



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 Zoom on

THURSDAY 11 NOVEMBER 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
Phil Devon	Manager, Transport Network
Tamara Lukic	Governancer

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 November 2021
online via Zoom
Commencing at 6:00pm**

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NEXT MEETING

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 AUGUST 2021

RECOMMENDATION

That the minutes of the Transport and Travel Strategic Reference Group meeting held 12 August 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	SRG SUMMARY OF TERM - COUNCILLOR GRATTAN - 10 MINS
REPORTING OFFICER	MANAGER TRANSPORT NETWORK
TRIM FILE REF	2021/501967
ATTACHMENTS	NIL

EXECUTIVE SUMMARY

PURPOSE

To provide the Strategic Reference Group (SRG) with a summary of its engagement inputs since the beginning of term and provide an update on next steps following the Local Government elections on 4 December 2021.

SUMMARY

The SRGs were adopted as part of Council's broader engagement framework in September 2017, with community and stakeholder representatives appointed to the SRGs in February 2018.

The purpose of the SRGs is to help inform Council's decision making on key projects and strategic direction.

In view of the forthcoming Local Government elections in December, this report seeks to summarise the contributions of the SRG and discuss highlights from their term.

RECOMMENDATION

That the Transport and Travel Strategic Reference Group note this report.

REPORT

BACKGROUND

The SRGs were established in November 2017 as part of Council's committee framework.

Each SRG is aligned to particular goals and outcomes of the Community Strategic Plan with the purpose of assisting Council in shaping plans, policies and strategic outcomes by providing advice and feedback on projects aligned to each of the SRGs.



The Transport and Travel SRG considers matters within the 'Economic' pillar of the CSP:

	Community Outcome	Goal	Strategy	
Economic	We aspire to connect people locally, regionally and globally through seamless transport and innovative technologies	16 Our integrated transport networks meet the needs of our community	a	Advocate for improved transport options and networks
			b	Ensure transport planning is integrated with land use planning and takes account of emerging technologies
			c	Facilitate and promote safe transport options that reduce car-based commuter travel
			d	Maintain and enhance roads and road-related infrastructure
	17 Our community can safely and efficiently travel within and beyond Northern Beaches	a		Improve public transport options and connectivity to better meet our community's travel needs
			b	Facilitate and promote safe cycling and walking networks as convenient transport options
			c	Improve parking options in centres, villages and places

Since April 2018, the Transport and Travel SRG has convened 16 times including: 14 ordinary meetings, and two extraordinary meeting. Some SRG members may also have participated in other engagement activities run by Council and in SRG combination joint sessions.

Breadth of Content

Goal 16 - Our integrated transport networks meet the needs of our community cultural and creative activities and events	Goal 17 - Our community can safely and efficiently travel within and beyond Northern Beaches	Broader Strategic Input
Smart Parking	Bike Plan	Local Strategic Planning Statement
Manly Residents Parking	EIS: Beaches Tunnel	Social Sustainability Strategy

MOVE: Transport Strategy	RMS Road Network Plans	Frenchs Forest Priority Precinct
Streets as Shared Spaces	Road Safety Plan	

Key Highlights

The Transport and Travel Strategic Reference Group has been instrumental in assisting staff develop the MOVE Transport Strategy, Bike Plan, Walking Plan, Road Safety Plan and several policies. As you move around the Local Government Area, the networks you have helped plan can be seen taking shape, between 2019 and today, there has been over 14km of new footpaths built along with over 3km of new shared user paths, connecting our residents with the destinations in their community.

The foundation that this group has provided to date has informed Council policy on shared transport, the response to the proposed Beaches Link project, the Safer Schools Program, and as we move towards 2022, has provided the benefit and insight on the making our roads safer, developing place for people, and making the Northern Beaches a leader in developing and trialing different ways of looking at the way we move around the area.

NEXT STEPS

The Local Government Election will be held on 4 December 2021. This was postponed due to COVID-19.

Following the election, the elected council will undertake an extensive induction process.

The CSP will be reviewed during the 2021/22 financial year, with reviewed priorities reported to Council in June 2022. As part of this process, the elected council will determine their committee framework. Feedback provided during the SRG Review will help Council determine this.

An indicative timeline:



ITEM 6.2	LOCAL SPEED LIMITS - HOW WE CAN IMPROVE SAFETY
REPORTING OFFICER	MANAGER TRANSPORT NETWORK
TRIM FILE REF	2021/771121
ATTACHMENTS	NIL

EXECUTIVE SUMMARY

PURPOSE

To report on the future of speed limits on Local Roads across the Northern Beaches in line with the guiding principles of the Transport Strategy and Road Safety Plan.

REPORT

Council's Transport Network team have been reviewing the speed limits in some areas in partnership with the Network and Safety Team at Transport for NSW, as a flow on action from the 30km/h trial in Manly.

This year we have undertaken some localised community engagement on a proposal for a shared zone in two locations and have had mixed feedback from these communities, with some people understanding the whole dynamic change we are trying to achieve and others continuing to see vehicles movements over pedestrian access as the dominate factor even on quiet roads.

The concept of posted speed and appropriate speed is also something that has come up, not only during these projects but in the daily work the traffic team undertakes, with a number of factors feeding into the appropriate speed debate.

One key response is that 10km/h on a road is too hard to achieve when driving and it takes too long to travel a short distance. When pressed the same conversation leads to an interesting change in thought that if they can have the same amenity but a slightly faster speed limit then they (as drivers) would be accepting of the slower limit and find it easier to maintain that speed as well.

In a recent engagement piece, we carried out in a street at Beacon Hill the majority were accepting of a 20km/h speed limit and the benefits of a traditional shared zone. This led to the development of our next trial being the Safe Street concept that we are looking to implement over the coming months.

The overall program looks at the local road network and provides a speed limit that does not unduly impact on the function but provides an improvement in terms of safety, amenity and reduces the potential for the road to be used as a rat run by slowing the traffic to a point where route selection of using the higher classification road results in a better travel time outcome.

What is proposed to be implemented over time:

- 50km/h in Regional or Collector roads.
- 40km/h in School zones and town centres where the adjoining speed limit is 50km/h or above.
- 30km/h is the new 40km/h – example of Manly now informing policy across NSW. Need to consider road function and pedestrian volume.
- 20km/h in Neighbourhood streets based on function. Similar to a traditional shared zone with a convenient speed limit.
- 10km/h in limited laneways, short cul-de-sacs, and public car parks.

It is not a rapid change piece but a medium-term vision that we will install as we review at the road network and recommend improvements. TfNSW speed zone guidelines require that works are undertaken to ensure that the road environment looks at the self-enforcing speed limit theory, and the speed zone is continuous for a significant portion of the road network.

Research worldwide shows that lower speed limits improve the outcome of accidents involving pedestrians and that lower speed limits don't increase congestion. In urban areas, journey times are affected by more than the speed limit. Key factors include traffic congestion and time spent waiting at traffic signals. One study that considered a reasonably typical 26-minute journey to work calculated the difference between a 50km/h and 30km/h speed limit is less than a minute.

Safer and more liveable streets can decrease our reliance on the private car. By shifting private car trips to active and sustainable forms of transport, such as cycling and walking, we can reduce congestion and improve population and environmental health.

Research from Transport for London has indicated that 20mph (32km/h) zones have no net negative effect on emissions due to smoother driving and less braking.

Main road speed limits will remain faster. However, residential streets, shopping streets and streets close to public transport would be slower, to create a more economically vibrant and safer city. That's because children, older people and people living with disabilities feel safer when going to local schools, shops, services and parks.

RECOMMENDATION

That the Transport and Travel Strategic Reference Group:

1. Notes the work undertaken on the project to date
 2. Provides feedback on their experience with the reduced speed limits in the area
 3. Supports the implementation of appropriate speed limits on our road network in line with the road function.
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ITEM 6.3	UPDATE ON BEACHES LINK EIS RESPONSE
REPORTING OFFICER	MANAGER TRANSPORT NETWORK
TRIM FILE REF	2021/771138
ATTACHMENTS	1 Western Harbour Tunnel and Beaches Link - Supplementary questions (Included In Attachments Booklet) 2 Terms of Reference - Western Harbour Tunnel and Beaches Link Project (1) (Included In Attachments Booklet) 3 Transcript - Impact of the Western Harbour Tunnel and Beaches Link - 13 September 2021- Virtual - UNCORRECTED (Included In Attachments Booklet)

EXECUTIVE SUMMARY

PURPOSE

To provide an update on the progress of the Beaches Link project to the group, including the Public Works Committee inquiry and the next steps from Council's perspective.

REPORT

The EIS submission period ran from December 2020 to March 2021, with Council endorsing the submission that was developed by staff and placed on public record with agenda of the Council Meeting.

The response to submissions report and the preferred infrastructure report are both due to be provided to the assessment team at the Department of Planning in the near future, with Council officers providing additional information on some of the issues raised in the submission in September to assist the project team in addressing the community's concerns around the project. This was reinforced with an additional request via a notice of motion at the July 2021 Council meeting below:

NOTICE OF MOTION NO 33/2021 - BEACHES LINK TUNNEL PROJECT: NEED FOR LOCAL ROADS IMPACT ASSESSMENT

That Council:

1. Write to the DPIE and TfNSW requesting TfNSW prepare a Local Roads Impact Assessment as part of TfNSW's Response to Submissions to the EIS for the Beaches Link Tunnel Project.
2. Write to DPIE and TfNSW to propose that the Traffic Impact Assessment include key intersections particularly in Balgowlah, Brookvale, Fairlight, French's Forest, Manly Vale, North Balgowlah and Seaforth which currently experience high levels of congestion during the morning peak period.
3. Write to DPIE and TfNSW to request further/updated traffic modelling regarding the impact on:
 - A. local school communities
 - B. active transport
 - C. post COVID-19 traffic volumes.

The project team and staff have had several meetings to work through the details of what is required to address the community concerns, and these will assist in formulating the response to the submission and provide additional detail around the issues raised in the notice of motion.

The project team is expecting project planning approval in early 2022 and the construction commencing in 2023 subject to project approval.

Subsequent to the EIS process the Public Work Committee of the NSW Parliament held a public inquiry into the Impact of the Western Harbour Tunnel and Beaches Link which took evidence in September 2021 with Council providing two staff to attend the video conference hearing.

The terms of reference and the uncorrected transcript as attached to this report for reference along with the response Council provided to the additional questions that were sent to Council for response in early October.

Once the response to the submissions report is received and the planning approval is determined for the project, Council will formalise the next steps and re-establish the internal working group to review the documentation provided and work with the project team to further refine the detailed design as it is progressed for construction.

The Transport and Travel Strategic Reference Group will be an ongoing stakeholder in this project as it progresses, noting that there will be issues that arise that need to be managed and that all residents will not be happy with all aspects of the projects.

On going community consultation will be a key component of the project delivery stage as this continues to develop.



RECOMMENDATION

That the Transport and Travel Strategic Reference Group:

1. Notes the information provided in the presentation provided by staff.
2. Notes the submission provided to the enquiry on the project by the Upper House Public Works Committee.

ITEM 6.4	SAFER SCHOOLS - PROGRAM UPDATE
REPORTING OFFICER	MANAGER TRANSPORT NETWORK
TRIM FILE REF	2021/772011
ATTACHMENTS	NIL

EXECUTIVE SUMMARY

PURPOSE

To provide an update to the Traffic and Transport SRG on Council's successful grant funding through the NSW Government Federal Stimulus - School Zone Infrastructure Program.

REPORT

As part of the Federal Stimulus - School Infrastructure Program, Council has secured \$8,571,000 in grant funding for pedestrian improvements around 32 local schools.

This important work to improve safety for school children and their families will be carried out in three key stages over the next 18 months.

The following projects have been completed:

TRANCHE 1 PROJECTS	
Manly West Public School	Upgrade of two pedestrian crossings to raised crossings
Collaroy Plateau Public School	Install pedestrian refuge, pram ramps and connecting footpath
North Curl Curl Public School	Pitt Road, North Curl Curl - Upgrade existing pedestrian crossing, removal of median, addition of blisters, change of pram ramps on Pitt and Playfair
Loquat Valley Anglican Preparatory School	Pittwater Road, Bayview - Upgrade existing pedestrian crossing, install small blisters
Manly Village Public School	Darley Street, Manly - Upgrade pedestrian existing crossing, pram ramps
TRANCHE 2 PROJECTS	
Manly Village Public School	Victoria Parade, Manly - Upgrade existing pedestrian crossing, pram ramps, including removal of parking and curb extension
Mackellar Girls High School and Manly Vale Public School	Addiscombe Road, Manly Vale - Install missing link shared path for access from Manly Village to both Mackellar Girls High School and Manly Vale Public School
Loquat Valley Anglican Preparatory School	Loquat Valley Road, Bayview - Upgrade existing pedestrian crossing, pram ramps
Cromer Public and Cromer High Schools	Ryrie Avenue and Fisher Roads Cromer - Install pedestrian refuge
Forestville Public School	Violet Lane and Darley Street, Forestville - Install kerb blisters to prevent parking across pram ramps on approach to the school
Bilgola Plateau Public School	Plateau Road, Bilgola Plateau - Install safety improvements to school pick-up zone

St Mary's Catholic School	Raglan Street, Manly - Raise existing pedestrian crossing
Pittwater House School	South Creek Road, Cromer - Upgrade existing pedestrian crossing, pram ramps
Curl Curl North Public School	Playfair Road, North Curl Curl - Install connecting shared path to network in John Fisher Park
Narrabeen North Public School	Garden Street, Narrabeen North - Upgrade existing pedestrian crossing
Wakehurst Public School	Forest Way, Forestville - Connect Forest Way to Lionel Watts Regional Park (Glen Street)
Cromer Public School	Lillihina Street, Cromer - Upgrade existing pedestrian crossing and conduct Road Safety Audit on design
Narraweena Public School	Waratah Street, Narraweena

Work will commence in November and December to complete all outstanding Tranche 2 projects for Beacon Hill Public School, Mimosa Public School, Davidson High School, Narrabeen North Public School, Brookvale Public School, Elanora Heights Public School, Newport Public School, Avalon Public School, St Martins Catholic School and Arranounbai School.

Tranche 3 projects will commence from January 2022 for work around Barrenjoey High School, Seaforth Public School, Harbord Public School, St John the Baptist Catholic Primary School, Curl Curl North Public School, Manly Selective High School, Covenant Christian School and Kamaro Rudolf Stenier School

CONSULTATION

Council has been liaising with residents and schools in the vicinity of the upgrades.

TIMING

Works will be completed over an 18-month period.

Tranche	Period	Funding
Tranche 1: 2020/21 FY Completed	January – June 2021	\$810,000
Tranche 2: 2021/22 FY Under construction	July – December 2021	\$3,311,000
Tranche 3: 2021/22 FY	January – June 2022	\$4,450,000

RECOMMENDATION

That the Transport and Travel Strategic Reference Group:

1. Note the outcome of the funding application and program developed to implement the improvements to the Safer Schools program.
 2. Provide feedback to the Transport Network Team on other locations to be considered for future safety improvements around our schools.
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