



**SMART TRANSPORT ADVISORY COMMITTEE
TO BE HELD ON WEDNESDAY, 2 JULY 2025 AT 6:30 PM
TEAMS / LEVEL 3 ANTE ROOM
818 PACIFIC HIGHWAY
GORDON NSW**

A G E N D A

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WELCOME BY CHAIRPERSON

APOLOGIES

DECLARATIONS OF INTEREST

NOTING OF MINUTES

Minutes of Smart Transport Advisory Committee

File: S02696
N/A

ITEMS FOR DISCUSSION

GB.1 **Welcome and Introductions**

3

File: S02696

RECOMMENDATION

That the Smart Transport Advisory Committee members be welcomed.

GB.2 **Code of Conduct** **4**

File: S02696

RECOMMENDATION

That the matter be received and noted.

GB.3 **Car Share** **5**

File: S02696

RECOMMENDATION

- A. That the controls for on-site car share provision in high density and mixed-use residential development be revised in the next update of the Ku-ring-gai DCP.
- B. That expressions of interest/request for proposals from car share providers be sought for fixed space car share operation in the LGA.

GB.4 **Public Domain Initiatives** **8**

File: S02696

RECOMMENDATION

That future concept designs for Public Domain projects be referred to the Smart Transport Advisory Committee.

GENERAL BUSINESS

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WELCOME AND INTRODUCTIONS

BACKGROUND:

The Smart Transport Advisory Committee is meeting for the first time.

COMMENTS:

This is an opportunity to welcome the new members of the committee, for each member to introduce themselves, and briefly describe why they nominated to be a member of this committee and share with other members what they hope they can achieve through the Committee.

RECOMMENDATION

That the Smart Transport Advisory Committee members be welcomed.

Joseph Piccoli
Strategic Traffic Engineer

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

CAR SHARE

BACKGROUND:

The purpose of this report is to update the Committee and Council on the status of car share vehicle operation in Ku-ring-gai.

COMMENTS:Update on car share market

Car share schemes are now well established in the Sydney metropolitan area, with the densest provision around inner-city areas and regional CBDs but with a presence now expanding into middle and outer ring LGAs.

As a member of a car share scheme, residents or businesses can join a privately operated car share scheme to use a car share vehicle when they need one, without the cost and hassle of car ownership. Authorised car share vehicles are parked in dedicated parking spaces assigned by Council, either on-street or in public car parks, and can be booked for periods as short as an hour, or as long as a few days.

Who is operating in Ku-ring-gai?

The most widely known operator, GoGet, currently operates car share vehicles in the area, but on a “free-floating” basis, with no dedicated or allocated space for them. As a result, their vehicles are not located in the most efficient places. GoGet has expressed interest in fixed-space car share operation in the LGA.

Other operators in Sydney include PopCar and Hertz, although these operators do not have a presence in Ku-ring-gai but have also expressed interest in operating fixed-space car share vehicles in the area.

Current car share vehicle numbers

GoGet currently has approximately 17 vehicles in the LGA, ranging from passenger vehicles to small vans, which are free-floating in streets surrounding railway stations and in St Ives. A development in Shout Ridge Lindfield has a GoGet car share vehicle located in the basement car park but this may not be available to its members outside the development.

TODs

The introduction of Transport Oriented Development in Ku-ring-gai will provide housing choice close to amenities and transport, and presents an opportunity to cater for additional vehicle travel needs by the provision of on-site car share vehicles, rather than purchasing additional vehicles. This would enable the reduction of on-site parking and therefore reduction of construction costs and improvements to housing and transport affordability.

In the Roseville TOD precinct, it was indicated by GoGet that there were 112 members currently living within 400m of Roseville Station but with only 1 car share vehicle provided. As a rule of thumb, 1 space should be provided per 30 members for the scheme to be effective.

It was also indicated by GoGet that typically there is a 10% uptake of membership per dwelling. In the case of Council's alternate preferred scenario in Roseville (approximately 3,300 additional dwellings), this would equate to approximately 330 new members. At a rate of 1 car share vehicle per 30 members this would result in a requirement for up to 11 additional car share vehicles within the Roseville TOD precinct.

For high density residential developments, the Ku-ring-gai DCP requires 1 car share space per 90 dwellings (or part thereof) in the basement car park. However, recent guidance from GoGet suggests the following rate of on-site car share provision:

- Provide 1 on-site car share vehicle for every 10-15 units without parking
- Provide 3 on-site car share vehicles for every 100 2-bed+ units with one parking space

This guidance results in a better rate of on-site provision and is likely to be more effective in encouraging residents not to purchase a vehicle/s (in the case of an apartment without parking), or to defer the purchase of a 2nd vehicle (in the case of 2 or 3+ bedroom apartments with only one parking space). In the next update of the Ku-ring-gai DCP, the controls for on-site car share provision could be updated to reflect industry guidance.

For developments without on-site car share provision, and for the benefit of the wider community, early planning is underway to seek expressions of interest/request for proposals from car share providers for fixed-space car share operation in the LGA, in accordance with Council's adopted Car Share Policy.

The policy sets out how Council will manage car share operations on its roads and car parks in the LGA. Considerations in the policy include site selection, management of spaces, environmental, financial and contractual considerations.

RECOMMENDATION

- A. That the controls for on-site car share provision in high density and mixed-use residential development be revised in the next update of the Ku-ring-gai DCP.
- B. That expressions of interest/request for proposals from car share providers be sought for fixed space car share operation in the LGA.

Joseph Piccoli
Strategic Traffic Engineer

PUBLIC DOMAIN INITIATIVES

BACKGROUND:

The purpose of this report is to provide the committee with a brief overview of Ku-ring-gai's current state of housing and future housing planning, and the public domain initiatives being planned and implemented to revitalise and respond to development in the town centres.

COMMENTS:

According to the ABS Census, in 2021 there were approximately 46,000 dwellings in Ku-ring-gai. The NSW Government introduced the Transport-Oriented Development (TOD) SEPP in May 2024, allowing 6–7 storey buildings within a five-minute walk of Gordon, Killara, Lindfield, and Roseville train stations, with a projected increase of approximately 22,500 dwellings.

In response, Ku-ring-gai Council explored alternative ways to accommodate new housing while preserving the area's heritage and environmental assets. In June 2025, Council adopted the Amended Preferred Scenario, which will accommodate approximately 24,500 new dwellings strategically distributed across the four centres.

In addition to the TOD SEPP, the NSW Government's Low and Mid Rise SEPP foreshadows (over the long term) an increase of up to 45,000 dwellings (assuming 35% take-up) located around the stations of Pymble, Turramurra, Wahroonga, around St Ives town centre and generally where R2 (low density residential) zoning occurs. Council is currently working to exclude Mid-Rise development from the adopted Amended Preferred Scenario TOD areas.

Public Domain Plans have already been completed for Roseville, Lindfield, Gordon, Pymble, Turramurra and St Ives centres. Killara will need a Public Domain strategy as a result of the targeted redevelopment around its railway station precinct, to ensure funding for the delivery of comparable supporting infrastructure such as public domain improvements.

The key objectives of Ku-ring-gai's Public Domain Plans for the Centres are to:

- deliver a high-quality public realm.

- improve legibility and wayfinding.
- develop active transport-focused places, with improved walking and cycling experience.
- ensure an accessible, inclusive, and safe public domain.
- create vibrant streetscapes and public areas with enjoyable experiences including outdoor dining, public art installations and flexibility for events.
- respond to climate change by providing shelter through planting and structures / built form with canopies to reduce heat, and other cooling methods such as water features.
- encourage sustainable design using robust, long-lasting materials, and
- encourage sustainable water usage design such as water capture, water re-use and cleansing, and water efficient planting.

Current Public Domain Projects:Lindfield Avenue and Tryon Road Streetscape Upgrade

Developed from the Lindfield Public Domain Plan, the concept plan for the Lindfield Avenue and Tryon Road Streetscape Upgrade project was adopted by Council in December 2022 (**Attachment 1**). Key features of the upgrade include:

- New raised pedestrian crossings in Lindfield Avenue, Havilah Road and Milray Street.
- New traffic signals at the intersection of Lindfield Avenue and Tryon Road, integrated with access to Lindfield station.
- Continuous footpath treatments in Milray Street (at Kochia Lane), Lindfield Avenue (at Tryon Lane) and Havilah Road (at Havilah Lane)
- Footpath widening.
- Introduction of a 40km/h High Pedestrian Activity Area in Lindfield Avenue.
- Kerb blisters/extensions, new kerb ramps, street tree planting, new paving, landscaping and street lighting upgrades.

External design consultants are developing the construction plans, which are well advanced, but have been delayed due to further site investigations required for the stormwater design. Staff are working with the

consultant to stage the construction of the project in a logical manner to fit within the available budget.

It is expected that construction of stage one will begin early next year pending environmental/utility approvals and a successful outcome of Council's mandatory tender process.

Rohini Street – Cherry Street Upgrade

This project is inspired by the Turrumurra Public Domain Plan and involves widening of the existing pedestrian connection to a 2.5m shared pedestrian/bicycle path within a 3m wide laneway, new/upgraded lighting and adjustments to Sydney Trains fencing.

The design is currently at the 90% stage and preparations are underway to undertake root investigations which will inform the final (100%) design.

Gordon north streetscape (including Fitzsimons Lane, Pacific Highway and part of Merriwa St).

Informed by the Gordon Public Domain Plan, the concept plan (**Attachment 2**) was adopted by Council in February 2022. Detailed design has progressed, with 90% detail design being the next deliverable.

Detail design plans for priority streetscapes in Pymble, Roseville, St Ives and Turrumurra.

These have not progressed, as staff resources have been focused on preparing alternative TOD scenarios. A new, permanent position for a Public Domain Coordinator is being created to progress design plans.

Opportunity for Committee input

Key opportunities for Committee input into the development of Public Domain projects could be at:

- Concept Design stage or during public exhibition of the Concept Design.
- 50% Detailed Design stage.

RECOMMENDATION

That future concept designs for Public Domain projects be referred to the Smart Transport Advisory Committee.

Joseph Piccoli
Strategic Traffic Engineer

Attachments:	A1	Lindfield Avenue and Tryon Road Streetscape - Final Concept Plan	2022/298279
	A2	Gordon North Upgrades - Concept Plan	2022/019247



Streetscape Upgrades in Lindfield - Overview Plan



Council is upgrading streets in Lindfield. The works follow the completion of Lindfield Village Green and Council is now planning to carry out streetscape improvement works.

The proposed streetscape improvement works include:

- New wider, paved footpaths
- New pedestrian crossings
- New seats, street furniture and street tree planting
- Undergrounding of power lines
- New street lighting
- New traffic lights at Lindfield Avenue / Tryon Road





Streetscape Upgrades in Lindfield - Detail Plan 1



- 1 New raised pedestrian crossings will be installed. These will enhance safety and improve pedestrian access to local shops and businesses, Lindfield Station and Lindfield Village Green.
- 2 A wider footpath will be installed along Havilah Road to create a safer environment for pedestrians and cyclists. The existing Jacaranda trees will all be retained.
- 3 This Camphor Laurel tree is proposed to be removed as it is an environmental weed. Replacement native tree plantings will be provided in the same location.
- 4 Some Ironbark trees are proposed to be removed as they are in poor health and in decline. Replacement native tree plantings will be provided in similar locations.
- 5 Parking will be provided along Lindfield Avenue to maintain access to local shops and businesses. There are also over 200 spaces available in the area's underground car parks.
- 6 The bus stop will be relocated here to allow a pedestrian crossing to be installed at Kochia Lane. Shelter and seating will be provided.
- 7 Wider, paved footpaths will be installed to improve pedestrian access and provide space for new seats so people can sit and meet while they visit local businesses. New tree plantings and new furniture such as bins, streetlights, phone charging tables and bicycle racks will also be provided.





Streetscape Upgrades in Lindfield - Detail Plan 2



- 8 Parking will be provided along Lindfield Avenue to maintain access to local shops and businesses. Some locations will be designated drop off / pick up spaces near Lindfield Station.
- 9 A new set of traffic lights will be installed at the intersection of Tryon Road and Lindfield Avenue to improve vehicle and pedestrian safety.
- 10 Some Ironbark trees are proposed to be removed as they are in poor health and in decline. Replacement native tree plantings will be provided in similar locations.
- 11 The Brush Box trees here are proposed to be removed as their growth has been restricted by the existing power lines. Replacement tree plantings will be provided.
- 12 The bus stop here will be retained. New shelter and seating will be provided.
- 13 A designated parking space will be provided here to allow ceremonial vehicles to access the adjacent church.
- 14 Power lines will be relocated underground along Tryon Road and Lindfield Avenue.
- 15 Wider, paved footpaths will be installed to improve pedestrian access and provide space for new seats so people can sit and meet while they visit local businesses. New tree plantings and new furniture such as bins, streetlights, phone charging tables and bicycle racks will also be provided.





Streetscape Upgrades in Lindfield - Detail Plan 3



- 16** New raised pedestrian crossings will be installed. These will enhance safety and improve pedestrian access to local shops and businesses, Lindfield Station and Lindfield Village Green.
- 17** A wider footpath will be installed along Tryon Road to improve access for pedestrians. New tree plantings and new furniture such as bins and streetlights will also be provided.
- 18** Additional crossing locations will be provided along Tryon Road to enhance safety and improve pedestrian access to Lindfield Village Green and local shops and businesses.
- 19** Parking will be provided along Tryon Road to maintain access to local shops and businesses. There are also over 200 spaces available in the area's underground car parks.
- 20** The Brush Box trees here are proposed to be removed as their growth has been restricted by the existing power lines. Replacement tree plantings will be provided.
- 21** Power lines will be relocated underground along Tryon Road.
- 22** A paved footpath, continuous with the footpath in Milray Street, will be installed across Kochia Lane to improve accessibility and pedestrian safety.





Streetscape Upgrades in Gordon (north)



Council is upgrading streets in Gordon. The works follow the completion of a number of development sites and Council is now planning to carry out streetscape improvement works.

The proposed streetscape improvement works include:

- New street lighting
- New footpaths to Fitzsimons Lane
- Wider, paved footpaths to Pacific Highway
- New street tree planting

