



northern
beaches
council

Transport & Travel
Strategic Reference Group

DRAFT MINUTES

TRANSPORT AND TRAVEL STRATEGIC REFERENCE GROUP

Held remotely via Zoom on

THURSDAY 12 AUGUST 2021

Minutes of the Transport and Travel**Strategic Reference Group****held on Thursday 12 August 2021****remotely via Zoom****Commencing at 6:00pm****ATTENDANCE:****Committee Members**

Cr Sarah Grattan (Chair)

Mayor Michael Regan

Cr Kylie Ferguson

Graeme Laughton

Andrew Chivers

Wendy Dunnet

Victor Konijn

Dan Giles

Newport Residents Association

Easylink

Council Officer Contacts

Craig Sawyer

Phil Devon

Michelle Carter

Tamara Lukic

Executive Manager Transport & Civil Infrastructure

Manager, Transport Network

Strategic Transport Coordinator

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 Keith Povah 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 CONFIRMATION OF MINUTES OF PREVIOUS MEETINGS

4.1 MINUTES OF TRANSPORT AND TRAVEL STRATEGIC REFERENCE GROUP MEETING HELD 13 MAY 2021

Cr Ferguson/ W Dunnet

That the Minutes of the Transport and Travel Strategic Reference Group meeting held 11 February 2021 are hereby confirmed as a true and correct record of the proceedings of that meeting.

4.1 MINUTES OF TRANSPORT AND TRAVEL STRATEGIC REFERENCE GROUP MEETING HELD 13 MAY 2021

That the Notes of a Meeting - Transport and Travel Strategic Reference Group held 13 May 2021 are hereby noted.

Noted

6.0 AGENDA ITEMS

6.1 STAY SAFE COMMITTEE REPORT - REDUCING TRAUMA ON LOCAL ROADS IN NSW - PHILLIP DEVON - 20MIN

OVERVIEW OF UPDATE

Phil Devon, Manager Transport Network provided an update on the Stay Safe Committee Report into 'Reducing Trauma on Local Roads. A copy of the presentation is at Attachment 1.

The following six key issues were identified in the Northern Beaches Council submission:

1. Reducing Speed Limits
2. Pedestrian Protection at Traffic Signals
3. Road User Behavioural Change
4. Enforcement
5. Putting People First
6. Warrants and Technical Directions

DISCUSSION

The following was discussed:

- A need to further and increase focus on the safety on the local/residential roads.
- Council working close with Transport for NSW, having monthly meetings to allow for mutual support and for Transport for NSW to understand Council's ways of trying to meet the needs of the local community
- Complex and bureaucratic process involved in imposing speed limits similar to Manly 30km/h and a question if decisions on speed limits on local streets should come back to Council.
- Driver behaviour and reiterating the importance of education.
- Council's intent to use the 'Stay Safe Committee Report as a tool to advocate to Transport for NSW on how to implement safer road environment for all.
- Changing speed limits; a need and a benefit of having the continuity across the board.
- P Devon noted that some North European countries have removed signs and that has created more user friendly road environment and there is not this multitude of signs telling people how to behave on the roads.

6.2 LOCAL BUS SERVICES - CHANGES MADE AND NEXT STEPS TO IMPROVED PUBLIC TRANSPORT - PHILLIP DEVON - 15MIN

OVERVIEW OF UPDATE

P Devon updated the group on this item and sought 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. A copy of the presentation is at Attachment 2.

P Devon presented on the following:

- Network 2020 changes
- Impacts on residents
- Making services work for the community
- Next steps
 - Region 8 Contract awarded to new provider Keoride commencing end of October 2021
 - Council working with the providers to improve the services
 - Council develops Public Transport Plan 2022 to support innovation and community expectation.

DISCUSSION

The group was asked to provide their views and feedback on:

1. Current service.
2. How to make public transport more attractive?

The group shared the following views on current services:

- Changes to Manly bus service encourage people to use bicycles more to get to and from major bus stops.
- The importance of thinking of and keeping in mind the impact current complex bus services have on the more vulnerable community members.
- A success of Keoride services in the northern part of the LGA with the potential to expand to other areas and the benefit of having an alternative to Hop Skip & Jump service.
- A cost effective service by Keoride and benefit to having a service to smaller local roads and available to be booked for specific times.
- The challenge of bringing Keoride as a heavily subsidised service and the reluctance to bring it to the peninsula due to direct competition with private operators such as Uber and taxis.

The group shared the following thoughts on how to make public transport more attractive?

- The inclusion of Wi-Fi and charging option on the buses as a method to attract people to use public transport.
- A higher level of cleanliness using the example of B-line busses.
- A change of the bus fleet over to electric vehicles.
- Accessibility to public transport for people with disabilities.
- Major bus stops to be more attractive, close to public toilets, coffee shops and bike racks.

6.3 STRATEGIC CHALLENGES 2022 AND BEYOND - PHILLIP DEVON

OVERVIEW OF UPDATE

Phil Devon provided an update on this item and asked the group to start a conversation/discussion 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. A copy of the presentation is at Attachment 3.

The following were identified as the key challenges:

- 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

DISCUSSION

The group discussed the following in relation to Strategic Challenges :

- Changes in how people move during the pandemic.
- Making the most of the increased momentum seen towards active travel.
- Changing working patterns that might affect the transport patterns.
- Parking implications of local pop up offices as people are not travelling to the city for meetings.
- A potential for smart vehicles that don't require parking space but keep moving from one job to another.
- A potential impact of technological changes both medium and long term.
- A mismatch seen with a decrease in petrol stations in comparison to a number of cars on the roads.
- Increase in the electric cars and reconfiguration of service stations.
- The safety aspect and the availability of public transport, particularly in late hours.
- A need for more communication to provide education on the benefits of public transport.
- Changes in the gig economy and potential shifts.
- A more personalised transport and a need for growth in shared paths across the beaches.
- People still being stuck on cars and parking missing the point and the benefit of public transport in reducing the issue of congestion

P Devon shared pictures of Dee Why Strand Shared Spaces trial project. The group agreed on a need for bolder movements to push for changes, using the examples of Pitt Street Mall and Manly Corso as examples that have faced resistance and proved at the end to be great shared places for people and the community to meet.

7.0 GENERAL BUSINESS

1. Victor Konijn enquired about the pedestrian path submissions to Council, a selection and decision process. He suggested to have a discretionary funding outside of the plan for submissions that are outside the plan. C Sawyer noted that small sections do get included quite regularly here and there but every time a new section is included it pushes something else further out. M Carter noted that there are approximately 500 footpath submission to Council every year and that they are prioritised. She also added that no submission is completely rejected but stored and reviewed for inclusion in the future plan, which is a set 5 year plan to ensure the consistency.
2. V Konijn also noted that many 'no through road' have a walking or cycling path and many people don't know about them. He noted that it would encourage people to walk there and use those paths if they were aware of them and suggested that Council might consider having some signage.

The meeting concluded at 7:50pm

This is the final page of the Minutes comprising 7 pages
numbered 1 to 7 of the Transport and Travel Strategic Reference Group meeting
held on Thursday 12 August 2021 and confirmed on Thursday 11 November 2021

Reducing Trauma on local roads

Transport and Travel Strategic
Reference Group
12 August 2021



1

Key issues that were raised in the submission

- Reducing speed limits
- Pedestrian Protection at traffic signals
- Road User Behaviour Change
- Enforcement
- Putting People First
- Warrants and Technical Directions



2

Reducing speed limits

- Develop a framework for implementing safe speed limits
- Movement and Place theory needs to be put into practice
- Process to impose speed limits not easy to navigate.



3

Pedestrian Protection at traffic signals

- Green on Green issues
- Smart controls to improve safety
- Countdown timers to be used more often in high pedestrian areas
- Review the priority placed on traffic over pedestrians in some locations



4

Road User Behaviour Change

- Definition of a Cyclist – “lycra” versus bike user
- Road ownership issue
- Share the road is not working in some demographics
- Road Rule Ignorance



5

Enforcement

- Random targeted patrols of local roads
- Council ability to request and partner in programs
- Traffic data can provide an insight into adverse driver behaviour
- Drivers taking calculated risk



6

Putting People First

- Protecting vulnerable road users through design
- Infrastructure to be reviewed to cater for people
- Repurpose road space for Active Transport safely



Warrants and Technical Directions

- Review of specification and guidance from Transport for NSW not keeping up with policy direction and technology
- “anti-innovation” attitude needs to allow Councils to trial different approaches to safe road environments
- Lagging behind changing thoughts on the “car is king” 20th Century thinking



Thoughts and Questions

- Have you read the report?
- Have you read the Council Submission?
- Where do we go now?





1

Network 2020 changes

- New timetable implemented second half 2020
- Hub and Spoke model
- High frequency services with shorter local services
- Multiple services to get to destinations
- Limited consultation – not meeting customer needs

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Impacts on residents

- More buses on narrow local roads in the south
- Significant access changes affecting older less mobile residents
- Not considering interchange points
- No assessment on route safety or selection



3

Making services work for the community

- Will never be cost neutral
- Expand the on demand local services – Keoride
- Need to change to express services in appropriate locations
- Time of day services matched to passengers and destinations
- One size does not fit all



4

Next steps

- Region 8 Contract awarded to new provider commencing end of October 2021
- Council working with the providers to improve the services
- Council develops Public Transport Plan 2022 to support innovation and community expectation



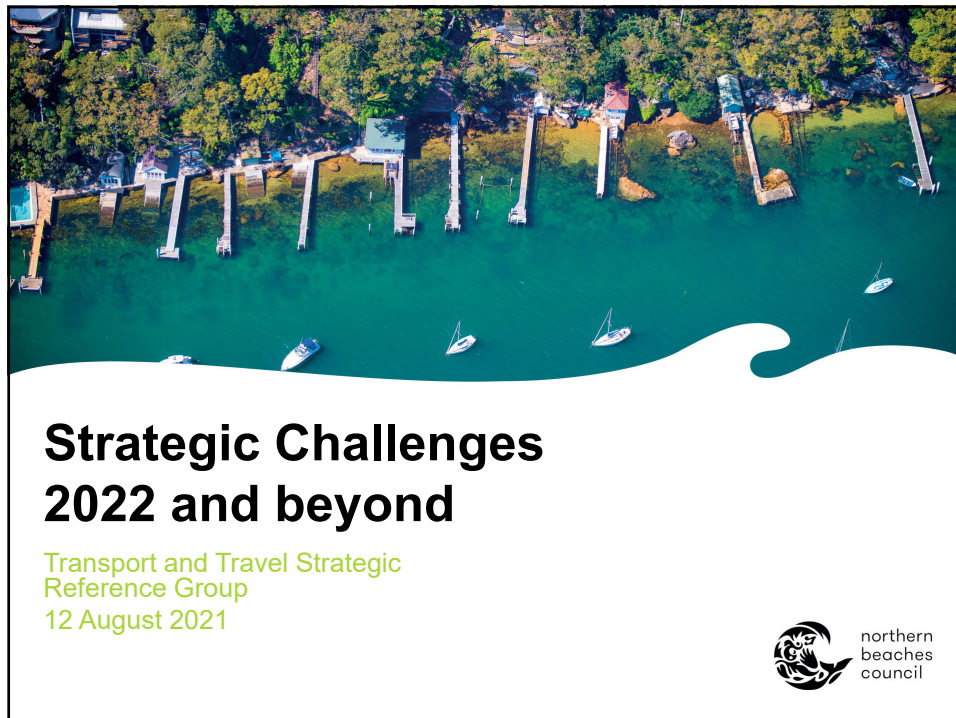
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Questions

- Thoughts on the current service?
- How can we make Public Transport more attractive?



6



1

What are the challenges as we see them

- 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



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2

What have we missed

- Our list is not exhaustive we need to hear from you and your networks
- The pandemic is change motivating – how do we capitalise on it to continue to drive (pardon the pun) modal shift, behaviour change, and the implementation of our Transport Vision - **“enable freedom of movement to, from and within the Northern Beaches using a safe, smart, efficient, integrated and sustainable transport network”.**



3

Round table discussion

- The only silly question is to one not asked!
- Be polite – every view and comment is valuable
- Your opinion is valued !



4