



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 online via TEAMS

THURSDAY 12 AUGUST 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
Tamara Lukic	Governance Officer

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 12 August 2021
online via TEAMS
Commencing at 6:00pm**

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NEXT MEETING Thursday 11 November 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 13 MAY 2021

RECOMMENDATION

That the Minutes of the Transport and Travel Strategic Reference Group meeting held 13 May 2021, copies of which were previously circulated to all Members, be confirmed as a true and correct record of the proceedings of that meeting.

6.0 AGENDA ITEMS

ITEM 6.1	STAY SAFE COMMITTEE REPORT - REDUCING TRAUMA ON LOCAL ROADS IN NSW - PHILLIP DEVON - 20MIN
REPORTING OFFICER	MANAGER TRANSPORT NETWORK
TRIM FILE REF	2021/555720
ATTACHMENTS	1 Submission to the NSW Parliamentary Inquiry Into Reducing Trauma on Local Roads 2 Report - Reducing Trauma on Local Roads in NSW (Included In Attachments Booklet)

EXECUTIVE SUMMARY

PURPOSE

To provide an update on the pivotal work that staff are involved in that is not in the public facing part of our program but is an important part of the work that the Team undertakes on behalf of the community.

REPORT

Northern Beaches Council provided a written submission (attachment 1) to the NSW Parliaments Stay Safe Committee inquiry into “Reducing trauma on local roads” on behalf of our community in June 2020.

The submission raised the six keys issues that we believe need to be addressed at a state level to allow for improvements in safety on the local road network. As detailed in the submission these areas provide direction in how we can reduce the impact of trauma on the local road network, where generally the accidents involve vulnerable road users. We focused on both improvements to infrastructure and facilities, improved road user education, appropriate speed limits, and providing places for people.

The local road network is more than just a corridor for cars to move from “A” to “B”, they connect our residents to their community, provide the opportunity for them to interact with their neighbourhood, exercise through Active Transport, and provide a level of social connectivity that for many years was not acknowledged.

Staff were subsequently invited to appear by video link before the inquiry on 7 August 2020 to provide evidence and respond to issues raised upon review of our submission. Council’s strategic documents were also provided to the parliamentary inquiry as reference documents for consideration prior to the in-camera evidence being given.

The inquiry has concluded and a produced a findings report (attachment booklet) that was released to the public on 15 July 2021.

RECOMMENDATION

That the Transport and Travel Strategic Reference Group:

1. Note the submission made to the inquiry and the report recommendations.
 2. Support the recommendations of the committee where they are appropriate for implementation on the Northern Beaches.
 3. Provide further feedback to Staff on the findings of the committee and actions to contribute to the reduction of trauma on the local road network.
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The Chair,
Joint Committee on Road safety
Parliament House
Macquarie Street
Sydney NSW 2000.

*NSW Parliamentary Inquiry: Reducing trauma on local roads in
NSW*

The Northern Beaches Local Government area has fifty-five suburbs within its boundaries and at the 2016 Census an estimated population of 266,344. This was an increase of 15,150 people or 6.4% from 2011 to 2016. Public transport in this area consists of buses, ferries, taxis, and other share riding services. There is no heavy or light rail transport options servicing this area leading to the area being more reliant on cars as a means of transportation.

Northern Beaches Council is committed to making its roads a safe environment for all road users. Council has recently completed the public exhibition of Council's Road Safety Plan which is based on core elements from the NSW Road Safety Plan 2021. The 2021 plan has a four pillars approach being safer vehicles, speeds, people and roads and will be in line with the theme of Towards Zero.

NSW has set a target of zero fatalities and serious injuries on our roads by 2056 and to achieve this immediate action is needed to reduce road speeds in cities and regional centres. Pedestrians are one of our vulnerable road users, and make up 17 per cent of NSW fatalities and 9 per cent of all serious injuries (Road Safety Plan 2021). Most of these casualties occur on urban streets (Road Safety Plan 2021). To reduce casualties on local roads consideration for reduced speed limits, better protection for pedestrians at traffic signals, road user behaviour change, and improved enforcement. Changes to the way the road network is designed and used, putting people first and making changes to warrants and technical directions to further enhance road safety and aid in the creation dedicated places for people in line with the movement and place classification concept.

These are the six themes for consideration in reducing road trauma with a focus on the local road network.

1. **Reducing speed limits** – Council is developing a framework that would see the speed limit on local roads based on their function within the road network. The goal would be for the majority local roads to move to 40km/h speed limit, with residential streets given a 30km/h speed limit along with areas of high pedestrian numbers to enhance the safety of local streets.

Roads that perform a local distribution/movement function would have a speed limit of 40 km/h; sub-arterial roads would have a speed limit of 50km/h. The focus would be more on the amenity rather than the rapid movement of vehicles along the road.

- Northern Beaches Council is working through the concept of 30km/h zones with TfNSW in several locations and several issues have come to the fore around treatments being self-enforcing, the speed zone determination process, and what to do with School Zones in the trial areas. This process needs to be stream lined to allow the Roads Authority to be more responsive to the community in determining the local speed limits.

2. **Pedestrian protection at traffic signals**

Traffic signals design where possible needs to cater for pedestrian volumes crossing the road without exposing the pedestrians to the risk from traffic.

- The implementation of smart controls with pedestrian protection phases based on the direction of travel of the pedestrians. This would work well where the phase holds turning traffic prior to the red arrow dropping to allow all movements.
- The implementation of pedestrian count down timers to pedestrians know how much time they have to cross the road prior to the change in phase. Whilst not required in most locations, should be mandatory in High Pedestrian Activity Areas and around transport hubs.

3. **Road User behavioural change**

Northern Beaches Council commissioned independent research to assist in development of a 5-year Road Safety Plan where we identified 43% of the road users were classified as 'negative motorists'. They are categorised in the research as being negative about life and difficult to change. This group tends to feel entitled to use the road and not happy about sharing it with other road users, especially bicycle riders.

This research also identified some behaviours that need to be addressed as highlighted below.

- Many bicycle riders feel that motorists are selfish and are aggressive towards them
- Some motorists feel that paying registration and licensing fees entitles them to preference on the road. Although research also shows that the majority of bicycle riders are also motorists
- There is a lack of knowledge of road rules, especially in relation to sharing the road with bicycles

Significant government funding is assigned to improving infrastructure. There needs to be a recognition that education and behavioural change campaigns are needed in conjunction with infrastructure improvements. Transport for NSW should look to implement change behaviour campaigns and/ or increase funding for Local Government to have Road Safety staff to assist with the implementation of appropriate campaigns.

4. Enforcement

There needs to be a continuous program of targeted operations on local roads to reinforce the need to drive to the conditions in that road environment as well as on the main road network. Working with Councils across the local road network to target areas of concern using data collected by the roads authorities to determine when and where driver behaviour needs to improve. The implementation of the mobile phone detection cameras to help reduce distraction caused by mobile phone use needs to include local roads as well as main thoroughfares.

5. Putting people first

Ensure that funding is provided at a State level and to assist Local Government to introduce measures to provide for and protect vulnerable road user groups. Notably, by ensuring that bicycle facilities are funded and provided wherever possible to protect this vulnerable road user group.

- design roads to have separated bicycle lanes
- introduce bicycle head start boxes where possible at signalised intersections
- ensuring continuity of bike lanes through intersections
- supporting Councils to develop bike plans and provide these facilities

Ensuring more pedestrian facilities are provided to assist pedestrians to safely use and cross roads by:

- installing pedestrian refuges and traffic islands to assist pedestrians to cross roads on identified pedestrian desire lines
- upgrading pedestrian refuges to marked pedestrian crossings where it is safe and appropriate to do so
- upgrading marked pedestrian crossings to signalised pedestrian crossings or grade separated facilities where the volume of traffic or pedestrians makes it safer to do so
- Supporting Councils to introduce 10km/h Shared Zones in streets dominated by pedestrian traffic
- Increasing the level of funding to Council's to assist with the provision of pedestrian facilities near schools and other high pedestrian activity areas

6. Warrants and Technical Directions

These need to be updated in accordance with international best practice and with input from urban designers as well as traffic engineering professionals. This would allow the most appropriate solutions to be addressed for vulnerable road users instead of being limited by warrants.

Review of all recommendations and taking action to reduce trauma on local roads is imperative in leading the way to providing safer communities.

Thank you for the opportunity to provide input into the reduction of trauma on local roads.

Sincerely



Phillip Devon

Acting Executive Manager – Transport and Civil Infrastructure

Northern Beaches Council

ITEM 6.2	LOCAL BUS SERVICES - CHANGES MADE AND NEXT STEPS TO IMPROVED PUBLIC TRANSPORT - PHILLIP DEVON - 15MIN
REPORTING OFFICER	MANAGER TRANSPORT NETWORK
TRIM FILE REF	2021/550183
ATTACHMENTS	1 Route 172X Road Safety Review_v3.0 (Included In Attachments Booklet)

EXECUTIVE SUMMARY

PURPOSE

To seek feedback on the bus service changes, expectations from the community and the next steps on how to improve the provision of public transport on the Northern Beaches.

REPORT

TfNSW introduced the most significant changes to the bus services, since the B Line commenced operations, on the Northern Beaches in July 2021. Numerous services were altered or deleted along with the introduction of new high frequency services including the 172X through North Balgowlah.

Limited engagement was undertaken with Council around these changes, with the focus on the new turn up and go express service between Chatswood and Dee Why, all night B-Line services, and improved services to the Northern Beaches Hospital from Mona Vale and Narrabeen. To provide these services an improved hub and spoke model was introduced by TfNSW, which in reality requires several changes between services to get to destinations that were previously linked by a longer run service.

Previous peak hour services provided a direct connection from the suburbs to the CBD and evening return, however now commuters had to catch a local bus to a hub then catch the B Line or express bus to the destination. Warriewood to North Sydney for example went from a single service to customer having to catch three buses. Residents having to change services at Seaforth to access Balgowlah Heights or those heading from North Balgowlah to Manly also need to change services at Seaforth. As a result in bad weather this meant it was more convenient to drive.

The 172 X route from Brookvale to the City resulted in a bus every six minutes in peak periods running through narrow suburban streets in North Balgowlah resulting in serious safety issues for residents, impacted amenity and damage to vehicles parked on the road. Council was informed of these issues and undertook a Road Safety Review and development of options which was provided back to TfNSW for consideration as part of a review undertaken by TfNSW and supported by James Griffin.

At the centre of the issue was whether there had been a suitability assessment done when bus trips were increased from a maximum of four services an hour to 12 services an hour in the evening peak. Where changes are made on a multi-lane road it would not be an issue (generally) however when this is done on a road that is 7.5 metres wide and has parking on both sides it became a problem, where Council as the roads authority need to assess the safety ramifications. Whilst we have no control over Transport provision, as the senior stakeholder in the equation it is the position that service changes cannot impact on the safety of our community.

Access to transport services by our community is key to meeting the intent of the MOVE Transport Strategy, and it is acknowledged that there are changes needed to make the service provided more attractive to partially drive the modal change required. This needs to be achieved in partnership with the community, which includes consultation on what future services look like prior

to the implementation. Where Keoride was implemented north of Narrabeen, access to the main route services has maintained the patronage that makes the B Line so successful, however the need for the community to travel to locations other than the CBD still needs to be addressed.

The Northern Beaches area is covered by two bus service contract regions – Region 8 (STA) and Region 14 (Forest Coachlines). The Region 8 contract was recently awarded to Keolis Downer for an 8-year period commencing at the end of October 2021. This presents opportunities for Council to work with the provider to enhance the delivery of the services in the area and can provide a unified service that includes on demand services, active transport options, and move the fleet towards electric and potentially hydrogen electric buses in the future.

Council's Transport Network team have commenced work on the Public Transport Plan with the view of bring a draft to the Transport and Travel Strategic Reference Group by the end of 2021 and to Council early in 2022 for endorsement to be placed on Public Exhibition.

RECOMMENDATION

That the Transport and Travel Strategic Reference Group:

1. Note the work that has been undertaken to assist the community in resolving the issues related to Network 2020 service changes.
 2. Provide feedback to the team to inform the directions for the public transport plan.
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ITEM 6.3	STRATEGIC CHALLENGES 2022 AND BEYOND
REPORTING OFFICER	MANAGER TRANSPORT NETWORK
TRIM FILE REF	2021/550186
ATTACHMENTS	NIL

EXECUTIVE SUMMARY

PURPOSE

To provide a discussion starter on what the Transport and Travel Strategic Reference Group members see as the main strategic challenges for the Transport Network on the Northern Beaches from 2022 and beyond.

REPORT

Implementing the actions from the MOVE Transport Strategy and understanding the changing needs of our community, global trends, and managing the expectations of residents, business and visitors in a post COVID-19 world presents numerous challenges.

The key challenges as we see them locally are:

- Beaches Link project delivery
- Frenchs Forest Precinct
- Implementation of Safe Speed limits
- Meeting our goals on Public Transport Modal shift post COVID-19
- Managing technology in transport
- Community expectations around movement and place
- Repurposing the road corridor.

These are our conversation starters for today and future meetings, but we are happy to put these aside and go with the ideas from the group.

RECOMMENDATION

That the members of the Transport and Travel Strategic Reference Group:

1. Provide feedback on the Strategic Challenges as they see them.
 2. Participate in the round table discussion
 3. Continue to support the Transport Network Team's work in implementing the actions of MOVE and the associated plans and policies.
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