

# MINUTES OF ACTIVE TRANSPORT REFERENCE COMMITTEE HELD ON THURSDAY, 9 NOVEMBER 2023

- Present: Councillor S Lennon (Chairperson) (Gordon Ward)  
Councillor A Taylor (Deputy Chair) (Roseville Ward)  
David Thomson, Representing Bike North  
Tim Cassidy, Representing WalkSydney  
Rod Sharples, Community Member  
Mandy Kerr, Community Member  
Con Koulouris, Community Member
- Staff Present: Strategic Traffic Engineer, Joseph Piccoli  
Manager Urban Planning, Antony Fabbro  
Acting General Manager, David Marshall
- Others Present: Councillor C Spencer (Wahroonga Ward)
- Apologies: Lyness Beavis, Representing Bike North  
Jennifer Ekman, Community Member  
Fae Sarshoghi, Community Member

*The Meeting commenced at 12:00 PM*

## DECLARATIONS OF INTEREST

No interest was declared.

## MATTERS ARISING FROM PREVIOUS MEETING

None.

## NOTING OF MINUTES

### **Minutes of Active Transport Reference Committee**

File: S02696

Meeting held 14 September 2023

GB.1 to GB.4.

## RECOMMENDATION:

The Committee noted the Minutes circulated to the Committee. Committee members present at that meeting had previously confirmed they were an accurate record of the meeting.

## GENERAL BUSINESS

### Speed Management

File: S02696

*Vide: GB.1*

Discussion within the Committee commenced with the need to bring the community along with any proposal to introduce safer speed limits. The Committee discussed the potential for community concern around additional delays, but noted reports that travel time benefits from speed limits on local roads higher than 30km/h in urban areas are marginal. When discussing opportunities for trial areas, the WalkSydney representative reported that WalkSydney believed that a default 30km/h speed limit should ultimately apply to all local roads, and a trial area would be a good way to bring the community along and encourage active transport in a safer environment. The Strategic Traffic Engineer tabled a policy brief from the George Institute (provided by the WalkSydney representative) on the benefits of lowering speed limits, which include prevention of road traffic injuries, promotion of physical activity, improvement of air quality and economic gains amongst others.

As suggestions for trial areas, the Strategic Traffic Engineer drew attention to town centres, where there are a good mix of land uses and generators/attractors of trips to support a trial. Schools were also suggested as trial areas (beyond the existing 40km/h School Zones which typically apply to frontage roads only), as active travel to schools is an area of interest to the Committee. There was discussion amongst the Committee that trial areas should also incorporate/enable connections between a number of uses that may not currently exist, to help realise the benefits and generate changes in peoples' mode of travel. The WalkSydney representative suggested that trial areas should be extensive to be effective, with a range of 2km-5km given as the indicative walking and cycling catchments. Trials would also have to be supported by traffic calming devices to ensure that the safer speeds are self-enforcing. There was discussion around possible sources of funding for a feasibility study. Implementation was also considered by the Committee, and it was felt a scheme could be implemented relatively quickly using temporary materials to be cost-effective, rather than wait for substantial funding for permanent installations.

The Committee considered the following areas worthy for further investigation into the potential suitability to introduce a trial of default 30km/h speed limit for a catchment of approximately 2km:

1. Memorial Avenue St Ives, from Village Green Parade to Toolang Road. The intent of this is to capture a catchment incorporating St Ives Village Green/St Ives Shopping Village and St Ives North Public School.
2. West Lindfield. Land uses and attractors/generators include the West Lindfield Neighbourhood Shops, Beaumont Road Public School, Lindfield Montessori Preschool, West Lindfield Community Centre and Queen Elizabeth Reserve.

3. Turramurra town centre, north of Pacific Highway. Suggested extents include Cherry Street to the west, Eastern Road shops to the north and Turramurra Avenue to the east.
4. Wahroonga, north of Pacific Highway. Apart from the Wahroonga Village Shops, other land uses and attractors/generators include Wahroonga station, Knox Grammar School and Preparatory School, Neringah Hospital, Abbotsleigh Junior School, Wahroonga Park, Coonanbarra Road shops, Wahroonga Preparatory School, St Lucy's School and Prouille School.

### **Recommendation:**

That the following indicative areas be investigated for suitability to the introduction of 30km/h speed limits, and be reported to the next meeting:

1. Memorial Avenue St Ives, from Village Green Parade to Toolang Road
2. West Lindfield
3. Turramurra town centre, north of Pacific Highway
4. Wahroonga town centre

### **Promotion and Education Programs**

File: S02696

*Vide: GB.2*

The Bike North representative provided further information on the subscription e-bikes, noting that the trial in Melbourne where e-bikes were offered to families as a replacement to a car was successful in reducing use of motor vehicles. He tabled an image of a woman with 2 young children on a subscription e-bike presumably on a school run, as an example of the practicality of e-bikes for short trips and errands. Informal enquiries by the Bike North representative indicated 6 families in Ku-ring-gai were already willing to participate in a trial of an e-bike subscription. The discussion turned to the potential funding sources for a trial if Council was willing to subsidise it, with a rebate from the Sustainability program flagged as a possible source. During the discussions, concerns were raised that there may be multiple providers of subscription e-bike services, which may require Council to call for expressions of interest, and this needed further investigation.

The Committee discussed promotion and education programs around travel to school, with the representative of WalkSydney citing the Willoughby Public School Active Travel Project (initiated by Willoughby City Council). The project's aim was to promote and encourage walking, cycling and scootering to school, to save time for families, teach children to become more independent and fit, as well as reduce carbon emissions. The Strategic Traffic Engineer tabled a flyer of the project which summarises the objective of the project and the school's integration of the project into its Year 6 student's curriculum. The Willoughby Council representative had offered to address the Committee at a future meeting, to provide more information.

Councillor Spencer informed the Committee of his experience with children riding bicycles at speed across marked pedestrian crossings and causing a hazardous situation, citing the road rules required people riding bicycles to dismount at pedestrian crossings. He suggested that to educate school children, Council could liaise with schools through its Road Safety Officer to promote safe use of pedestrian crossings.

## **OTHER BUSINESS**

*The Meeting closed at 1:25 pm*