



**ACTIVE TRANSPORT REFERENCE COMMITTEE
TO BE HELD ON THURSDAY, 8 FEBRUARY 2024 AT 12:00 PM
ZOOM / LEVEL 3 ANTE ROOM
818 PACIFIC HIGHWAY GORDON NSW**

AGENDA
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WELCOME BY CHAIRPERSON

APOLOGIES

DECLARATIONS OF INTEREST

NOTING OF MINUTES

Minutes of Active Transport Reference Committee

File: S02696
Meeting held 9 November 2023
GB.1 and GB.2

ITEMS FOR DISCUSSION

GB.1 **30km/h speed limit trials - investigation areas** **2**

File: S02696

RECOMMENDATION

That the Committee consider the contents of the Preliminary Review for the Turrumurra town centre and West Lindfield investigation areas.

GENERAL BUSINESS

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30KM/H SPEED LIMIT TRIALS - INVESTIGATION AREAS

BACKGROUND:

At the Active Transport Reference Committee meeting on 9 November 2023, the Committee members considered areas suitable for trials of 30km/h speed zones.

The Committee recommended that the following areas be investigated for the suitability to the introduction of 30km/h speed limits:

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.

Council adopted this recommendation at the Ordinary Meeting of Council on 12 December 2023.

COMMENTS:

This report investigates the suitability of 30km/h speed limits for Turramurra town centre and West Lindfield locations. To guide the investigations, the Preliminary Review criteria in Transport for NSW's Speed Zoning Standard were assessed, which include:

- current speed limits;
- movement and place function of the road and surrounding area;
- physical characteristics of the road and surrounding area;
- crash data; and
- traffic volume including mix of heavy vehicles and vulnerable road users.

The other 2 locations will be investigated in future reports to the Committee.

The results of the Review for Turramurra is in **Attachment 1** and the Review for West Lindfield is in **Attachment 2**.

While parts of the Turramurra town centre area and parts of the West Lindfield area may have moderate – higher pedestrian volumes and activity, and no pedestrian crashes recorded, there are probably large areas that have only modest activity. It is

unclear if Transport for NSW would support the implementation of 30km/h speed limits to the full extent of the areas identified in this report.

Despite this, the purpose of introducing 30km/h speed limits is to *encourage* walking and cycling activity by creating a safer road environment while realising the benefits that a lower speed limit provides to the wider community in terms of physical activity, social interaction, improvements to air quality and economic gains.

The West Lindfield location would lend itself to relatively easy implementation as there are only 4 access roads into the area from Lady Game Drive (Moore Avenue, Bradfield Road, Fiddens Wharf Road and De Burgh Road). Due to their length, Fiddens Wharf Road and Bradfield Road would require traffic calming measures at regular intervals.

The Turramurra location is more complex as there are numerous access points, so the extents may need to be reviewed so that the number of entry points are rationalised. However, there is greater potential for increased walking and cycling benefits in the Turramurra location due to the higher population, mix of land uses and public transport modes available.

Based on the procedures outlined in Transport for NSW's Speed Zoning Standard, if Council wishes to progress 30km/h trial areas, then Preliminary Reviews must be submitted to Transport for NSW for approval to proceed to a Comprehensive Speed Zone Review.

RECOMMENDATION

That the Committee consider the contents of the Preliminary Review for the Turramurra town centre and West Lindfield investigation areas.

Joseph Piccoli
Strategic Traffic Engineer

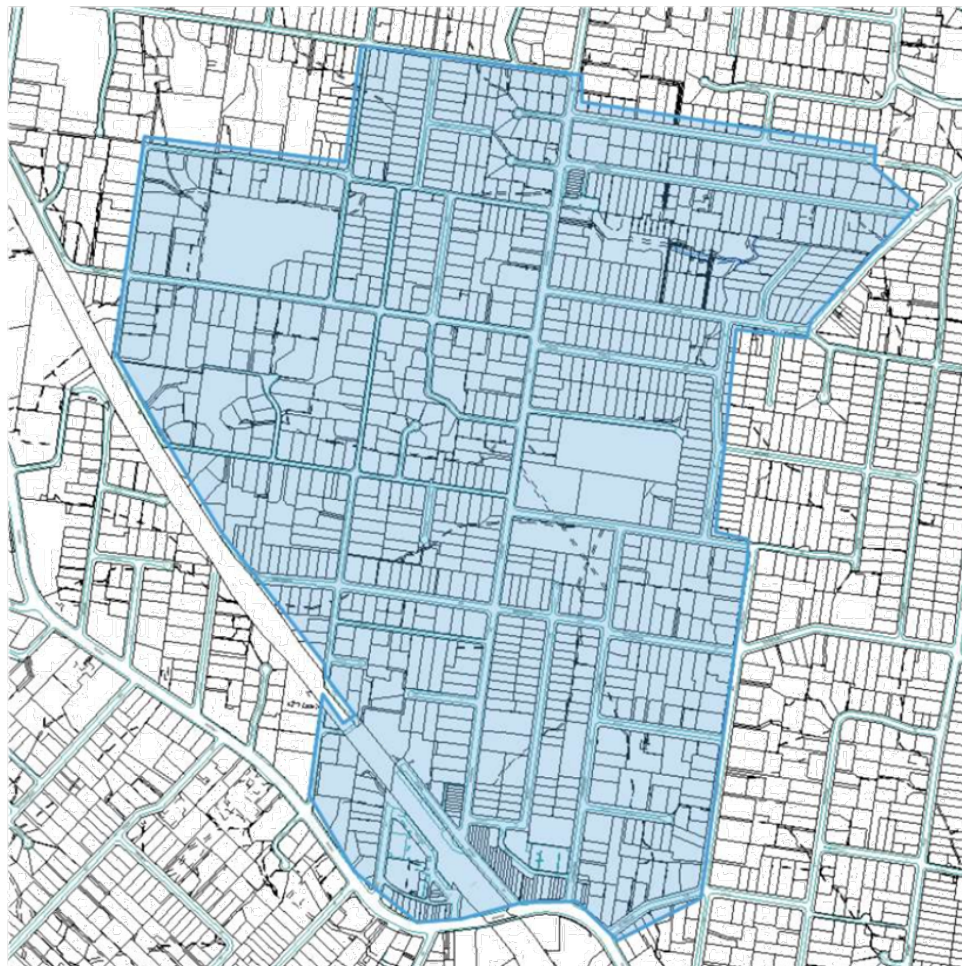
Antony Fabbro
Manager Urban & Heritage Planning

Attachments: A1 Turramurra town centre Preliminary Review 2024/030287
A2 West Lindfield Preliminary Review 2024/030296

Turramurra 30km/h speed zone Preliminary Review

Turramurra town centre, north of Pacific Highway

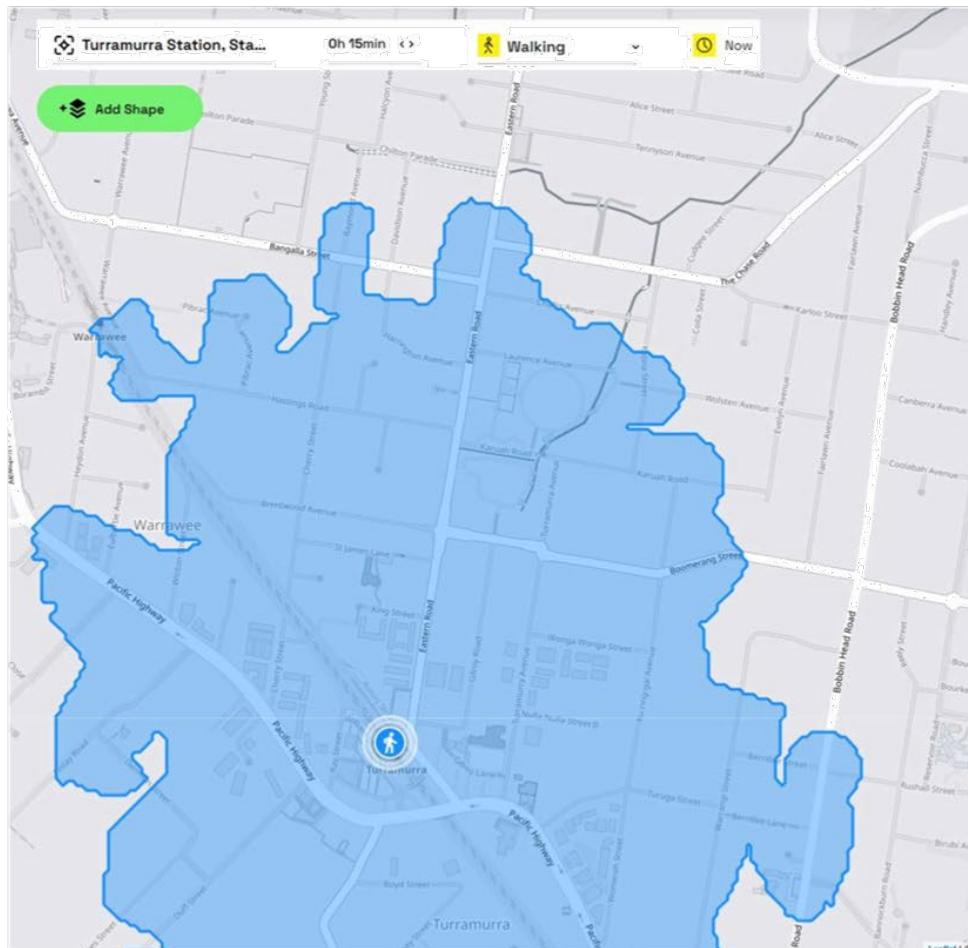
Suggested catchment area:



Area bounded generally by Pacific Highway, Cherry Street, North Shore railway line, Warrawee Avenue/Chilton Parade, Young Street, Billyard Avenue, Alice Street, The Chase Road, Katina Street, Karuah Road and Ku-ring-gai Avenue.

Turrumurra 30km/h speed zone Preliminary Review

15 minute walking catchment from Turrumurra station:



Turrumurra 30km/h speed zone Preliminary Review

Preliminary Review:

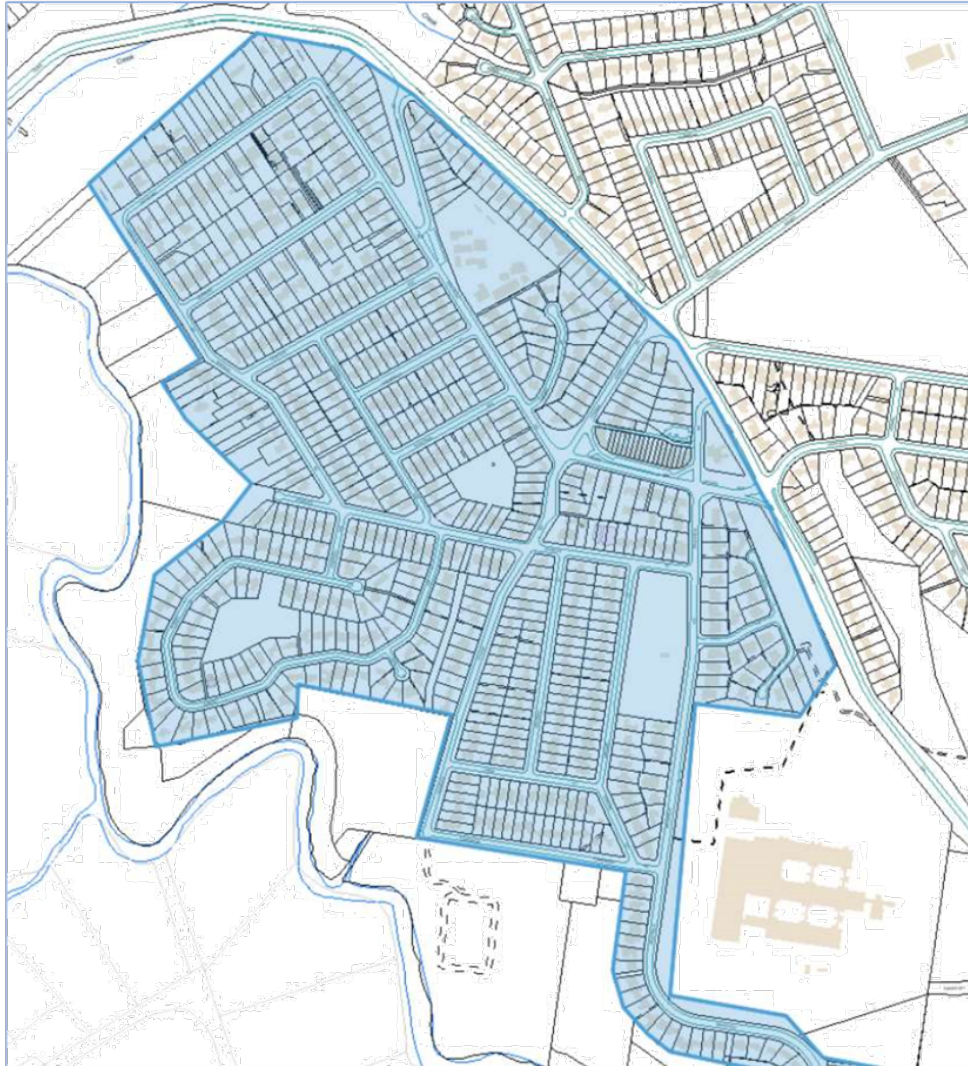
Approximate size	North – South: 1.5km East – West: 1.1km
Current speed limit	50km/h speed limit applies to all roads in suggested catchment area except for: <ul style="list-style-type: none"> • Eastern Road (between No.9 and Chilton Parade) - 60km/h • Eastern Road (between Billyard Avenue and Burns Road) - 60km/h
Movement and place function of the road and surrounding area	<p>Movement functions</p> <p>Road network:</p> <ul style="list-style-type: none"> • Eastern Road/Rohini Street is a regional road • Cherry Street, Bangalla Street, Brentwood Avenue/Boomerang Street and the Chase Road are collector roads <p>Bus routes:</p> <ul style="list-style-type: none"> • 575 service (Hornsby to Macquarie University via Turrumurra) • 576T service (Turrumurra to North Wahroonga Loop) • 577 service (Turrumurra to North Turrumurra Loop) <p>Opal data and patterns for the stops on Eastern Road suggests 575 service is popular for travel to/from the Turrumurra direction, possibly for access to the railway station or to Macquarie Park.</p> <p>Proposed cycle routes (Bike Plan):</p> <ul style="list-style-type: none"> • Brentwood Avenue/Boomerang Street • Rohini Street/Eastern Road (up to Brentwood Avenue/Boomerang Street) <p>Proposed cycle routes (Public Domain Plan):</p> <ul style="list-style-type: none"> • Gilroy Road • Rohini Street (Pacific Highway to Cherry Street) <p>Footpaths:</p> <ul style="list-style-type: none"> • Most streets have footpaths on at least one side of the road <p>Place functions</p> <ul style="list-style-type: none"> • Population: approx. 4,000 (ABS Census 2021) • Retail/commercial core around Ray Street and Rohini Street • 4-5 storey residential development in southern parts of Turrumurra Avenue, Gilroy Road and Eastern Road, and western part of Ray Street. • Eastern Road neighbourhood centre shops (Eastern Road/Tennyson Avenue) • Medium density development potential east of Turrumurra Avenue • 2 train stations (Turrumurra and Warrawee) • Turrumurra Bus Interchange (Rohini Street) • Cameron Park, Karuah Park/Turrumurra Memorial Park • Gillespie Field (Knox Grammar) • Turrumurra Library (Ray Street) • Meals on Wheels (Gilroy Lane) • 3 preschools/child care centres

Turrumurra 30km/h speed zone Preliminary Review

Physical characteristics of the road and surrounding area	<ul style="list-style-type: none"> • Most streets have 2 traffic lanes and on-street parking. • Topography is generally flat to slightly undulating – generally no steep hills. • Narrow roads include: <ul style="list-style-type: none"> ○ Gilroy Lane ○ Forbes Lane ○ Cherry Street ○ Chilton Parade ○ Hastings Road ○ St James Lane
crash data	<p>21 recorded crashes for the 5-year period to 30 June 2022:</p> <ul style="list-style-type: none"> • 12 of these crashes resulted in injury (including 2 involving motorcycles, in Tennyson Avenue and Cherry Street) • No fatalities or crashes involving pedestrians were recorded, although 1 involved a bicycle rider (Eastern Road at St James Lane) • Most common crash types were: <ul style="list-style-type: none"> ○ Off road on straight, hit object (4) ○ Opposing vehicles turning (3) ○ Rear-end (3)
traffic volume/speeds, including mix of heavy vehicles and vulnerable road users	<p>(Average Weekday Traffic, 85% speed)</p> <p>Bangalla Street (nr Gillespie Field): 6,120vpd, 55km/h Brentwood Avenue (eastern part): 7,870vpd, 47km/h Brentwood Avenue (western part): 2,570vpd, 57km/h Boomerang Street: 7,175vpd, 42km/h Cherry Street (nr Pacific Hwy): 1,660vpd, 44km/h Cherry Street (nr Brentwood Ave): 2,480 vpd, 50km/h Eastern Road (nr King St): 7240vpd, 55km/h Gilroy Road: 735vpd*, 49km/h Gilroy Lane: 2,080vpd, 33km/h Hastings Road: 705vpd, 49km/h Karuah Road (One Way): 2,500vpd, 40km/h Rohini Street: - no data available Turrumurra Avenue: 5,470vpd, 51km/h Wonga Wonga Street: 945vpd, 52km/h</p> <p>*affected by Covid restrictions</p> <p>High volumes of pedestrians around the railway stations and bus interchange during morning and evening peaks, and generally at the retail/commercial core around Ray Street and Rohini Street.</p> <p>Retail uses in retail/commercial core and Eastern Road shops attract medium – large rigid trucks</p>

West Lindfield 30km/h speed zone Preliminary Review
West Lindfield Neighbourhood Centre, south-west of Lady Game Drive

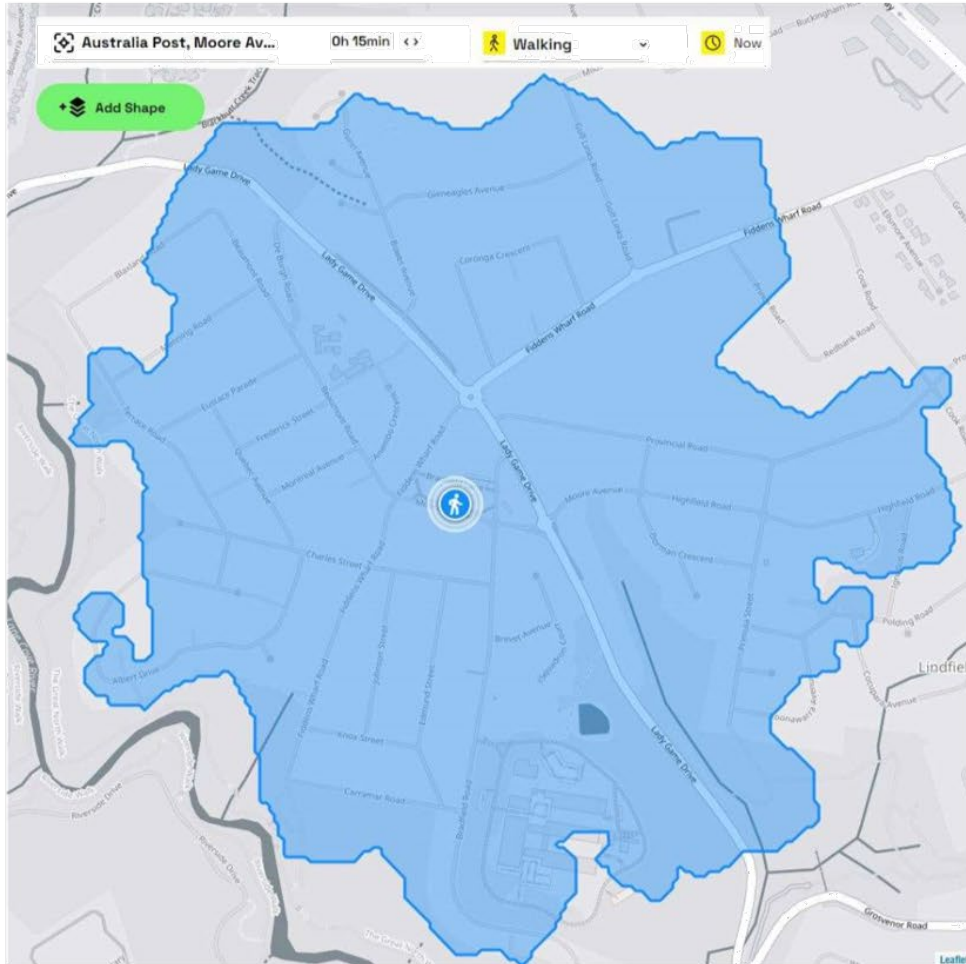
Suggested catchment area:



Area bounded generally by Lady Game Drive, Moore Avenue, Bradfield Road (to southern end), Carramar Road, Charles Street, Albert Drive, Horwood Avenue, Terrace Road, Blaxland Road, Beaumont Road and De Burgh Road.

West Lindfield 30km/h speed zone Preliminary Review

15 minute walking catchment from West Lindfield Neighbourhood Centre:



West Lindfield 30km/h speed zone Preliminary Review

Preliminary Review:

Approximate size	Northwest – Southeast: 2km Southwest – Northeast: 0.5km
Current speed limit	50km/h speed limit applies to all roads in suggested catchment area except for: <ul style="list-style-type: none"> De Burgh Road (between Beaumont Road and No.5) - 40km/h School Zone Beaumont Road (between no.54 and Frederick Street) - 40km/h School Zone
Movement and place function of the road and surrounding area	<p>Movement networks:</p> <ul style="list-style-type: none"> Fiddens Wharf Road (between Lady Game Drive and Moore Avenue) is a collector road Moore Avenue (between Fiddens Wharf Road and Lady Game Drive) is a collector road <p>Bus routes:</p> <ul style="list-style-type: none"> 565 service (Chatswood to Macquarie University) <p>Proposed cycle routes (Bike Plan):</p> <ul style="list-style-type: none"> Bradfield Road (Moore Avenue to southern end) Lane Cove National Park (Bradfield Road to Naamaroo Drive) De Burg Road/Beaumont Road/Moore Avenue <p>Footpaths</p> <ul style="list-style-type: none"> Most streets west of Beaumont Road and south of Charles Street do not have footpaths <p>Place functions:</p> <ul style="list-style-type: none"> Population: approx. 2,350 (ABS Census 2021), in low density residential area Neighbourhood shops at Moore Avenue Beaumont Road Public School 4 preschool/child care centres Immaculate Heart of Mary Catholic Church CSIRO West Lindfield Community Hall Queen Elizabeth Reserve, Patricia Gardener Reserve, Bradfield Road Reserve, Lane Cove National Park, St Crispens Green, Jinkers Green, Fiddens Wharf Oval
Physical characteristics of the road and surrounding area	<ul style="list-style-type: none"> Most streets have 2 traffic lanes and on-street parking. Topography is mostly flat in the north/east section and falling gradually to the south west.
crash data	<p>4 recorded crashes for the 5-year period to 30 June 2022</p> <ul style="list-style-type: none"> 2 of these crashes resulted in injury (including 1 involving a cyclist on Fiddens Wharf Road at Lady Game Drive) No fatalities or crashes involving pedestrians were recorded There was no obvious pattern in the crashes
traffic volume/speeds, including mix of heavy vehicles and vulnerable road users	<p>(Average Weekday Traffic, 85% speed)</p> <p>Bradfield Road (near CSIRO): 1,000vpd, 59km/h De Burgh Road: 1,040vpd, 50km/h</p> <p>No other recent traffic count data available.</p> <p>Data from Bradfield Road indicates low proportion of heavy vehicles.</p> <p>Moderate pedestrian activity around neighbourhood shops and Beaumont Road Public School</p>