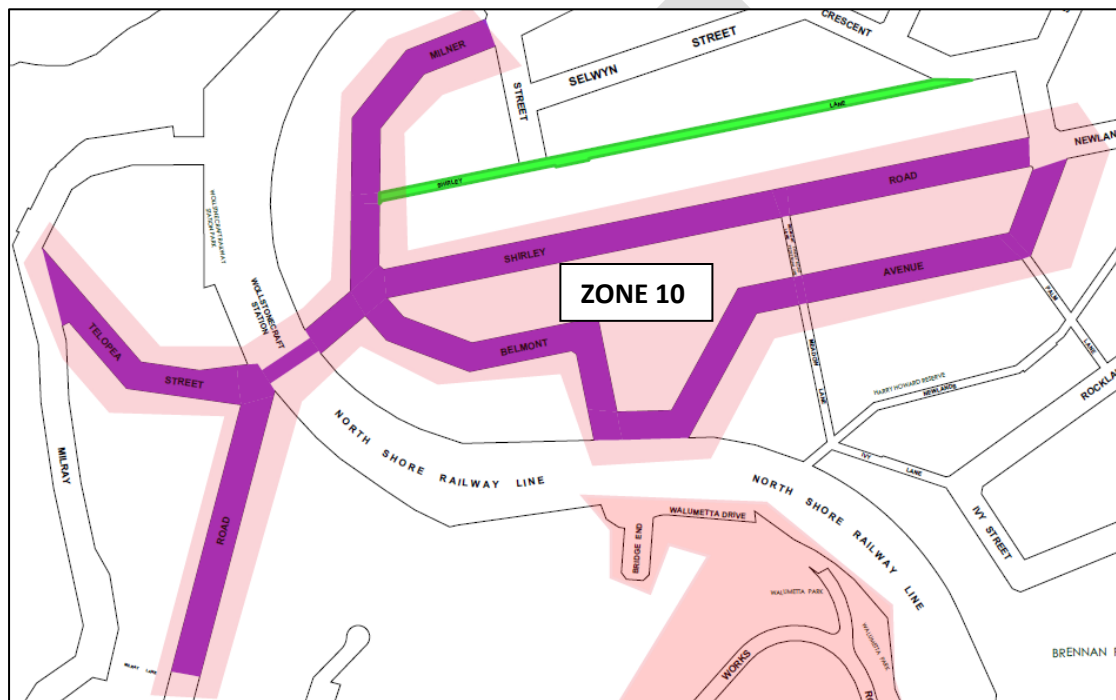


Figure 25. Zone 10 – Locality Map

Zone 11 – Waverton

Streets	Treatment	Priority	Estimated Cost
Ancrum Street	40kmh Local Traffic Zone	Short	\$ 2,000
Balls Head Drive	40kmh Local Traffic Zone	Short	\$ 2,000
Balls Head Road	40kmh Local Traffic Zone	Short	\$ 5,000
Bank Lane	40kmh Local Traffic Zone	Short	\$ 1,000
Bay Road between Ross Street and Carr Street	40km/h HPAA	Short	\$ 5,000
Carr Street between railway line and Bank Street	40kmh Local Traffic Zone	Short	\$ 5,000
Clifton Street	40kmh Local Traffic Zone	Short	\$ 2,000
Crows Nest Road between Bay Road and Carr Street	40km/h HPAA	Short	\$ 2,000
Euroka Lane	40kmh Local Traffic Zone	Short	\$ 1,000
Euroka Street	40kmh Local Traffic Zone	Short	\$ 2,000
Gas Works Road	40kmh Local Traffic Zone	Short	\$ 2,000
Horace Street	40kmh Local Traffic Zone	Short	\$ 2,000
Larkin Street	40kmh Local Traffic Zone	Short	\$ 2,000
McKye Street	40km/h HPAA	Short	\$ 2,000
Ross Street	40kmh Local Traffic Zone	Short	\$ 2,000
Tunks Street	40km/h HPAA	Short	\$ 5,000
Walumetta Drive	40kmh Local Traffic Zone	Short	\$ 2,000
Waterhen Drive	40kmh Local Traffic Zone	Short	\$ 2,000
Whatmore Lane	40km/h HPAA	Short	\$ 2,000
Wood Street	40kmh Local Traffic Zone	Short	\$ 2,000
Woolcott Avenue	40kmh Local Traffic Zone	Short	\$ 2,000
Woolcott Street	40kmh Local Traffic Zone	Short	\$ 2,000
King Street between Whatmore Street and Carr Street	40km/h HPAA	Medium	\$ 50,000
Woolcott Street	40km/h HPAA	Medium	\$ 50,000
Total			\$ 154,000

Table 14. Zone 11 – Proposed 40km/h and 10km/h speed limit sites

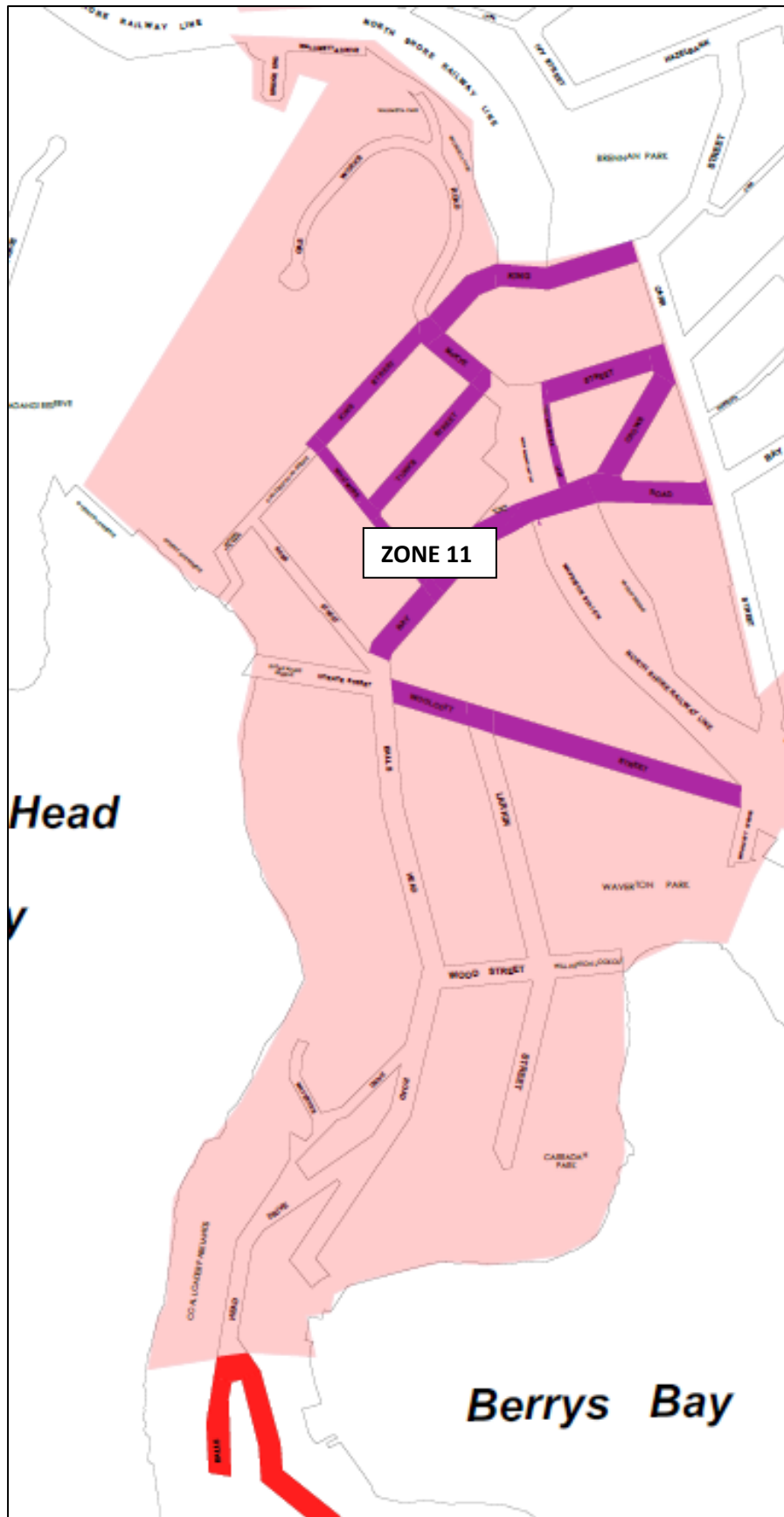


Figure 26. Zone 11 – Locality Map

Zone 12 - McMahons Point

Streets	Treatment	Priority	Estimated Cost
Blues Point Road	40km/h HPAA	Short	\$ 80,000
Mil Mil Street	40kmh Local Traffic Zone	Short	\$ 2,000
Princes Place	40kmh Local Traffic Zone	Short	\$ 1,000
Princes Street	40kmh Local Traffic Zone	Short	\$ 2,000
Queens Avenue	40kmh Local Traffic Zone	Short	\$ 2,000
Union Street	40km/h HPAA/40kmh Local Traffic Zone	Short	\$ 40,000
Webb Street	40kmh Local Traffic Zone	Short	\$ 1,000
Chuter Street	40km/h HPAA	Medium	\$ 15,000
Thomas Street	40kmh Local Traffic Zone	Medium	\$ 20,000
Victoria Street	40km/h HPAA/40kmh Local Traffic Zone	Medium	\$ 30,000
Holt Street	Shared Zone	Long	\$ 1,130,000
Mitchell Street	40kmh Local Traffic Zone	Long	\$ 30,000
Victoria Place	Shared Zone	Long	\$ 452,000
William Street	Shared Zone	Long	\$ 500,000
Total			\$ 2,305,000

Table 15. Zone 12 – Proposed 40km/h and 10km/h speed limit sites

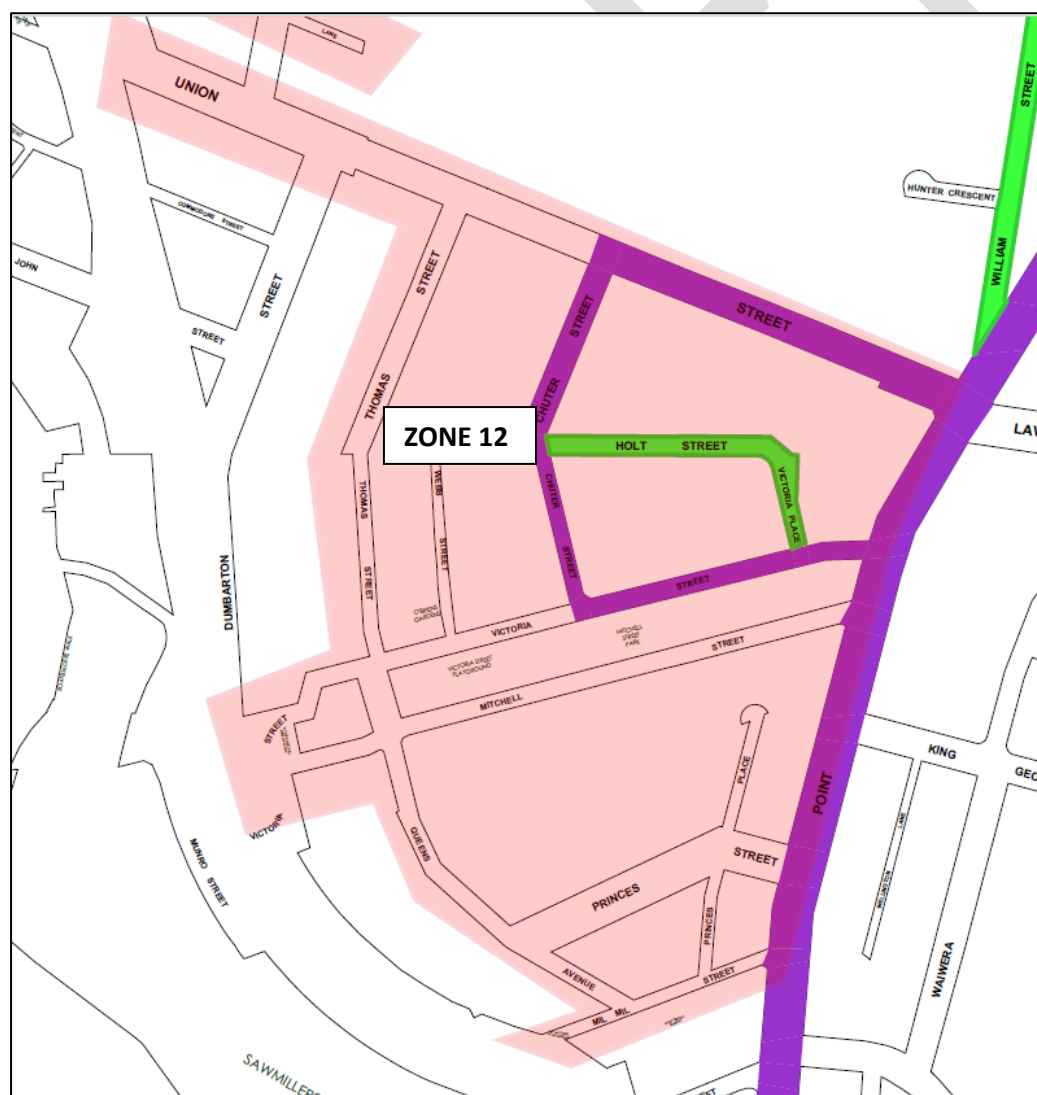


Figure 27. Zone 12 – Locality Map

Other Areas

Streets	Treatment	Priority	Estimated Cost
Brothers Avenue	40km/h HPAA	Short	\$ 5,000
Miller Street between Blue Street and Berry Street	40km/h HPAA	Short	\$ 5,000
Vernon Street	40km/h HPAA	Short	\$ 3,000
Merlin Street	40km/h HPAA	Medium	\$ 80,000
Florence Lane	Shared Zone	Long	\$ 422,000
Hill Street	Shared Zone	Long	\$ 180,000
Holdsworth Street	Shared Zone	Long	\$ 900,000
Kareela Road	Shared Zone	Long	\$ 3,120,000
Little Walker Street between Mount Street and Berry Street	Shared Zone	Long	\$ 2,260,000
Lord Street	Shared Zone	Long	\$ 500,000
Middlemiss Street	Shared Zone	Long	\$ 1,000,000
Milson Road between Wharf Road and Cremorne Wharf	Shared Zone	Long	\$ 600,000
Morton Lane	Shared Zone	Long	\$ 500,000
Mount Street between Walker Street and William Street	Shared Zone	Long	\$ 500,000
Oak Street	Shared Zone	Long	\$ 1,401,200
Short Street	Shared Zone	Long	\$ 500,000
Wulworra Avenue	Shared Zone	Long	\$ 254,000
Total:			\$ 12,230,200

Table 16. Other areas of proposed 40km/h and 10km/h speed limit

A total of 223 sites have been proposed for treatments of 40km/h speed limit and 10km/h shared zones. The total estimated cost is \$ 52,177,700.

6. Funding Opportunities

From time to time Council receives grant funding from various road safety programs. Council has been invited by RMS to submit proposals for the introduction of 40 km/h speed limits as part of the RMS 40km/h High Pedestrian Activity Area (HPAA) Program. This plan will assist Council in allocating resources to make submissions to RMS for consideration of funding for implementation of the 40km/h speed zones.

Sites proposed in this plan will also be funded through Council's Local Area Traffic Management (LATM) budget in accordance with the Implementation Program in Appendix D.

7. Action Plans

The following Action Plans has been developed with the objective of providing 40km/h speed zones and 10km/h shared zones in the North Sydney road network to improve road safety and walking and cycling amenities.

Action	Description	Timeframe
1. 40km/h & 10km/h Shared Zone Map	Provide map of the existing and proposed 40km/h and 10km/h shared zones. The draft masterplan and action plan will be put on public exhibition for community feedback.	August 2019
2. Council endorsement of the Plan	Following public exhibition, a report will be presented to Council for endorsement of the plan based on community feedback.	60 days
3. Funding application	Apply funding through state government grants for implementation of 40km/h and 10km/h shared zones. Also, Council adopted LATM implementation budget for the next 3 years.	Ongoing
4. Future requests	Future requests received in relation to 40km/h and 10km/h shared zones will be investigated in accordance with this plan and will be added to the map if warranted.	Ongoing

Table 17. 40km/h and 10km/h shared zone action plans

8. Recommendations from the result of public exhibition

The draft 40km/h & 10km/h Shared Zone Masterplan & Action Plan was placed on public exhibition from 6 September 2019 to 5 November 2019. Advertisements were placed in local newspapers and on Council's website to advise of the public exhibition of the plan.

Based on the submissions from the public exhibition, a number of recommendations were adopted and are summarised below.

No.	Recommendations	Plan Page No.
1	Belgrave Street is excluded from the proposed 40km/h zone in Zone 5	25
2	Gerard Street is excluded from the proposed 40km/h zone in Zone 6	26
3	Proposed 40km/h zone in Zone 5 and Zone 6 are extended to include Grasmere Road and Reynolds Street	25, 26
4	Zone 8 is extended to include streets surrounding Anzac Park school	29
5	Matthew Lane is included in the proposed 10km/h Shared Zone in Zone 8	29

Appendix A – LATM Action Plans

Streets identified in LATM Action Plans for treatment of Shared Zone/40HPPA/40km as received through community consultation in 2016.

Location	Treatment
McDougall Street between Clark Road and Willoughby Street	40km/h Speed Zone
Broughton Street between McDougall Street Willoughby Street	40km/h Speed Zone
Broughton Street between McDougall Street and Olympic Drive	40km/h Speed Zone
Burton Street between Broughton Street and Carabella Street	10km/h Shared Zones
Bligh Street between Broughton Street and Carabella Street	10km/h Shared Zones
Fitzroy Street between Broughton Street and Carabella Street	40km/h Speed Zone
Carabella Street between Willoughby Street and Peel Street	40km/h Speed Zone
Upper Pitt Street between Jeffreys Street and Peel Street	40km/h Speed Zone
LATM Zone 7 - entire area	40km/h Speed Zone
Florence Lane	10km/h Shared Zones
Holdsworth Street, entire length	10km/h Shared Zones
Kareela Lane	10km/h Shared Zones
Warringa Avenue, entire length	10km/h Shared Zones
Winter Avenue, near Bent Street	10km/h Shared Zones
Wycombe Lane	10km/h Shared Zones
Shellcove Road between Hollowforth Avenue and Billong Street	10km/h Shared Zones
Yeo Lane between Yeo Street and Cheal Street	10km/h Shared Zones
Milson Road south of Cremorne Road near pedestrian ramp to Cremorne Reserve	10km/h Shared Zones
Ben Boyd Lane between Belgrave Street and Grosvenor Street	10km/h Shared Zones
Brightmore Lane	10km/h Shared Zones
Cooper Lane	10km/h Shared Zones
Gerard Lane	10km/h Shared Zones
Grosvenor Lane between Ben Boyd Road and Young Street	10km/h Shared Zones
Grosvenor Lane between Young Street and Waters Road	10km/h Shared Zones
Grosvenor Street	40km/h Speed Zone
Langley Avenue north of Gerard Street	10km/h Shared Zones
Martens Lane	10km/h Shared Zones
Merlin Street	40km/h Speed Zone
Parraween Street	40km/h Speed Zone
Waters Lane	10km/h Shared Zones
Winnie Street between Military Road and Gerard Street	40km/h Speed Zone
Young Street at Grosvenor Lane	10km/h Shared Zones
Cremorne & Neutral Bay shopping area bounded by Military Road, Ben Boyd Road, Belgrave Street, Gerard Street and MacPherson Street	40km/h Speed Zone

Miller Street, Cammeray at between Amherst Street and Palmer Street	40km/h Speed Zone
Brothers Avenue	10km/h Shared Zones
Brothers Avenue & Vernon Street	40km/h Speed Zone
Brothers Avenue & Vernon Street	40km/h Speed Zone
Cliff St	10km/h Shared Zones
William St from Blue St to Blues Point Rd	10km/h Shared Zones
Berry St	10km/h Shared Zones
Middlemiss St	10km/h Shared Zones
Chuter St, entire length	10km/h Shared Zones
Lord Street entire length	10km/h Shared Zones
Blues Point Rd, Union St to Henry Lawson Ave	40km/h Speed Zone
Mount Street between Denison Street and Walker Street	10km/h Shared Zones
Ingram Lane and Hume Lane between Chandos Street and Atchison Street	10km/h Shared Zones
Falcon Lane	Shared Zone
Moodie Street	40km/h Speed Zone
Burlington Lane	10km/h Shared Zones
West Street	40km/h Speed Zone
Sophia Street between Ernest Street and Holtermann Street	10km/h Shared Zones
Atchison Lane	10km/h Shared Zones
St Leonards and Crows Nest area bounded by Alexander Street, Pacific Highway, Sergeants Lane and Chandos Street	40km/h Speed Zone
Hayberry Precinct - area bounded by Alexander Street, Falcon Street, Miller Street, Ridge Street, West Street and Pacific Highway	40km/h Speed Zone
Sergeants Lane	10km/h Shared Zones
Hospital Lane & Willoughby Lane	10km/h Shared Zones
Crows Nest residential area bounded by Alexander Street, Falcon Street, West Street and Chandos Street	40km/h Speed Zone
Morton Lane	10km/h Shared Zones
Short St	10km/h Shared Zones
Oak Street, entire length	10km/h Shared Zones
Balls Head Drive	10km/h Shared Zones

Appendix B - Ranking Matrix

The revised Integrated Traffic and Parking Strategy (ITPS): Project Assessment Framework below delivers a justified and consistent transport planning and management decision matrix that addresses North Sydney's transport vision and priorities and that can be used to prioritise both strategic^{*1} and local^{*2} transport works programs.

^{*1} projects identified through Mode Specific Action Plans

^{*2} projects identified through TAPAS consultation and ongoing resident enquiries

Community Transport Priority	Will the project:	Make Worse							Improve	NSTS Priority Rating *	TOTAL
		-3	-2	-1	0	1	2	3			
Safe Travel	...improve community safety by creating slow speed road environments where more vulnerable road users are protected from higher impact road users and the number of crashes and severity of injuries is minimised?								0.81	Score X NSTS Priority Rating	
Transport Security	...improve personal security through improved streetscape design, increased street activity and passive surveillance?								0.81	Score X NSTS Priority Rating	
Social Wellbeing	...provide social spaces where human interaction is given the highest priority and the negative impacts of traffic are minimised, promoting incidental social interaction, increasing civic pride, reducing anti-social behaviour and community policing requirements?								0.65	Score X NSTS Priority Rating	
Active Health	...provide infrastructure that encourages healthy and active lifestyle/travel choices?								0.65	Score X NSTS Priority Rating	
Fair Access to Parking	...reduce demand for parking and / or provide more equitable access to existing parking supply?								0.59	Score X NSTS Priority Rating	
Environmental Sustainability	...encourage the use of low greenhouse gas emitting transport options?								0.56	Score X NSTS Priority Rating	
Local Environments	...encourage the use of travel modes that have minimal impact on air quality, water quality and noise?								0.56	Score X NSTS Priority Rating	
Transport Affordability	...encourage the use of travel options with lower social, health and economic costs and higher social, health and economic benefits?								0.51	Score X NSTS Priority Rating	
Congestion	...apply travel demand management principles to minimise traffic demand and associated traffic congestion?								0.44	Score X NSTS Priority Rating	
Business Activity	...increase business opportunities by improving the look/amenity of North Sydney throughout the day and in to the evening while, at the same time, reducing the whole of life cost of transport networks, including the ongoing costs associated with cleaning and maintaining assets?								0.38	Score X NSTS Priority Rating	

TOTAL = SUM / 16.35

Preliminary Project Score = SUM/16.35 x estimated cost x residents effected



Appendix C- Cost Summary

Proposed Speed Limits Zones	Priority			Subtotal
	Short term 5 years	Medium term 8 years	Long term > 8 years	
Zone 1 - Milsons Point	\$ 16,000	\$ -	\$ 500,000	\$ 516,000
Zone 2 - Kirribilli/North Sydney	\$ 94,500	\$ 748,000	\$ 2,000,000	\$ 2,842,500
Zone 3a - Neutral Bay Wharf	\$ 2,000	\$ 900,000	\$ 250,000	\$ 1,152,000
Zone 3b - Neutral Bay	\$ 625,000	\$ 40,000	\$ -	\$ 665,000
Zone 4 - Neutral Bay Town Centre South	\$ 11,000	\$ 760,000	\$ -	\$ 771,000
Zone 5 - Neutral Bay Town Centre North	\$ 31,000	\$ 80,000	\$ 6,400,000	\$ 6,511,000
Zone 6 - Cremorne Town Centre	\$ 79,000	\$ 340,000	\$ 1,129,000	\$ 1,548,000
Zone 7 - Cammeray	\$ 147,000	\$ 295,000	\$ -	\$ 442,000
Zone 8 - Crows Nest	\$ 140,000	\$ 330,000	\$ 20,642,000	\$ 21,112,000
Zone 9 - North Sydney North	\$ 227,000	\$ 160,000	\$ 200,000	\$ 587,000
Zone 10 - Wollstonecraft	\$ 70,000	\$ 12,000	\$ 1,260,000	\$ 1,342,000
Zone 11 - Waverton	\$ 54,000	\$ 100,000	\$ -	\$ 154,000
Zone 12 - McMahons Point	\$ 128,000	\$ 65,000	\$ 2,112,000	\$ 2,305,000
Other	\$ 13,000	\$ 80,000	\$ 12,137,200	\$ 12,230,200

Appendix D- North Sydney 40km/h and 10km/h Shared Zone Masterplan Implementation Program

Short Term Priority - 5 Years				
Zone 1	Alfred Street South	Zone 3a	Manns Avenue	
	Glen Street		Zone 3b	Bydown Street (between Yeo and Lindsay St)
	Harbourview Crescent			Barry Street
	Northcliff Street			Westleigh St
	Olympic Drive			Westleigh Lane
	Paul Street			Anderson Street
	Dind Street			Raymond Road
Zone 2	Stannards Place			Undercliff Street
	Broughton Street		Reserve Street	
	Kirribilli Avenue		Phillips Street (Ben Boyd and Raymond)	
	Adderstone Avenue		Harriette Street	
	Bradly Avenue		Aubin Street	
	Clark Road (between McDougall Street and Adderstone Avenue)		Thrupp Street	
	Ennis Road		Barry Lane	
	High Street (between Alfred Street North and Wharf)	Zone 4	Ben Boy Road (btw yeo St and Military Rd)	
	Hipwood Street		Yeo Street	
	Holbrook Avenue		Bydown St (btw Yeo St and Military Rd)	
	Jeffreys Street		Wycombe Road (btw Yeo St and Military Rd)	
	McBurney Lane		Rangers Road (btw Yeo St and Military Rd)	
	Plunkett Street		Military Lane	
	Robertson Lane		Zone 5	Ben Boyd Road (Military Rd and Belgrave St)
	Waruda Avenue	Young Street (btw Military Rd and Belgrave St)		
	Waruda Street	Grosvenor Street		
	Willoughby Street	Ben Boyd Lane (btw Sutherland St and Belgrave St)		
	Winslow Lane	Young Lane (btw Grosvenor Lane and Belgrave St)		
	Winslow Street	Waters Road (btw Military Rd and Gerard St)		
		Cooper Lane (btw Grosvenor St and Belgrave St)		

Short Term Priority - 5 Years			
Zone 6	Parraween St	Zone 9	West Street between Carlow Street and Pacific Hwy
	Pailing Street		Eden Street
	Cabramatta Road		East Lane
	Spofforth St (btw Cabramatta Rd and Spencer Rd)		Eden Lane
Zone 7	Miller Street between Falcon Street and Palmer Street	Church Lane	Church Street
	Amherst Street between West Street and Bellevue Street	Ridge Street	Cunningham Street
	Fredben Avenue	Elliott Street	Miller Street between McLaren Street and Falcon Street
	Abbott Lane	Walker Street between Ridge Street and McLaren Street	Cassins Lane
Zone 8	Burlington Street between Willoughby Road and Alexander Lane	Cassins Avenue	Tucker Street
	Matthew Street	Moodie Lane	Zone 10
	Christie Street between Chando St and Pacific Hwy	Belmont Avenue	Telopea Street
	Mitchell Street between Atchison Street and Chandos Street	Milner Crescent between Russell Street and Shirely Road	Zone 11
	Albany Street between Pacific Hwy and Alexander St	Walumetta Drive	Gas Works Road
	Oxley Street between Pacific Hwy and Chandos St	Tunks Street	McKye Street
	Clarke Street	Whatmore Lane	Bay Road between Ross Street and Carr Street
	Hume Street	Crows Nest Road between Bay Road and Carr Street	Ross Street
	Willoughby Road between Pacific Hwy and Chandos St	Ernest Street between Willoughby Road and West Street	Balls Head Road
	Alexander Street between Chandos Street and Falcon Street	Falcon Lane between Sophia Street and West Street	Horace Street
	Ernest Street between Willoughby Road and West Street	Burlington Lane between Sophia Street and West Street	Larkin Street
	Falcon Lane between Sophia Street and West Street	Ernest Lane between Alexander Lane d and West Street	Wood Street
	Burlington Lane between Sophia Street and West Street	Devonshire Street	Waterhen Drive
	Ernest Lane between Alexander Lane d and West Street	Thomas Lane	
	Devonshire Street	Matthew Lane	
	Thomas Lane	Alexander Street between Falcon St and Pacific Hwy	
	Matthew Lane	Alexander Lane between Falcon Street and Pacific Hwy	
	Alexander Street between Falcon St and Pacific Hwy	Hayberry Lane	
	Alexander Lane between Falcon Street and Pacific Hwy	Bernard Lane	
	Hayberry Lane	David Lane	
Bernard Lane	David Street		
David Lane			
David Street			

Short Term Priority - 5 Years	
Zone 11 - continued	Balls Head Drive
	Carr Street between railway line and Bank Street
	Woolcott Avenue
	Woolcott Street
	Clifton Street
	Euroka Street
	Euroka Lane
	Ancrum Street
	Bank Lane
Zone 12	Mil Mil Street
	Union Street
	Webb Street
	Queens Avenue
	Princes Street
	Princes Place
	Blues Point Road
Other	Miller Street between Blue Street and Berry Street
	Brothers Avenue
	Vernon Street

Medium Term Priority - 8 Years				
Zone 2	Upper Pitt Street	Zone 8	Atchison Street between Christie Street and Willoughby Road	
	Carabella Street		Holtermann Street between Willoughby Road and Alexander Lane	
	Fitzroy Street		Huntington Street	
	Crescent Place		Hayberry Street	
	Elamang Avenue		Emmett Street	
	Humphery Place		West Street between Carlow Street and Warringah Freeway	
	McDougall Street		Zone 9	Myrtle Street
	Parkes Street			Carlow Street
	Pitt Street			Moodie Street
Zone 3a	Hayes Street	Zone 10	Shirely Road between Milray Lane and Newlands Street	
	Lower Wycombe Road		Zone 11	King Street between Whatmore Street and Carr Street
	Wycombe Lane	Woolcott Street		
	Wallagringa Avenue	Zone 12	Chuter Street	
	Victoria Street			
Zone 3b	Lindsay Street (between Raymond Road and Barry Street)		Thomas Street	
Zone 4	Cheal Lane	Other	Merlin Street	
	Yeo Lane			
	Olive Lane			
Zone 5	Belgrave Street (btw Ben Boyd Rd and Waters Rd)			
Zone 6	Gerard Street (btw Winnie St and Macpherson St)			
	Winnie Street			
	Macpherson St (btw Gerard St and Military Rd)			
Zone 7	Palmer Street between West Street and Bellevue Street			
	Abbott Street			
	Carter Street between Bellevue Street and Colin Street			
	Belleveu Street			
	Cambridge Street			

Long Term Priority - >8 Years		Other
Zone 1	Cliff Street	Milson Road between Wharf Road and Cremorne Wharf
Zone 2	Bligh Street	Wulworra Avenue
	Burton Street between Broughton St and Carabella Street	Kareela Road
Zone 3a	Shellcove Road	Morton Lane
Zone 5	Ben Boyd Lane between Grosvenor Lane and Belgrave Street	Lord Street
	Cooper Lane between Grosvenor St and Grosvenor Lane	Short Street
	Waters Lane	Hill Street
	Martens Lane	Mount Street between Walker Street and William Street
	Old Lane	Middlemiss Street
	Cooper Lane between Belgrave St and Sutherland St	Little Walker Street between Mount Street and Berry Street
Zone 6	Gerard Lane	Oak Street
	Brightmore Lane	Holdsworth Street
	Langley Avenue north of Gerard Street	Florence Lane
	Watersleigh Lane	
Zone 8	Atchison Lane	
	Albany Lane	
	Hume Lane between Albany Street and Chandos Street	
	Ingram Lane	
	Chandos Lane	
	Willoughby Lane	
	Ives Lane	
	Chapel Lane	
	Zig Zag Lane	
	Alexander Lane	
	Burlington Lane between Alexander Lane and Sophia Street	
	Falcon Lane between Alexander Lane and Sophia Street	
	Sophia Street between Hotermann Street and Ernest Street	
	Zone 9	Moodie Street between Ernest Street and No.3 Moodie Street
Zone 10	Shirley lane	
Zone 12	Mitchell Street	
	Holt Street	
	Victoria Place	
	William Street	

**Draft 40km/h and 10km/h Shared Zone Masterplan and Action Plan
Summary of submissions received during public exhibition period**

Prepared December 2019

The following criteria are used to analyse all submissions received, and to determine whether the proposal would be amended:

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

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

No.	Residential Suburb	Generally, support the proposal?	Key Point Raised	Response	Recommend Proposal be Amended Y or N	Criteria Code	Plan Page No. (as applicable)
1	Cremorne	Y	Support the overall concept of the proposal. Object to a blanket 40km/h speed limit on Belgrave and Gerard Streets as these streets are major thoroughfare. 50km/h is a reasonable and safe speed to travel at times when there is little pedestrian traffic on these roads.	Gerard Street will be excluded from the proposed 40km/h zone.	Y	1d	26
2	Cremorne	Y	Strongly support the proposal. Further strongly feel that the plan should go further into all residential areas of the LGA. McPherson Street has not been included in the reduction as this is part of the Ernest/Belgrave/Gerard/McPherson/Ourimbah line of roads between the Freeway and the Spit, McPherson Street. Current 60km/h roads (Pacific Hwy, Falcon St and Military Rd) should also be reduced to 50 or 40km/h.	Current plan has considered all residential areas however only streets and areas with high pedestrian activities or require minimal treatments are proposed. This is to conform with RMS guidelines and assist Council in prioritising funding allocation. Part of McPherson Street has been included in the speed reduction. Further expansion will be considered at the detail plan stage subject to consultation with Mosman Council. Pacific Hwy, Falcon St and Military Rd are not included in the scope of this plan as they are state roads under the care of control of RMS.	N	2a,2b	26

No.	Residential Suburb	Generally, support the proposal?	Key Point Raised	Response	Recommend Proposal be Amended Y or N	Criteria Code	Plan Page No. (as applicable)
3	Cremorne	Y	<p>Strongly support the initiatives to reduce speeds in the North Sydney area.</p> <p>The general walkability of the area would be greatly improved by reducing vehicle speeds and providing more pedestrian crossing opportunities with good sightlines.</p> <p>Hope that the council will proceed with this initiative to improve the walkability for local residents and not be swayed by concerns from those who wish to continue to rat-run at speed through our local streets.</p>	Noted	N	2d	all
4	Cremorne	Y	<p>Gerard Street should remain 50 kph. It is a major traffic artery between suburbs and traffic should not be impeded.</p> <p>Gerard Lane should remain 50 kph. It is major access to North Cremorne during afternoon peak (3pm-7pm) when there is no right hand turn at Benelong and traffic is forced to turn right at Prospect continuing down Gerard Lane. Pedestrians do not use this lane.</p> <p>Tobruk Ave should be 40 kph. Cars parked on either side have resulted in major accidents caused by speed in this street.</p>	<p>Gerard Street will be excluded from the proposed 40km/h zone.</p> <p>Traffic calming in Tobruk Ave will be considered under Council's Local Area Traffic Management Action Plan.</p>	Y	1d	26
5	Cremorne	Y	<p>Fully support 40km zones in Zone 6 area - particularly along Gerard St and Belgrave St. These streets have 2 schools in them and large volumes of traffic. There are also more residential in this area due to development and the volume of traffic and pedestrians together requires vehicles to slow down. Also, the pedestrian crossing at the junction of Macpherson St and Gerard St is a death trap and slower traffic hopefully would limit the number of near misses in this area.</p>	Noted	N	1d	26

No.	Residential Suburb	Generally, support the proposal?	Key Point Raised	Response	Recommend Proposal be Amended Y or N	Criteria Code	Plan Page No. (as applicable)
6	Cremorne	Y	Fully support the proposal and would prefer if it was the entire LGA. Suggest extending 40km/h to Richmond Avenue and plant trees in the middle of the road to discourage speeding.	Noted	N	1d	26
7	Cremorne	Y	Suggest extending 40km/h speed limit to Grasmere Road due to motorists travelling at high speeds and rat run.	Grasmere Road will be included in the proposed 40km/h zone. Speeding and rat run issues will be addressed as part of Council's Local Area Traffic Management Action Plan.	Y	1d	25
8	Cremorne	Y	Support the overall but recommend Reynolds Street be included in zone 6 - 40km/h and believe that all residential streets should be 40km/h at the most.	Reynolds Street will be included in the proposed 40km/h zone. Speeding and rat run issues will be addressed as part of Council's Local Area Traffic Management Action Plan.	Y	1d	26
9	Cremorne	Y	Gerard Street is a secondary arterial road to Military road, reducing the speed limit to 50km/h is ill advised and will cause extensive congestion for no gain except further police fines. The street is not heavily pedestrianized and will only further choke the streets with cars.	Gerard Street will be excluded from the proposed 40km/h zone.	Y	1d	26

No.	Residential Suburb	Generally, support the proposal?	Key Point Raised	Response	Recommend Proposal be Amended Y or N	Criteria Code	Plan Page No. (as applicable)
10	Cremorne	Y	Living on Grasmere Road. Suggest extending 40km/h speed limit to Grasmere Road and Grasmere Lane due to speeding.	Grasmere Road and Grasmere Lane will be included in the proposed 40km/h zone. Speeding and rat run issues will be addressed as part of Council's Local Area Traffic Management Action Plan.	Y	1d	25
11	Cremorne	Y	1. Have no objection to the speed limits proposed South of Belgrave & Gerard Streets in the direction of Neutral Bay shops. 2. Do not believe that Belgrave and Gerard Streets should be 40km/h as they are secondary main roads and should be at least 50 km. 3. Have no objection to the speed limits proposed North of Belgrave & Gerard Streets in the direction of Primrose Park but suggest Grasmere Road and Young Street from Sutherland Street all the way to Primrose Park should also be included considering the proximity to Grasmere Children's Playground.	Belgrave Street and Gerard Street will be excluded from the proposed 40km/h zone. Grasmere Road and Young Street from Sutherland Street to Primrose Park will be included in the proposed 40km/h zone.	Y	1a	25, 26
12	Cremorne	Y	Suggest extending 40km/h speed limit to Grasmere Road due to motorists use the street as a "rat run" to avoid Military Road and Gerard Street. Gerard Street is an arterial road carrying large number of cars, they need to be encouraged to stay on this road and not look for alternatives.	Grasmere Road will be included in the proposed 40km/h zone. Gerard Street will be excluded from the proposed 40km/h zone.	Y	1a	25,26
13	Cremorne	Y	Fully support the proposal	Noted	N	2d	all

No.	Residential Suburb	Generally, support the proposal?	Key Point Raised	Response	Recommend Proposal be Amended Y or N	Criteria Code	Plan Page No. (as applicable)
14	Cremorne	Y	Generally, support lower speeds but do not support Belgrave and Gerard Streets to be 40km/h zone as this is unlikely to provide any benefit.	Belgrave Street and Gerard Street will be excluded from the proposed 40km/h zone.	Y	1a	25, 26
15	Cremorne	Y	Generally, support reduction of speeds but do not agree with changing Gerard Street speed limit to 40km/h because people will refuse to stick to the new speed limit and create additional risks. Request installation of pedestrian crossing on Gerard Street at Paling Street. Do not agree with the reduction of the speed to 10km/h on Gerard Lane. 10km/h is jogging speed, which is very slow for a car. Gerard lane is very long and so I guarantee people will simply refuse to stick to 10km/h. 20 or 30km/h would be much more appropriate, but for simplicity leaving it at 40km/h should be sufficient and an improvement to the current 50km/h.	Gerard Street will be excluded from the proposed 40km/h zone. Pedestrian crossing on Gerard Street at Paling Street will be addressed under Council's Local Area Traffic Management Action Plan. The proposed section of Gerard Lane does not have adequate footpath. The implementation of a Shared Zone will allow pedestrians to safely walk on the roadway accompany by traffic calming measures to restrict vehicle speed to 10km/h.	Y	1d	26
16	Cremorne	Y	Support changing traffic speed. Don't make it 40km/h on Ernest and 50km/h on Grasmere Road. It will only shift traffic onto Grasmere Road. Have a plan to protect Grasmere Road from speeders.	Only part of Ernest Street between West Street and Ernest Place is proposed to be 40km/h which is in a highly dense area. Grasmere Road will be included in the proposed 40km/h zone.	Y	1a	25, 29
17	Cremorne	Y	I support the proposals generally but consider that some changes should be made to make them acceptable in relation to Zones 5 and 6. See my attached file for submissions.	Noted	N	2e	25, 26

No.	Residential Suburb	Generally, support the proposal?	Key Point Raised	Response	Recommend Proposal be Amended Y or N	Criteria Code	Plan Page No. (as applicable)
18	Cremorne	Y	Object to reduction in speed from 50km/h to 40km/h on Belgrave Street and Gerard Street. Current speed limit including the Redlands School Zone is appropriate for this busy thoroughfare. Strongly support the reduction in speed in Gerard Lane to 10km/h shared zone as this is the only way to exit our building with cars and it is dangerous when other cars travelling at speed.	Belgrave Street and Gerard Street will be excluded from the proposed 40km/h zone.	Y	1d	25, 26
19	Cremorne	Y	Object to reduction in speed from 50km/h to 40km/h on Belgrave Street and Gerard Street. Current speed limit including the Redlands School Zone is appropriate for this busy thoroughfare. Pedestrians use their common sense in judging the speed and amount of traffic, should they decide to cross the road in places not covered by traffic lights or pedestrian crossings. Strongly support the reduction in speed in Gerard Lane to 10km/h shared zone as this is the only way to exit our building with cars and it is dangerous when other cars travelling at speed.	Belgrave Street and Gerard Street will be excluded from the proposed 40km/h zone.	Y	1d	25, 26
20	Cremorne	Y	Bring it On!	Noted	N	2d	all
21	Cremorne	Y	Object to the creation of a 40km/h in Gerard Street. Gerard Street is a major traffic artery and enforcing a 40km/h would during peak hours aggravate an existing traffic bottle neck. Slowing traffic is unnecessarily. Gerard Street is not an accident prone street and provides a suitable alternative to the congested Military Road. Support lowering the speed in nearby residential streets but don't slow down a major arterial road.	Gerard Street will be excluded from the proposed 40km/h zone.	Y	1d	26
22	Cremorne	Y	Vehicles on Military Road are frequently travelling at speeds higher than 60km and many vehicles fail to stop on red at the various traffic lights along Military Road putting pedestrians at huge risk of injury. In particular, there is high pedestrian activity and a high risk of accident due to vehicle speed at key intersections including Wycombe Road, Neutral Bay Junction; Winnie/Murdoch St; Cabramatta Road; and Spofforth St.	Military Road is a state road under the care and control of TfNSW. Therefore, Military Road has not been included in the scope of this project.	N	2a	26

No.	Residential Suburb	Generally, support the proposal?	Key Point Raised	Response	Recommend Proposal be Amended Y or N	Criteria Code	Plan Page No. (as applicable)
			<p>In Cremorne, the removal of kerb-side parking as part of the B-line bus project and the creation of bus only lanes has resulted in increased vehicle speed and the absence of parked vehicles has removed the interface buffer between pedestrians and the roadway creating a hostile environment for pedestrians.</p> <p>In Cremorne, the removal of the pedestrian safety fence along Military Road at the median has also increased the number of opportunist people making unsafe crossings.</p> <p>In Cremorne the B-line bus project has also resulted in changes to lane width and changes to lane markings including the creation of several areas where the lane is no longer straight and now 'weaves' requiring motorists to be extra vigilant. Already the Tidal flow structure has been the site of several accidents.</p> <p>Reducing the speed limit on Military road by 10km at all times would help to keep pedestrians and motorists safer.</p>				
23	Cremorne	N	<p>Oppose the plan to reduce Sutherland Street to 40km/h as there already is a dedicated cycleway and it is not a high pedestrian area and a high accident area.</p> <p>Oppose a 40km/h speed limit for Belgrave and Gerard Street as there already existing school zones and it is not a high accident area.</p> <p>Reducing the speed limits on these streets just becomes another source of revenue generation for the NSW Government.</p>	<p>Reducing the speed limit to 40km/h in Sutherland Street is considered appropriate owing to the road narrowing as part of the cycleway construction.</p> <p>Belgrave Street and Gerard Street will be excluded from the proposed 40km/h zone.</p>	Y	1d	25, 26
24	Cremorne	N	<p>Do not support any of the proposal. If there is money available to squander on such projects Council should consider returning it to the ratepayers for the unwarranted and unannounced increase of rates.</p>	Noted	N	2e	all

No.	Residential Suburb	Generally, support the proposal?	Key Point Raised	Response	Recommend Proposal be Amended Y or N	Criteria Code	Plan Page No. (as applicable)
25	Cremorne	N	Speed limitations should be delivered sensibly and only after careful consideration. Excessively low speeds on safe stretches of road (such as Ernest Street near the golf course) invites breaches and spot revenue raising exercises. The proposal to apply a blanket limitation on Gerard Street is quite frankly stupid.	Gerard Street will be excluded from the proposed 40km/h zone.	Y	1d	26
26	Cremorne	N	Gerard street is a main thoroughfare road - reducing it to 40kmh makes no sense and will only serve as a revenue raiser for speeding	Gerard Street will be excluded from the proposed 40km/h zone.	Y	1d	26
27	Cremorne	N	Do not agree with the proposal as will bring traffic to residential streets as many will look to bypass slower speed zones! Wasteful	Noted	N	2e	all
28	Cremorne	N	I would consider reviewing my opinion once a tunnel is built from Manly Vale to Warringah freeway.	Noted	N	2c	all
29	Cremorne	N	slow speed only for school time	Noted	N	2e	26
30	Cremorne	N	The car speed control should only apply for school time and school zone.	Noted	N	2e	26
31	Cremorne	N	Strongly oppose making 40km zones in Gerard/Parraween Sts as traffic rarely exceeds that now often bumper to bumper in Gerard/Macpherson Street. Do not support 10km zones in Gerard Lane and Langley as they are unnecessary. Prefer my rates be used for a greater need within the Municipality- e.g. ensuring the Heritage value in N.S pool is maintained when the needed upgrade is undertaken.	Gerard Street will be excluded from the proposed 40km/h zone. Parraween Street already has a signposted speed limit of 40km/h which will merge into the surrounding proposed 40km/h zone. Gerard Lane Shared Zone is considered necessary due to	Y	1d	26

No.	Residential Suburb	Generally, support the proposal?	Key Point Raised	Response	Recommend Proposal be Amended Y or N	Criteria Code	Plan Page No. (as applicable)
				the lack of adequate footpath.			
32	Cremorne	N	This is a terrible idea. Traffic is bad enough at the junction between Gerard Street and waters road. 40km/hr would only make this worse. Please don't do this!	Gerard Street will be excluded from the proposed 40km/h zone.	Y	1d	26
33	Cremorne	N	Strongly object to reduced speed limit for Belgrave & Gerard Streets. There are already sufficient speed restrictions in school zones, this will create significant frustration in streets that are already congested and will cause additional delays to local residents.	Belgrave Street and Gerard Street will be excluded from the proposed 40km/h zone.	Y	1d	25, 26
34	Cremorne	N	Please stop wasting time on slowing people down. We need to keep the city moving. Have some faith in drivers to do the right thing	Noted	N	2e	all
35	Cremorne	N	Do not support reducing the speed limit to 40kmh because recently speed humps have been installed. It is overkill to have both these and reduced speed limits.	Noted	N	2e	26
36	Cremorne	N	Strongly object to: - reducing Gerard Street to 40km/h - making Gerard Lane a 10km/h shared zone - making Langley Avenue a 10km/h shared zone Gerard St is a major arterial road. Making Gerard Lane and Langley Ave a 10km.h shared zone is a waste of money. These are the wrong locations for such speed zones	Gerard Street will be excluded from the proposed 40km/h zone. Gerard Lane and Langley Avenue Shared Zone are considered appropriate due to the lack of adequate footpath.	Y	1d	26

No.	Residential Suburb	Generally, support the proposal?	Key Point Raised	Response	Recommend Proposal be Amended Y or N	Criteria Code	Plan Page No. (as applicable)
37	Cremorne	N	The speed in the areas around North Sydney, Cremorne and Neutral Bay are safe. Perhaps a better job of removing cyclists from the road and onto the purpose-built bike lanes (i.e. Sutherland street, which has narrowed the street to a dangerous level, impeding car's from reaching 40kph at all)	Noted	N	2e	23-26, 34
38	Cremorne	N	Do not support for Belgrave street and Gerard street	Belgrave Street and Gerard Street will be excluded from the proposed 40km/h zone.	Y	1d	25, 26
39	Cremorne	N	Zone 5 and 6 are not commercial areas with high pedestrians and locals. We use Belgrave and Gerard Streets to drop off and pick kids from school and reducing the speed will only encourage more jaywalkers.	Belgrave Street and Gerard Street will be excluded from the proposed 40km/h zone.	Y	1d	25, 26
40	Cremorne	N	I do not support proposed 40kph speed for Belgrave and Gerard Street.	Belgrave Street and Gerard Street will be excluded from the proposed 40km/h zone.	Y	1d	25, 26
41	Cremorne	N	Existing speed limit of 50kph is sufficient to slow down traffic. Lower speed limit may fuel driver frustration and lead to impatient driving behaviours.	Noted	N	2e	all
42	Cremorne	N	Reducing speed limits when traffic is already bad will merely make things worse, most notably forcing more cars onto Military Road. This is an utterly horrific idea and I cannot believe that this is being done under the guise of road safety. Rather than waste time and money changing speed limits for zero benefit, perhaps allocate these resources to improving the quality of the footpaths.	Noted	N	2e	all
43	Cremorne	N	Reducing speed limits in the area will force more traffic on to Military Road which is already one of Sydney's worst bottle-necks	Noted	N	2e	all

No.	Residential Suburb	Generally, support the proposal?	Key Point Raised	Response	Recommend Proposal be Amended Y or N	Criteria Code	Plan Page No. (as applicable)
44	Cremorne	N	Object to the 40km/h zones as it will increase traffic.	Noted	N	2e	all
45	Cremorne	N	Opposed to the proposed 40kph speed limit on Gerard Street, Cremorne and Belgrave Street, Cremorne/Neutral Bay. As a major traffic route between the city, North Sydney and the north of the city to Mosman, the Spit and the Northern Beaches, it is unreasonable to reduce the speed limit on this route.	Gerard Street will be excluded from the proposed 40km/h zone.	Y	1d	26
46	Cremorne	N	Other than during school drop off/pick up hours this is not a high pedestrian or high risk area. These times are already covered by the School Zones. Reducing the speed limit outside of these hours is unnecessary.	Noted	N	2e	26
47	Cremorne	N	Request Council to improve road conditions before controlling movements to make it more difficult to move about the community. No to decreasing speed on the roads.	Noted	N	2e	26
48	Cremorne	N	Do not support the proposed 40KM/h & 10Km/h shared zone master plan for these areas. Zone 3B - Neutral Bay , Zone 4 - Neutral Bay Town Centre South , Zone 5 - Neutral Bay Town Centre North, Zone 6 - Cremorne Town Centre North , Zone 7 - Cammeray , Zone 8 - Crows Nest/St Leonards	Noted	N	2e	23-29
49	Cremorne	N	The crash statistics show insignificant differences between the three major factors and speed is obviously going to be higher in an area like North Sydney. Fatigue is a major factor in rural areas, not metropolitan. Pedestrian casualty numbers will probably be influenced by the high density of pedestrians in the CBD and not along main roads such as Belgrave, Gerard, Parraween and Macpherson Sts.	Noted	N	2c	25, 26

No.	Residential Suburb	Generally, support the proposal?	Key Point Raised	Response	Recommend Proposal be Amended Y or N	Criteria Code	Plan Page No. (as applicable)
50	Cremorne	N	<p>The number of speed changes suggested are not reasonable. To expect residents to change speed limits up and down this frequently is not feasible and I believe in time will be used for revenue raising by local police. To know and understand where speed limits change is difficult enough now let alone with the number of zones suggested. Generally local residents understand the local traffic and make allowances for this in their driving habits.</p> <p>No accident witnessed in the local back streets causing harm or interrupting traffic flow. Agree that close to shopping precincts and or residential lane ways which were designed for garbage collection or garage entry should be 40km zones but people are not driving at high speeds down these roads at present - it is impossible due to the number of cars on the side of the street.</p> <p>Believe people are sensible and there is no need to spend the large amounts of dollars on most of the areas outlined on the report. Suggest and agree some change is required but not to the extent proposed.</p>	Noted	N	2c	26
51	Cremorne	N	40kmh and 10kmh zones may be appropriate for North Sydney CBD but are totally inappropriate elsewhere. Far too many traffic calming devices, narrowed roads and restricted through roads as it is.	Noted	N	2e	all
52	Cremorne	N	<p>Agree 40km/h is necessary in school zones but don't agree with this speed outside school zones. 40km/h will impede the flow of traffic. 50km/h is more realistic and is still a relatively low speed.</p> <p>What is already in place in Neutral Bay and Cremorne are sufficient to slow traffic without resorting to lowering the speed limit even more.</p>	Noted	N	2e	23, 25, 26
53	Cremorne	N	This change to 40km will be confusing and frustrating for drivers who travel along Ourimbah Rd, Macpherson St, Gerard St and Belgrave Street in Zone 5 and 6 AND it will just pro-long the congestion during rush hours. During the day it will cause traffic to take longer time to travel this route which means constant traffic for residents along this route. Along this route there are 2 schools and the 40kmp before and after school already apply to ensure	Belgrave Street and Gerard Street will be excluded from the proposed 40km/h zone.	Y	1d	25, 26

No.	Residential Suburb	Generally, support the proposal?	Key Point Raised	Response	Recommend Proposal be Amended Y or N	Criteria Code	Plan Page No. (as applicable)
			traffic slows down during the hours when there are school children around.				
54	Cremorne	N	Unnecessary 40kmh limits on allocated roads causes traffic seeking to divert onto residential streets. This is far more hazardous.	Noted	N	2e	23, 27
55	Cremorne	N	Object to the proposal to: 1. Reduce Gerard Street to 40km/h 2. Make Gerard Lane a 10km/h shared zone 3. Make Paling Street a 40km/h zone given its short length 4. Waste money on these unnecessary and unwanted changes	Gerard Street will be excluded from the proposed 40km/h zone. Gerard Lane shared zone proposal is considered appropriate due to the lack of adequate footpath. Paling Street is to be consistent with its surrounding proposed 40km/h zone.	Y	1d, 2e	26
56	Cremorne	N	Do not support either of the proposals for speed reduction in Gerard Lane or Gerard St	Gerard Street will be excluded from the proposed 40km/h zone. Gerard Lane shared zone proposal is considered appropriate due to the lack of adequate footpath.	Y	1d, 2e	26
57	Cremorne	N	It would be wrong to have the 40 KPH speed limit in Belgrave Street and Gerard Street because those driving safely according to traffic conditions would be unfairly booked for speeding fines. This would also slow traffic to a crawl for no reason for most of the time. There is no justifiable reason for such a low speed limit.	Belgrave Street and Gerard Street will be excluded from the proposed 40km/h zone.	Y	1d	25, 26
58	Cremorne	N	Object to speed limit reduction in Gerard Street due to traffic delays.	Gerard Street will be excluded from the proposed 40km/h zone.	Y	1d	26

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59	Cremorne	N	This is an unnecessary and costly initiative when Council is making exceptional increased demands on its residential ratepayers. Vehicles are sufficiently controlled for speed at present through traffic congestion at peak periods and the 50 km/h limitation at other times. The 10 km/h proposal for Gerard Lane is patently absurd as it has very low pedestrian use. Any money saved by abandoning this initiative should be applied to restoring a low roundabout to the very dangerous Young St/Grasmere Rd intersection, as proposed by the neighbouring Precincts.	The implementation of shared zone in Gerard Lane shared zone will assist pedestrians to safely walk on the roadway considering the laneway is currently lacking adequate footpath.	N	2e	26
60	Cremorne	N	Concerned that Council propose to make Belgrave and Gerard Streets 40km/h whilst ignoring speeding traffic along Grasmere Road. Making Belgrave & Gerard Streets 40 K will only funnel more traffic onto the back streets such as Grasmere Road. The speed bumps on cnr of Young St & Grasmere have not addressed the problem of card speeding on Grasmere Road. They have only reduced speed at the intersection. Would be great if Grasmere Rd was made into a cul-d-sac at either Young St or Ben Boyd Rd. This would solve the problem of the daily "rat race".	Belgrave Street and Gerard Street will be excluded from the proposed 40km/h zone. Grasmere Road will be included in the proposed 40km/h zone.	Y	1d	25, 26
61	Cremorne	N	Support the 10km/h shared zones. Do not support further 40km/h within North Sydney LGA. Default 50km/h urban speed limit and school zones are more than enough.	Noted	N	2d, 2e	all
62	Cremorne	N	Oppose to reduce Belgrave, Gerard Street, Amherst Street to 40km/h. These roads have been calmed and traffic flow is safe. It will only increase fines when drivers are trying to maintain a reasonable flow.	Belgrave Street and Gerard Street will be excluded from the proposed 40km/h zone.	Y	1d	25, 26 , 27

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63	Cremorne	N	<p>Strongly oppose to turning Belgrave Street and Gerard Street into 40km/h zones. This will result in signage clutter and driver confusion (there are already 40 km/hr school zones here) and will encourage traffic into local streets when the traffic should be encouraged onto the four lane street. Gerard and Belgrave are not high pedestrian areas, unlike Grosvenor St and Parraween St.</p> <p>Strongly object to spending millions of dollars turning lanes into shared zones, especially those that have little pedestrian traffic or are not natural pedestrian routes (e.g. Gerard Lane and Langley Avenue).</p>	Gerard Street and Belgrave Street will be excluded from the proposed 40km/h zone. Streets that are proposed to be shared zones are either lacking adequate footpaths or part of Council's Local Traffic Area Management Action Plan.	Y	2e, 1d	26
64	Cremorne	N	The ongoing changes to speed limits on Sydney roads in recent times has made it difficult for motorists and the public alike. It is impossible to keep track of what speed you should be driving at, making it dangerous and hazardous for everyone either on or crossing our local roads.	Adequate speed limit signage will be implemented in accordance to Australian Standards and RMS guidelines.	N	1d	all
65	Cremorne	N	Oppose to lowering the speed on major roads such as Belgrave Road as it has high flow and ample opportunities for pedestrians to cross safely.	Belgrave Street will be excluded from the proposed 40km/h zone	Y	1d	26
66	Cremorne	N	The area already has school zones so I don't think it's necessary	Noted	N	2c	26, 30
67	Cremorne	N	Support the 40km Limit in Parraween Street but disagree with Gerard/ Belmont Road being reduced to 40km. This will lead to even more traffic on local streets as people try to rat run avoiding slower limit on Gerard street. There is already massive traffic in peak hour around Benelong/ Grasmere/ Waters Road as it is. (all trying to avoid Military Road and Gerard Street routes). A 24 hour speed reduction seems unnecessary.	Gerard Street will be excluded from the proposed 40km/h zone.	Y	1d	25, 26

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68	Cremorne	N	The proposal does not take into account existing school zones on Belgrave Street and Gerard Street. This will lead to so many changes of speed limits - 60 to 50 to 40, and in some cases 60 to 40.	Belgrave Street and Gerard Street will be excluded from the proposed 40km/h zone.	Y	1d	25, 26
69	Cremorne	N	This proposed change would cripple a major thoroughfare. I have not witnessed any traffic safety issues to warrant this change.	Noted	N	2c	26
70	Cremorne	N	As a parent of a young child sees no benefit in the proposal. It will merely add to congestion and driver frustration.	Noted	N	2e	25, 26
71	Cremorne	N	<p>The council has already ruined things and made it more dangerous to drive by removing the roundabouts near Grasmere playground, and by narrowing the road to create a bike lane on Sutherland at that no one uses.</p> <p>The stop signs at the corner of Young St and Sutherland and Grasmere are fatalities waiting to happen.</p> <p>The narrowing of the road on Sutherland and Park AVE to create the bike lane is dangerous to drivers and all the young children.</p> <p>Please stop stuffing up our suburb.</p>	Noted	N	2a	23-26
72	Cremorne	N	I do not support the reductions.	Noted	N	2e	23-27
73	Cremorne	N	Absolutely unnecessary to decrease the speed limit in any of these locations, in particular along main roads like Belgrave street.	Belgrave Street will be excluded from the proposed 40km/h zone	Y	1d	all

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74	Cremorne	N	<p>Understand in really high pedestrian and shared areas the speed limit should be reduced but reducing Belgrave Street and Gerard Street from 60kmh to 40kmh would most likely just force more cars onto Military and Spit Rds causing more traffic and delays.</p> <p>Something else to consider is a reduction in speed limits this drastic is probably going to frustrate a lot more people and there will always be the minority who refuse to follow the road rules and may in fact cause more accidents / road rage / tail gating etc. which would negatively impact the good citizens who follow the road rules.</p>	Belgrave Street and Gerard Street will be excluded from the proposed 40km/h zone	Y	1d	23-26
75	Cremorne	N	<p>Do not support the change to 40km/hr on Gerard St and Belgrave St.</p> <p>This is a main road and during peak hour the speeds are already much below 40km/hr and at weekends and out of peak hour this restriction has no benefit. It is not a high pedestrian area.</p>	Belgrave Street and Gerard Street will be excluded from the proposed 40km/h zone	Y	1d	24-26
76	Cremorne	N	Not convenient, especially that the streets are already busy most of the time.	Noted	N	2c	24-30
77	Cremorne	N	<p>Gerard St and Belgrave streets are a main arterial route and should be 60km/hr - 40 is ridiculous – it's hardly a shared pedestrian space.</p> <p>While it is true we could reduce all accidents by making all speed limits 10km/hr we cause a 500% increase in frustration and inefficiency.</p> <p>50km across the area is perfectly safe and still allows us to have travel times to the local shops of under an hour.</p>	Belgrave Street and Gerard Street will be excluded from the proposed 40km/h zone	Y	1d	25, 26
78	Cremorne	N	Cars are getting safer, with automatic braking, collision avoidance cameras, there is no need to bring in slower speeds compounding to traffic, extra emissions for longer running engines.	Noted	N	2e	all
79	Cremorne	N	Do not introduce 40 kms an hour from Belgrave St along to Gerard St.	Belgrave Street and Gerard Street will be excluded from the proposed 40km/h zone	Y	1d	25, 26

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80	Cremorne	Neither	Support the proposed speed reductions, particularly as they relate to Gerard Street and Gerard Lane. Gerard Street has become a noisy speedway particularly in evenings, since the road was resurfaced. This produces a high risk scenario in an area that has a high pedestrian content. Gerard Lane has considerable pedestrian traffic and a large number of garages/ driveways. Traffic is using this Lane as a rat-run, again mainly in evenings, at often unsafe speeds.	Noted	N	2c	25, 26
81	Cremorne	Neither	The purpose of roads is to allow safe and efficient movement of traffic. This concept has not received any proper consideration in the entire council paper. Benefits of speed reduction emphasised but no consideration of disbenefits. Reducing speed limit on major arterial roads (Belgrave Ernest etc) will further encourage traffic to rat-runs where speed limit remains at 50. shared zones should be reserved for high pedestrian traffic areas. those proposed in zone 6 are not high pedestrian traffic. it may be appropriate to consider a 40 km/h speed limit for these areas. I generally support 40 and shared zone speed limits in appropriate circumstances, not a quasi-blanket approach. the proposals are over-reach.	Noted	N	2b	all
82	Cremorne	Neither	Concerned about a 40 km/h limit being placed on traffic along the major thoroughfare comprising of Gerard Street, Belgrave Street, Ben Boyd Road and Earnest Street (Zones 5 and 6). This will encourage more traffic to take 'back streets' with 50 km/h limits in North Cremorne. Of great concern is that placing a 40 km/h limit on this major thoroughfare will encourage more traffic to take 'back streets' with 50 km/h limits within North Cremorne. This appears contrary to the vision of keeping fast moving vehicles out of residential streets. I object to this Masterplan.	The masterplan is consistent with state government guidelines for implementation of 40km/h and 10km/h shared zones subject to RMS approval. However, Belgrave Street and Gerard Street will be excluded from the proposed 40km/h zone.	Y	1d	25, 26

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83	Cremorne	Neither	Changes proposed for a 40kmh speed limit in zones 5 and 6, on Macpherson, Belgrave and Gerard Streets in particular, will be detrimental to traffic flow. These roads are two lanes each way and carry a lot of traffic. There are 40kmh speed zones for school times which are sufficient.	Belgrave Street and Gerard Street will be excluded from the proposed 40km/h zones.	Y	1d	25, 26
84	Crows Nest	Y	Commend Council for developing this plan and encourage the implementation of these changes as soon as possible.	Noted	N	2d	28, 29
85	Crows Nest	Y	Strongly support the reduction in speed limits, in the interests of improved safety, street amenity and place making. I believe the changes are long overdue and implementation should be fast-tracked. Question whether the speed limit can be changed to 30 km/h limits.	Noted. 30km/h is not a standard speed limit used in NSW.	N	2d	all
86	Crows Nest	Y	Support Council's proposal. Suggest a 10km/h shared zone on Mathew Lane.	Matthew Lane will be included in the proposed 10km/h shared zones.	Y	1a	29
87	Crows Nest	Y	Suggest to simply have the speed limit sign posted instead of additional information regarding the type of zones. Believe the appropriate speed limits for local areas and high pedestrian activity areas should be 30km/h. suggest to install traffic calming on West Street to convert it to a bicycle boulevard style street.	30km/h is not a standard speed limit used in NSW. Traffic calming and cycling facility in West Street will be addressed under separate Council projects e.g. LATM Action Plans and North Sydney Cycling Strategy.	N	2d	all
88	Crows Nest	Neither	A 10 km/h limit in the identified laneways may be too low, especially for those backing onto homes - possibly 20km/h should be considered. Or apply a limit of 40 km/h. If speeding is an issue, then possibly the installation of speed humps may need to be considered.	The implementation of 40km/h and 10km/h shared zones must comply with state government policies and guidelines.	N	2g	all

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89	Lavender Bay	N	McMahons Point Blues Point Road is marked for 40 km/h and areas to the west of it but areas to the east, like Bayview and King George Sts are not. Concerned about the visual pollution of the inevitable signage that would result.	Signage will be installed in accordance with standards and RMS guidelines.	N	2b	19-21,34
90	McMahons Point	Neither	<p>Suggest 40km/h HPAA to apply to the western section of Burton Street and Fitzroy Street.</p> <p>Do not support a 10km/h shared zone for the entirety of Cliff Street at a cost of \$500, 000. The southern section has limited pedestrian volumes and adequate footpaths.</p> <p>Strongly support 40km/h HPAA along the entirety of Blues Point Road and short-term priority.</p> <p>A 40km/h HPAA should appl in Henry Lawson Avenue. This road has poor sightlines, high pedestrian volumes and minimal vehicle/pedestrian separation.</p> <p>Do not support a 10km/h shared zone for Holt Street at a cost of \$1.13m.</p> <p>Do not support a 10 km/h shared zone for the southern section of William Street. This road has more than adequate footpaths and limited pedestrian volumes. A 40 km/h LTA would be more appropriate for the southern section of William Street. This section has limited vehicle and pedestrian volumes.</p> <p>Support a 40 km/h HPAA for the eastern section of Lavender Street. A 40 km/h HPAA should apply for the full length of Lavender Street. This road has high pedestrian volumes, inadequate footpaths on the southern side and traffic calming devices.</p> <p>A 40 km/h LTA should apply to the northern section of Waiwera Street. This section has poor sightlines, reasonable pedestrian volumes and limited footpaths.</p>	Noted. These will be considered during the development of a subordinate proposal.	N	2b	19, 34, 35

No.	Residential Suburb	Generally, support the proposal?	Key Point Raised	Response	Recommend Proposal be Amended Y or N	Criteria Code	Plan Page No. (as applicable)
			Do not support a 10 km/h shared zone for the entirety of Middlemiss Street, North Sydney at a cost of \$1m. The footpaths at the northern end are adequate for the low volume of pedestrians. A 40 km/h LTA would be more appropriate for the northern section of Middlemiss Street, North Sydney.				
91	Milsons Point	N	Please make north Sydney and its surrounding areas bicycle friendly! It's great for the environment and makes people happy and healthy. Please provide bike lock up areas too.	Council has developed a Cycling Strategy aiming to improve cycling facilities in the whole LGA.	N	2a	all
92	Milsons Point	Y	Support the overall plan. Too many vehicles travel too fast for the narrow roads in this area. Suggest Lavender Street be made 40km/h in its entirety as far too many vehicles travel too fast for the conditions, and this is exacerbated by the narrow footpath on the south side of the road.	Speed cushions have already been installed in Lavender Street at various intervals to slow down traffic.	N	2d	19
93	Neutral Bay	N	The portion of Ben Boyd road leading on to Belgrave St and then on to Gerard St is a major thoroughfare with a steady traffic flow all times of the day at the current speed and should not have the speed limit reduced to 40kph. It is not a pedestrian used zone.	Belgrave Street and Gerard Street will be excluded from the proposed 40km/h zone.	Y	1d	23
94	Neutral Bay	Neither	The portion of Ben Boyd Rd, leading on to Belgrave St and then on to Gerard St is a major thoroughfare and should not have its current speed limit reduced to 40kph.	Belgrave Street and Gerard Street will be excluded from the proposed 40km/h zone.	Y	1d	23
95	Neutral Bay	N	Appreciate Council's Traffic and Transport Operations Department's effort in identifying a safer environment for all road users. However, the current speed limits of 50km/h in residential area and 40km/h for school zone (at certain times) are just about right. Splitting the residential area into 40km/h and 50km/h speed limits by streets may cause unnecessary confusion.	Noted.	N	2e	23

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96	North Sydney	Neither	Question whether there are any accidents in Oak, Lord or Short Street that necessitate this action. Believe that the proposal is unnecessary and that monitory of pedestrian traffic along Edward Street especially needs to be addressed.	Noted	N	2b	30
97	North Sydney	Y	Would like Edward street from mount street to shore entrance to ALSO be 10k. Not just Lord and Short St.	Noted	N	2e	30
98	North Sydney	Y	Strongly Support the 10k speed limit in lord and short street on safety grounds	Noted	N	2d	30
99	North Sydney	Y	Lavender Street speed humps haven't stopped ridiculous driving at all hours. Quite dangerous.	Noted	N	2a	30
100	North Sydney	Y	Fully support the 40 km/h proposal for Zone 9, in particular for Miller St from Berry St to Falcon St. This is a wide, straight street which encourages speeding by hoon drivers at night and by other drivers when it is a clearway and relatively free of traffic. It is a busy pedestrian thoroughfare with schools, sporting fields etc and will become more so in future with the northern Metro entrance. It is to become a showpiece boulevard for North Sydney and should not be a racetrack.	Noted	N	2b	30
101	North Sydney	Y	Strongly request not to make Lord Street a 10k speed limit zone, there is no need for this as it is already a quiet street with foot paths both sides of the street. I never see cars speeding on this street.	This was identified as a project under Council's Local Traffic Area Management Action Plan following community consultation.	N	2e	30
102	North Sydney	N	Frustrated that drivers need to make changes to suit everyone else. Our roads are narrowed to make bike paths, that bike riders don't even use. Pedestrian and bike riders should be accountable for their actions instead of punishing the drivers who pay to use the road. Don't mind 40k's around the shopping district and school area's.10ks an hour is ridiculous and the bike riders won't be held accountable for going over that limit as there is no way of tracking them down.	Noted	N	2e	30

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103	Waverton	Y	<p>Would like to see as many speed controls (speed limits, speed bumps, traffic calming) as possible to slow down and reduce non-local traffic using Carr St and Union St as a short cut between Crows Nest and Milsons Point areas. There is already excessive noise from the train line.</p> <p>Ask to take step to minimise the non-local traffic using these streets and also local traffic using these streets and S-bends and hill climbs to simulate a racetrack. The Toy Shop sports car shop at North Sydney uses these streets to test drive their performance cars. Traffic calming devices would be effective in discouraging this to some extent.</p>	Noted. The speeding and noise issues related to “rat-runs” and performance cars will be investigated as part of Council's Local Area Traffic Management Action Plan.	N	2b	32-34
104	North Sydney	Y	Due to a shared zone of residential and school children, it would be beneficial for Elliott Street to be a 10km/h shared zone.	This masterplan focuses on streets that have little or no footpaths. There is adequate footpath in Elliott Street.	N	2e	30
105	Cremorne	N	Only support when is in school time	Noted	N	2e	26
106	Cremorne	Neither	<p>1. Some aspects of the plan could potentially confusing and details of the implementation need more consultation and consideration.</p> <p>2. Too many different speeds and signage could be confusing and add to visual clutter.</p> <p>3. The proposed 40km zone in Spofforth Street stops at Cabramatta Road and should be extended as far as Military Road.</p> <p>4. Shared zones need to have more distinct markings and distinct paving.</p> <p>5. The 50km/h limit is not currently adhered to so changing the speed limit is unlikely to make a great impact. How will the proposed changes be enforced?</p> <p>6. The new “slow down” pole sign wraps do not seem to be making an impact.</p>	<p>1. Noted. Consultation will be undertaken during the development of detailed plans.</p> <p>2. All signage will be reviewed during the development of detailed plans.</p> <p>3. Extension of the 40km/h zone in Spofforth Street to Military Road will be investigated during the development of the detailed plans.</p> <p>4. Shared zones will have contrast markings and</p>	N	2b	all

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			<p>7. Overall Harrison Precinct supports the reduction of the current 50km/h to 40km/h which would benefit certain locations – in particular the intersection of Spofforth & Rangers and Spofforth & Holt Streets.</p> <p>8. Another question raised was ‘what was driving this proposal?’</p> <p>9. Some Precinct members were of the opinion that the entire length of Spofforth St down to Florence St should be changed to 40km/h.</p>	<p>paving in accordance with TfNSW guidelines.</p> <p>5. All 40km/h zone will require physical traffic calming devices to reduce traffic speed to 40km/h unless the road environment has already induced a 40km/h travel speed.</p> <p>6. Noted.</p> <p>7. Noted.</p> <p>8. To improve road safety and assist Council in allocating resources and applying for road safety grants.</p> <p>9. Noted. Extension of Spofforth Street will be investigated as part of the development of detailed plans subject to consultation with Mosman Council, TfNSW and community.</p>			
107	Lavender Bay	Neither	Concerned about inconsistencies in the proposals, multiple changes of speed limits along roads such as Lavender Street, and proliferation of signage. The meeting also heard that there was no evidence of the need for lower speed limits.	Noted. The extent and number of speed limit signs will be investigated as part of the development of the detailed plans.	N	2b	all
108	Wollstonecraft	Neither	Question about the lack of speed limits imposed by RMS when comparing to Switzerland where they have 30km/h and 20km/h in school zones.	Council must follow RMS guidelines when proposing or applying for speed limit	N	2g	31

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			<p>Question about the enforcement of existing 40km/h zones in NS CBD. There needs to be a re-education programme and a simpler approach to speed zones.</p> <p>Feel that the current proposal doesn't solve the problems.</p>	<p>change. Currently 20km/h and 30km/h are not supported by RMS.</p> <p>Council will request North Shore Local Area Command for patrol and enforcement of the existing speed limits.</p>			
109	Wollstonecraft	Y	<p>Congratulate council on pursuing increased areas of 40km/h zones in the North Sydney Council area. It is very important to make it more pleasant and safer for vulnerable road users and particularly children unable to drive to navigate the increasing density of the North Sydney area.</p> <p>Notice that the proposed areas for 40km/h zones in Wollstonecraft are largely restricted to the immediate vicinity of the station with very little East of there where there are large areas of residential usage.</p> <p>Request Council to extend the 40km/h zones into much more of the Wollstonecraft area. While most of the streets are fairly wide, there is such heavy parking usage now, at all times of the day that drivers have no adequate direct vision to the footpaths to watch for children that may come out onto the road. As more families with young children move into apartment blocks in the area that don't have yards, it is very important for children and teenagers to be able to walk or ride to the parks for outdoor activities.</p> <p>The 35m stopping distance required at 50km/h is not safe enough on the roads that children and teenagers will need to use to get to these places of recreation safely, particularly when there are cars blocking sight lines. With a possible exception for Shirley Rd between River Rd and Pacific Hwy and River Rd, there no reason why 40km/h zones shouldn't be rolled out in every other street area.</p>	<p>Current plan has considered all residential areas however only streets and areas that may qualify for establishing a 40km/h High Pedestrian Activities Area zone in accordance with RMS guidelines or require minimal treatments are proposed.</p> <p>Expansion of 40km/h into all the residential areas of Wollstonecraft is not considered feasible at this stage.</p>	N	2a	31

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			Request for expanding the 40km/h zones into all the residential areas of Wollstonecraft so that our children can safely navigate our community areas and not need parents to drive them around in cars for their own protection.				