

416 Group - Ku-Ring-Gai Council – Tuesday 16 July 2019 – Julian Ledger

My name is Julian Ledger of 53 Albert Drive, Killara and the 416 Group – representing Lindfield and Killara residents west of Lady Game Drive. 750 households.

Lindfield is a transport hub and interchange for bus, train, self-drive and pick up/drop off. Other places also have shops, cafes, parks, community facilities but stations on the train line are the only place on the North Shore you can catch the train. The train line being the most valuable piece of community infrastructure we have.

Through the former Community Reference Committee of which I was a member we sought to gain insight into the changes taking place in public transport and Council's understanding of current and forecast growth of rail patronage. Almost nothing was offered which I found surprising. The Transport for NSW and Main Roads reps never attended a meeting. After the termination of the Committee by Council in February this year the 416 Group wrote to the Mayor with nine transport questions. Only two were answered:

- Almost 2/3 of the Lindfield Station's patronage is from the west side.
- There are 1830 pedestrian crossings over the Pacific Hwy during the peak hours. (I use the pedestrian crossing daily. It is on a bend on a crest and is very, very dangerous).

Yesterday the Minister for Transport said train usage in Sydney over the past five years has grown from 305 million trips to 420 million. An extra 115 million or 38% in a short period. He said Sydney will be a real train city by the time this Government has finished. The new Metro is underpinned by 4000 commuter parking bays provided by the State Government. Similar funding provision of additional commuter parking is where the Lindfield Village Hub project started seven years ago as an O'Farrell government initiative.

Getting more people out of their cars requires improved station access and more parking to supplement other means of reaching the station (that includes future possible means not yet available). This proposal does not do that. Six years ago we provided Council a count of the west side commuter parking spots within walking distance of the station. This proposal is an overdevelopment which although it adds limited new parking on the site will compromise the interests of commuters because through pressure from residential and commercial overdevelopment it will take away street parking. On behalf of all those residents whose interests it will not serve as designed I urge Council to send the proposal back, reduce the height and bulk, reduce congestion, return to the village concept. And include the Library site sale proceeds as logic dictates. Give the Community what they have clearly said they wanted.

Thank you