

INTEGRATED TRANSPORT STRATEGY

DRAFT



Building a connected LGA where safe, active
and sustainable travel is preferred



North Sydney Council
200 Miller Street
North Sydney NSW 2060
Telephone (02) 9936 8100
Email council@northsydney.nsw.gov.au
Website www.northsydney.nsw.gov.au

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Recognition of the Cammeraygal People

*We respectfully acknowledge the
Traditional Custodians of the land and
waters of North Sydney local
government area (LGA), the
Cammeraygal people*

We recognise the Cammeraygal people as the Traditional Owners of the area known today as North Sydney.

We acknowledge that the alienation of Cammeraygal Country followed the first local land grant in 1794 which occurred without consultation, treaty or compensation.

Western archaeological evidence shows that Aboriginal people lived in the North Sydney area at least 5,800 years ago, and likely for thousands more. That evidence is precious. We seek to preserve it and through that to better understand Cammeraygal connection to Country.

After North Sydney Council was formed in 1890 through the merging of three boroughs, the word Cammeraygal was included on its coat of arms. Today it holds a central position in the Council's logo as a reminder of the long and ongoing Indigenous heritage of this place.

In recent years the spelling of Cammeraygal has varied to include Gammerraigal and Gai-maragal as our community has sought to reflect and honour the heritage of First Nations people in a more culturally appropriate manner.



Mayor's message

Now, more than ever, an integrated transport strategy is vital to ensure that North Sydney's streets and public spaces are safe and that active and sustainable transport is prioritised to maintain the character and liveability of our local government area (LGA).

By 2036, the residential population of the North Sydney LGA is anticipated to be approximately 79,000 to 80,000 people, with almost 90% living in medium and high-density dwellings. In addition, the employment targets set under the North District Plan anticipate between 76,000 and 81,500 workers by 2036. Our LGA serves the local community and has an important role in the economy of NSW, including as home to the second CBD.

North Sydney is congested and we know first-hand that new toll roads and road widening will only exacerbate this problem (as evidenced by the recent challenges faced at the Rozelle Interchange). This has serious consequences, like tree loss and impacts on public space. We need to act now to plan a transport future which creates a North Sydney we all enjoy.

North Sydney is uniquely positioned with excellent public transport options, including buses, trains and ferries, and the new metro service. This Integrated Transport Strategy seeks to leverage these assets and encourage a shift towards more sustainable and active modes of travel. By supporting and promoting walking, cycling and public transport use, we aim to reduce traffic congestion, increase green space, and ensure that road space is available for those who need it most.

This strategy is underpinned by extensive, real community engagement, making certain that your voices shape and guide the path forward. It reflects our collective vision of building a connected LGA where safe, active and sustainable travel is preferred.

Thank you to everyone who provided feedback in the 'Have your say on North Sydney's next ten years' consultation in mid-2024. This engagement was testament to our strong tradition of public participation and the importance of empowering our community to influence decisions that impact your lives.

As we embark on this ten-year journey, I urge you to actively participate in our community. By using active and sustainable transport options whenever you can, together we can create a greener, healthier and more liveable LGA.

Zoe Barber

Introduction

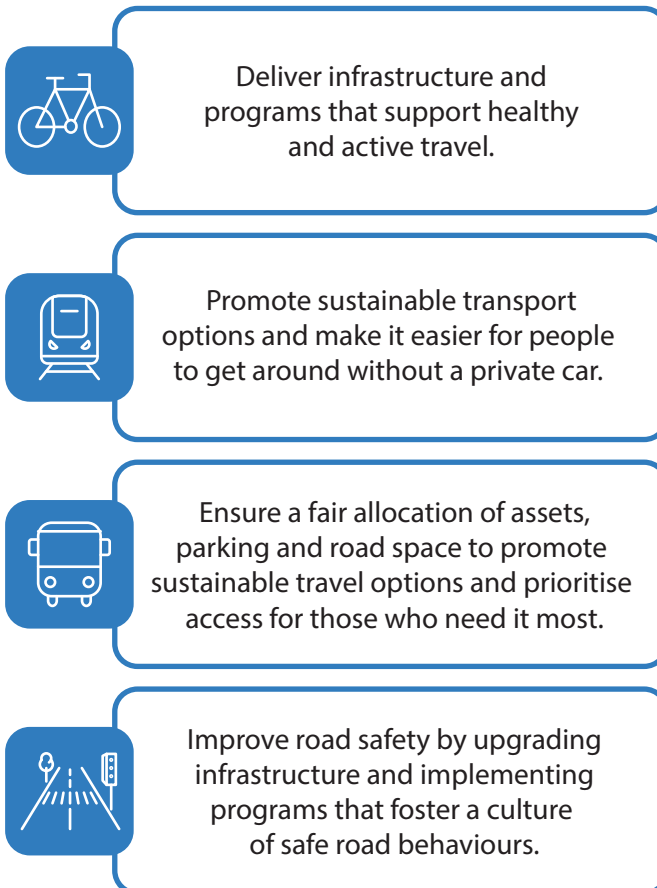
North Sydney's Integrated Transport Strategy outlines a vision for shaping the future of transport in our local government area (LGA) over the next decade. It marks a pivotal shift toward sustainable and active transport options, reflecting our commitment to creating a more liveable, environmentally friendly and accessible North Sydney.

With significant population and job growth projected over the next ten years, our transport network will face unprecedented demand. Traditional solutions for meeting this increased demand, such as widening roads, have short-lived positive impacts and come at a high cost to our environment and public spaces.

North Sydney benefits from a comprehensive public transport network, including trains, buses, ferries and the new metro line. By further enhancing this network and improving active transport infrastructure, we can reduce car dependency and create a less congested, more liveable LGA.

Our community has expressed a clear desire for greater access to sustainable transport options. Aligning with this desire, the Integrated Transport Strategy seeks to deliver **a connected LGA where safe, active and sustainable travel is preferred.**

To achieve this outcome, the strategy includes the following strategic directions:



This strategy is a long-term commitment to creating a transport system that enhances our quality of life, supports our local economy, and ensures a greener, more connected future for North Sydney.

Background

This strategy is part of a suite of informing strategies (see Figure 1) that articulate North Sydney's needs and priorities over the next ten years. These strategies will form the basis for Council's new Community Strategic Plan (CSP) 2025-2035, Delivery Programs and Operational Plans.



Figure 1: Suite of Informing Strategies

The role of Council

North Sydney Council plays an important role in shaping strategic directions that align with community aspirations and prioritising funding accordingly, however collaboration will be essential to driving meaningful outcomes.

Council's ten-year strategies must be viewed within the broader framework of local government's role in relation to State and Federal policies and jurisdictions.

While Council has significant responsibilities, its powers can be limited in certain areas. In these situations, advocacy and partnerships with other organisations may be necessary to influence specific actions in place of more direct initiatives.

Community engagement

In 2024, Council launched its most extensive consultation to date: the 'Have your say on North Sydney's next ten years' campaign. This initiative was designed to gather broad and meaningful input from the community to shape the suite of informing strategies.

The six-week consultation focused on five key Discussion Papers* that addressed critical areas of community interest, helping us understand evolving needs, aspirations and priorities.



We received over **1,000 responses to our online surveys**, and over **600 individuals attended our community forums**. Additionally, thousands more were engaged through both in-person and online events.

To ensure we heard from unique and diverse voices, Council also held dedicated workshops for specific groups including a **demographically selected group of 60+ residents**, a **First Nations** workshop in partnership with Indigenous consultancy Murawin, a **Voice of Youth** workshop with over 50 primary and secondary students, and sessions with **relevant key stakeholders**.



The valuable insights gathered through community engagement, along with extensive research, have shaped five comprehensive studies that outline the vision and priorities for our community. These studies are the foundation for bold, forward-looking strategies that will guide our next ten years.

For details on the research and engagement supporting this strategy, please refer to the North Sydney Integrated Transport Study 2024.

**Specific discussion papers and research studies were not prepared for Environment, Housing and Governance as part of this campaign for the reasons outlined below.*

Environment: Significant research had already been undertaken to develop the North Sydney Environmental Sustainability Strategy 2030.

Housing: The existing North Sydney Local Housing Strategy is a legislated strategy under the Environmental Planning and Assessment Act 1979. It will be reviewed and updated in 2025/26.

Governance: The Governance strategy focuses primarily on internal governance structures and processes, which are guided by established regulations and best practices.

About this strategy

The Integrated Transport Strategy details how Council, the community, businesses and other stakeholders will work together over the next ten years to build:

A connected LGA where safe, active and sustainable travel is preferred

This strategy takes precedence over existing Council strategies and plans, except where required by legislation. Relevant information captured in superseded documents will be considered through service unit planning and, if necessary, adopted as supporting plans.

Principles

The strategy is guided by four key principles:



SUSTAINABILITY

Fostering a healthier environment by promoting transport solutions that minimise reliance on private vehicles.



HEALTH PROMOTION

Supporting active travel options, such as walking and cycling, to enhance community wellbeing.



INCLUSION

Designing transport systems that address the diverse needs of the community.



SAFETY

Enhancing road safety through infrastructure upgrades and community education.



Structure

The strategy includes four strategic directions with clear measurable objectives, that outline how we will strive towards the outcome of **a connected LGA where safe, active and sustainable travel is preferred**.

Under each direction are specific projects and initiatives that will help us achieve the objectives. There is also a list of Council's existing services that support each strategic direction.

Figure 2 illustrates the structure of the informing strategy.

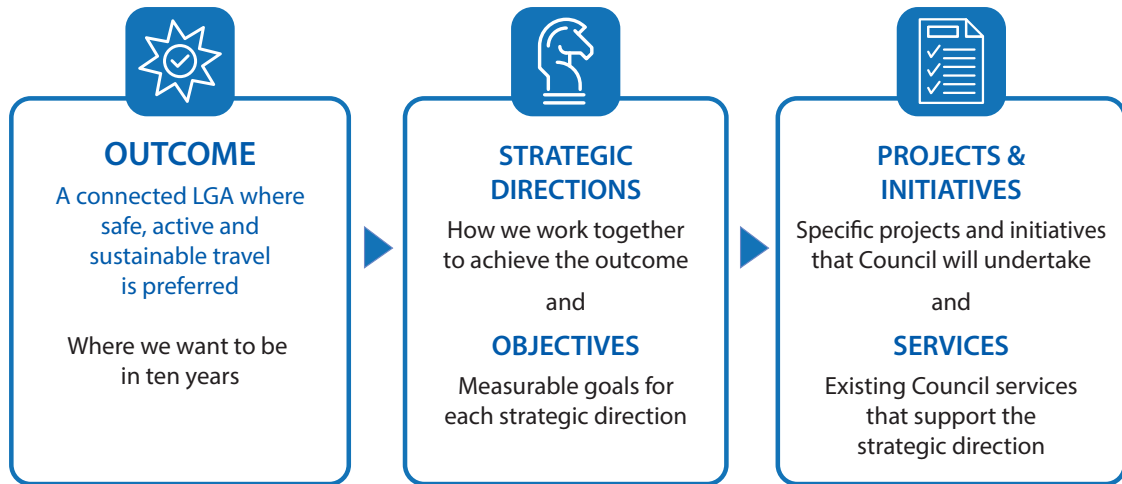
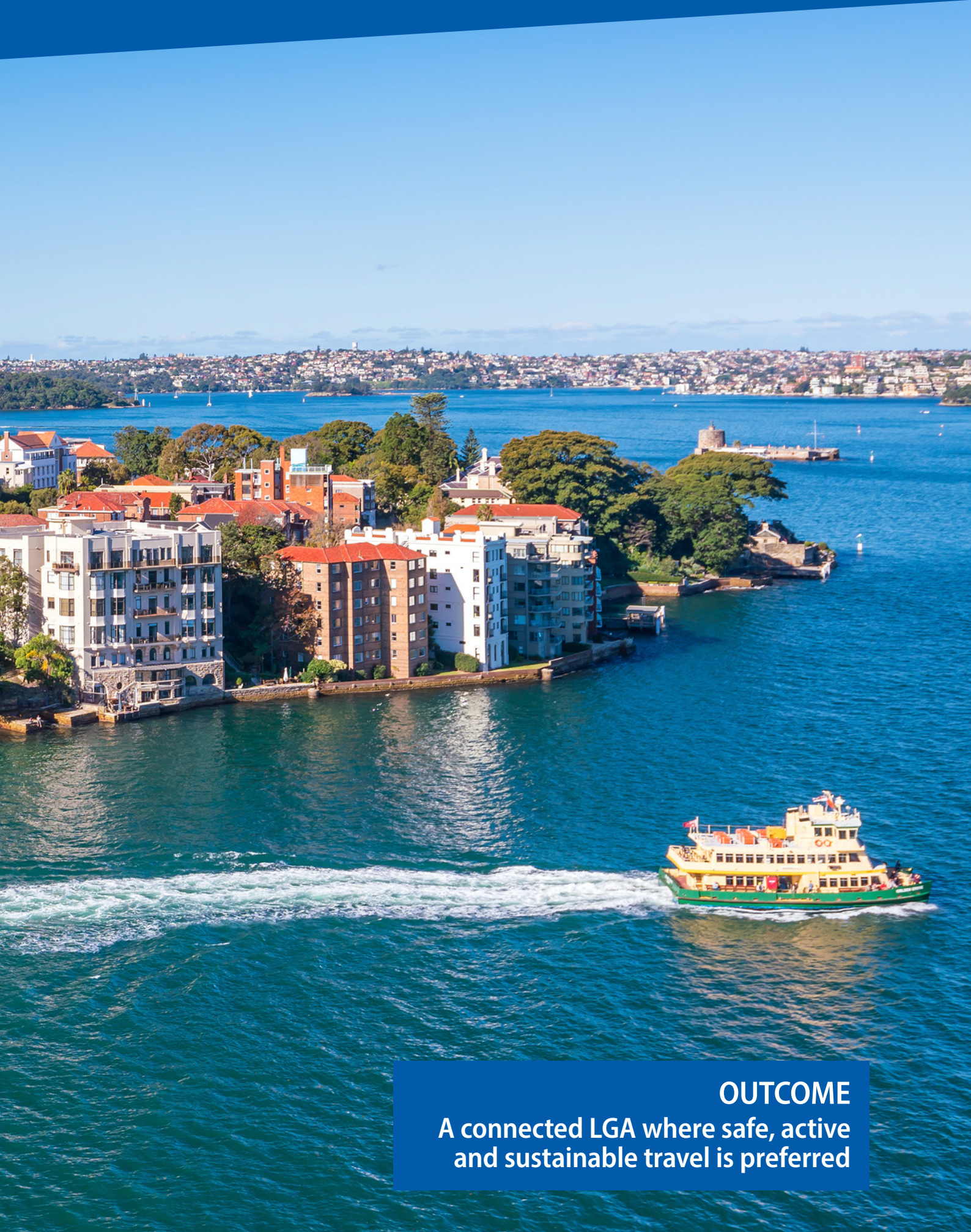


Figure 2: Structure of the Integrated Transport Strategy

Timing and delivery of new projects and initiatives will be dependent on availability of funding from a variety of sources, including but not limited to grants, developer contributions and Council's internal reserves.



DELIVERING THE OUTCOME



OUTCOME




A connected LGA where safe, active and sustainable travel is preferred

OBJECTIVES

🎯 Increase the walking mode share to 50% by 2034/35 from the 2022/23 baseline of 39%*

🎯 Double the cycling mode share by 2034/35 from the 2022/23 baseline of 1.4%*

STRATEGIC DIRECTION 1: Deliver infrastructure and programs that support healthy and active travel

- 1.1 Review existing walking infrastructure across the LGA and develop a North Sydney Walking Action Plan to improve walkability through the provision of missing links, pathway upgrades, tree planting and new infrastructure to improve safety and amenity. 
- 1.2 Complete concept designs and undertake consultation on 5% of walking infrastructure identified in the North Sydney Walking Action Plan each year, ready for grant applications.
- 1.3 Deliver walking infrastructure projects identified in the North Sydney Walking Action Plan. 
- 1.4 Develop a wayfinding guide and implement wayfinding signage across the LGA to increase awareness of safe, convenient and accessible walking and cycling routes between key destinations.
- 1.5 Review and implement the Local Area Transport Management projects, focusing on highly walkable areas, to widen footpaths, enhance the place experience, and install 40 raised pedestrian crossings by 2035.
- 1.6 Review and upgrade the North Sydney LGA foreshore walk (identified as a priority project in the North District Green Grid strategy), with a view to improving accessibility. 
- 1.7 Complete concept designs and undertake consultation on 5% of cycling infrastructure identified in the North Sydney Bike Plan each year, ready for grant applications.
- 1.8 Apply for grant funding and progressively deliver cycling infrastructure identified in the North Sydney Bike Plan.
- 1.9 Advocate to Transport for NSW for a safe cycling connection between St Leonards Park and the Sydney Harbour Bridge.
- 1.10 Advocate to Transport for NSW for delivery of the following two 'Cycling Super Highways':
 - Sydney Harbour Bridge to Crows Nest along the Pacific Highway
 - Crows Nest to Mosman and the Northern Beaches along Falcon Street and Military Road
- 1.11 Deliver programs and workshops to encourage walking and cycling by teaching practical skills like bike maintenance and riding skills, and offering guided tours. Consideration will be given to engaging groups with lower participation rates, such as older adults, young people and women.

Shared projects, initiatives and services

Some projects, initiatives and services contribute to the delivery of outcomes from multiple Informing Strategies. These are indicated using symbols (see below) representing the other strategies that include the same activity.



Culture and Creativity



Integrated Transport



Social Inclusion



Economic Development



Environment



Housing



Governance



Open Space and Recreation

* Source: Household Travel Survey (Transport for NSW)

OBJECTIVES

- 🎯 Increase the public transport mode share to 20% by 2034/35 from the 2022/23 baseline of 9.5%*
- 🎯 Increase the number of households that do not own a car to 25% by 2031 from a 2021 baseline of 19%**

STRATEGIC DIRECTION 2: Promote sustainable transport options and make it easier for people to get around without a private car

- 2.1 Develop and deliver a travel behaviour shift program that encourages schools to implement projects and programs that promote active and sustainable transport choices.
- 2.2 Review North Sydney Council's Development Control Plan and standard conditions of consent to establish whether the requirements are effective in encouraging sustainable transport. Review provisions for end-of-trip facilities, bicycle spaces, car share bays and other sustainable transport infrastructure.
- 2.3 Undertake a comprehensive review the North Sydney Council Car Share Policy to ensure it promotes the financial, environmental and on-street parking efficiency benefits of car share and encourages the community to choose car share over private vehicle ownership.
- 2.4 In line with the Car Share Policy, develop a yearly proposal system for car share providers to plan and commit to car share expansion for residents and businesses.
- 2.5 Promote the financial, environmental and on-street parking efficiency benefits of car share and encourage the community to choose car share over private vehicle ownership.
- 2.6 Work with car share companies to identify and address the obstacles that hinder car share use in the LGA.
- 2.7 Advocate to Transport for NSW to review bus network service coverage and frequency on the eastern side of the freeway to improve local connectivity and links to rail and metro services.
- 2.8 Advocate to Transport for NSW for improved bus services for McMahons Point.
- 2.9 Investigate the feasibility of an on-demand or local hop-on hop-off loop service from less accessible residential areas to key destinations in North Sydney.
- 2.10 Advocate to Transport for NSW to reduce pedestrian dwell times at signalised intersections (to improve the level of service for walking and cycling), and remove slip lanes in high pedestrian activity areas.
- 2.11 Rebuild and renew heritage style bus shelters across the LGA.



Service Research, plan and implement initiatives to promote sustainable transport.



* Source: Household Travel Survey
(Transport for NSW)

** Source: Census (Australian
Bureau of Statistics)

OBJECTIVE

- 🎯 Maintain parking occupancy rates in commercial centres of North Sydney CBD and Crows Nest at 85% (+/- 5%) in peak times

STRATEGIC DIRECTION 3: Ensure a fair allocation of assets, parking and road space to promote sustainable travel and prioritise access for those who need it most

3.1 Investigate opportunities and deliver projects around transport interchanges, for example Willoughby Road, to temporarily or permanently close roads to vehicles to improve the walkability and amenity of the public domain.

3.2 Deliver North Sydney CBD laneway upgrades to improve walkability in Little Spring, Spring, Mount and Denison Streets.



3.3 Work with NSW Government agencies to deliver the Miller Place project which includes a major public plaza, as well as recreation and entertainment space for the North Sydney CBD.



3.4 Design and deliver a new 1,675m² plaza outside the iconic North Sydney Post Office.



3.5 Advocate for approaches to bike share that reduce clutter on the streets and promote higher usage rates, such as physical or geofenced docking stations.

3.6 Review the existing on-road parking management policy, Disability Parking Policy and the residential parking permit scheme as well as pricing of permits by 2028 (prior to Western Harbour Tunnel opening), to ensure that parking provision is proportionate to demand, and resident permit allocations are not issued beyond available capacity.

3.7 Develop a 'parking space hierarchy' for commercial and residential streets to ensure that space is available for those who need it, such as disability parking, loading zones and outdoor dining.

3.8 As part of developing the on-road parking management policy, undertake a study to assess freight network needs, address delivery access challenges, and explore opportunities to support vibrant centres while reducing impacts on residents.

3.9 Investigate adaptive use of Council-owned car spaces that encourages a shift towards more sustainable modes of transport and/or broader community uses. This may include (but not be limited to) potential reuse for micromobility freight services, end-of-trip facilities and car share.

3.10 Investigate adaptive use of parking meters that encourages sustainable transport, such as reduced cost or free periods for car share users.

Service Enforce legislation relating to parking in the LGA, including responding to parking-related customer complaints and enquiries.



Service Manage the safe, efficient and sustainable movement of people and vehicles within and through the LGA. This includes traffic investigations and projects, on-street parking management, issue of construction permits, road closures and maintenance of signs and lines.

Service Manage Council-owned parking stations.

OBJECTIVE

- 🎯 Reduce the number of fatal and serious road accidents on all local streets to 3 crashes by 2033 (five-year average up to 2033) from a baseline of 9 (five-year average up to 2023)*

STRATEGIC DIRECTION 4: Improve road safety by upgrading infrastructure and implementing programs that foster a culture of safe road behaviours

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|---------|--|
| 4.1 | Develop and implement a 'Safer Streets' program to improve safety through infrastructure and lower speed limits (10 km/h, 30 km/h, 40 km/h). |
| 4.2 | Review crime hotspots in collaboration with NSW Police and consider improvements to place that conform with the principles of Crime Prevention Through Environmental Design (CPTED) such as improved lighting and removal of 'blind spots'. |
| 4.3 | Advocate and work with Transport for NSW (TfNSW) to develop and implement a plan to mitigate impacts of the Western Harbour Tunnel on movement and place within North Sydney LGA, leveraging TfNSW Network Performance Plans required for motorway projects, to provide better outcomes for non-car users. This should include an updated review of the transport modelling to address discontinuation of the Northern Beaches Link. |
| 4.4 | Advocate for lower speed limits and improved pedestrian and cyclist priority on State roads through the LGA. |
| Service | Plan and implement community road safety behavioural initiatives to promote safe people, safe vehicles, safe roads and safe speeds in accordance with Council's Road Safety Action Plan. |
| Service | Work with the State Government and other stakeholders to manage local and regional transport needs. This includes liaison with TfNSW regarding public transport and network planning, as well as providing input into development assessments. |
| Service | Manage the maintenance of Council's civil assets. This includes construction of new and renewed roads, repairs to assets within the road reserve, drainage system clearing and repairs, and maintenance of street and park lighting. |



* Source: LGA crashes summary
(Transport for NSW)