

9.6. Sustainable Transport Reference Group Minutes - 21 November 2022

AUTHOR: Duncan Mitchell, Director Engineering and Property Services

ATTACHMENTS:

1. Sustainable Transport Reference Group Minutes - 21 November 2022 [9.6.1 - 7 pages]

PURPOSE:

To report the proceedings of the Sustainable Transport Reference Group to Council and for Council to consider recommendations from the Reference Group.

EXECUTIVE SUMMARY:

This report presents the recommendations of the last meeting of the Sustainable Transport Reference Group held on 21 November 2022. The minutes are attached for information.

FINANCIAL IMPLICATIONS:

One of the recommendations in the minutes would commit Council expenditure and this item, if resolved by Council will be subject to funding availability. Recommendation No 6 - The redesign of the shared path between Blues Point Road and Mackenzie Street – through St Peters Park will be in the order of \$20,000- \$30,000 for re-design and then construction and is not identified in the current delivery program.

RECOMMENDATION:

1. **THAT** Council notes this report and the attached Minutes of the Sustainable Transport Reference Group 21 November 2022 for formal adoption by Council.
2. **THAT** Council redoubles its efforts to ensure Transport for NSW properly and fully consults with Council and other stakeholders as required under the Instrument of Approval and provide additional active transport infrastructure as part of Warringah Freeway Upgrade project, and that we also continue to lobby about pedestrian and cyclist access during construction of the Warringah Freeway Upgrade including that due to removal of the pedestrian and cyclists bridges and underpasses.
3. **THAT** Council lobby the State Government to introduce buttonless pedestrian crossings as in the City of Sydney council area where the pedestrian crossing phase is never skipped and requires no prompting from a button presser to show green. It should also lobby the State Government to introduce pedestrian crossing countdowns (such as at the intersection of Elizabeth and Market Streets in the City) at major intersections in North Sydney, as well as the pedestrians' green man light being on a few seconds before the green light allows the traffic to move forward. This then allows the pedestrians time to enter the road before any turning traffic.

4 THAT Council writes to Transport for NSW demanding that they address the issues with the existing shared path between Arthur Street and Blue Street and that a separate bike path and a separate footpath be constructed utilising the existing shared path and spare capacity in the road space, to provide both a safe fully usable space for cyclists and enhance pedestrian safety.

5 THAT Council writes to Transport for NSW to request they re-enlighten their pop-up proposal for the Pacific Highway Cycleway as either a permanent or trial separate bike path.

6. THAT at such time as the cycleway is to be redesigned that there be consideration to ensuring there is no potential danger to anybody egressing from the Xavier Terraces Retirement Village, and to provide enough space for people to exit that building without being threatened by bicycles.

7 THAT Council review the Integrated Cycling Strategy, and that we invite a representative from Police to the next Sustainable Transport meeting to discuss policing issues that impact on active transport.

LINK TO COMMUNITY STRATEGIC PLAN

The relationship with the Community Strategic Plan is as follows:

- 2. Our Built Infrastructure
- 2.3 Sustainable transport is encouraged
- 5. Our Civic Leadership
- 5.3 Community is informed and consulted

BACKGROUND

The Charter of the Sustainable Transport Reference Group states:

10.4 A report on the proceedings of Reference Group meetings are to be submitted to the next available meeting of Council for endorsement, including all recommendations. Any Councillor, irrespective of whether that Councillor is a member that Reference Group, may be the mover or seconder of a motion to confirm the proceedings of a Reference Group meeting.

CONSULTATION REQUIREMENTS

Community engagement is not required.

DETAIL

Section 7.2 of the Reference Group Charter states that:

The Reference Group does not have the power to bind the Council.

Each of the Reference Group recommendations to Council are considered below.

3.1 Update on Sustainable Transport Projects

The Reference Group recommended the following:

2. THAT this committee request that Council redouble its efforts to ensure Transport for NSW properly and fully consults with Council and other stakeholders as required under the Instrument of Approval and provide additional active transport infrastructure as part of Warringah Freeway Upgrade project, and that we also continue to lobby about pedestrian and cyclist access during construction of the Warringah Freeway Upgrade including that due to removal of the pedestrian and cyclists bridges and underpasses.

This recommendation is supported and staff will continue to lobby TfNSW about pedestrian and cyclist access during construction of the Warringah Freeway Upgrade.

A letter has previously been sent to Mr Tim Selby Assistant Director for Strategy, Planning and Integration Active Transport Cities and Active Transport for NSW on 27 October 2022 in relation to Warringah Freeway Upgrade – Impacts of Planned Works relating to walking and cycling in the North Sydney LGA. A response from Mr Selby was received on 16 November 2022. The response to Council was as follows:

I refer to the email below and the associated letter seeking comment on various aspects of the planned works for the Warringah Freeway Upgrade given their potential impact on walking and cycling in North Sydney.

Please accept my apologies for the delay in responding directly.

I have provided a copy of the email and letter to the Warringah Freeway Upgrade project team, and I understand that they will be responding to Council on each of the queries set out in the letter shortly.

1. Button Activation of Traffic Lights in North Sydney

The Reference Group recommended the following:

1. THAT Council lobby the State Government to introduce buttonless pedestrian crossings as in the City of Sydney council area where the pedestrian crossing phase is never skipped and requires no prompting from a button presser to show green. It should also lobby the State Government to introduce pedestrian crossing countdowns (such as at the intersection of Elizabeth and Market Streets in the City) at major intersections in North Sydney, as well as the pedestrians' green man light being on a few seconds before the green light allows the traffic to move forward. This then allows the pedestrians time to enter the road before any turning traffic.

This recommendation is supported, and staff will continue to lobby the State Government about “button less” pedestrian crossings.

4. Status of Cycling Infrastructure Projects in North Sydney

The Reference Group recommended the following:

1. THAT Council write to Transport for NSW demanding that they address the issues with the existing shared path between Arthur Street and Blue Street and that a separate bike path and a separate footpath be constructed utilising the existing shared path and spare capacity in the road space, to provide both a safe fully usable space for cyclists and enhance pedestrian safety.

2. THAT Council write to Transport for NSW to request they re-enlighten their pop-up proposal for the Pacific Highway Cycleway as either a permanent or trial separate bike path.

This recommendation is supported.

1. Track between Blues Pt Rd and Mackenzie St through Saint Peters Park

The Reference Group recommended the following:

1. THAT the cycleway be redesigned so that there is no potential danger to anybody egressing from the Xavier Terraces Retirement Village, and to provide enough space for people to exit that building without being threatened by bicycles.

This recommendation is supported, however further investigation - design and costings need to be undertaken before commencing any changes as the project is currently unfunded and not identified in Councils current adopted Delivery Program. As such the following is recommended to Council:

1. THAT at such time as the cycleway is to be redesigned that there be consideration to ensuring there is no potential danger to anybody egressing from the Xavier Terraces Retirement Village, and to provide enough space for people to exit that building without being threatened by bicycles.

2. Cyclists on pavements in general

The Reference Group recommended the following:

1. THAT Council review the Integrated Cycling Strategy, and that we invite a representative from Police to the next sustainable Transport meeting to discuss policing issues that impact on active transport.

This recommendation is supported.



MINUTES

The Minutes of the **Sustainable Transport Reference Group Meeting** held in the Ros Crichton Pavilion, 200 Miller Street, North Sydney on Monday 21 November 2022.



PRESENT

Councillor Welch in the Chair and Councillors Baker, Beregi, Bourke, Lamb and Santer,

Staff: Therese Manns, General Manager
Max White, Sustainable Transport Project Co-ordinator
Peita Rose, Governance Officer (Minutes)

Members: Rick Miller, Resident,
Russ Webber, North Shore Bicycle Group
John Meadows, Holtermann Precinct
Louis Thevenin, Resident
Yaffa Gould, Resident
John Cook, Resident
Jillian Christie, Resident
Carolyn New, Bicycle NSW
Andrew Fraser, Resident (remotely)

Apologies:

Nil.

1. Confirmation of Minutes

The Minutes of the previous meeting held on 3 May 2021, copies of which had been previously circulated, were taken as read and confirmed.

Moved by John Meadow and seconded by Godfrey Santer.

2. Disclosures of Interest

Nil

3. Committee Reports

3.1. Update on Sustainable Transport Projects

Report of Max White, Sustainable Transport Project Coordinator

The purpose of this report is to provide an update on Sustainable Transport Projects at North Sydney Council

This report contains an update on current Traffic and Transport Operations projects related to sustainable transport. The projects include:

- North Sydney Street Play program
- Young Street Cycling, Walking and Streetscape Upgrades
- West Street Stage 1
- West Street Stage 2 and 3
- Warringah Freeway Upgrade
- Route 3 - Active Transport pedestrian/cycleway program
- Bike Strategy and Action Plan
- Miller Street Pop-Up
- Get NSW Active Grants.

Funding for these projects is included in the adopted 2021/22 budgets.

Recommending:

1. THAT the information on Current Sustainable Transport Projects be received.

A Motion was moved by Councillor Baker and seconded by Councillor Beregi,

1. THAT the information on Current Sustainable Transport Projects be received.

2. THAT this committee request that Council redouble its efforts to ensure Transport for NSW properly and fully consults with Council and other stakeholders as required under the Instrument of Approval and provide additional active transport infrastructure as part of Warringah Freeway Upgrade project, and that we also continue to lobby about pedestrian and cyclist access during construction of the Warringah Freeway Upgrade including that due to removal of the pedestrian and cyclists bridges and underpasses.

Voting was unanimous.

Resolved to recommend:

1. THAT the information on Current Sustainable Transport Projects be received.

2. THAT this committee request that Council redouble its efforts to ensure Transport for NSW properly and fully consults with Council and other stakeholders as required under the Instrument of Approval and provide additional active transport infrastructure as part of Warringah Freeway Upgrade project, and that we also continue to lobby about pedestrian and cyclist access during construction of the Warringah Freeway Upgrade including that due to removal of the pedestrian and cyclists bridges and underpasses.

General Business

Louis Thevenin would like to discuss the following:

1. Button Activation of Traffic Lights in North Sydney

Button activated traffic lights cause frustration among pedestrians and cyclists by subjecting them to frequently unnecessary delays at intersections, prevented from crossing when it is safe to do so. They also present a health hazard to pedestrians vulnerable to virus or bacterial contamination. These buttons have been deactivated since COVID in the Sydney Council area where normal unprompted phasing has been reintroduced with no loss of safety or efficiency. Can RMS be approached by Council to extend this positive change without delay to the entire North Sydney Council area?

A Motion was moved by Louis Thevenin and seconded by Jillian Christie,

1. THAT Council lobby the State Government to introduce buttonless pedestrian crossings as in the City of Sydney council area where the pedestrian crossing phase is never skipped and requires no prompting from a button presser to show green. It should also lobby the State Government to introduce pedestrian crossing countdowns (such as at the intersection of Elizabeth and Market Streets in the City) at major intersections in North Sydney, as well as the pedestrians' green man light being on a few seconds before the green light allows the traffic to move forward. This then allows the pedestrians time to enter the road before any turning traffic.

Voting was unanimous.

Resolved to recommend:

1. THAT Council lobby the State Government to introduce buttonless pedestrian crossings as in the City of Sydney council area where the pedestrian crossing phase is never skipped and requires no prompting from a button presser to show green. It should also lobby the State Government to introduce pedestrian crossing countdowns (such as at the intersection of Elizabeth and Market Streets in the City) at major intersections in North Sydney, as well as the pedestrians' green man light being on a few seconds before the green light allows the traffic to move forward. This then allows the pedestrians time to enter the road before any turning traffic.

2. Cyclist Access to Warringah Expressway

Do cyclists currently have access to the Warringah Expressway south of the Cammeray turnoff at Amherst into West Street? If not, why not? Can they one day hope to?

The Committee advised they weren't happy with the cyclist access to the Warringah Expressway as discussed above in Item 3.1, and resolution added.

3. Frequency and Length of Sustainable Transport Reference Group Meetings

Can Sustainable Transport Reference Meetings be convened more frequently and not limited to one hour as they are at present?

It was advised that a report will be presented to the 28 November Council meeting recommending four meetings a year.

4. Status of Cycling Infrastructure Projects in North Sydney

Please provide update on the projected Harbour Bridge cycle Northern access ramps and Pacific Highway cycle lane from Middlemiss Street to Walker Street and beyond.

It was offered by Transport for NSW during Covid to do a pop up for the whole of Pacific Highway and that included part of that section and the previous council said no.

A Motion was moved by Councillor Baker and seconded by Yaffa Gould,

1. THAT Council write to Transport for NSW demanding that they address the issues with the existing shared path between Arthur Street and Blue Street and that a separate bike path and a separate footpath be constructed utilising the existing shared path and spare capacity in the road space, to provide both a safe fully usable space for cyclists and enhance pedestrian safety.

2. THAT Council write to Transport for NSW to request they re-enlighten their pop-up proposal for the Pacific Highway Cycleway as either a permanent or trial separate bike path.

Voting was unanimous.

Resolved to recommend:

1. THAT Council write to Transport for NSW demanding that they address the issues with the existing shared path between Arthur Street and Blue Street and that a separate bike path and a separate footpath be constructed utilising the existing shared path and spare capacity in the road space, to provide both a safe fully usable space for cyclists and enhance pedestrian safety.

2. THAT Council write to Transport for NSW to request they re-enlighten their pop-up proposal for the Pacific Highway Cycleway as either a permanent or trial separate bike path.

Jon Cook would like to discuss the following cycling issues:

1. Track between Blues Pt Rd and Mackenzie St through Saint Peters Park

Cyclists are currently required to walk with their bikes through the restricted part of the track. This is considered to be unnecessary. I use the track every few weeks, and rarely see pedestrians using it.

It is recommended (i) that the yellow barriers are removed, (ii) that cyclists are allowed to ride their bikes on the track, (iii) that cyclists are required to give way to pedestrians, and (iv) that 10 kph bicycle speed limit signs are erected.

A Motion was moved by Louis Thevenin and seconded by Councillor Baker,

1. THAT the cycleway be redesigned so that there is no potential danger to anybody egressing from the Xavier Terraces Retirement Village, and to provide enough space for people to exit that building without being threatened by bicycles.

Voting was unanimous.

Resolved to recommend:

1. THAT the cycleway be redesigned so that there is no potential danger to anybody egressing from the Xavier Terraces Retirement Village, and to provide enough space for people to exit that building without being threatened by bicycles.

2. Cyclists on pavements in general

I see increasing numbers of cyclists using pavements. I use them when going uphill or on one-way-streets to avoid blocking cars on the road, for example on Pacific Highway. Maybe the meeting could consider recommending allowing adult cyclists (as well as children who are already allowed) to use pavements when they consider necessary. Again they would have to (i) give way to pedestrians (and thus be liable for any accident), and (ii) obey a maximum speed limit of 10 kph.

While State Government has set the regulation on footpath cycling, NSC can recommend exemptions. It is suggested that a number of footpaths in North Sydney are converted to joint pedestrian/cyclist use. Initial suggestions could include Pacific Highway western pavement between Arthur St and Bay Rd (extending the existing joint use) and Mount St southern footpath between Arthur St and Pacific Highway.

A Motion was moved by Jillian Christie and seconded by John Meadows,

1. THAT Council review the Integrated Cycling Strategy, and that we invite a representative from Police to the next sustainable Transport meeting to discuss policing issues that impact on active transport.

Voting was unanimous.

Resolved to recommend:

1. THAT Council review the Integrated Cycling Strategy, and that we invite a representative from Police to the next sustainable Transport meeting to discuss policing issues that impact on active transport.

3. Sydney Harbour Bridge Cycleway Northern Access Project

Discussion of the Council and Lavender Precinct objections to the linear runoff into North Bradfield Park and the Department of Transport's response to the objections and compare the linear run-off to the circular runoff proposed by Lavender precinct.

The Mayor advised that at the resolved position of Council at the beginning of the year was that it supported a linear cycleway but that it wanted it to be lightweight and to avoid the loss of trees and effectively the wrecking of Bradfield Park North. Since then they have had the design competition and the State Government chose the preferred route and design. The Mayor advised that the last she heard was that it was more than 30% designed. The intent of the State Government was that they intended to have the consents in place before the end of the year so that they could break ground by December. They aren't meeting their own deadlines, but they aren't far off.

It's a State Government project and things have moved on since the Council resolved the way that it did. Council's staff are liaising with the designers about more lightweight columns and avoidance of particular trees.

Carolyn New would like to discuss the following:

1. West St Cycleway (all stages)
2. Pacific Highway bike path (Arthur St to West St)
3. Warringah Freeway Upgrade impacts and failures
4. Sydney Harbour Bridge cycleway ramp

The above items were discussed throughout the meeting.

5. Closure

The meeting closed at 7.05pm