



AGENDA

TRANSPORT AND TRAVEL STRATEGIC REFERENCE GROUP

Notice is hereby given that a meeting of the Transport and Travel Strategic Reference Group will be held in the Online on

THURSDAY 11 FEBRUARY 2021

Beginning at 6:00pm for the purpose of considering matters included in this agenda.

Committee Members

Cr Sarah Grattan (Chair)	
Mayor Michael Regan	
Cr Rory Amon	
Cr Kylie Ferguson	
Graeme Laughton	
Emma Tonkin	
Andrew Chivers	
Wendy Dunnet	Newport Residents Association
Keith Povah	
Richard Saunders	Manly Warringah Cycling Club
John Hawkins	Bicycle NSW
Victor Konijn	
Craig Smith	
Colin Langford	Transport for NSW
Mary Whalan	RMS
Dan Giles	Easylink

Council Officer Contacts

Craig Sawyer	Executive Manager Transport & Civil Infrastructure
Phillip Devon	Manager, Transport Network
Michelle Carter	Strategic Transport Coordinator
Tamara Lukic	Governance

Quorum

A majority of members including the Chair or one of the elected Councillors.

**Agenda for Transport and Travel
Strategic Reference Group Meeting
to be held on Thursday 11 February 2021
in the Online
Commencing at 6:00pm**

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NEXT MEETING Thursday 13 May 2021

1.0 ACKNOWLEDGEMENT OF COUNTRY

As a sign of respect, Northern Beaches Council acknowledges the traditional custodians of these lands on which we gather and pays respect to Elders past and present.

2.0 APOLOGIES

All members are expected to attend the meetings or otherwise tender their apologies to the Chair and Governance at councilmeetings@northernbeaches.nsw.gov.au.

3.0 DISCLOSURES OF INTEREST

Members should disclose any "**pecuniary**" or "**non-pecuniary**" interests in matters included in the agenda. The [Northern Beaches Council Code of Conduct](#) (the Code) provides guidance on managing conflicts of interests.

A **pecuniary interest** is defined in Section 4 of the Code as:

A pecuniary interest is an interest that you have in a matter because of a reasonable likelihood or expectation of appreciable financial gain or loss to you or a person referred to in clause 4.3.

A **non-pecuniary conflict of interest** is defined in Section 5 of the Code as:

A non-pecuniary conflict of interest exists where a reasonable and informed person would perceive that you could be influenced by a private interest when carrying out your official functions in relation to a matter.

If you required further information or guidance about disclosing an interest please contact Governance at councilmeetings@northernbeaches.nsw.gov.au.

4.0 CONFIRMATION OF MINUTES OF PREVIOUS MEETING

4.1 MINUTES OF TRANSPORT AND TRAVEL STRATEGIC REFERENCE GROUP MEETING HELD 12 NOVEMBER 2020

RECOMMENDATION

That the Minutes of the Transport and Travel Strategic Reference Group meeting held 12 November 2020 be confirmed as a true and correct record of the proceedings of that meeting.

5.0 UPDATE ON ACTIONS FROM PREVIOUS MEETING

Meeting Date	Item No.	Responsible Person	Action	Due Date	Status / Comment
13/2 2020	6.1	K Menzies	Transport & Travel SRG be provided further update on implementation of the Northern Beaches Road Safety Plan during 2020 once adopted by Council.	Ongoing	Work in progress.
14/5/2020	6.1	SRG members	Members provide project ideas for funding from State Government to Michelle Carter.	Ongoing	Ongoing
14/5/2020	6.1	C Sawyer	C Sawyer to review bike storage and report back to the next meeting.	13 Aug 2020	C Sawyer still looking at bike storage opportunities
14/5/2020	6.3	SRG members	Provide initial feedback to Council's Transport Network Team by 30 June 2020 via the Transport@northernbeaches.nsw.gov.au email, attention Phil Devon, Manager Transport Network.	30 June 2020	P Devon to provide the SRG members with an easier explanation of different types of roads
14/5/2020	6.3	P Devon	Schedule an additional Transport & Travel SRG meeting to workshop the EIS draft design and provide input for consideration by staff and councillors in formulating Council's EIS submission.	Pending	No update at this stage.
13/8/2020	6.1	C Sawyer	Invite Hyundai hydrogen team to present on hydrogen vehicles at a Transport & Travel Strategic Reference Group meetings. •	Ongoing	Waiting for a response from Hyundai, possibly for Feb 2021
13/8/2020	6.3	C Langford	C Langford to provide briefing on State Government projects on shared paths and temporary footpaths for the SRG members.	Ongoing	Still waiting

6.0 AGENDA ITEMS

ITEM 6.1	NORTHERN BEACHES RESILIENCE STRATEGY
REPORTING OFFICER	RESILIENCE & EMERGENCY MANAGEMENT COORDINATOR
TRIM FILE REF	2021/049887
ATTACHMENTS	NIL

EXECUTIVE SUMMARY

ISSUE

To provide information to the Strategic Reference Group as to the development of the Northern Beaches Resilience Strategy.

BACKGROUND

Northern Beaches Council is developing a Resilience Strategy that will continue to build the resilience of our community from the impact of short term disruptions such as natural disasters (bush fire, flood, storm etc.), to longer term stressors that affect the foundations of our community including economic downturn, climate change, housing affordability, ageing infrastructure and the like.

The drivers for action are becoming more apparent given the increase: in the frequency and intensity of natural hazards; of exposure of our community, assets and infrastructure; costs of response and recovery.

The Strategy will respond to these challenges and opportunities, whilst highlight the importance of collective resilience, meaning that all aspects of our community have a shared responsibility including government, business, groups and individuals.

It is envisaged that the Strategy will comprise two main parts:

1. Overarching framework - reflects the strengths of our community, identifies opportunities to overcome our vulnerabilities, and the approach to strengthen resilience within the Northern Beaches;
2. Action/Implementation Plan – identifies a range of specific actions and activities that align with the resilience objectives.

DISCUSSION

Resilience is the capacity of the whole community including individuals, communities, businesses and systems to survive, adapt and thrive no matter what kinds of chronic stresses and acute shocks they experience.

In essence, means that our community has the ability to respond positively and is able to transform itself so that is stronger into the future.

Resilience is a continuous learning and adaptive process, therefore requires a dynamic approach to account for change over time.

Why is Resilience Important

The Northern Beaches has a significant number of residents and businesses exposed to a number of risks including bush fire, storm, flood, heatwave and coastal erosion. As we have seen in the recent pandemic across the globe and more locally, no community is immune to the wide ranging challenges this event has presented, in all aspects of our lives.

Disasters and disruptions can be expensive and impactful - whether they are caused by short term shocks or chronic stresses affecting our community. People can lose their lives, livelihoods and mental health can be affected. Governments, businesses and the community are required to fund losses and recover costs when infrastructure fails, markets change or the environment is damaged.

Taking action to proactively manage these challenges and interdependencies offers multiple benefits to our community:

- *People understand the risks that may affect them and others in their community*
- *People act to prepare for acute shock events and are adaptive and flexible to respond appropriately during personal and community emergencies*
- *People anticipate acute shock and chronic stress events - they have taken steps to protect themselves, their assets and their livelihoods*
- *People work together with local leaders using their knowledge and resources to prepare for and deal with acute shock events*
- *People work in partnerships with emergency services, their local authorities and other relevant organisations before, during and after emergencies*
- *The emergency management volunteer sector is strong*
- *Emergency management plans are resilience-based, to build broad resilience within communities over time*
- *Communities, governments and other organisations take resilience outcomes into account when considering and developing core services, products and policies*
- *Land use planning systems and building control arrangements reduce community exposure to risks from known hazards, and suitable arrangements are implemented to protect life and property*
- *Following a crisis event, a satisfactory range of functioning is restored quickly*
- *People understand the mechanisms and processes through which recovery assistance may be available*
- *People understand that initial support will be offered to the most vulnerable community members (COAG, 2011).*

The Resilient Strategy will focus on both a Community and Organisation Resilience. Figure 1 below identifies key focus areas, however during the engagement process additional focus areas may be identified and/or further refined.



Figure 1 – Community & Organisational Resilience Focus Areas

Drivers for Action

The [National Disaster Risk Reduction Framework](#) (Commonwealth of Australia, 2018), notes that is necessary for our community and organisation to invest in resilience outcomes on the basis that:

- “natural hazards are more frequent and intense as a result of climate change;
- essential services and systems that our community rely upon are interconnected and interdependent;
- people and assets are more exposed and vulnerable;
- the impacts from disasters can be long term and complex;
- the costs of disasters are increasing;
- momentum to address financial impacts of changing climate is building”.

Community Engagement

The proposed engagement strategy will encompass a range of community engagement activities to better understand our resilience strengths and challenges. These include:

- Online survey via a Yoursay webpage
- Telephone survey of approx. 400 northern beaches residents
- Face to Face survey
- Facilitated workshop bringing together members of the all SRG’s
- Focus groups
- Public exhibition of Draft Strategy.

Proposed Project Timeframes

The following table provides an approximate project timeline noting these may be subject to change as the project is further refined.

Phase	Action	Description	Approx. Timeframe
Phase 1	Project Planning & Background Research	<ul style="list-style-type: none"> Review of existing information Develop project plan Develop engagement strategy 	<ul style="list-style-type: none"> Complete
Phase 2	Community and Stakeholder Engagement	<ul style="list-style-type: none"> Targeted community and stakeholder engagement SRG engagement 	<ul style="list-style-type: none"> March - April
Phase 3	Public Exhibition	<ul style="list-style-type: none"> Public consultation Review of submissions 	<ul style="list-style-type: none"> July - August
Phase 4	Adoption and Implementation	<ul style="list-style-type: none"> Strategy adoption by Council Commence actioning implementation plans 	<ul style="list-style-type: none"> Adoption - September/October Implementation – ongoing

RECOMMENDATION

That members of the Strategic Reference Group:

1. Note the commencement of the project.
 2. Participate in further engagement activities to assist in the development of the Resilience Strategy
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ITEM 6.2	SAFER SCHOOLS UPDATE
REPORTING OFFICER	ACTING EXECUTIVE MANAGER TRANSPORT AND CIVIL INFRASTRUCTURE
TRIM FILE REF	2021/072742
ATTACHMENTS	NIL

EXECUTIVE SUMMARY

PURPOSE

To update the Transport and Travel Strategic Reference Group on the progress on the Safer Schools program.

REPORT

Primary target groups are families delivering children to and from school and traffic travelling through school zones

An ongoing approach of infrastructure improvements and behavioural campaigns are used to improve pedestrian safety around schools, in particular for vulnerable children. Signs and banners address both the school community and traffic travelling through school zones. Behavioural campaigns address the school community.

Contact has been made throughout the last year with all of the local 80 schools.

A road safety audit was done with 6 schools (83 issues identified), which included consultation with the community via an online platform (289 responses received).

The Road Safety team and the Traffic Engineers have had close engagement with an additional 20 schools.

Work in progress from the previous report have been completed.

RECOMMENDATION

That the Transport and Travel Strategic Reference Group

1. Note the progress made the project to date.
 2. Assist the Transport Team through their networks to identify key community issues
 3. Provide feedback to the group during these update sessions on what is working and what we need to improve on.
-

REPORT

Include all supporting information here.

Use subheadings applicable to the subject of the report. Subheadings may include:

BACKGROUND

Council resolved on 27 November 2018 to address pedestrian safety around schools, with concern being particularly around the school drop off and pick up times when traffic congestion is heavy, and the road safety risks to vulnerable children is increased.

In the Northern Beaches LGA there are 59 primary schools, 14 high schools, and 7 special schools. Of the 80 schools in total, only 6 of the Private schools have combined primary and high schools on campus.

Northern Beaches Council's Road Safety officers and Traffic Engineers from the Transport team have regular contact with local schools to discuss and address pedestrian safety concerns.

PROGRESS TO DATE

This report provides progress subsequent to those reported in January 2020.

Status from previous report:

All works in progress as at January 2020 have been completed.

- External road safety audit

An external road safety auditor was engaged to review schools we prioritised; Newport Public School, Manly West Public School, Davidson High School, Mimosa Primary School, Killarney Heights Public School and High School. 83 issues were identified with accompanying recommendations (see note below on these issues).

We are in the process of identifying another group of schools for the next external road safety audit.

- Online engagement

To accompany the road safety audit, Council utilised an online platform "Social Pinpoint" to gain feedback from community members on safety concerns around each of the audited schools. 289 responses were received.

This consultation will be repeated for the next group of schools audited.

- Ongoing contact with schools

While we have had contact with all schools, we have had close engagement with 20 schools in addition to those from the audit.

- Infrastructure issues addressed

Through the audit and through ongoing contact with schools we have addressed the following issues: line marking; No Parking and No Stopping restrictions; children's crossings and pedestrian crossings; school 'gateway' markings; obstructed, faded and missing signs; footpaths, shared pathways. We are continuing to implement the recommendations from the audit.

- Behavioural campaigns

The behaviour of families dropping and picking up children at school continues to be a behavioural challenge, as well as speeding traffic through school zones.

We have provided: Slow Down and Parking and Kiss and Drop banners and signs, produced and shared a safe parking video, provided safety around school flyers, road safety calendars and implemented return to school 40km media promotions.

CONSULTATION

The Road Safety team and the Traffic Engineers regularly consult with local schools through both discussions in person and via phone and email, and also through formal consultation in preparation for Local Traffic Committee infrastructure improvement plans. As part of the audit engagement we are utilising an online consultation platform.

TIMING

Pedestrian and Road Safety improvements at schools are on-going as we work through the school audits and the implementation of the report actions.

ITEM 6.3	PARKING PLAN - ACTIONS WORKSHOP
REPORTING OFFICER	ACTING EXECUTIVE MANAGER TRANSPORT AND CIVIL INFRASTRUCTURE
TRIM FILE REF	2021/072754
ATTACHMENTS	NIL

EXECUTIVE SUMMARY

PURPOSE

To undertake a workshop to assist in finalising the Actions for the draft Parking Plan.

SUMMARY

The Northern Beaches Parking Plan is required to provide a strategic approach to Council in the management of parking across the Northern Beaches Local Government Area (LGA). The Plan will also assist in the development of future operational plans relating to car share and electric vehicles, as well as services provided by Transport for NSW.

RECOMMENDATION

That the Transport and Travel Strategic Reference Group provide feedback for the draft Parking Plan to:

1. Provide input to develop the parking plan directions.
 2. Contribute in the community engagement process.
-

REPORT

BACKGROUND

The Northern Beaches is confronted by a significant demand for parking. There are a number of parking permits, parking schemes and parking conditions currently in operation, which vary greatly in the way they are managed from one end of the Local Government Area to the other.

Good parking management is important for the safe and efficient operation of the road network and supports the economic development of our town centers and villages, including providing local jobs.

As our population continues to increase, parking demand increases at our local shopping areas, beaches, sports fields, playgrounds and popular destinations from Palm Beach to Manly. In most instances, the demand for parking exceeds the available supply of parking spaces. This puts pressure on the surrounding streets and increases congestion within our road network.

Our objective is to manage parking in a way that is equitable and supports the economic viability of Town Centers while boosting sustainable, public transport and active travel use.

The Parking Plan sets out eight (draft) Key Directions to manage parking:

Direction 1: Parking for centres

Direction 2: Local parking management

Direction 3: Parking permit schemes

Direction 4: Parking demand management

Direction 5: Shared transport and on-demand transport parking

Direction 6: Motorcycle, scooter and bicycle parking

Direction 7: Parking enforcement, awareness and signs and lines

Direction 8: Emerging trends and innovation in parking

CONSULTATION

Council expects that there will be a high level of community interest in the development of the Parking Plan therefore a detailed and strategic community engagement approach will be implemented. This approach will utilise a range of engagement techniques and methodology to seek community participation.

Community engagement will commence following the endorsement of the Plan at a future Council Meeting.

TIMING

At this stage it is proposed to place the draft the Northern Beaches Parking Plan on the agenda of a Council Meeting late 2021 for endorsement.

Following endorsement, the community engagement plan will be implemented to seek participation from the community and stakeholders.

ITEM 6.4	RESIDENTIAL SPEED ROUND TABLE
REPORTING OFFICER	ACTING EXECUTIVE MANAGER TRANSPORT AND CIVIL INFRASTRUCTURE
TRIM FILE REF	2021/072766
ATTACHMENTS	NIL

EXECUTIVE SUMMARY

PURPOSE

To discuss ongoing issues surrounding residential speed limits across the Northern Beaches Local Government Area.

REPORT

The matter of speed limits in residential streets is an issue that comes up time and again during all forms of consultation on traffic and transport issues.

In line with the directions in MOVE – Northern Beaches Transport Strategy, staff are working through the background research for the Road Network Plan to allow this become the key reference document for the traffic team, guiding their decision and priority actions.

To assist in this development the Transport and Travel Strategic Reference Group is requested to provide input into a round table discussion of speed limits on “Residential” streets in the LGA, noting that the ultimate decision on speed limits come from Transport for NSW in line with specific requirements.

The changes that have been implemented recently in both Manly – 30km/h and Dee Why – 40km/h have been generally well received by the community, with further work to be done in Manly to achieve a self-enforcing system.

As we continue to reimagine and, in some locations, repurpose the road network, we are seeking input in the critical pillar of speed limits to achieve the community outcome. The speed limit is linked to road function and usual practice is that the purpose of the road provides a key guide into the speed limit. Is this the correct way around?

RECOMMENDATION

That the Transport and Travel Strategic Reference Groups:

1. Actively participate in the initial round table discussion.
 2. Provide information back to their networks and report back to the next meeting on 13 May 2021.
 3. Review the operation of the several different speed zone combinations discussed during the initial background discussion.
-

REPORT

CONSULTATION

There will be substantial community consultation as part of this project and multiple opportunities for the group to further participate as the project develops over the next 6 months.

TIMING

Initial consultation with the community is ongoing in various trial and pilot projects across the Northern Beaches Local Government Area and is expected to develop over the next 6 months into the Draft Road Network Plan to be presented to Council in the second half of 2021.