



**SMART TRANSPORT ADVISORY COMMITTEE
TO BE HELD ON WEDNESDAY, 10 SEPTEMBER 2025
AT 6:30 PM
TEAMS / LEVEL 3 ANTE ROOM
818 PACIFIC HIGHWAY
GORDON NSW**

A G E N D A
**** ** * * * * ***

WELCOME BY CHAIRPERSON

APOLOGIES

DECLARATIONS OF INTEREST

NOTING OF MINUTES

Minutes of Smart Transport Advisory Committee

File: S02696
Meeting held 2 July 2025
GB.1 to GB.4

ITEMS FOR DISCUSSION

GB.1 **Code of Conduct**

3

File: S02696

Recommendation:

That the matter be received and noted.

GB.2 **Car Share** 4

File: S02696

To provide further information on car share operations.

Recommendation:

That the Committee notes the information provided, and that expressions of interest/request for proposals from car share providers be progressed for fixed-space car share operation in the LGA.

GB.3 **Overview of the Green Grid Strategy** 44

File: S02696

To provide the Committee with an overview of the Green Grid Strategy and discuss opportunities for the Committee to contribute to the development of the Implementation Plan.

Recommendation:

That the Committee notes the information provided.

GENERAL BUSINESS

**** ****

CODE OF CONDUCT

BACKGROUND:

The purpose of this item is to inform the Smart Transport Advisory Committee members of their obligations and responsibilities under the Ku-ring-gai Council Code of Conduct.

COMMENTS:

The Ku-ring-gai Council Code of Conduct applies to all members of advisory and reference committees.

Councillors, administrators, members of staff of councils, delegates of councils, (including members of council committees that are delegates of a council) and any other person a council's adopted code of conduct applies to, must comply with the applicable provisions of their council's code of conduct.

The Manager Governance & Corporate Strategy will give a brief overview of the provisions of the Ku-ring-gai Council Code of Conduct that apply to the Smart Transport Advisory Committee members.

RECOMMENDATION

That the matter be received and noted.

Joseph Piccoli
Strategic Traffic Engineer

Antony Fabbro
Manager Urban & Heritage Planning

CAR SHARE

EXECUTIVE SUMMARY

PURPOSE OF REPORT:

To provide further information on car share operations.

BACKGROUND:

At the Smart Transport Advisory Committee meeting held on 2 July 2025, a report on the status of car share vehicle operation in Ku-ring-gai was considered by the committee. As part of the discussion, it was suggested that staff could consult with surrounding councils to understand their level of uptake of car share.

COMMENTS:

Due to commercial-in-confidence agreements, detailed performance information of GoGet vehicles could not be publicly released by surrounding councils or GoGet. A recent annual Ku-ring-gai member survey from GoGet indicates an increasing membership base as well as increasing vehicle purchase deferral rates.

Flexicar has provided annual member survey results indicating the majority of its members own 0 or 1 car.

Popcar did not provide information prior to the finalisation of this report but any information made available will be circulated to the members prior to the meeting and tabled as part of the minutes.

RECOMMENDATION:

(Refer to the full Recommendation at the end of this report)

That the Committee notes the information provided, and that expressions of interest/request for proposals from car share providers be progressed for fixed-space car share operation in the LGA.

PURPOSE OF REPORT

To provide further information on car share operations.

BACKGROUND

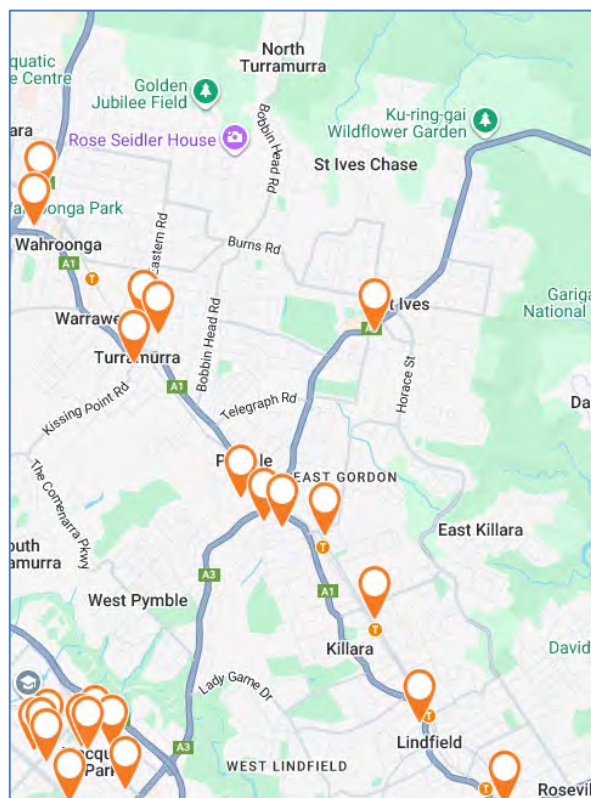
At the Smart Transport Advisory Committee meeting held on 2 July 2025, a report on the status of car share vehicle operation in Ku-ring-gai was considered by the committee. As part of the discussion, the committee contemplated the purpose of car share and what type of trip purpose it is trying to address, which would be for supplementary travel needs that public transport, walking, cycling and other modes of travel cannot provide, and would therefore be more suitable around train stations and other areas of higher density housing.

It was suggested that staff could consult with surrounding councils to understand their level of uptake of car share.

COMMENTS

GoGet appears to be the dominant/sole operator of fixed-space on-street car share vehicles in Hornsby Shire Council, City of Ryde, Northern Beaches Council and Willoughby City Council LGAs.

Apart from one on-site car share vehicle (located in the basement parking of Shout Ridge residential development (Lindfield)) all its other 11 vehicles in Ku-ring-gai are currently “free-floating” (car space not allocated/dedicated, but wherever unrestricted parking allows), which in GoGet’s view could be reducing their vehicles’ effectiveness and appeal:



Source: <https://www.goget.com.au/car-rental/sydney>

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Enquiries regarding GoGet's car share operations were made with those surrounding LGAs, but due to commercial-in-confidence agreements, detailed performance information could not be released. Separate requests for information were made directly to GoGet, who confirmed the commercial-in-confidence nature of the information. Verbal discussions with staff from Hornsby Shire Council and Willoughby City Council indicate that the car-share membership base is growing and that the presence of car share vehicles in the centres helps to reduce car ownership.

GoGet was able to provide high-level information relating to its existing car-share operations in Ku-ring-gai and other information as part of its 2024 annual members survey (**Attachment A1**). Some key statistics and operational outcomes of GoGet's presence in Ku-ring-gai include:

	2024 (from Attachment A1)	2022	2020	2015
Vehicles	12			0
Membership	3,163	2,320	2,067	471
% of members who deferred car purchase	58%			52%
Driving km avoided	5.06M		2.29M	
Street parking spaces avoided	245		202	
CO ₂ Emissions prevented (tonnes)	1,304		601	

Flexicar is another operator of car share vehicles owned by Hertz Australia, a prominent car rental business. It currently doesn't operate vehicles in the LGA, although in Sydney it currently has vehicles available in City of Ryde, City of Sydney, Waverly Council and Randwick Council, with new operations starting in September in Inner West Council and City of Ryde. Later this year, Flexicar will also be starting operations in Willoughby City Council, Hornsby Shire Council and Northern Beaches Council.

Only registered members appear to be able to see locations of vehicles online, and Flexicar's representative has indicated that it does not operate cars on a "free-floating" basis as GoGet does.

As with Goget, detailed Flexicar car share performance information could not be released but Flexicar has provided results of its 2024 member survey across Australia (**Attachment A2**), which provides some insights into its members characteristics, the most notable being:

- the number of cars that members' households own (62% own no cars, 21% own 1 car);
- the motivation to choose Flexicar (51% due to cost); and
- migration from other car share providers (48% were formerly or are currently with another car share provider – to increase access to car share vehicles).

Popcar's presence is mainly in the City of Sydney, North Sydney and Northern Beaches LGAs (mostly Manly), but has expanded into the City of Ryde and City of Parramatta LGAs. It also has a minor presence in Willoughby City Council (Chatswood). As with GoGet, Popcar's vehicles are publicly visible online. Popcar did not provide information prior to the finalisation of this report, but any information made available prior to the meeting will be circulated to the meeting and tabled as part of the minutes.

INTEGRATED PLANNING AND REPORTING

Outcome 2: Sustainable urban growth and change

Outcome 3: Infrastructure and assets support community needs

Community Strategic Plan Strategy	Delivery Program Term Achievement	Operational Plan Action
A5: Work with the NSW government and partners to improve local integrated transport connections, public transport and the regional road network.	A5.1: A network of safe and convenient links to local centres, major land uses and recreation opportunities, including active transport, is progressively implemented and promoted to meet the access and travel needs of the community	A5.1.3: Review and implement appropriate recommendations from the Ku-ring-gai Integrated Transport Strategy to align with the Local Strategic Planning Statement (LSPS), North District Plan and Future Transport Strategy.
U3: Facilitate the transformation of local centres as vibrant residential, business and community hubs through partnerships and appropriate mixed-use development.	U3.1: Plans to revitalise local centres are progressively implemented and achieve quality design and sustainability outcomes in collaboration with key agencies, landholders and the community.	U3.1.1: Integrate all transport modes for the primary local centres through the traffic and transport studies in collaboration with Transport for NSW.

GOVERNANCE MATTERS

Car sharing is identified in NSW Government's Future Transport Strategy, as a way of using space and assets for transport more sustainably, and as a tool for improved parking provision and management.

The Ku-ring-gai Local Strategic Planning Statement contains Planning Priorities relating to sustainability and productivity. The provision of car share vehicles would be consistent with Planning Priority K38 (Reducing greenhouse gas emissions by Council and the Ku-ring-gai community to achieve net zero emissions by 2045 or earlier), where one of the underlying actions is to facilitate the uptake of electric vehicles, car sharing, carpooling and cycling through provisions in the LEP/DCP and Public Domain Plan (short term).

The provision of car share vehicles would also be consistent with Planning Priority K22: Providing improved and expanded district and regional connections through a range of integrated transport and infrastructure to enable effective movement to, from and within Ku-ring-gai.

RISK IMPLICATION STATEMENT

There are no material risks that arise from the recommendations contained in this report. Minor issues may occur, but these can be managed within Council's current policies, procedures, resources and budget.

By providing the conditions for provision, installation, management, maintenance, and removal of car share vehicle spaces on public land, the Car Share Policy outlines Council's expectations having regard to the following:

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- site/location selection.
- visibility and identification.
- roles and responsibilities.
- approvals; and
- agreements.

FINANCIAL CONSIDERATIONS

Council's adopted Car Share Policy includes provisions relating to costs and ongoing Fees and Charges, to ensure Council is able to appropriately manage the financial implications of commercial car share vehicle spaces on public land.

SOCIAL CONSIDERATIONS

Car share vehicles allow people to use a car when they need one, without the cost and other obligations of car ownership. Access to these vehicles makes living life without a car, or two cars, more viable, and fills gaps in other transport modes.

ENVIRONMENTAL CONSIDERATIONS

Car share is key measure required to support Council's Net Zero objectives in the Climate Change Policy - specifically, where Council will continue to collaborate with organisations to provide car share options to the community as it grows.

By reducing the amount of driving and deferring purchases of vehicles, car share can reduce CO2 emissions and resources.

COMMUNITY CONSULTATION

Once Expressions of Interest/Requests for Proposals for fixed space car share operation are received and evaluated, the community will have an opportunity to provide input into the proposed locations.

INTERNAL CONSULTATION

Review and evaluation of Expressions of Interest/Requests for Proposals will be undertaken with staff from Operations, Development & Regulation and other relevant internal stakeholders.

SUMMARY

At the Smart Transport Advisory Committee meeting held on 2 July 2025, a report on the status of car share vehicle operation in Ku-ring-gai was considered by the committee. As part of the discussion, it was suggested that staff could consult with surrounding councils to understand their level of uptake of car share.

Due to commercial-in-confidence agreements, detailed performance information could not be publicly released by surrounding councils or GoGet. High level statistics and a recent annual Ku-ring-gai member survey from GoGet indicates an increasing membership base as well as increasing vehicle purchase deferral rates.

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Flexicar has provided annual member survey results indicating the majority of its members households own 0 or 1 car. Popcar did not provide operational information prior to the finalisation of this report but any information made available will be circulate to the members prior to the meeting and tabled as part of the minutes.

RECOMMENDATION:

- A. That the Committee notes the information provided.
- B. That expressions of interest/request for proposals from car share providers be progressed for fixed space car share operation in the LGA.

Andrew Watson
Director Strategy & Environment

Joseph Piccoli
Strategic Traffic Engineer

Attachments:	A1	GoGet report for car share in Ku-ring-gai August 2025	2025/286836
	A2	Flexicar 2024 Member Survey Report	2025/288187

goget

Carshare in Ku-ring-gai, and surrounding LGAs

Prepared for:

The Ku-ring-gai Council

For Public Release



Key Insights

Key metric	Ku-ring-gai
GoGet Members	3,163
In the area since	2016
Spaces	12
• Council Dedicated	0
• Floating	11
• Partnerships	1
• Car Parks	0
• Developments	0
Members deferred car purchase	58.10%
Parking Saved, km	1.3
Parking saved, parking spots	245.3
Driving km avoided	5,056,000
CO2 (tonnes)	1,304
Emissions prevented in 2024	



People in Ku-ring-gai are happy they have GoGet

I like I don't need to own a car making costs cheaper and more available car spots for car owners

With the increase in density within the Killara area, it would be really great to have more GoGet parking bays here, given that the closest rentable car (not van) is either Gordon or Lindfield. It's very useful for people whom don't really need a car most of the time, and hence reduces the number of unused cars that are parked.

Car share is great for me because it means less cars on the road and more parking spots. I can't afford to buy a reliable car with the current cost of living crisis.

It's great for being able to access national parks.

Let's see more dedicated carshare bays especially near train stations. Please fine people who selfishly park private vehicles in these spots. Please support companies like goget who are providing an affordable safe and reliable service that reduces the need to own cars

I like that the GoGet cars in Ku-ring-gai are usually close to the train stations so that I can catch the train to pick up and then return the car.

It alleviates traffic and parking issues by having less cars on the road.

So far I am happy that councils have provided dedicated parking area and I want to thank Councils for that.

goget

Some of the requests we received from Ku-ring-gai members

Provide dedicated spaces for car share and require them in apartment building developments on a ratio of 1 carshare space to 20 car spaces or better.

More pods for more cars are options in the area. There are a lot in Hornsby but other suburbs like Thornleigh and pennant hills don't have that many so during holidays it's very much a first in best dressed situation which could be fixed if there were more cars to choose from.

Make more spots available for more cars

Provide dedicated spaces in council car parks

Make dedicated car spaces available

Dedicated car bay

More dedicated bays

More parking bays

allocate more space for carshare

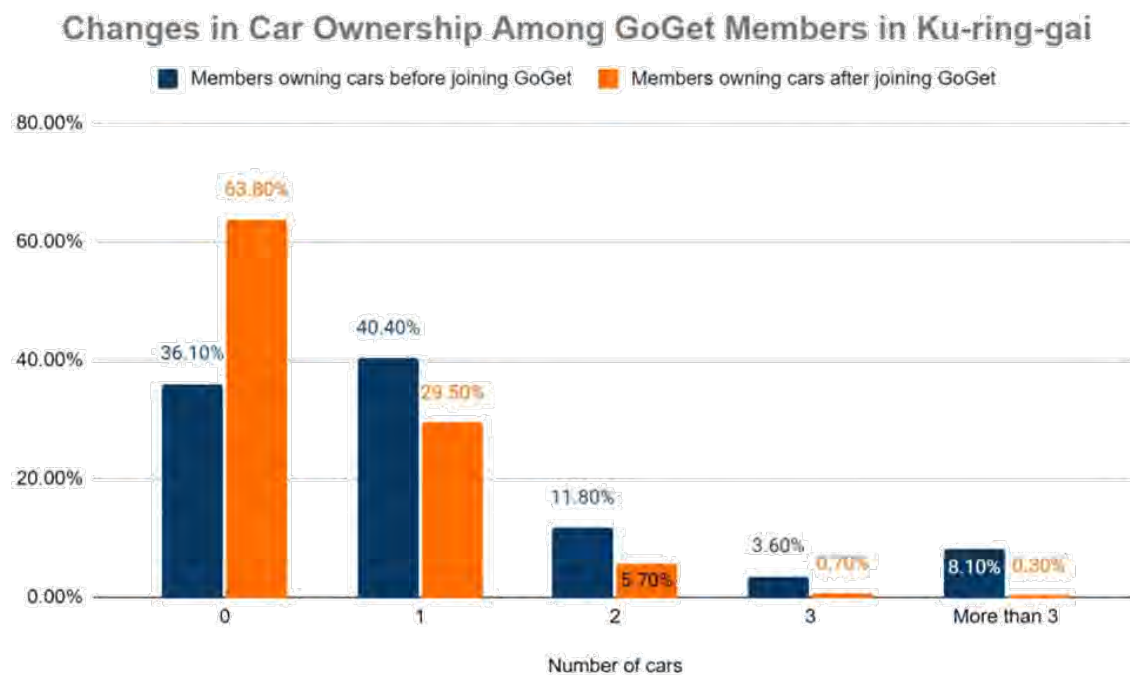
Allocate street parking bays for go get. It's hard to find free parking in St Ives

More parking bays for car share vehicles

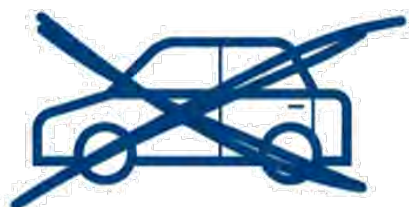
Provide more dedicated space for car share services

More parking bays in Killara. There is only one at the moment, and it's a van.

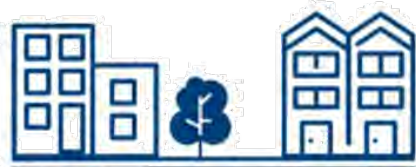
GoGet enabled people to decrease car ownership



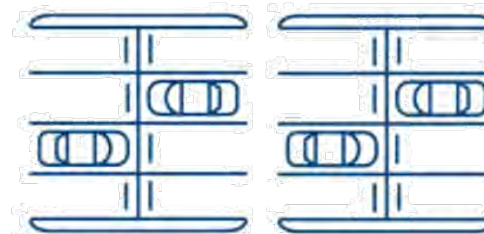
And helps defer car purchases



58% of our members
in Ku-ring-gai have
deferred a car
purchase



1.3 km of street
parking saved in
Ku-ring-gai



That's ~ 245
parking spaces

How we calculate it:

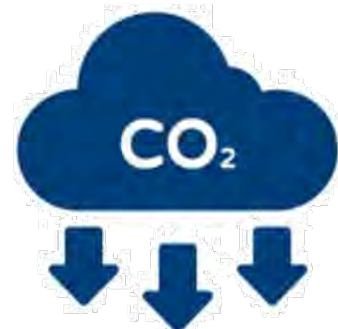
1. Total number of members ×
2. Percentage of members who chose not to buy a car because of carshare ×
3. Percentage of those who would have parked their car on the street ×
4. 5.4 square metres (the average amount of street space occupied by a parked car) ÷
5. 1,000 (to convert square metres into square kilometres)

Our members tend to use public and active transport instead of driving

Carshare members drive 50% fewer km annually
They use public and active transport more¹



5,056,000 km of
driving avoided in
Ku-ring-gai

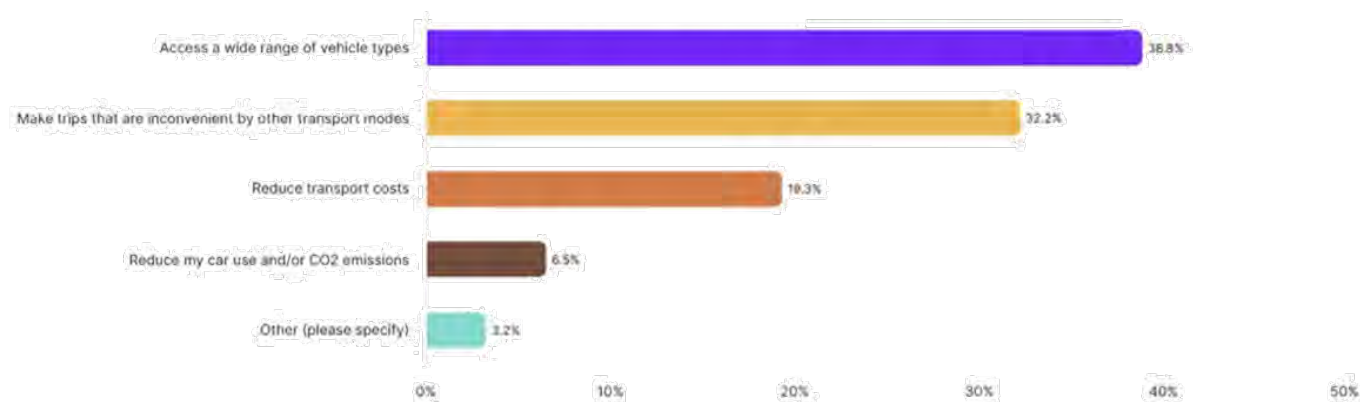


~1,304 tonnes of
CO₂ saved

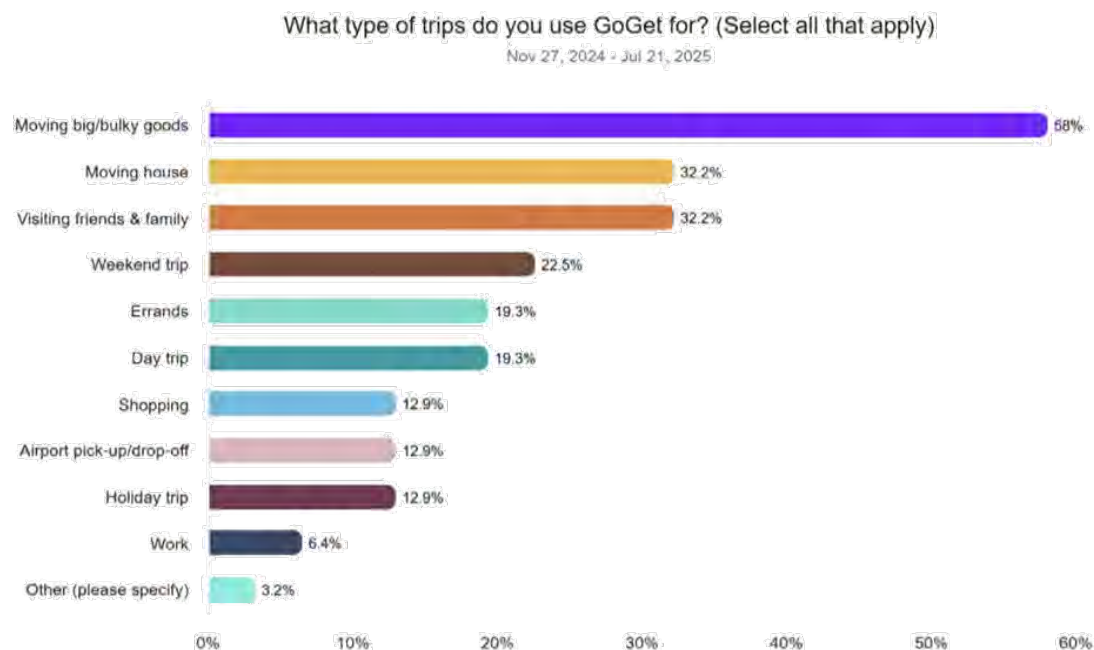
1. Boyle, P. (2016). The impact of car share services in Australia. International Car sharing association.

Members choose GoGet to find the most suitable vehicle for a trip and reduce cost of living

There are lots of good reasons to carshare. Personally, which was the most important factor for you in deciding to join?

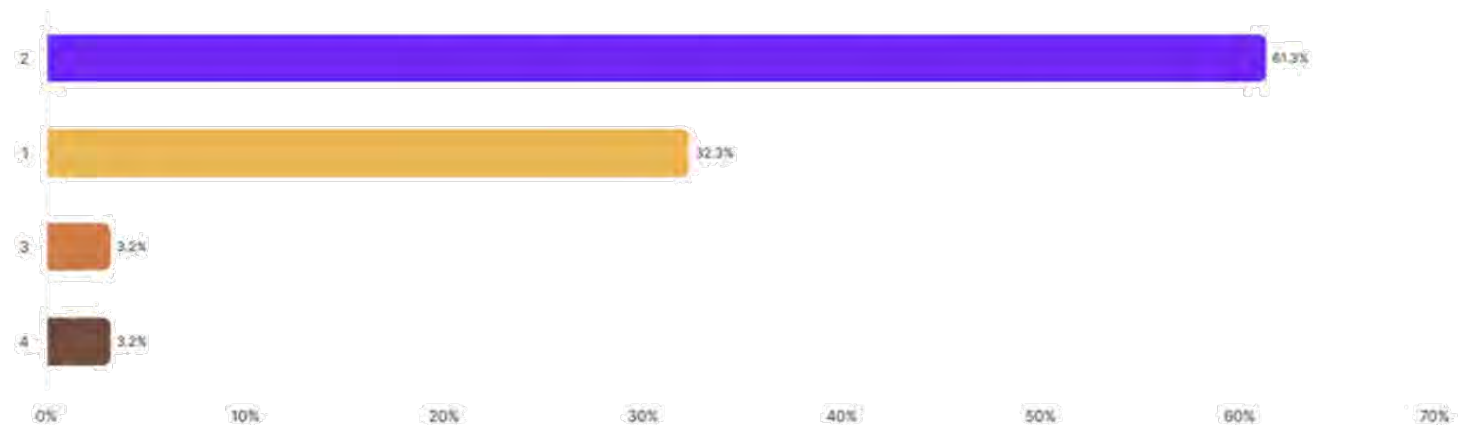


GoGet fills a wide variety of people's transport needs (often inconvenient by Public Transport)



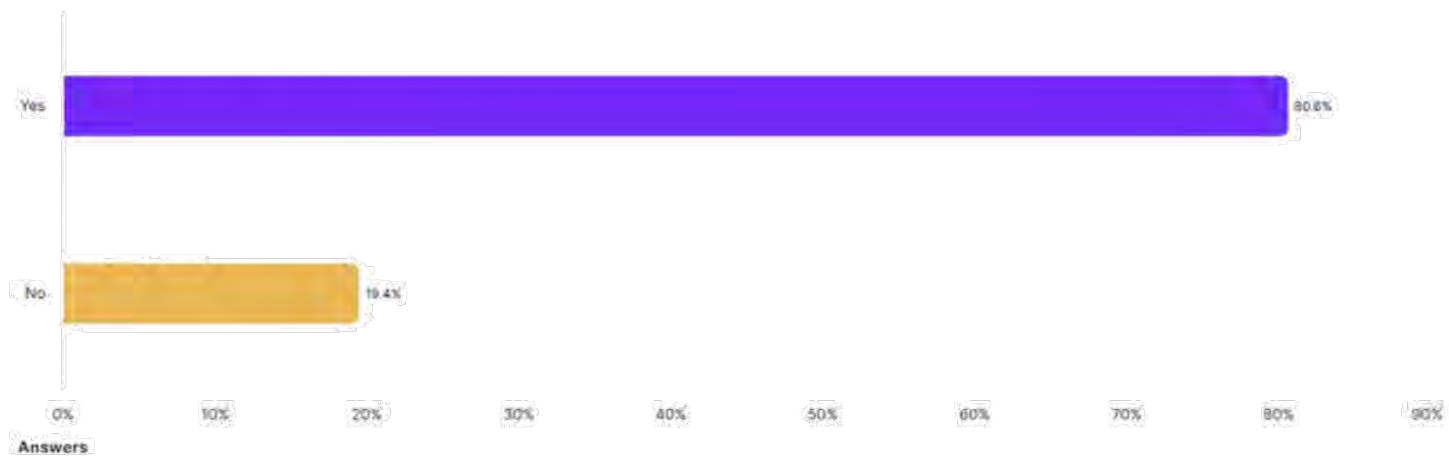
GoGet trips typically are 2 or more people in the vehicle

Still thinking about your last GoGet trip, how many people were in the vehicle? (including the driver)



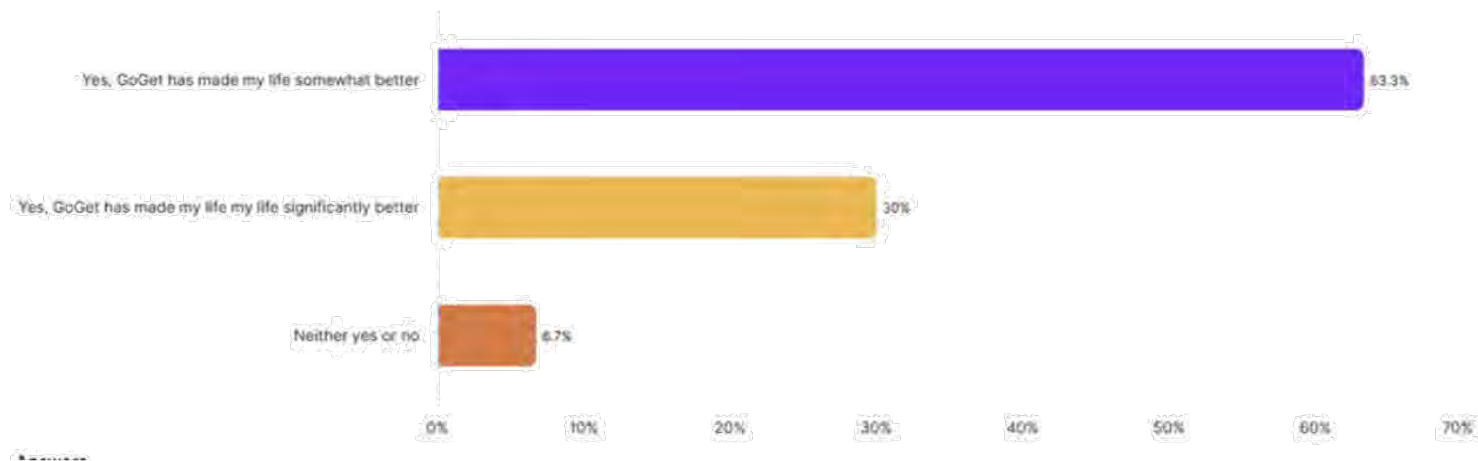
Majority of Ku-ring-gai members want more carshare in their area

Would you like more GoGet cars in your area?



GoGet has improved the lives of the majority of Ku-ring-gai members (93%)

Has the existence of GoGet made your life better?

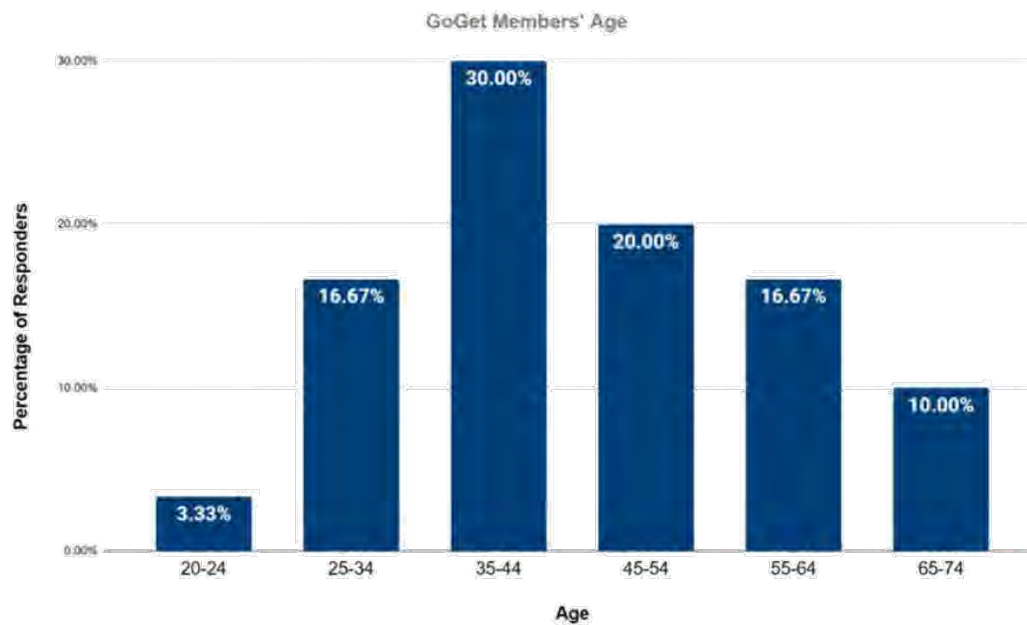


goget

Who are
GoGet
Members?

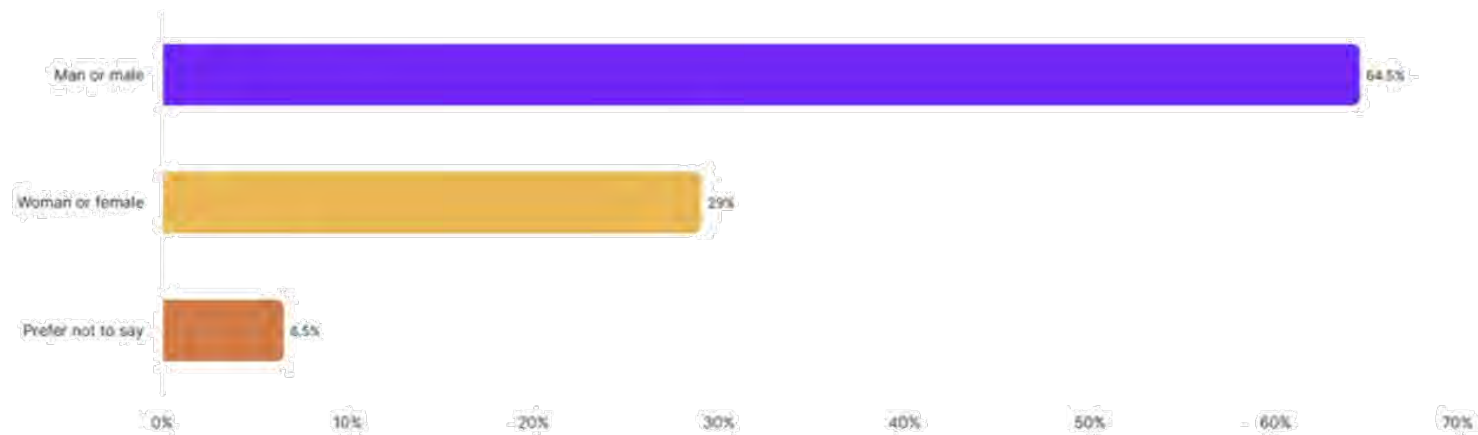


GoGet is used by a wide age demographic of residents in Ku-ring-gai



They are mostly men

How do you describe your gender?



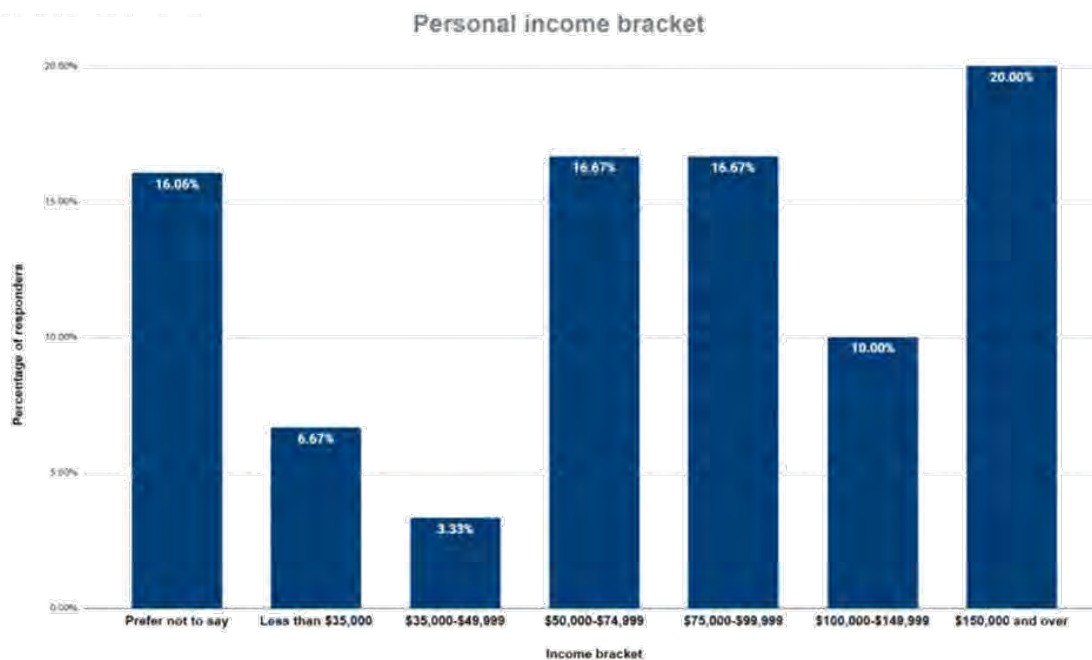
Carshare is more accessible with dedicated spaces



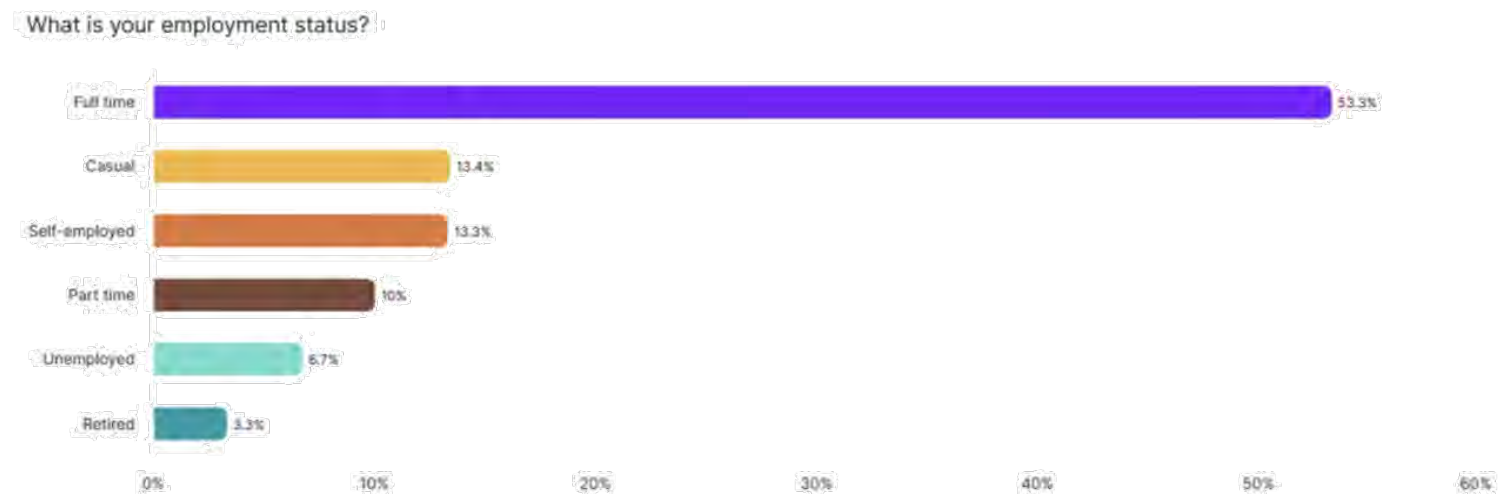
And helps remove more cars off the streets



We have members in Ku-ring-gai across all income

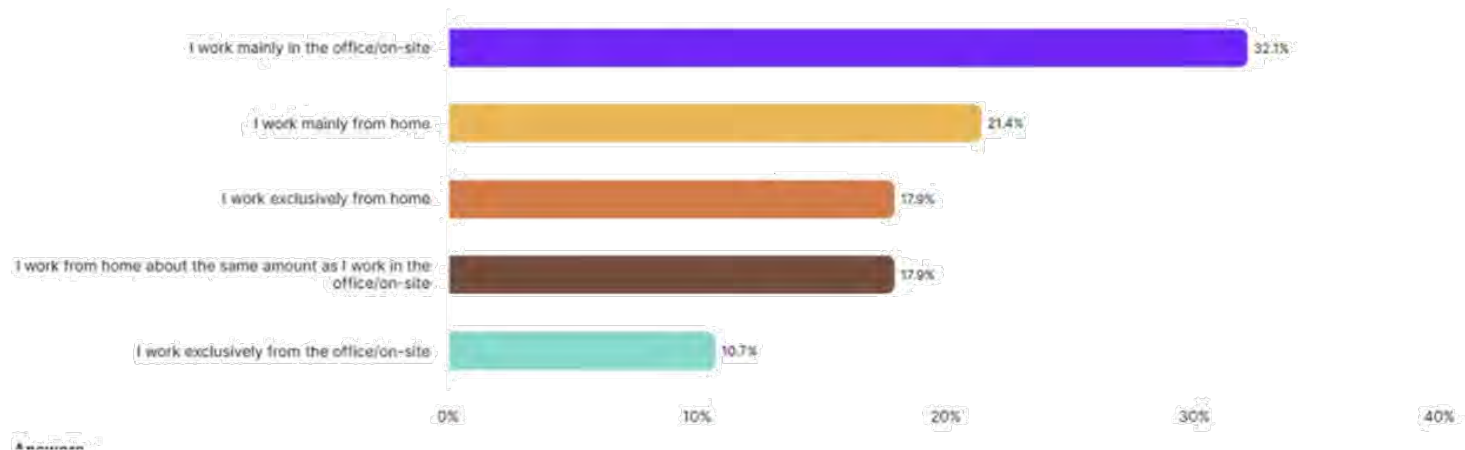


Mostly working full-time



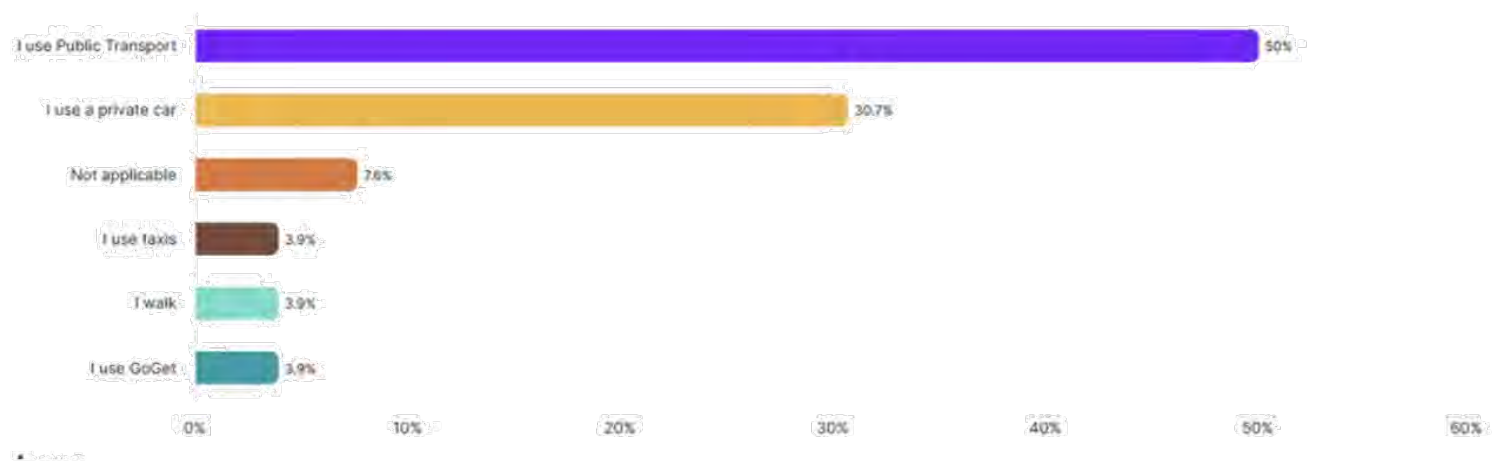
Members work from the office/on-site and from home

Which of the following best describes your working arrangements?

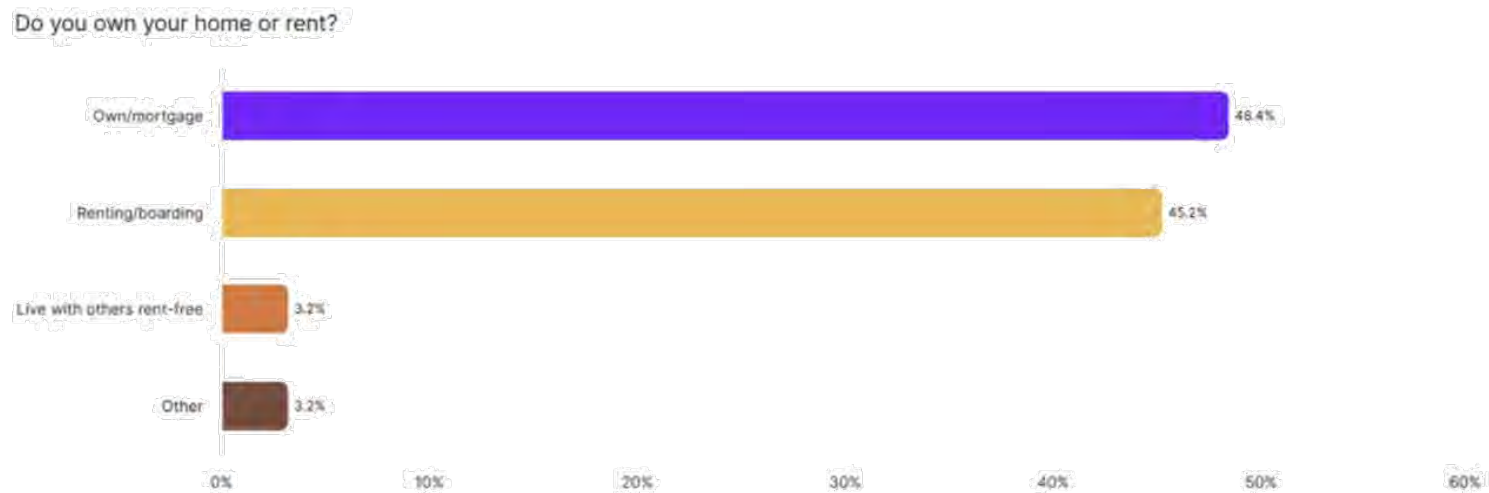


They commute by public transport

How do you currently get to work? (Where multiple transport types were used, please select the option used for the longest part of your journey)

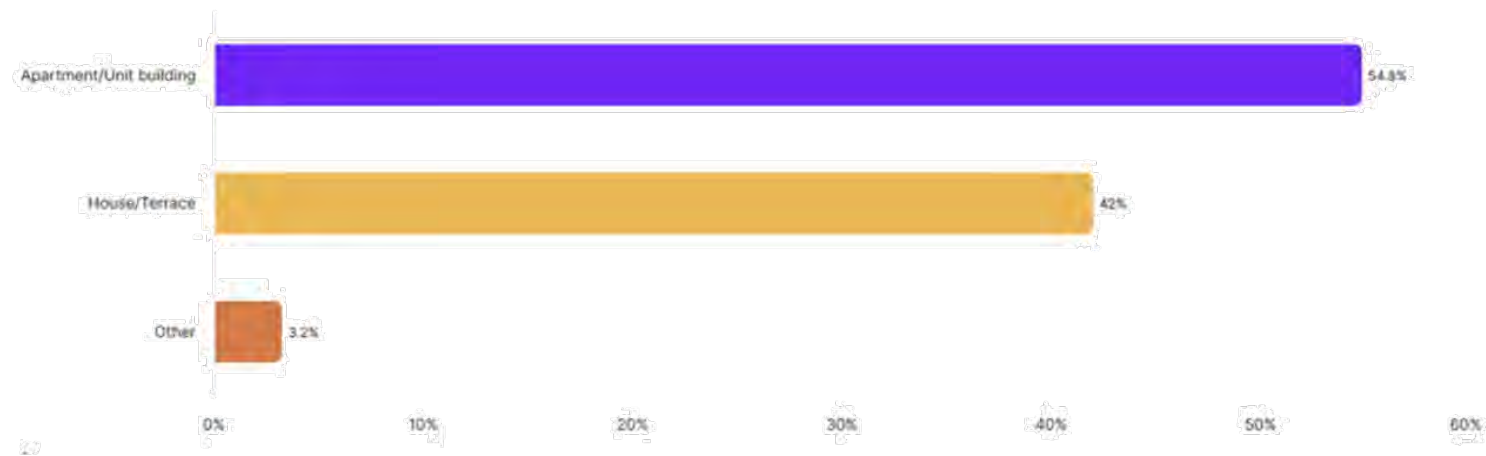


There is almost the same number of homeowners and renters

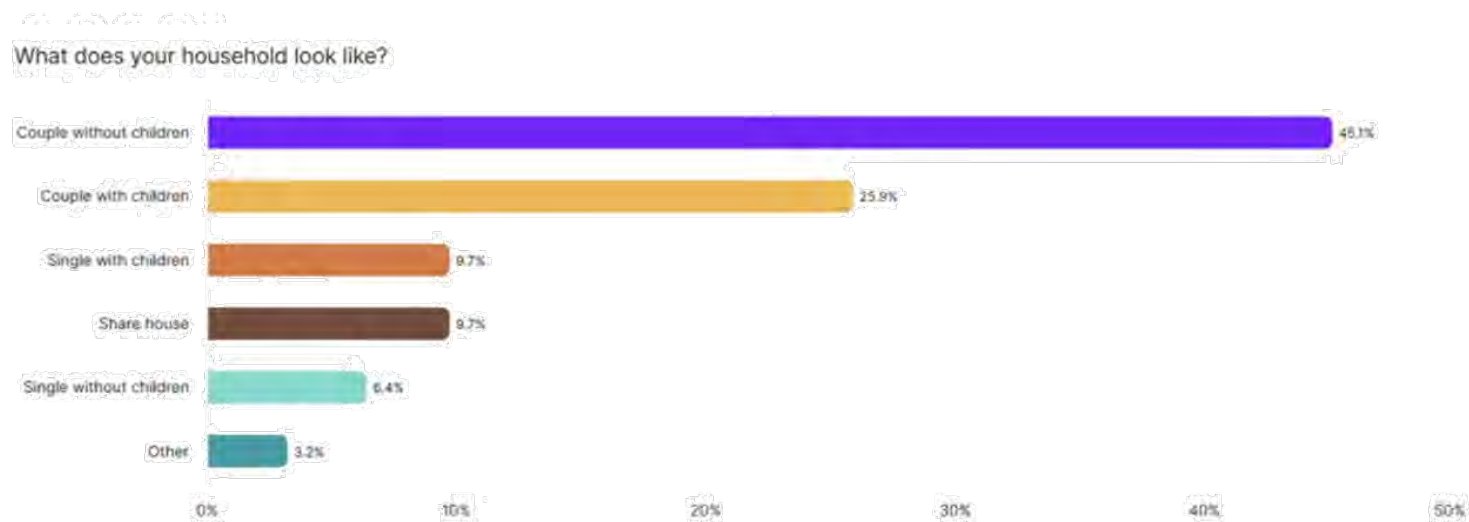


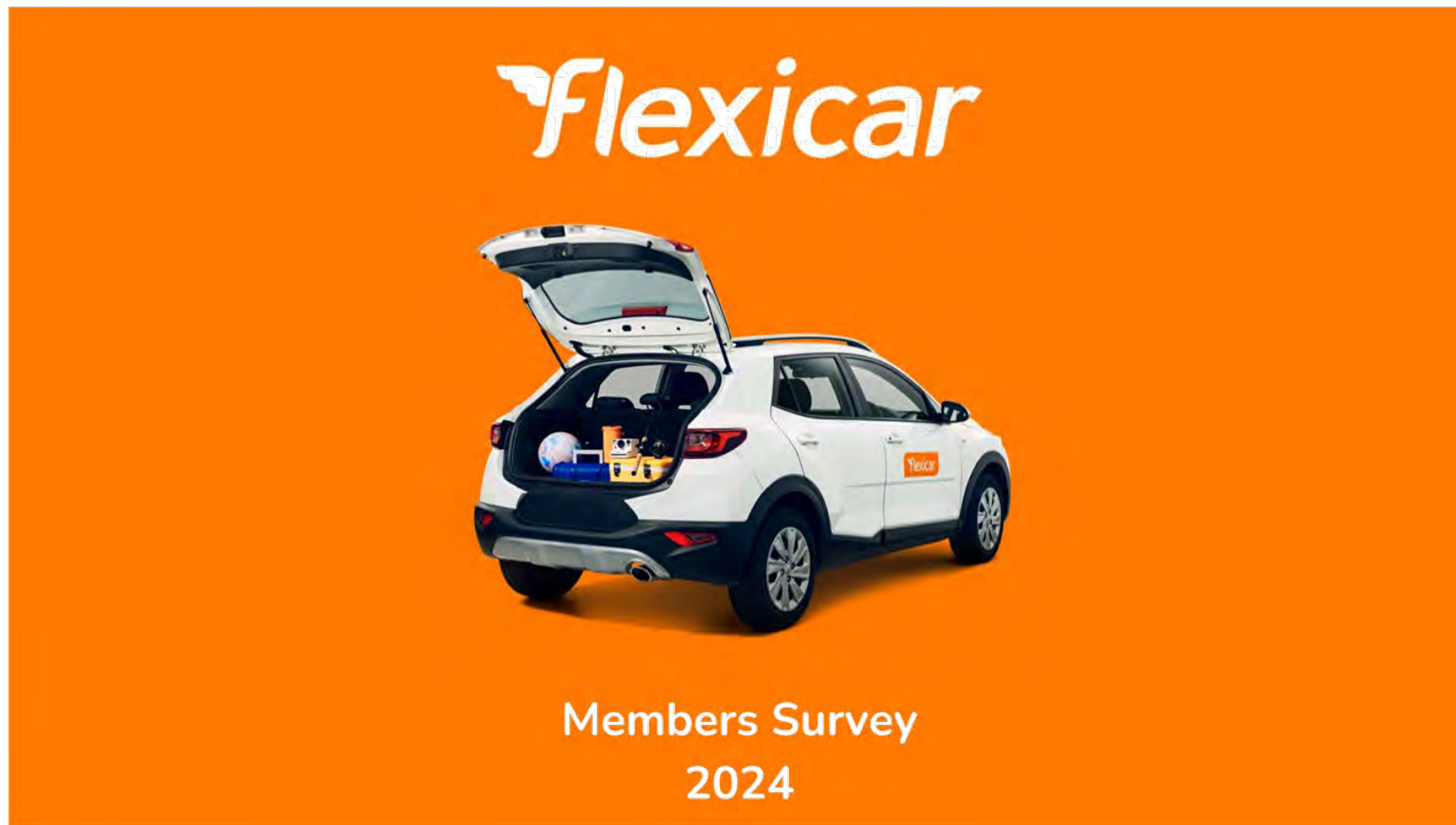
Most of our members in Ku-ring-gai live in apartments

What kind of building do you live in?



Most of them do not have children





Member Overview

270

Members completed
the survey



4.8%

response rate

40.6%

2-person
households



24.8%

1-person
households

61.9%

have 0 cars in the
household



21.2%

have 1 car in the
household

36.3%

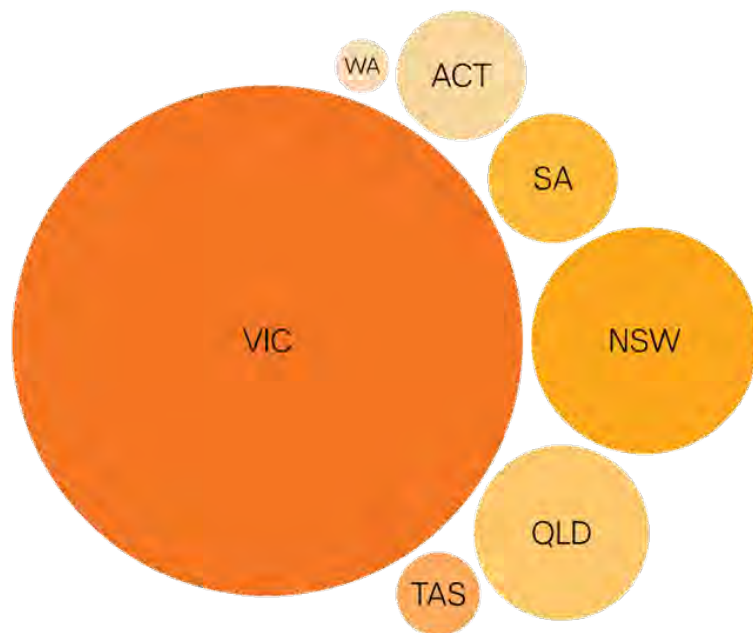
use Flexicar
Monthly



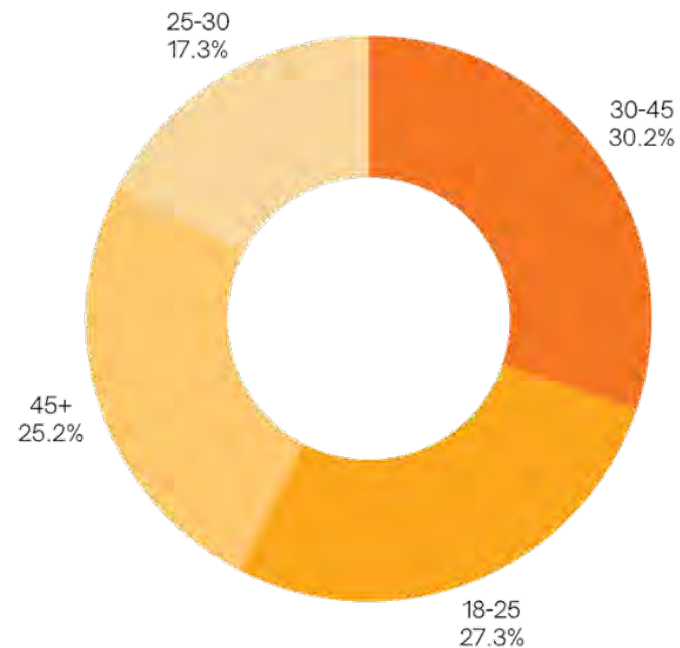
19.1%

use Flexicar
Fortnightly





Member
Home State



Member
Age Range

Pick-up Areas



Note: This is manually pulled data as this was an open-ended question.

Purpose of Recent Flexicar Trip



Other?

Moving or Marketplace
10 respondents

Appointment Travel
4 respondents

8.2

average experience rating
of Flexicar, from 1-10





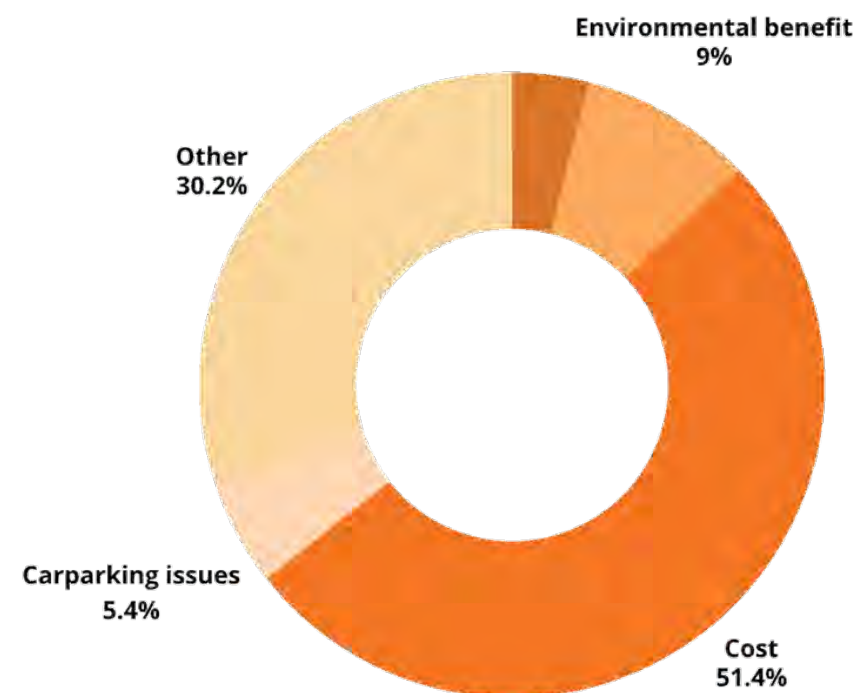
9 in 10

Would recommend Flexicar to others

&

Would use Flexicar again

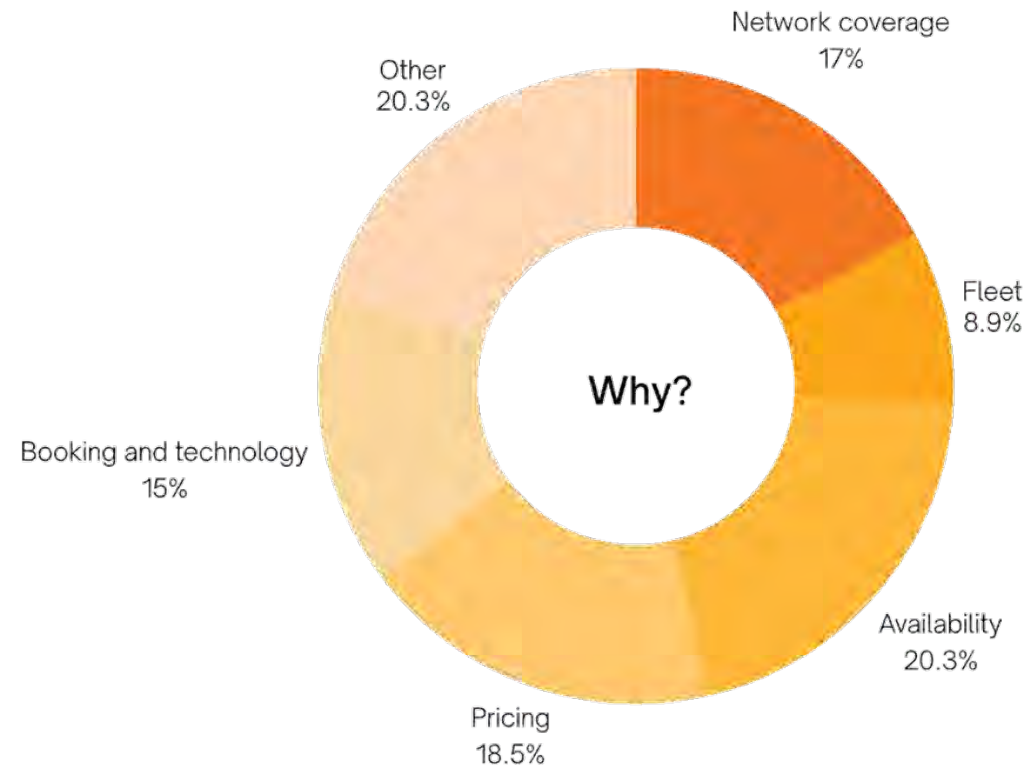


How did you find out about Flexicar?**What motivated you to choose Flexicar?**

Members and Competitors

47.7% of respondents are currently or previously members of other car share operators

Most mentioned are
GoGet, Kinto, PopCar



Requests & Improvements



I would like to use Flexicar more but can't log in. Please fix your 2FA.

App is buggy, prices are expensive and there's little to no support.

Simplify the booking process and clean the car regularly.

Increased benefits for more frequent user

the taking of photo's on busy city roads is not practical

Would be great to have lower pricing or reduced for specific hours etc?



OVERVIEW OF THE GREEN GRID STRATEGY

EXECUTIVE SUMMARY

PURPOSE OF REPORT:	To provide the Committee with an overview of the Green Grid Strategy and discuss opportunities for the Committee to contribute to the development of the Implementation Plan.
BACKGROUND:	In a survey of committee members following the July meeting of the Smart Transport Advisory Committee, the Green Grid was identified as being a topic of interest. Council is currently developing the Green Grid Strategy Implementation Plan, and the Committee may serve as an avenue of consultation on the Plan.
COMMENTS:	Following the adoption of the Green Grid Strategy in June the next steps for implementation include commencement of community engagement. This report provides an overview of the proposal.
RECOMMENDATION:	That the Committee notes the information provided.

[Refer to the full Recommendation at the end of this report]

PURPOSE OF REPORT

To provide the Committee with an overview of the Green Grid Strategy and discuss opportunities for the Committee to contribute to the development of the Implementation Plan.

BACKGROUND

In a survey of committee members following the July meeting of the Smart Transport Advisory Committee, the Green Grid was identified as being a topic of interest. Council is currently developing the Green Grid Strategy Implementation Plan, and the Committee may serve as an avenue of consultation on the Plan. The Action and Implementation Plan provides specific actions for implementing the projects identified in the Green Grid. This includes resourcing and funding implications.

In simple terms, the Green Grid can be described as “*a network of corridors to connect green spaces and centres*”. These corridors are made up of paths, bike lanes, trails, and vegetation. This means they serve the dual purpose of allowing people to walk or use active transport to get between open spaces and centres and serve as ecological corridors to promote biodiversity.

Ku-ring-gai Council has developed a Green Grid Strategy as part of the Sydney Green Grid initiative, which aims to connect key areas throughout the region, including public and private open spaces, national parks, bushland, suburbs, local centres and neighbouring local government areas (LGAs).

COMMENTS

The Ku-ring-gai Green Grid Strategy outlines the strategic context and vision and objectives for a Green Grid across the council area.

The Strategy also shows a series of proposed of Regional, and Suburban routes, and Local and Trail Links, along with the evidence base to support these proposed links.

Objectives of the Green Grid in Ku-ring-gai include:

- **Increased canopy cover across the LGA.** Ku-ring-gai benefits from a well-established and extensive urban tree canopy. Pressures from development, climate change and risk mitigation all impact on how this can thrive and expand. Clear targets for the delivery of an improved urban forest canopy are essential for ensuring the longevity and success of our urban forest. Green Grid projects are fundamental to achieving this.
- **A consolidated active transport network providing comfortable walking and cycling routes.** Active transport is critical in sustainable progress towards meeting climate change mitigation targets. Council is pursuing opportunities to develop the best possible links that provide the infrastructure to support both walking and cycling transport options. Integral to the comfort of these routes is shade and an aesthetically pleasing environment, which co-ordinated street tree planting as part of the Green Grid can deliver.
- **Walkable connections between points of interest in the LGA.** Local Centres, historic sites, parks and recreation facilities all provide points of interest within the LGA which residents want to access. The Ku-ring-gai Green Grid will endeavour to make walking the preferred

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way to get to, from and between these points by improving green infrastructure interventions along these routes, ensuring they are shaded, pleasant and accessible.

- **Enhanced biodiversity and riparian corridors.** Fundamental to the Green Grid is the enhancement and protection of our existing natural systems. These need to be supported and expanded wherever possible. The balance needs to be struck between creating new connections to re-link patches of bushland and allowing the appropriate level of access to sensitive areas.

Following the adoption of the Green Grid Strategy at the June 2025 Ordinary Meeting of Council, the next steps for implementation include commencement of community engagement post phase one public exhibition.

The second phase will involve more targeted consultation on a ward-by-ward basis (moving from south to north) to further refine the proposed routes and inform the Action and Implementation Plan. This will involve targeted communication between staff and the community, meeting in local parks, outside train stations or in local centres to discuss how people get around their suburb and where they would like to see improved access to make their journey more comfortable. People will have the opportunity to mark-up maps and highlight where they walk and what their favourite walks are.



- Drop-in events at Train Stations, Local Centres, Parks
- Routes - preferred, priority
- Maps to mark-up
 - Where I walk
 - Favourite destinations



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Finalisation and prioritisation of routes will be a collaborative process driven by community engagement with the community, stakeholders, neighbouring councils and First Nations advisors - to determine the most feasible and desirable locations for improving walking and cycling trips. The draft routes will be formalised and prioritised as an iterative process. This will include further on-ground examination of proposed routes with those that contribute to multiple layers - hydrology, ecology, biodiversity, cultural amenity and accessibility - allocated the highest priority rating.

The finalised Action and Implementation Plan will include a breakdown of the location of the routes in priority order and the associated infrastructure required to enhance the route (specific actions). Responsible teams will be assigned, including timeframes for delivery and funding mechanisms.

The Ku-ring-gai Green Grid Strategy working group meets on a quarterly basis to manage the implementation of the strategy and would welcome any feedback on this proposed community engagement approach.

Feedback from the committee regarding the proposed approach and any additional opportunities would be welcomed. There is also an opportunity for the committee to provide feedback to the draft Action and Implementation Plan.

INTEGRATED PLANNING AND REPORTING

Outcome 3: Infrastructure and assets support community needs

Community Strategic Plan Strategy	Delivery Program Term Achievement	Operational Plan Action
A2: Provide, upgrade and maintain open space, recreation and sporting facilities to meet the needs of current and future user groups and a growing population.	A2.1: A program is implemented to provide, improve and maintain open space, recreation and sporting facilities including multi-use facilities.	A2.1.10: Progress preparation of the Green Grid Strategy consistent with Council's Local Strategic Planning Statement (LSPS).

GOVERNANCE MATTERS

The State Government of NSW has in place several mechanisms to ensure that access to green space and enhanced biodiversity across the state is increased. Premier's Planning Priorities, The Greater Sydney Region Plan: A Metropolis of Three Cities, and the North District Plan all include objectives relating to increasing canopy cover and improving walking and cycling connections. The preparation of the Ku-ring-gai Green Grid Strategy is a requirement of the Local Strategic Planning Statement (LSPS) to facilitate the delivery of these objectives.

Strategic planning of the Green Grid in the Council area is driven by the Ku-ring-gai Community Strategic Plan 2035 and Council's Operational Plan and Delivery Program. Community Strategic Plans are required by all Councils in NSW under the Integrated Planning and Reporting (IP&R) Framework.

RISK IMPLICATION STATEMENT

The production of the Green Grid Strategy document has managed risk through ongoing cross-discipline reviews, and well-managed internal resourcing. A working group has been engaged with regular review meetings with collation of internal feedback utilised to develop the documents.

The implementation of the strategy will be subject to risk assessments carried out by the relevant department prior to conducting any work.

SOCIAL CONSIDERATIONS

The implementation of the Green Grid network will have a range of social benefits, including:

- Social connection. As a part of the Urban Forest, these spaces improve social connection; they offer a sense of place and support community interaction through events, festivals and passive daily interaction. Parts of the urban forest can become closely linked with people's identities and sense of place.
- Community cohesiveness. Studies have also shown that green space in major Australian cities is unevenly distributed, with less green space in areas with a higher proportion of low-income residents. Improving the distribution of green space and urban forests in Ku-ring-gai may foster improved community cohesiveness and a sense of shared identity across the City.
- Health benefits by improving the opportunities for walking and cycling which form part of an active healthy lifestyle

ENVIRONMENTAL CONSIDERATIONS

The contribution of green infrastructure to ecosystem services is significant. These services include air and water filtration, shade, habitat for animals, oxygen production, carbon sequestration, and nutrient cycling. Add to this the connection that the urban forest and green infrastructure provides between nature and people, and it's clear that trees and vegetation have a crucial role as part of an urban landscape. From the native fauna species that have improved access to food and shelter, to community members who have enhanced recreational opportunities and water and air quality, to individual property owners who have a more comfortable environment and often increased property resale value – all benefit from a robust and extensive urban forest supported by green infrastructure.

The environmental benefits of the green grid include:

- Greenhouse gas mitigation and reduction;
- improved air quality;
- water cycling and erosion mitigation;
- biodiversity; and
- reduction of the urban heat island effect.

COMMUNITY CONSULTATION

Community engagement is fundamental to achieving sustainability and biodiversity goals. We need to work with the community to ensure our target areas are the right locations for achieving well-being for residents and our environment. An engaged community supports stewardship an investment in the environment.

Public exhibition of the draft strategy document formed the first phase of our community engagement. Now the Strategy is adopted, more targeted consultation on a ward-by-ward basis will be undertaken, to further refine the proposed routes and inform the action and implementation plan.

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This will involve targeted communication between staff and the community, meeting in local parks to discuss how people get around their suburb and where they would like to see improved access to make their journey more comfortable.

INTERNAL CONSULTATION

A working group from multiple departments across Council was established at the commencement of the project and has met regularly to review the progress of the Strategy.

SUMMARY

The development of the Ku-ring-gai Green Grid Strategy has been an intensely collaborative process involving internal and external stakeholders, and the community. The resulting finalised strategy is the culmination of extensive research and best practice examples which will provide the most beneficial outcomes for the LGA.

The next steps are to develop and prioritise finalised routes through engagement and collaboration. Feedback from the committee regarding the proposed approach and any additional opportunities would be welcomed.

RECOMMENDATION:

That the Committee notes the information provided

Joseph Piccoli
Strategic Traffic Engineer

Antony Fabbro
Manager Urban & Heritage Planning