



northern
beaches
council

Transport & Travel
Strategic Reference Group

MINUTES

EXTRAORDINARY MEETING - TRANSPORT AND TRAVEL STRATEGIC REFERENCE GROUP

held remotely via TEAMS on

THURSDAY 28 JANUARY 2021

Minutes of the Extraordinary Transport and Travel Strategic Reference Group Meeting

held remotely via TEAMS on Thursday 28 January 2021

Commencing at 6:00pm.

ATTENDANCE:

Committee Members

Cr Sarah Grattan (Chair)

Cr Rory Amon

Cr Kylie Ferguson

Emma Tonkin

Wendy Dunnet

Richard Saunders

John Hawkins

Victor Konijn

Craig Smith

Dan Giles

Newport Residents Association

Manly Warringah Cycling Club

Bicycle NSW

Easylink

Council Officer Contacts

Craig Sawyer

Phil Devon

Tamara Lukic

Executive Manager Transport & Civil Infrastructure

Manager, Transport Network

Governance

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

Apologies were received from Mayor Michael Regan, Keith Povah, Andrew Chivers, Graeme Laughton and Colin Langford.

3.0 DECLARATION OF PECUNIARY AND CONFLICTS OF INTEREST

There were no declarations of pecuniary or non-pecuniary conflicts of interest.

4.0 AGENDA ITEMS

4.1 SRG FEEDBACK ON BEACHES LINK ENVIRONMENTAL IMPACT STATEMENT

OVERVIEW OF UPDATE

P Devon provided a quick update on this item and sought input from the group based on their review of the Environmental Impact Statement (EIS), factsheets and the video information sessions.

DISCUSSION

The following was discussed:

- Emissions
- Truck movement
- Burnt Bridge Corridor and the issue of traffic signals impacting on the expected travel time saving.
- Peripheral impacts of traffic reallocating in the corridor to enter the tunnel and a need for network upgrades to get traffic to flow.
- Reallocating the corridor space to use the tunnel efficiently.
- Storm water catchment transfer from one catchment to another through operational and construction phase; and biodiversity impacts on water quality, Manly Lagoon and vegetation.
- Active Travel Component
 1. concern around the shared path for an 80km/h section road not having a barrier
 2. cyclist traffic lights, the need to be more pragmatic and place them where they will add value
 3. crossing lanes of traffic and consider a safer option such as underpasses or a bridge.
- Burnt Bridge Creek
 1. traffic lights and a potential impact, a loss of flow intended to save travel time
 2. proposal to revise the design and the opportunity to remove some traffic signals
 3. the impact on bicycle riders during construction
 4. the loss of community open space during construction
 5. sporting facilities to replace the local golf course following the construction.
- Potential for a bus interchange hub around the entrance into the tunnel.
- The impact of induced demand on the rest of the network and a need to conduct a traffic projections study possibly using examples of post implementation of other major tunnels.
- Development requirements as a result of the tunnel and impacts on the housing strategy.
- Better connectivity of the network, to prioritise public transport and make it harder for private vehicles to access the tunnel.
- The aim to get 50% of traffic out of the town centre via public transport rather than private vehicles, encourage car sharing, and job containment in the local area.

The group also discussed:

- The Local School Safety and impacts of the project, noting the temporary impacts during the

construction however highlighting that long term, by drawing traffic away, the safety around school areas will improve. It was also agreed on the need for further documentation in this regard.

- Noise, vibration and de-watering issues during construction at the Spit, Seaforth area hasn't been addressed thoroughly.
- Change of management to be more definitive and concrete on what will be done to protect the livelihoods of residents.
- Agreed on a need and a benefit of having a more localised team rather than a project team to conduct the interaction and communication with the community.

Question – The tunnel air quality is important for motorbike riders so they don't fall off the bikes asphyxiated - has the quality of the air in the tunnel been addressed?

Answer – The tunnels are using the traffic flow through it to force the air through the tunnel in piston style, similar Harbour Bridge and West Connect tunnels.

Question - Is there going to be a dedicated public transport lane?

Answer – While there will be no dedicated public lane, the tunnel has been designed to prioritise buses into the metro and will take a B-line bus.

Question – In relation to surface road impacts such as for Frenchs Forest and Manly Vale, what will be required to alleviate some of the pressure from these areas?

Answer – It is important to spread the load of getting traffic from the east without impacting on the areas, such as; having to remove businesses, retail shops in the Seaforth area if Sydney Road is to be widened to allow more traffic. Opening Quirk Road in Manly Vale would provide additional pattern through the area and take some pressure from Balgowlah Road at Condamine Street lights.

ACTION

That the Transport and Travel Strategic Reference Group:

1. Acknowledge the work of staff to date on input previously provided on the initial reference design.
2. Provide input based on their review of the Environmental Impact Statement, factsheets, and video information sessions.
3. Acknowledge that this is the largest infrastructure project ever undertaken for the benefit of the Northern Beaches community and that this long overdue project is a once in a generation opportunity to connect with Greater Sydney.

The meeting concluded at 7:15pm

This is the final page of the Minutes comprising 5 pages
numbered 1 to 5 of the Extraordinary Transport and Travel Strategic Reference Group
held on Thursday 28 January 2021 and confirmed on Thursday 11 February 2021