

# ATTACHMENT BOOKLET 1

**ORDINARY COUNCIL MEETING**

**TUESDAY 23 JUNE 2020**

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# DRAFT

## Child Safeguarding Framework

The Child Safeguarding Framework (the framework) articulates the strong commitment of Northern Beaches Council to the safeguarding and wellbeing of children. The framework outlines the principles that inform the Council's approach to becoming a Child Safe Organisation, as recommended by the Royal Commission into Institutional Responses to Child Sexual Abuse. The framework supports, in an operational environment, Australia's international obligations under the Convention on the Rights of the Child.

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## Child Safeguarding Framework

### Child Safe Standards for Child Safe Organisations

The Child Safe Standards recommended by the Royal Commission into Institutional Responses to Child Sexual Abuse provide a framework for organisations to create cultures and adopt strategies to keep children safe from harm. Each standard is principle-based, and work together to emphasise the importance of adopting multiple strategies to address child safety and to avoid an over-reliance on any one strategy.

A child safe organisation is one that consciously and systematically:

- creates conditions that reduce the likelihood of harm to children;
- creates conditions that increase the likelihood of identifying and reporting of harm; and
- responds appropriately to disclosures, allegations and suspicions of harm.

The 10 key standards of child safe institutions include:

1. Child safety is embedded in institutional leadership, governance and culture.
2. Children participate in decisions affecting them and are taken seriously.
3. Families and communities are informed and involved.
4. Equity is upheld, and diverse needs are taken into account.
5. People working with children are suitable and supported.
6. Processes to respond to complaints of child sexual abuse are child focussed.
7. Staff are equipped with the knowledge, skills and awareness to keep children safe through continual education and training.
8. Physical and online environments minimise the opportunity for abuse to occur.
9. Implementation of child safe standards is continuously reviewed and improved.
10. Policies and procedures document how the institution is child safe.



## Child Safeguarding Framework

### Risk Management ([Commonwealth Child Safe Framework](#))

Risk assessments play an important role in creating a child safe culture and environment where people consider and address risks to children before and as they arise.

As part of the risk assessment Council should consider:

Types of CONTACT	Types of RISK FACTORS	Types of MITIGATION FACTORS
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Types of contact	
Known and potential contact and interactions should be considered by each division including:	Direct physical contact
	Face-to-face contact
	Oral communication
	Written communication
	Electronic communication

Types of risk factors	
A wide range of risk factors should be considered by each division, including:	Insufficient or out of date corporate policies and processes
	Staff screening processes
	Staff contact with children and the risk of abuse
	The nature of the services work
	Environmental risks (including physical, cultural and online environments)

Types of mitigation strategies	
Policies, training and compliance	Clear internal child safe policies and training are available
	Child safety is embedded in social media and communication policies and codes of conduct
	Regular communications are made to staff regarding child safety related issues
	Complaints policies and procedures are available and accessible for children and young people
	Children and young people are aware of their rights

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**Child Safeguarding Framework**

Child safe recruitment and screening practices	Child safety induction training is provided
	Behaviour based interview questions are used
	Reference checks are undertaken
	Police checks are undertaken (position dependent)
	Working with Children Checks are undertaken (position dependent)
Child focused and child safe environments	Contact with children occurs in visible work environments (such as glass-panelled offices and meeting rooms and open plan offices)
	Products/materials developed for children are located in open areas, not in closed or hidden areas
	Contact with children is culturally appropriate and interpreters are used if needed
	Children are accompanied by a parent or guardian
	Personnel are supervised, where appropriate, in situations where they have contact with children
Complaints handling and reporting	Child safety training is provided to relevant staff
	Clearly documented reporting and escalation procedures are available and communicated to staff
	Disclosure guidelines are available and responded to
	Complaints and disclosure procedures are available and responded to
	Trauma informed approaches are used where relevant

## Child Safeguarding Framework

### Training and compliance

The availability of information, education and training for Councillors, employees and volunteers is important in creating a child focused, transparent and safe organisational culture which protects children and young people from abuse.

At a minimum, to make Councillors, employees and volunteers aware of and comply with the Framework and relevant legislation, entities should:

Action	Description
Have well-communicated policies that meet the requirements of the Framework and manage any additional child related risks associated with the Council	An important component of any policy is reporting and handling of reports of child abuse. It may include what to do if the reporter or victim does not want their details provided to authorities (i.e. blind reporting) and any mandatory reporting requirement
	The policy should include provision of a supportive and safe environment for staff who disclose abuse or risk of abuse
Provide training to staff about their obligations under the Framework and any internal child safety policies	This could be achieved through face-to face or online training, induction processes
	Staff should be aware of their obligations, where relevant, from the commencement of their role. Training should be ongoing
Have in place robust staff screening processes to check the suitability of staff working with children	All relevant staff comply with working with children and/or working with vulnerable people legislation
	All relevant staff comply with mandatory reporting requirements
	Establish and maintain a system to manage Working with Children Checks

## Child Safeguarding Framework

### Child Safe Code of Conduct

#### Simple addition to our existing Code of Conduct example

- You must conduct yourself in a manner consistent with Council's values and the Child Safeguarding Policy
- You must uphold the rights of children and young people who come into contact with Council, to feel heard on matters relevant to their safety
- You must demonstrate appropriate personal and professional boundaries and not use language or behaviour towards children that is inappropriate, harassing, abusive, sexually provocative, intended to humiliate or culturally inappropriate
- You must actively promote and consider the cultural safety and inclusion of all children and young people
- You must empower children and young people by providing an environment where they can actively participate and 'have a say', especially on issues that are important to them
- You must abide by the Council's commitment and obligation to be a child safe organisation
- You must identify and mitigate risks to the safety and wellbeing of children and young people
- You must take all reasonable steps to protect children and young people from abuse and respond to any concerns or complaints of child harm or abuse promptly and in line with Council's policy and procedure for receiving and responding to complaints.
- You must report any concerns, allegations, disclosures or observations of child abuse in line with the Council's policies and processes, mandatory reporting and reportable conduct reporting requirements

#### Child Safe Code of Conduct ([referenced from Human Rights Commission](#))

I will:	<ul style="list-style-type: none"> <li>✓ Act in accordance with Northern Beaches Council's Child Safeguarding Policy at all times.</li> <li>✓ Behave respectfully, courteously and ethically towards children and their families and towards other staff.</li> <li>✓ Listen and respond to the views and concerns of children, particularly if they communicate (verbally or non-verbally) that they do not feel safe or well.</li> <li>✓ Promote the human rights, safety and wellbeing of all children associated with Council</li> <li>✓ Demonstrate appropriate personal and professional boundaries.</li> </ul>
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### Child Safeguarding Framework

<b>I will:</b>	<ul style="list-style-type: none"> <li>✓ Consider and respect the diverse backgrounds and needs of children.</li> <li>✓ Create an environment that promotes and enables children's participation and is welcoming, culturally safe and inclusive for all children and their families.</li> <li>✓ Involve children in making decisions about activities, policies and processes that concern them wherever possible.</li> <li>✓ Contribute, where appropriate, to the Council's policies, discussions, learning and reviews about child safety and wellbeing.</li> <li>✓ Identify and mitigate risks to children's safety and wellbeing as required by Council's risk assessment and management policy or process.</li> <li>✓ Respond to any concerns or complaints of child harm or abuse promptly and in line with Council's policy and procedure for receiving and responding to complaints.</li> <li>✓ Report all suspected or disclosed child harm or abuse as required by legislation and by Council's policy and procedure on internal and external reporting.</li> <li>✓ Comply with Council's protocols on communicating with children.</li> <li>✓ Comply with all relevant legislation and Council's policies and procedures on record keeping and information sharing.</li> </ul>
<b>I will NOT:</b>	<ul style="list-style-type: none"> <li>✓ Engage in any unlawful activity with or in relation to a child.</li> <li>✓ Engage in any activity that is likely to physically, sexually or emotionally harm a child.</li> <li>✓ Unlawfully discriminate against any child or their family members.</li> <li>✓ Be alone with a child unnecessarily.</li> <li>✓ Arrange personal contact, including online contact, with children I am working with for a purpose unrelated to Council's activities.</li> <li>✓ Disclose personal or sensitive information about a child, including images of a child, unless the child and their parent or legal guardian consent or unless I am required to do so by Council's policy and procedure on reporting.</li> <li>✓ Use inappropriate language in the presence of children, or show or provide children with access to inappropriate images or material.</li> </ul>

### Child Safeguarding Framework

	<ul style="list-style-type: none"> <li>✓ Work with children while under the influence of alcohol or prohibited drugs.</li> <li>✓ Ignore or disregard any suspected or disclosed child harm or abuse</li> </ul>
<b>If I think this Code of Conduct has been breached by another person at Northern Beaches Council I will:</b>	<ul style="list-style-type: none"> <li>✓ Act to prioritise the best interests of children.</li> <li>✓ Take actions promptly to ensure that children are safe.</li> <li>✓ Promptly report any concerns to my manager, Council's Child Safety Officer, the Chief Executive Officer or another manager or leader in the organisation.</li> <li>✓ Follow Council's policies and procedures for receiving and responding to complaints and concerns.</li> <li>✓ Comply with all legislative requirements on reporting where relevant, and with Council's policy and procedure on internal and external reporting</li> </ul>
<b>I agree to abide by this Code of Conduct during my employment with Northern Beaches Council. I understand that breaches of this Code of Conduct may lead to disciplinary action or termination of my employment with Northern Beaches Council.</b>	<p>Full Name</p> <p>Signature</p> <p>Date</p>



## Child Safeguarding Framework

### Reporting and Responding to a Child Safety Concern

Factsheets can be accessed to support Business Process Mapping: [Fact sheets - reportable conduct](#)

#### 1. Identifying reportable allegations

- A reportable allegation is an allegation that an employee has engaged in conduct that may be reportable.
- A reportable conviction means a conviction (including a finding of guilt without the court proceeding to a conviction), in NSW or elsewhere, of an offence involving reportable conduct.

The Reportable Conduct Scheme is an allegation-based scheme. The threshold for making a notification to the Office of the Children's Guardian is that a reportable allegation has been made – that is, there is an allegation that an employee has engaged in conduct that may be reportable conduct or that they are the subject of a conviction that is considered a reportable conviction.

Read more: [Identifying reportable allegations](#)

#### 2. Heads of entities and reportable conduct responsibilities

The head of an entity (or their delegate) is required to:

- ensure specified systems are in place for preventing, detecting and responding to reportable allegations or convictions;
- make a notification to the Office of the Children's Guardian within 7 business days of becoming aware of a reportable allegation or conviction against an employee of the entity;
- as soon as practicable after receiving the reportable allegation/conviction, arrange for it to be investigated/determined;
- complete the investigation within a reasonable time, having regard to the principles of procedural fairness and the mandatory considerations outlined in Division 6 of the Act;
- provide information about the allegation, the progress of the investigation and the finding and action taken to the alleged victim and their parent/carer unless the head of the relevant entity considers that it is not in the public interest to do so;
- by 30 calendar days after the head of the entity becomes aware of the reportable allegation, provide either a finalised entity report or an update (an interim report, reasons the investigation has not been completed and an estimated timeframe for completion);
- make a finding of reportable conduct if satisfied, on the balance of probabilities, that the case against the employee, the subject of the reportable allegation has been proved;
- provide information to the Children's Guardian that the Guardian requires under relevant provisions of the Act, which may include information about a reportable allegation, the relevant entity's response to a reportable allegation, and systems for preventing and responding to reportable allegations;
- ensure an appropriate level of confidentiality of information relating to reportable allegations and only disclose information about the allegations in circumstances permitted by the Act or other legislation;

## Child Safeguarding Framework

At the end of the investigation of a reportable allegation, the head of agency must send a report to the Office of the Children's Guardian that enables the Office of the Children's Guardian to determine whether the investigation was carried out in a satisfactory manner and whether appropriate action was or can be taken.

Read more: [Heads of entities and reportable conduct responsibilities](#)

### 3. Risk management following a reportable allegation

The head of a relevant entity is responsible for ensuring that any risk an employee may pose to a child(ren) is assessed and managed while responding to reportable allegations. This should be a dynamic process:

- An initial assessment on receipt of a reportable allegation should be based on all relevant information known at that time;
- The risk assessment should be revisited and – where appropriate – adjusted during the investigation, as new information becomes known;
- A final risk assessment should be undertaken at the end of the investigation.

At each stage, the assessment should inform any decision about risk management – that is, action that will be taken to address identified risks. It is important to record why the decision was made to take, or not take, any action following an initial, subsequent and final risk assessment.

Read more: [Risk management following a reportable allegation](#)

4. Planning and conducting an investigation: [Planning and conducting an investigation \(fact sheet\)](#)
5. Recognising and managing conflicts of interests: [Recognising and managing conflicts \(fact sheet\)](#)
6. Keeping Records: [Keeping Records \(fact sheets\)](#)
7. Disclosing information to children, parents and carers: [Disclosing information to children, parents and carers](#)
8. Making a finding of reportable conduct: [Making a finding of reportable conduct](#)
9. Information for employees: [Information for employees](#)
10. Information for employers: [Information for employers](#)



## Child Safeguarding Framework

Reportable Conduct Scheme	
The head of a relevant entity must notify the Office of the Children's Guardian within 7 business days of becoming aware of any reportable allegation or conviction.	<a href="#">7-Day Notification Form</a>
By 30 calendar days after becoming aware of a reportable allegation or conviction, the head of a relevant entity must provide either the investigative report ("entity report") or, if the investigation is not complete, an interim report.	<a href="#">30-Day Interim Report Form</a>
Once the head of entity is satisfied that the investigation has been concluded, they must, as soon as practicable, provide the Office of the Children's Guardian with an entity report unless the Children's Guardian has given a written exemption or the head of the relevant entity has a reasonable excuse.	<a href="#">Entity Report Form</a>

## Resources

### Generic Online Safety Resources:

[Australian Human Rights Commission Child Safe Organisations toolkit with eSafety Commissioner](#)

[Bravehearts keeping kids safe online](#)

[Crimestoppers - eSafety and your child](#)

[Cybersmart: Australian Communications and Media Authority \(ACMA\) for parents, teachers, children and young people](#)

[DOE – supervising children online advice](#)

[eSafety – Parents, Carers, Students, Seniors and Educator packages](#)

[eSafety - Promoting an esafe club culture \(sporting\)](#)

[eSafety - Toolkit for schools](#)

[Playing IT Safe | How to stay safe online](#)

[Head to Health Covid-19 support](#)

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[NSW Police](#)

[Staysmartonline; Australian Cyber Security Centre for businesses](#)

[Staysmartonline; Australian Cyber Security Centre for parents](#)

[Student Wellbeing Hub - for carers, educators and young people](#)

[ThinkUKnow resources \(national crime prevention program\)](#)

### Resources to assist the sector during COVID-19

[The Association of Children's Welfare Agencies \(ACWA\)](#)

[DCJ- NSW Communities and Justice essential services website](#)

[DCJ and NCOSS service provider information and video resources for Covid-19](#)

[Jericho Road \(Presbyterian Social Services\) Covid-19 Resources](#)

[NCOSS- Community sector resource on Covid-19](#)

[NSW Health FAQ](#)

[NSW Office of Sport Update](#)

[Youth Action- general advice for youth sector to prepare for COVID](#)

### General mental health support for everyone during COVID-19

[Lifeline](#)

[Headspace resources for young people](#)

[Kids helpline](#)

### Responsible Officer

Executive Manager

### Review Date

At least every four years or as required

### Revision History

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## DRAFT

### Operational Policy Child Safeguarding Policy

#### 1: Scope

This policy applies to all workers of Northern Beaches Council including Councillors, employees, trainees, work experience and internships, volunteers, agents, consultants, contractors and employees of contractors irrespective of whether or not they work with, or have direct contact with children and young people.

#### 2: Purpose

Northern Beaches Council is committed to safeguarding children and young people, and will adopt preventative and responsive systems and practices to protect children and young people from harm and abuse.

We will involve children and young people in organisational decision making; providing them with opportunities to participate and express their view on how we plan for, design and develop our services and activities.

#### Child Safe Standards for Child Safe Organisations

The Child Safe Standards recommended by the Royal Commission into Institutional Responses to Child Sexual Abuse provide a framework so organisations can create cultures and adopt strategies to keep children safe from harm. Each standard is principle-based, and work together to emphasise the importance of adopting multiple strategies to address child safety and avoiding an over-reliance on any one strategy.

The child safe standards encompass existing child safety requirements for individuals and organisations such as the Working With Children Check, the Reportable Conduct Scheme and requirements to report information to police and to the Department of Family and Community Services.

The 10 key standards of child safe institutions include:

1. Child safety is embedded in institutional leadership, governance and culture.
2. Children participate in decisions affecting them and are taken seriously.
3. Families and communities are informed and involved.
4. Equity is upheld, and diverse needs are taken into account.
5. People working with children are suitable and supported.
6. Processes to respond to complaints of child sexual abuse are child focussed.
7. Staff are equipped with the knowledge, skills and awareness to keep children safe through continual education and training.
8. Physical and online environments minimise the opportunity for abuse to occur.

## Child Safeguarding Policy

9. Implementation of child safe standards is continuously reviewed and improved.
10. Policies and procedures document how the institution is child safe.

### 3: Practices

#### Council's commitment to child safety

Northern Beaches Council is committed to providing and actively promoting a safe environment for children and young people.

Council has a zero tolerance towards child abuse, and is committed to protecting the physical, emotional, cultural and social wellbeing of all children and young people.

Council has policies and systems to protect children and young people, and all allegations and safety concerns will be treated seriously.

Northern Beaches Council acknowledges that protecting the safety of children and young people is a whole of community responsibility and is everyone's business.

#### Recruitment

Council will undertake robust recruitment practices, implementing effective screening tools to assist in the recruitment of suitable employees, contractors and volunteers in order to minimise the risk of inappropriate individuals entering the organisation.

A statement of commitment to child safety will be included in all job advertisements, inclusion of child safe questions in interviews and referee checks, and the requirement of a valid Working with Children Check before commencement at Northern Beaches Council for all child related work.

Council will comply with all relevant regulatory and legal requirements when recruiting staff to ensure its employees and customers are not placed under unreasonable risk.

#### Training

Northern Beaches Council is committed to ensuring that all Councillors, employees and volunteers are equipped with the knowledge, skills and awareness to keep children safe. Council's aim is for the entire workforce (in addition to parents/carers and children) to feel confident and comfortable in discussing any allegations of child abuse or child safety concerns.

All employees and volunteers will be trained and supported to:

- ensure that they understand Council's commitment to child safety and their role in protecting children from harm.
- increase awareness of indicators of child harm including harm caused by other children and young people.
- be aware of the different ways children and young people express concerns or distress and disclose harm.
- respond to issues of child safety and wellbeing, and support colleagues who disclose harm.
- build culturally safe environments for children and young people.

## Child Safeguarding Policy

### Safeguarding Children Standards of Behaviour

In addition to Council's Code of Conduct, Safeguarding Children Standards of Behaviour have been developed to provide detailed guidance on appropriate behaviour and conduct when working with children and young people. These standards aim to protect children and reduce any opportunities for abuse or harm to occur. It also helps the workforce by providing them with guidance on how to best support children and young people, and how to avoid or better manage difficult situations.

Council's Safeguarding Children Standards of Behaviour aims to:

1. promote child safety in Council.
2. set expectations for the workforce to behave with children including details of acceptable and unacceptable behaviours in dealing with children.
3. protect the workforce from potential accusations of inappropriate behaviour.

#### Acceptable behaviours

Council's workforce are responsible for supporting the safety of children by:

- adhering to Council's Safeguarding Children Policy.
- taking all reasonable steps to protect children and young people from abuse.
- ensuring the adult/child relationship is professional and kept within the boundaries of the respective position description
- ensuring appropriate adult's response to a child's behaviour or circumstance in line with the child's age and vulnerability and the adult's responsibility for the care, safety and welfare of the child.
- treating everyone with respect.
- listening and responding to the views and concerns of children and young people, particularly if they are telling you that they or another child has been abused or that they are worried about their safety/the safety of another child or young person.
- promoting the cultural safety, participation and empowerment of all children.
- ensuring as far as practicable, an adult should not be alone with a child unless there is line of sight to other adults.
- ensuring adults do not initiate or seek any contact with children outside of work.
- reporting any allegations of child abuse or any child safety concerns.

#### Unacceptable behaviours

Council's workforce must not:

- ignore or disregard any suspected or disclosed child abuse.
- use language or behaviour towards children that is inappropriate, harassing, abusive, sexually provocative, demeaning or culturally inappropriate.
- develop any 'special' relationships with children that could be seen as favouritism (for example, the offering of gifts or special treatment for specific children).



## Child Safeguarding Policy

- initiate unnecessary physical contact with children or do things of a personal nature that a child can do for themselves, such as toileting or changing clothes.
- use any computers, mobile phones, video cameras, cameras or social media to exploit or harass children, or access child exploitation material through any medium .
- photograph or video a child or young person without the consent of the parent or guardians and the child's consent when appropriate.

## Risk Management

Northern Beaches Council will ensure that child safety is a part of its overall risk management approach.

Council will identify, assess and takes steps to minimise the opportunity for children and young people to be harmed through:

- effective recruitment and training of all workers.
- focusing on preventing child harm, including peer-to-peer harm.
- considering increased risk in relation to specific roles and activities, and children and young people with heightened vulnerability e.g. children with disabilities.
- identifying and mitigating physical and online risks.
- involving children and young people in decision-making in relation to safety issues and risk identification.
- ensuring that third party contractors have appropriate measures in place to safeguard children and young people.

## Reporting and Responding to a Child Safety Concern

We all have a responsibility to report if we have formed a reasonable belief that abuse has occurred. Practices and processes are in place to investigate complaints and allegations thoroughly and quickly and Council will work with the relevant authorities and internal departments to investigate all complaints and allegations.

Council's workforce will be trained to respond appropriately to complaints, allegations and disclosures. All children, young people, families, and Council's workforce will know what to do and who to tell if they observe abuse or are a victim of abuse, and if they notice inappropriate behaviour.

If an adult is witnessing an incident or has a reasonable belief that an incident has occurred then they must take immediate action and report the incident.

Factors contributing to reasonable belief may be:

- A child states they or someone they know has been abused (noting that sometimes the child may in fact be referring to themselves).
- Behaviour consistent with that of an abuse victim is observed.
- Someone else has raised a suspicion of abuse but is unwilling to report it.
- Observing suspicious behaviour.

## Child Safeguarding Policy

Designated Child Safety Officers will be identified and trained to support the workforce with compliance to this Policy and guide, monitor and review the above processes.

Timely feedback will be provided to children and young people, families, workers and volunteers who raise concerns or allegations. This includes reporting back on incidents, concerns and complaints.

### Privacy and confidentiality

While safety and wellbeing of children is our primary concern, Council is committed to protecting an individual's right to privacy.

Unless there is a legislative requirement, all personal information considered during the process of a report or investigation, will be dealt with in accordance with Council's Privacy Policy.

### References and related documents

- [The Office of the Children's Guardian](#) (accessed March 2020)
- [Children and Young Persons \(Care and Protection\) Act 1998](#) (accessed March 2020)
- [Child Protection \(Working with Children\) Act 2012](#) (accessed March 2020)
- [Children's Guardian Act 2019](#) (accessed March 2020)
- Human Rights - [Child Safe Organisations](#) (accessed March 2020)
- The Advocate for Children and Young People - [Engaging children and young people in your organisation](#) (accessed March 2020)
- [The National Office for Child Safety](#) (accessed March 2020)
- [Keep Them Safe: A shared approach to child wellbeing](#) (accessed March 2020)
- NSW Government, Department of Premier and Cabinet, Child Wellbeing & Child Protection: [NSW Interagency Guidelines](#) (accessed March 2020)
- [Privacy Act 1988](#) (accessed March 2020)
- [Equal Employment Opportunity \(Commonwealth Authorities\) Act 1987](#) (accessed March 2020)
- [Council's Code of Conduct](#) (accessed March 2020)
- [Council's Values and Behaviours](#) (accessed March 2020)

## Child Safeguarding Policy

### Definitions

Term	Definition
<b>Abuse</b>	All forms of physical and/or emotional ill-treatment, sexual abuse, neglect or negligent treatment or commercial or other exploitation, resulting in actual or potential harm to the child's health, survival, development or dignity in the context of a relationship of responsibility, trust or power.  1. physical abuse 2. emotional abuse 3. neglect 4. sexual abuse 5. exposure to family violence.
<b>Child or young person</b>	A person who is under the age of 18 years.
<b>Child Safe Organisation</b>	An organisation that consciously and systematically: <ul style="list-style-type: none"> <li>creates condition that reduce the likelihood of harm to children,</li> <li>creates conditions that increase the likelihood of identifying and reporting of harm and,</li> <li>responds appropriately to disclosures, allegations and suspicions of harm.</li> </ul>
<b>Child Safety Officer</b>	Designated people leaders in Council who are mandatory reporters.
<b>Reportable Conduct</b> The Act defines 'reportable conduct' as,	<p>a sexual offence, such as:</p> <ul style="list-style-type: none"> <li>sexual touching of a child</li> <li>a child grooming offence</li> <li>production, dissemination or possession of child abuse material</li> </ul> <p>sexual misconduct, such as:</p> <ul style="list-style-type: none"> <li>descriptions of sexual acts without a legitimate reason to provide the descriptions</li> <li>sexual comments, conversations or communications</li> <li>comments to a child that express a desire to act in a sexual manner towards the child or another child</li> </ul> <p>ill-treatment of a child, such as:</p> <ul style="list-style-type: none"> <li>making excessive or degrading demands of a child</li> <li>a pattern of hostile or degrading comments or behaviour towards a child</li> <li>using inappropriate forms of behaviour management towards a child</li> </ul> <p>neglect of a child, such as:</p> <ul style="list-style-type: none"> <li>failing to protect a child from abuse</li> <li>exposing a child to a harmful environment, for example, an environment where there is illicit drug use or illicit drug manufacturing</li> </ul> <p>an assault against a child, such as:</p> <ul style="list-style-type: none"> <li>hitting, striking, kicking, punching or dragging a child</li> <li>threatening to physically harm a child</li> </ul>

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	an offence under s 43B (failure to protect) or s 316A (failure to report) of the Crimes Act 1900
	behaviour that causes significant emotional or psychological harm to a child, examples of indicators may include: <ul style="list-style-type: none"> <li>• displaying behaviour patterns that are out of character</li> <li>• regressive behaviour</li> <li>• anxiety or self-harm.</li> </ul>

#### Responsible Officer

Executive Manager

#### Review Date

At least every four years or as required

#### Revision History

Revision	Date	Change	TRIM #
1			
2			
3			



The Hon. Rob Stokes MP  
Minister for Planning and Public Spaces

IRF20/2441

Councillor Michael Regan  
Mayor  
Northern Beaches Council  
PO Box 882  
MONA VALE NSW 1660

Via email: [council@northernbeaches.nsw.gov.au](mailto:council@northernbeaches.nsw.gov.au)

Dear Councillor Regan *Michael,*

I am writing to confirm that the Low Rise Medium Density Housing Code (Code) is due to commence in your local government area on 1 July 2020.

The Code facilitates the delivery of well-designed dual occupancies, terraces and manor houses up to two storeys in height through a fast track complying development pathway. The Code has been operating successfully across many local government areas since 2018 but is only applicable where council zoning already permits these forms of housing.

As you are aware, the Government deferred the commencement of the Code in your local government area at your request in 2018 and again in 2019. This was to allow time to reflect on the housing needs and local character of your community in order to prepare a planning proposal, if necessary, to amend local planning controls to best provide for two storey medium density housing in your area.

I am advised that Council prepared a planning proposal to respond to the Code, which was received in July 2018, and which was subsequently revised and resubmitted by Council in February 2019. Although I understand the Department of Planning, Industry and Environment (the Department) has been working with Council to address matters arising from the amended planning proposal, Council's preference has been to pause the planning proposal while seeking further deferrals from the Code.

As anticipated, the two-year deferral from the Code will end on 1 July 2020 and the Code will now commence and apply in your local government area as originally intended. The NSW Government is committed to ensuring the planning system delivers a diverse range of housing types to meet the needs of the community. The supply of low-rise multi-dwelling homes in the past has not kept pace with community demand, which is something the Code is designed to address.

I understand that Council ultimately seeks an exclusion from the Code once it has completed its Local Housing Strategy and a new Local Environmental Plan. I am supportive of this approach, and note that Council intends to complete the exhibition of its Local Housing Strategy and a new Local Environmental Plan by the end of the year.



In the interim, however, I urge Council to recommence and finalise work on its planning proposal so that any changes from the Code to suit local needs and conditions can be expedited. The Department remains committed to working with Council to finalise its planning proposal quickly. Should you have any further questions, you are welcome to contact Ms Meagan Kanaley, Director of Codes and Design at the Department on 9274 6134.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'Rob Stokes'.

**The Hon. Rob Stokes MP**  
Minister for Planning and Public Spaces



10 June 2020

Mr Luke Walton  
Executive Director  
Planning Policy  
GPO Box 39  
SYDNEY NSW 2001

Our Ref: 2020/336852

Attention: Nicole Lewis

Dear Mr Walton

### **Low Rise Medium Density Housing Code**

I refer to our meeting on Friday 5 June 2020, in relation to the Low Rise Medium Housing Code (the Code). Council notes the written advice from the Minister for Planning & Public Spaces that he will not be granting any more deferrals from the commencement of the Code. The Code would therefore commence operation within the Northern Beaches Local Government Area on 1 July 2020.

Council has consistently stated that the Code's application within the Northern Beaches LGA should be deferred to allow a holistic, strategic, and local approach to be taken to the delivery of future housing for the Northern Beaches community through Council's Local Strategic Planning Statement (LSPS) and its Local Housing Strategy (LHS).

In this respect, following receipt of the support of the Greater Sydney Commission (GSC), Council adopted its LSPS on 26 March 2020. Action 15.3 of the LSPS states that Council will, through its LHS, work with DPIE to develop a local approach to the provision of medium density housing as an alternative to the application of the Code.

In progressing its LHS, Council publicly exhibited a Housing Issues and Opportunities Paper together with the exhibition of its draft LSPS in 2019. The Paper identified key housing issues, established a housing vision, and explored spatial options and land use planning approaches for the LGA. Council subsequently held two Councillor workshops, in November 2019 and February 2020 to further refine housing options.

Following that work, a draft LHS has been prepared which is being reviewed by staff. Subject to Council approval, the LHS will be publicly exhibited later this year before adoption and submission to DPIE.

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Notwithstanding the above, we note the advice from DPIE that the prohibition of medium density housing types under the Code (dual occupancies, manor houses and terraces) is not supported. As such, the Planning Proposal submitted by Council in response to the Code, is not supported in its current form.

As a way forward, it was suggested that Council propose possible amendments to the Pittwater LEP and Manly LEP and the Code to address local concerns. These amendments include potential changes to minimum allotment size requirements, which could be made together with proposed consequential amendments to the Codes SEPP before 1 July 2020.

Accordingly, to ensure the strategic intent of Council's existing controls is maintained until Council's LHS has been completed, Council requests the following LEP and SEPP amendments are made before 1 July 2020:

1. Introduce a minimum site area per dwelling for the erection of dual occupancy, multi dwelling housing (terraces) and manor houses in the R2 Low Density Residential zone under the Manly LEP 2011 consistent with the "residential density areas map" within Manly DCP 2013 (Attachment A).
2. Introduce minimum allotment sizes for the subdivision of dual occupancy, multi-dwelling housing (terraces) and manor houses in the R2 Low Density Residential zone under the Manly LEP 2011 to ensure that the application of the Codes SEPP will result in subdivision standards consistent with the "residential density areas map" within Manly DCP 2013 (Attachment A).
3. Introduce minimum allotment sizes for the subdivision of dual occupancy in the R2 Low Density Residential zone under the Pittwater LEP 2014 to ensure that the application of the Codes SEPP will result in subdivision standards consistent with general subdivision standards under Pittwater LEP 2014 (Attachment B).
4. Introduce amendments to *State Environmental Planning Policy (Exempt and Complying Development Codes)* to exclude the Warriewood Valley Release Area from the operation of the SEPP via its inclusion within *Schedule 5 – Land excluded from the Housing Code and Greenfield Housing Code* (Attachment C).

We also note the intention to remove clause 6.4(d) (i) from the Codes SEPP relating to the subdivision of dual occupancy, meaning that Council's general subdivision standards would apply. Should the removal of that Clause proceed as planned, the proposed amendment in point 3 above will not be required.

The above mentioned changes are sought as Council maintains concerns that the Code:

- Permits the subdivision of dual occupancy development into smaller allotments than currently permissible under Pittwater and Manly LEPs in the R2 zone.



- Permits 'manor houses' and 'multi-dwelling housing' at a higher density than currently permissible under the Manly DCP in the R2 zone.
- Permits the subdivision of 'manor houses' and 'multi-dwelling housing' into smaller allotments than currently permissible under the Manly LEP in the R2 zone.
- Permits manor houses, multi-dwelling housing and dual occupancies in the R3 medium density residential zone in Warriewood Valley with significantly less landscaped area than currently required under Pittwater DCP.
- Permits dual occupancy development with lesser setback and car parking requirements than currently permissible under Pittwater and Manly Development Control Plans (DCPs) in the R2 zone.

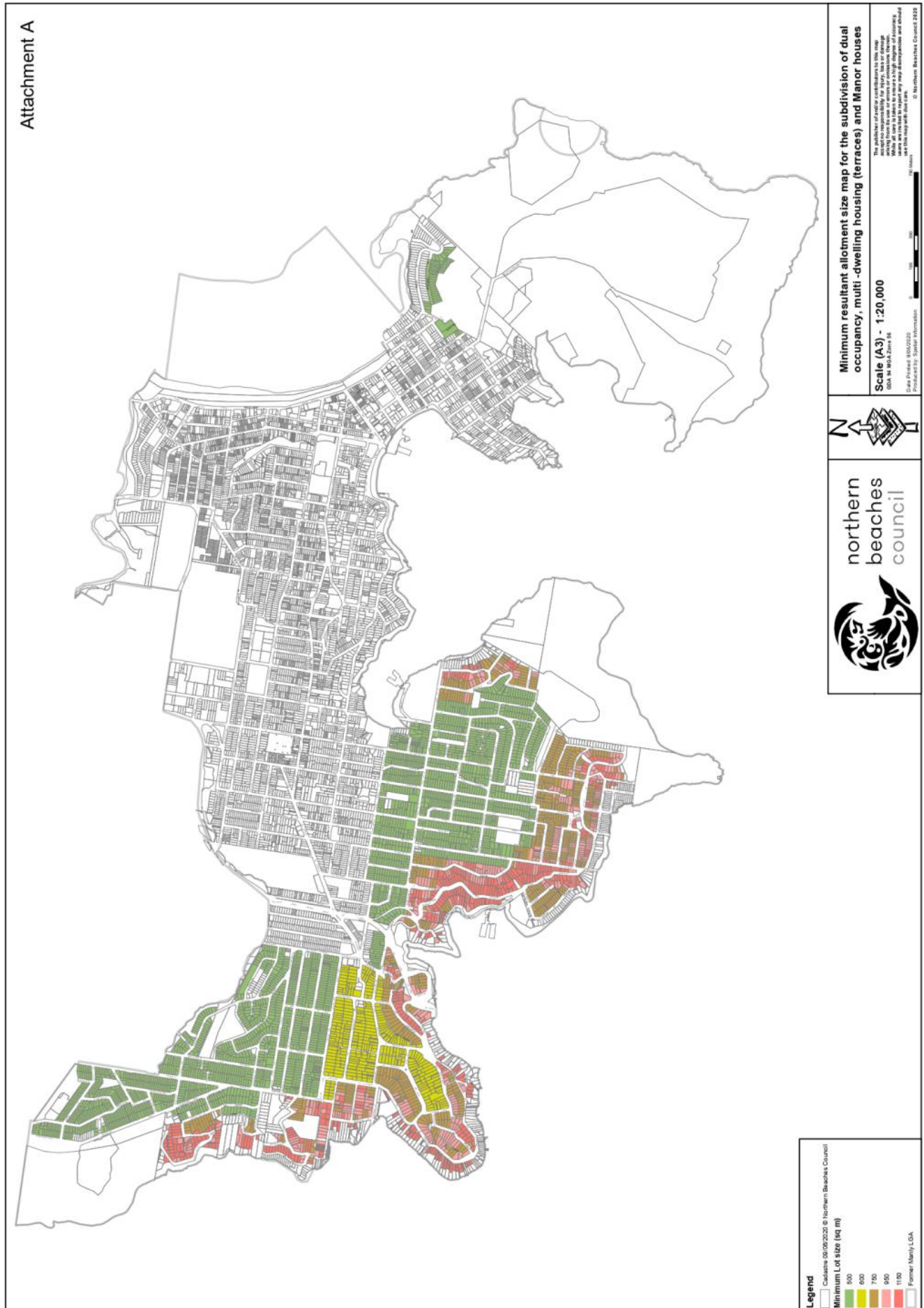
We look forward to your favourable response to these amendment requests.

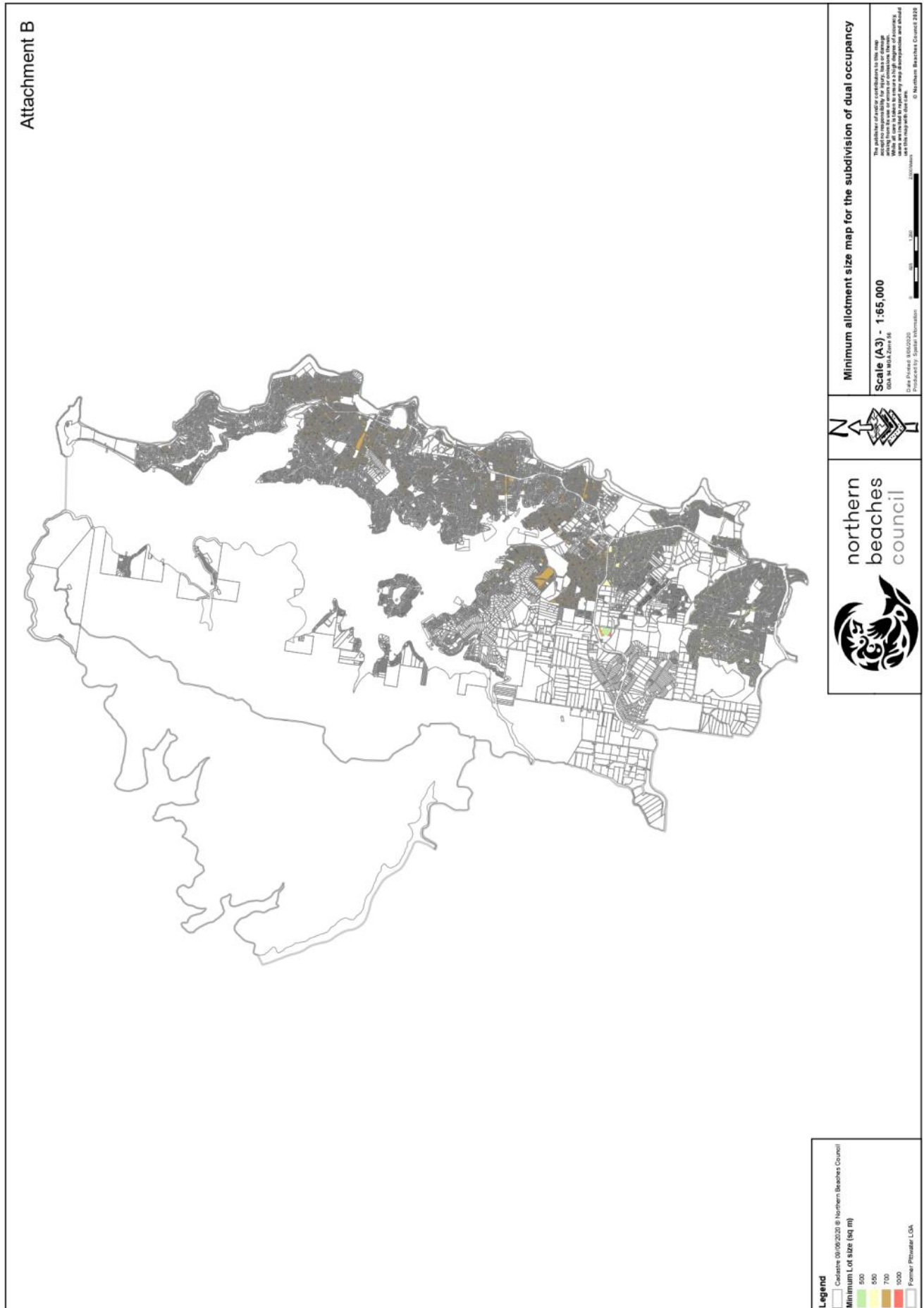
Should you require any further information in this matter, please contact myself or Andrew Pigott, Executive Manager Strategic & Place Planning on (02) 8495 6273.

Yours faithfully

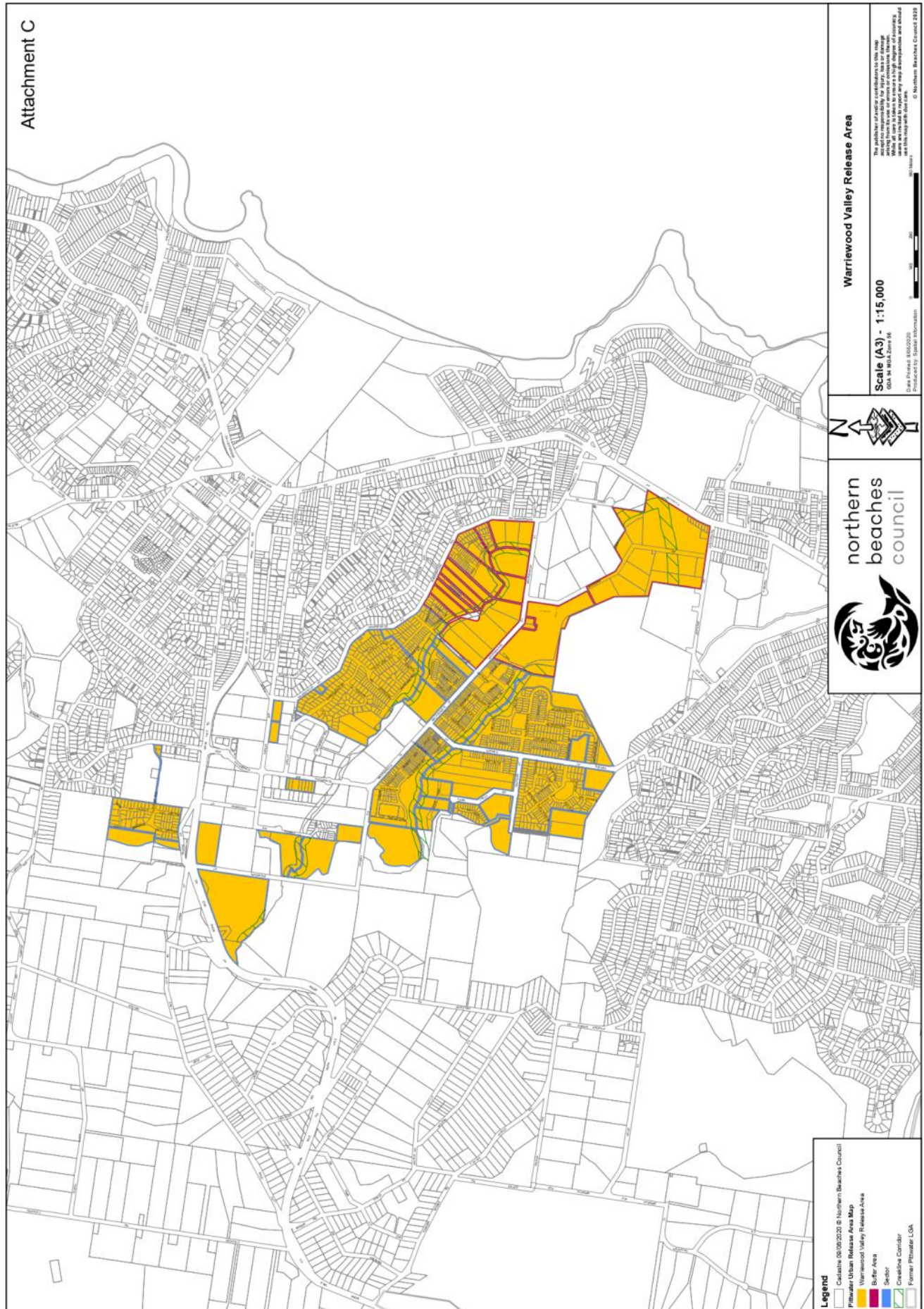


Louise Kerr  
Director Planning & Place









**From:** [Meagan Kanaley](#)  
**To:** [Louise Kerr](#)  
**Cc:** [Andrew Pigott](#); [Nicole Lewis](#); [Luke Walton](#)  
**Subject:** FW: Draft email for Northern Beaches  
**Date:** Thursday, 11 June 2020 10:17:52 AM  
**Attachments:** [image002.jpg](#)  
[Potential amendments for the LRMDHC.msg](#)

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Hi Louise,

Thank you for your letter about amendments to the Manly and Pittwater LEPs regarding the Low Rise Medium Density Housing Code.

I understand Council is proposing changes that affect dual occupancies, manor houses and multi dwelling housing (terraces) as well as proposing to exclude the Code from the Warriewood Valley Release Area. As noted in an email (attached) recapping the 5 June 2020 meeting, the prohibition of the Code is not supported and the opportunity for a consequential amendment was only extended for a minimum lot size for manor houses and multi dwelling housing (terraces). I note that Councils suggested several amendments outside of this.

I have outlined the Department's position on your request as follows:

1. Introduce a minimum site area per dwelling for the erection of dual occupancy, multi dwelling housing (terraces) and manor houses in the R2 Low Density Residential zone under the Manly LEP 2011 consistent with the "residential density areas map" within Manly DCP 2013. **A minimum site area per dwelling for dual occupancies is not supported. A minimum site area per dwelling for manor houses and multi dwelling housing (terraces) is supported for a consequential amendment.**
2. Introduce minimum allotment sizes for the subdivision of dual occupancy, multi-dwelling housing (terraces) and manor houses in the R2 Low Density Residential zone under the Manly LEP 2011 to ensure that the application of the Codes SEPP will result in subdivision standards consistent with the "residential density areas map" within Manly DCP 2013. **A minimum allotment size for the subdivision of dual occupancies is not supported. A minimum allotment size for the subdivision of manor houses and multi dwelling housing (terraces) is supported for a consequential amendment.**
3. Introduce minimum allotment sizes for the subdivision of dual occupancy in the R2 Low Density Residential zone under the Pittwater LEP 2014 to ensure that the application of the Codes SEPP will result in subdivision standards consistent with general subdivision standards under Pittwater LEP 2014. **This is not supported as it related only to dual occupancies.**
4. Introduce amendments to State Environmental Planning Policy (Exempt and Complying Development Codes) to exclude the Warriewood Valley Release Area from the operation of the SEPP via its inclusion within Schedule 5 – Land excluded from the Housing Code and Greenfield Housing Code. **This is not supported as it is a prohibition of the Code.**


If Council wishes to undertake a consequential amendment for the modified items 1 and 2 we would need a proposal from Council by **midday today, 11 June 2020** to allow for time for legal drafting. The items not supported should be the subject of a separate planning proposal. As discussed at the 5 June meeting, the Department will continue to work with Council to help progress a future planning proposal if Council is unable to undertake a consequential LEP amendment. However, the Low Rise Medium Density Housing Code will apply from the 1 July 2020.

Kind regards,

**Meagan Kanaley**  
**Director, Codes and Design**

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Please note that my regular days of work are:

Mon	Tues	Wed	Thurs	Fri
✓	✓	✓	✓	x
				

*The Department of Planning, Industry and Environment acknowledges that it stands on Aboriginal land. We acknowledge the traditional custodians of the land and we show our respect for elders past, present and emerging through thoughtful and collaborative approaches to our work, seeking to demonstrate our ongoing commitment to providing places in which Aboriginal people are included socially, culturally and economically.*

**From:** [Nicole Lewis](#)  
**To:** [Andrew Pigott](#)  
**Cc:** [Luke Walton](#); [Luke Downend](#); [Meagan Kanaley](#)  
**Subject:** Potential amendments for the LRMDHC  
**Attachments:** [image001.jpg](#)

---

Hi Andrew

Thank you and your team for the meeting earlier this afternoon about the Low Rise Medium Density Housing Code (Code).

I have recapped the information regarding LEP amendments below.

Prohibition of medium density housing types under the Code (dual occupancies, manor houses and terraces) is not supported by the Department. However, as a way of targeting the application of the Council could consider introducing a minimum lot size for these types of development in its LEP. I note that Council would need to provide justification for these changes. The Department is currently undertaking housekeeping amendments to the Code to fix minor drafting errors and to provide clarity on a number of clauses. There is an opportunity for a consequential amendment to Council's LEP at the same time. This would only be for the introduction of minimum lot sizes for manor houses and terraces and would need to be supported by a justification from Council.

I note that this would be Council's decision whether to pursue amendments without community consultation. The Department cannot guarantee that Parliamentary Counsel will agree to the amendment.

The timeframe is extremely tight as the housekeeping amendments need to be finalised by 1 July 2020, therefore we would need Council's potential amendment and justification by 9am Wednesday 10 June 2020.

If Council chooses to pursue a planning proposal to target the Code's application the Department will actively work with Council to finalise its proposal.

Regards

Nicole

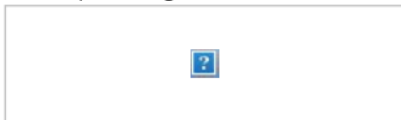
**Nicole Lewis**  
**Team Leader**

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11 June 2020

Ms Meagan Kanaley  
Director, Codes and Design  
Planning Policy  
Level 16 | 4 Parramatta Square  
12 Darcy Street  
Parramatta NSW 2150

Our Ref: 2020/342616

Dear Ms Kanaley

**Low Rise Medium Density Housing Code**

I refer to your correspondence of today's date, in relation to the Low Rise Medium Housing Code (the Code). In your correspondence you outline the Department of Planning, Industry & Environment (DPIE) position in response to Council's request (via letter dated 10 June 2020) for changes to the Manly LEP, Pittwater LEP and the Code.

In your said correspondence, you make the following points regarding the requested changes by Council that are **not supported** by DPIE as follows:

- Minimum site area per dwelling for dual occupancies in the Manly LEP.
- Minimum allotment size for the subdivision of dual occupancies in the Manly LEP.
- Minimum allotment size for the subdivision of dual occupancies in the Pittwater LEP.
- Amendments to the Code to exclude Warriewood Valley Land Release Area.

Accordingly, we request the following changes:

1. Introduce a minimum site area per dwelling for the erection of multi dwelling housing (terraces) and manor houses in the R2 Low Density Residential zone under the Manly LEP 2011 consistent with the "residential density areas map" within Manly DCP 2013.
2. Introduce minimum allotment sizes for the subdivision of multi-dwelling housing (terraces) and manor houses in the R2 Low Density Residential zone under the Manly LEP 2011 to ensure that the application of the Codes SEPP will result in subdivision standards consistent with the "residential density areas map" within Manly DCP 2013.

We look forward to your favourable response to these amendment requests.

Should you require any further information in this matter, please contact myself or Andrew Pigott, Executive Manager Strategic & Place Planning on (02) 8495 6273.

Yours faithfully



Louise Kerr  
Director Planning & Place

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## **Manly Life Saving Club Redevelopment**

### **Business Case**

June 2020

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## Manly Life Saving Club Redevelopment

### Project Business Case

## 1. Background of Proposed Project

Manly Life Saving Club (The Club), located on the southern end of Manly Beach was established in 1903 and is one of the oldest surf clubs in Australia. The Clubhouse (c1982) had a deck extension added in 2013 and a partial upgrade of member's amenity areas on the ground floor carried out in 2014. The total internal and external floor area is 1,143 sqm.

Following a notice of motion on 26 June 2018, Council resolved

*That:*

*A. Council staff prepare a report on:*

- a. the present condition and adequacy of the Manly Life Saving Club building*
- b. what action would be appropriate to bring the Club's building into line with present and foreseeable future requirements*
- c. the possibility of a design competition for a new building*
- d. what funding options would be available for a new building, including Government Grants.*

*B. The report be brought back to Council within four months.*

Council officers engaged consultants Asset Technologies Pacific to prepare a Condition Assessment & Life Cycle Cost Plan, including an engineering assessment of the building systems, services and structures, to determine the current condition and adequacy of Manly Life Saving Club building.

The report also considered the capital costs and ongoing costs for the following three options;

- Refurbish and extend the current building
- Rebuild the club building
- Maintain the current facility



This assessment was presented to Council at its meeting of 16 October 2018, where Council agreed to provide in principle support for the redevelopment of Manly Life Saving Club, with the following resolution:

- A. *Council endorse the strategy to proceed with design options for a new Life Saving Club and Community Building at Manly.*
- B. *Council establish a community working group to work collaboratively with Council and the Club.*
- C. *Council propose a suitable budget via the 2019/20 budget process to progress the project, including undertaking a two stage tender process to engage a design consultant as detailed in the report.*
- D. *Council write to all relevant Ministers informing them of the upcoming project, in an effort to source appropriate funding.*
- E. *Staff report back to Council at the conclusion of the second stage of community consultation prior to proceeding to Development Application for approval to progress to Development Application and business case stage.*

Council has written to all relevant Ministers in an effort to source additional funding for the project. A commitment to provide up to \$5 million from the Federal Governments Department of Infrastructure, Regional Development and Cities through the Community Development Grants Programme (CDG) has been made. No further commitments have been received.

In line with the resolution, Council officers proceeded with the first stage of a two-stage procurement approach for the appointment of the design consultant. However, due to the uncertainty with regards to the overall project budget and the flow on impacts to the project scope, it was recommended that Council cancel the tender process until the budget envelope is finalised.

Following discussions between the Club, local ministers and Council a refined project scope has been proposed. The proposed project includes the demolition of the existing surf club building and construction of a new surf club building and community facilities. The new building is proposed to be constructed on the existing club building site, with a total floor area of approximately 2300m<sup>2</sup>. The building will cater for the surf club's current and future needs, the volunteer lifeguards and the community in general.

It is proposed that the public amenities and lifeguard areas will be constructed separate to the main club building.

The design philosophy applied encourages inclusivity and participation for all ages, abilities and gender by designing from a female lens for the change rooms and for persons with physical or mental disabilities, hearing or visual impairments or other special needs.

## 2. Project Need

Manly Life Saving Club, Northern Beaches Council and the local community have all agreed that the current building is not fit for purpose; constructed in 1982 the building was built for the needs at the time. Since then the Club membership has seen substantial growth as well as seeing an increase in the equipment required to fulfil the key roles of the Club.

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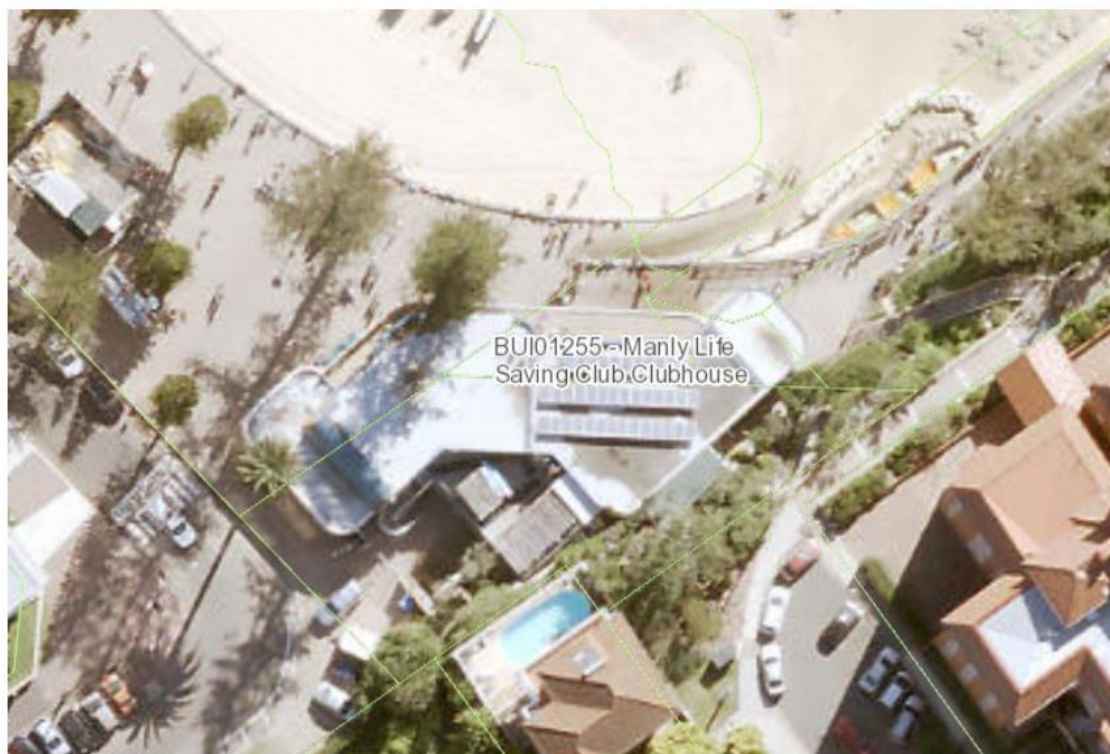
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The building as it currently presents is sub-optimal, with rooms and storage areas that are too small to deliver both the requirements for the club and the community and amenities that are neither large enough nor to a suitable standard.

To this end, Council in conjunction with the Club and representatives of the local community have developed the agreed needs brief for the future club building. This brief will enable the building to deliver for the greater users of the area as well as enabling Manly Life Saving Club and Council the facilities required to deliver services to the local beach.

### 3. The Site

The subject site is on the corner of South Steyne and Ashburner Street, Manly Lot 102 DP 1153829, Lot 101 DP 1153828 which are owned by Council and Lot 7350 DP 1168823, and Lot 103 DP 1153830 which are owned by the Department of Land & Water Conservation. The land is zoned RE1 Public Recreation. The other existing users of the building include Council professional lifeguards, a commercial kiosk operator and various other community groups. Public amenities are also available within the existing building.



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## 4. Public Consultation Process

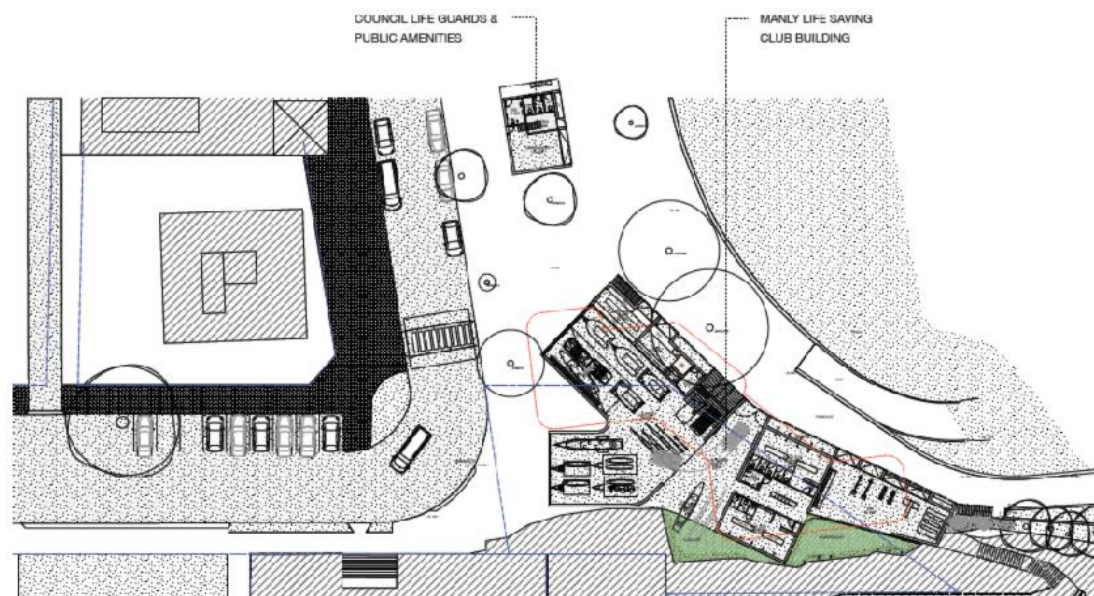
As a vital piece of community infrastructure, this project has been through an extensive initial engagement process and will continue to involve the community through the life of the project. The first stage of engagement was held through 2018 to 2019 and invited the community to share their ideas to help shape the future design of the Manly Life Saving Club. In addition, a community working group, comprising 12 members representing a range of key groups within the local community, assisted in identifying the appropriate uses and design principles for the building.

Stage 2 of the community engagement process will commence following the appointment of a design consultant and will involve public exhibition of the approved concept plans, providing a further opportunity for the community to make additional comments on the proposal.

Stage 3 of the community engagement process will be undertaken as part of the development application process.

### 4.1. Concept Design

To assist Council in applying for grant funding for the project, draft concept designs were developed by local architect, Adriano Pupilli Architects in line with the needs brief prepared by the Working Group. Note, these are concept only and the final design solution may provide a superior form and outcome.



Site Plan

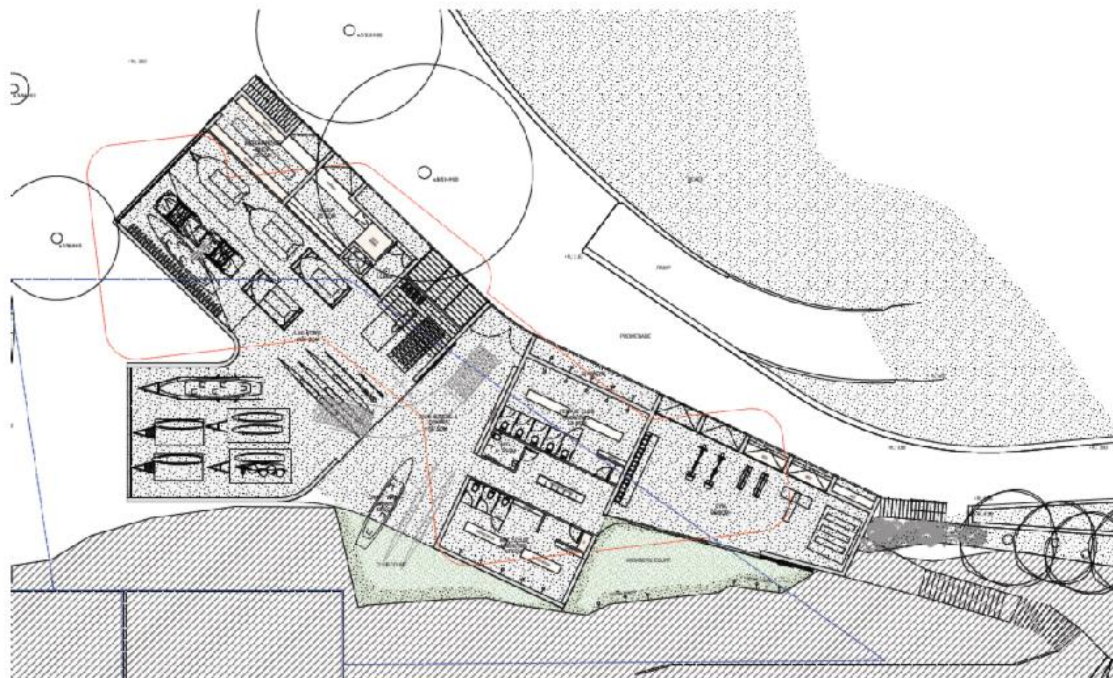
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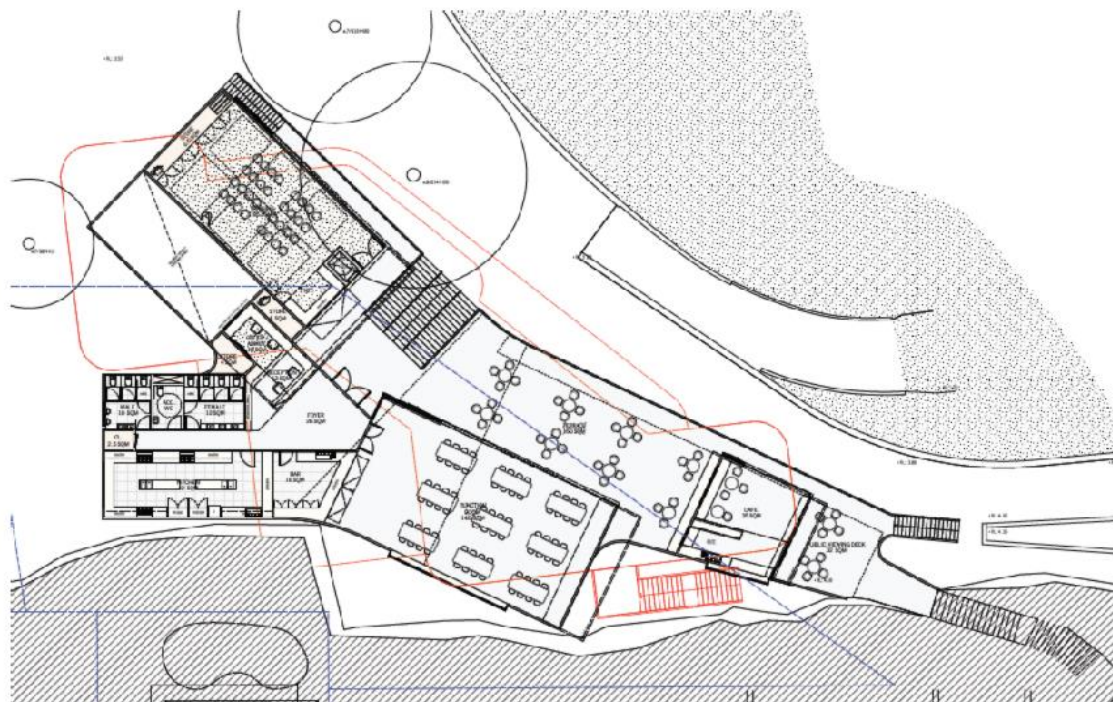
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Ground Floor Plan



First Floor Plan

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Aerial View



View from Beach

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View from Beach



Approach from Shelly Beach

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#### Approach from Promenade

The location of the public amenities and lifeguard building will be subject to detailed site analysis with a range of options being presented through the community engagement process.

### **4.2. Internal stakeholders**

- Jorde Frangoples – Director, Transport & Assets
- Campbell Pfeiffer – Executive Manager, Property
- Steven Lawler – Executive Manager, Parks & Recreations
- Yianni Mentis - Executive Manager, Environment & Climate Change
- Kath McKenzie – Executive Manager, Community Engagement & Communications

### **4.3. External stakeholders**

- Manly Life Saving Club
- Surf Life Saving Sydney Northern Beaches
- Local Residents
- Local Businesses

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- User/Hirer groups
- Local Youth
- Local Swim Group
- Local Surfers
- Foreshore Users
- Manly Business Chamber
- Environmental Groups
- Visitors to Manly

## 5. Project Benefits

A new life saving club building will provide a variety of community benefits, including providing life saving services to the community, increasing safety, local economic benefits and providing additional and improved community spaces and facilities.

Manly is known as the traditional tourist hub for the Northern Beaches, with a direct connection to the Sydney CBD via ferry. Manly is a major icon of greater Sydney for a mix of international and interstate visitors, with a large majority of those visitors coming to see Manly Beach.

By constructing a new life saving club building on the foreshore, the area will be reactivated, which will assist in attracting increased visitation to the area ensuring that Manly Beach remains the nation's number one ranked beach.

The below outlines some of the direct long term key community benefits and outcomes that will be realised through the construction of a new life saving club.

- Improved community safety in and around the building
- Improve response times in an emergency
- Increased accessibility to the clubhouse, public amenities and foreshore – particularly for those with reduced mobility
- Increased mental health from the improved amenities and potential for provision of community services/ education in the new building
- Increased participation and membership by females, as current facilities are a significant deterrent
- Improved building functionality, storage and access to equipment
- Improved foreshore access
- Improved training facilities
- Improved delivery of surf life saving operations
- Reduced maintenance costs for the club
- Increased community spaces & function rooms for hire
- Improved public amenities including larger female facilities
- Improved circulation and reduction of pedestrian/ rescue vehicles conflict risk
- Increased membership (and economic viability) of the Manly Life Saving Club
- Increased social activities, events, exhibitions and activations both by the Club and other organisations

There are a significant number of groups and sections of society that this project aims to provide benefits to, including:

- People with a physical disability and/ or limited mobility through the upgrade of accessibility pathways, lift access and installation of publicly accessible amenities.
- Women/ girls through the enlargement and upgrade to female change rooms currently inferior to the male facilities. Female membership has increased from 15 in 1982 to almost half the current 1818 members.
- Residents and visitors to Manly through improved safety on the beach and in the water.
- The wider community through use of venue hire and access to community services being potentially rehomed here.
- Beachgoers, club users and pedestrians through removal of pinch-point at the north eastern end of existing building and removal of pedestrian/ surf craft conflict between the clubhouse and the beach.
- Participants and spectators of the Cole Classic
- Participants at Royal Far West who utilise the clubhouse facilities as part of their recreation activities.
- Bold & Beautiful – an important volunteer-run daily swim group.
- Local and International tourist access and experience.

## 6. Project Budget

It is anticipated the total project cost for the Club & Community Facilities Redevelopment will be \$15 million.

Funding committed to date:

- The Federal Government has committed \$5 million to the construction of a new facility.
- Council has allocated \$45,216 in the 19/20 financial year with additional capital funds up to \$5 million to be committed in 2020 - 2023.

In responding to Manly Life Saving Club preference, the lifeguard facilities and public amenities are proposed to be constructed separate to the main Club building as part of this project. .

Once development consent has been received, Council will work with the Club to secure additional funding from the State Government.

Cost estimates for the project will be provided for each stage as follows:

- Concept Design
- Development Application
- Design Development
- Tender

## 7. Timeframe

The current timeline for the project is as follows:

Council approval	- June 2020
Tender for Design Consultant	- July – December 2020
Public Exhibition	- May – July 2021
Development Application Lodgement	- October 2021
Tender for Construction Services	- November 2021 – April 2022
Contract Award	- April 2022
Construction	- July 2022

## 8. Recommendation

Given the current condition of the Club building, along with strong support from the Club, Community and Federal Government for the project, it is recommended that Council:

- having considered the information and evidence contained in the Business Case, approve the progression of the project to provide a new surf club building at Manly Beach.
- approve Council officers proceeding to tender for the engagement of Design Consultants
- endorse the proposed funding envelope of \$15 million as outlined within this business case for the delivery of this project



## Crown land managed by council Crown land managers Form

### Written notice of assigned categorisation

Council Crown land managers should use this form to notify the minister administering the *Crown Land Management Act 2016* of the initial categorisation assigned to Crown land, as referred to in section 36 of the *Local Government Act 1993*.

### Important information

Please refer to the accompanying *Guideline—initial categorisation of Crown land managed by council Crown land managers* for further information.

### Contact us

For more information, please contact us at:

NSW Department of Industry—Lands & Water  
PO Box 2155  
DANGAR NSW 2309

Phone: 1300 886 235

Fax: 02 4925 3517

Email: [council.clm@crownland.nsw.gov.au](mailto:council.clm@crownland.nsw.gov.au)

Web: [industry.nsw.gov.au/lands](http://industry.nsw.gov.au/lands)

Web: [olg.nsw.gov.au/crownland](http://olg.nsw.gov.au/crownland)

### Lodgement

Email the completed form to: [council.clm@crownland.nsw.gov.au](mailto:council.clm@crownland.nsw.gov.au)

or

Mail to:

NSW Department of Industry  
Attn: Council Crown land management  
PO Box 2155  
DANGAR NSW 2309



## Crown land managed by council Crown land managers Form

### Applicant details

Table 1. Applicant details

Council Crown land manager	Northern Beaches Council
Postal address	725 Pittwater Road Dee Why NSW 2099
Contact	Ray Brownlee CEO
Email	council@northernbeaches.nsw.gov.au

### Declaration

- I Ray Brownlee CEO, in accordance with section 3.23 of the Crown Land Management Act 2016, hereby provide written notice of initial categorisation applied to Crown land under the management of the above Crown land manager as listed in the below schedule.
- I declare and affirm that the information provided on this form is accurate to the best of my knowledge and belief.
- I declare that I am authorised by the Council to make this application.

Name:	Ray Brownlee		
Position:	CEO		
Signature:		Date:	

### Schedule

#### Particulars of reserves

Council is required to assign a category or categories that most closely relates to the reserve purpose. Council should provide detailed description of the activities and characteristics of the land in the table below to justify the assigned categorisation. Where multiple categories are assigned, please provide a map, delineating the areas of the reserve to which the categories will apply.

Colour coding of maps is as follows:

General Community Use = Purple

Natural Area = Green


Sportsground = Orange

Yellow = Park

Area of Cultural Significance = Brown or brown hatching if overlayed over another category


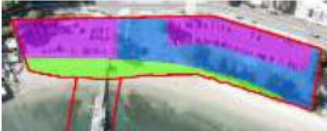


Table 2. Categorisation




Reserve/ Dedication	Purpose(s)	Categorisation	Council justification for assigned category	Map
R68892 Manly Dam and Aquatic Reserve	Public Recreation	Natural Area Sportsground General Community Use Park Area of Cultural Significance	<p>Note that the Manly Warringah War Memorial Park Plan of Management does not include Aquatic Reserve in the north of Crown reserve 68892. Aquatic Reserve includes baseball fields, an aquatic centre and associated car park. The baseball fields are mentioned in the Warringah Sportsgrounds PoM. Aquatic Reserve is included within the newly created Manly Warringah War Memorial State Park.</p> <p><b>Sportsground</b> – applying to the golf course and associated facilities as these most closely align with the category objectives and long term current use of the land.</p> <p>Applying to the baseball fields and associated facilities and car park in the north of the reserve as these align with the category objectives and long term current use of the land. Strong regard is given to the leafy nature of the car park which contains mature trees. Also the surrounding natural environment.</p> <p>Note that adjacent reserve 97181 is also car park reserved for the purpose of 'Parking' and has a guidance category of General Community Use.</p> <p><b>General Community Use</b> – applying to the Warringah Aquatic Centre and Manly Dam office / depot as these most closely align with the category objectives and current long term use of the land.</p>	 <p>For larger map see Appendix Map 1</p>

			<p><b>Park</b> – applying predominantly to the Section 1 picnic area within Manly Dam, including the playground, boat ramp and adjoining carparks as these most closely align with the category objectives and current long term use of the land.</p> <p><b>Natural area</b> – applying to the surrounding bushland, watercourse, including the Section 2, 3 and 4 picnic areas and associated carparks and amenities. Also the sensitive bushland surrounding the baseball fields in the north of the reserve at Aquatic Reserve.</p> <p><b>Area of Cultural Significance</b> – overlaid over the area that falls within the boundary of the existing Manly Warringah War Memorial Park PoM. The aim is to acknowledge and preserve the reserve as a war memorial park as per the Manly Warringah War Memorial Park PoM. Note that the specific war memorial monuments also fall within the proposed 'Park' categorisation. Also to acknowledge the significant Aboriginal culture and heritage of the reserve, including the golf course, which is evident through the many Aboriginal sites present.</p> <p>Not to apply to Aquatic Reserve. This area historically serves a different purpose, facilitating sport and recreation at the aquatic centre and baseball fields. There are no known recorded Aboriginal sites at Aquatic Reserve. The majority of the area is highly disturbed and the likelihood of</p>	
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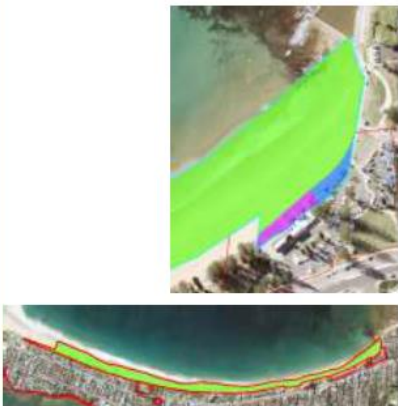

Reserve/ Dedication	Purpose(s)	Categorisation	Council justification for assigned category	Map
			<p>locating unrecorded Aboriginal sites is low. It is noted that there is sensitive bushland within Aquatic Reserve, however, this does not fit with the category objectives of Area of Cultural Significance. While acknowledging that the whole of the Northern Beaches could be considered an Aboriginal cultural landscape, the Aboriginal Heritage Office supports the exclusion of Aquatic Reserve from the Area of Cultural Significance overlay.</p> <p><b>Additional Reserve Purposes</b></p> <p>The Manly Warringah War Memorial Park PoM (2014) indicates that additional reserve purposes would be appropriate to better reflect the natural values of the Park. Recommended additional reserve purposes are 'Environmental Protection' and 'Preservation of Native Flora and Fauna.'</p> <p><b>Community Engagement</b></p> <p>The categories for Crown reserve 68892 have been proposed following discussion at four meetings of the Manly Warringah War Memorial State Park Advisory Committee. A meeting was also held with staff and representatives from the Save Manly Dam Catchment Committee. The Aboriginal Heritage Office were consulted regarding the Area of Cultural Significance overlay.</p>	

Reserve/ Dedication	Purpose(s)	Categorisation	Council justification for assigned category	Map
R85244 Clontarf Foreshore	Public Recreation	Park Natural Area General Community Use	<p><b>Park</b> – applying to the main picnic area of Clontarf Reserve including the playground and main grassed areas along the foreshore.</p> <p><b>Natural Area</b> – applying to foreshore and bushland.</p> <p><b>General Community Use</b> – applying to area required for accessing Clontarf Marina as well as the café and car parks at Clontarf Reserve. The Clontarf Beach Landscape Masterplan, adopted in August 2019, identifies a change to the configuration of the car park. Proposed category mapping is in line with the adopted Masterplan.</p>	 <p>For larger map see Appendix Map 2</p>
R60988 Pittwater Park	Public Recreation	Natural Area Park General Community Use	<p><b>Natural Area</b> – applying to the beach/foreshore.</p> <p><b>Park</b> – applying to the grassed park area including the playground.</p> <p><b>General Community Use</b> – applying to the car parks.</p>	 <p>For larger map see Appendix Map 3</p>







Reserve/ Dedication	Purpose(s)	Categorisation	Council justification for assigned category	Map
R83729 Skiff Club to Manly Wharf	Public Recreation	Park General Community Use	<b>Park</b> – applying to the foreshore parkland area. <b>General Community Use</b> – applying to the Manly Wharf Forecourt, road, bus shelter and Visitor Information Centre. Also the area including and adjacent to the built structures of the Manly 16ft Skiff Club, Manly Yacht Club and Rowing Club.	 For larger map see Appendix Map 4
R86015 Manly Wharf to North Harbour Reserve	Public Recreation	Park General Community Use Natural Area	<b>Natural Area</b> – applying to the foreshore areas including beaches and escarpment. <b>Park</b> – applying to the parkland, picnic areas, walkway, grassed, heritage plaques and bus shelters of West Esplanade as well as the walkway around towards North Harbour Reserve. <b>General Community Use</b> – applying to the section covering Manly Wharf forecourt and restaurants, Manly Art Gallery, Manly Waterworks, amenities building and pavilion building.	 For larger map see Appendix Map 5
R31732 Shelly Beach Reserve	Public Recreation	Natural Area Park General Community Use	<b>Natural Area</b> – applying to the foreshore, beach, headland and bushland areas. <b>Park</b> – applying to the promenade linking Fairy Bower to Shelly Beach and the grassed picnic area. <b>General Community Use</b> – applying to the rock pool, car park, access road, restaurant buildings and amenities.	 For larger map see Appendix Map 6




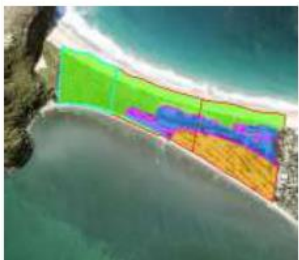
Reserve/ Dedication	Purpose(s)	Categorisation	Council justification for assigned category	Map
R79606 Collaroy Beach Foreshore	Public Recreation Coastal Protection	Natural Area General Community Use Park	<p>This reserve is covered by the Warringah Ocean Beaches PoM. Categories requested in line with the PoM are:</p> <p><b>General Community Use</b> – applying to the Surf Life Savings Club and Swim Club building.</p> <p><b>Park</b> – applying to the promenade and car park section to the south of the Swim Club.</p> <p><b>Natural Area</b> – applying to the beach, dunes and foreshore.</p>	 <p>Left image: whole reserve Right image: southern section For larger map see Appendix Map 7</p>
R500194 Balgowlah Golf Course and Balgowlah Park	Access to Water Public Recreation Community Purposes	Sportsground Natural Area	<p><b>Sportsground</b> - for the majority of the reserve including the golf course, oval, scout hall, amenities block, cricket practice nets and other associated facilities.</p> <p><b>Natural Area</b> - for the riparian zone of Burnt Bridge Creek.</p>	


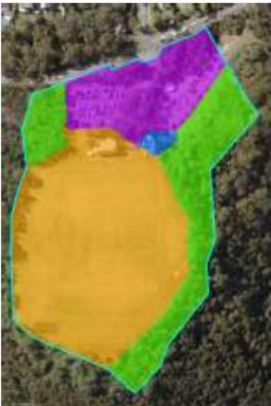
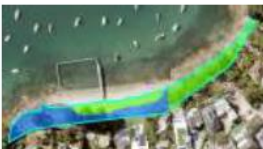
Reserve/ Dedication	Purpose(s)	Categorisation	Council justification for assigned category	Map
R85716 Governor Philip Lookout	Promotion of the study and the preservation of native flora and fauna Public Recreation	Natural Area Area of Cultural Significance	<p>Governor Philip Reserve is listed on the NSW Heritage register. The description of the area includes:</p> <p>"A sandstone marker wall with bust of Governor Philip and historical information plaques are located at the base of the stairs leading to the summit of Beacon Hill from the carpark off Warringah Road. Governor Philip Lookout has historical significance as a high point in the northern beaches region from which sweeping panoramic views have been gained from early times in the settlement of the colony of NSW, and on which a trigonometrical station was established in 1881."</p> <p>The sandstone wall with bust falls just outside the boundary of reserve 85715, however, an area has been proposed to be categorised as Area of Cultural Significance to provide a buffer and in case of boundary data inaccuracies.</p> <p>Categories requested are:</p> <p><b>Area of Cultural Significance</b> – applying to the area adjacent the sandstone wall and bust as well as a section of the top lookout comprising the plaque and flag pole.</p> <p><b>Natural Area</b> – applying to the majority of the reserve which is predominantly bushland.</p>	

Reserve/ Dedication	Purpose(s)	Categorisation	Council justification for assigned category	Map
R145 McKillop Park	Public Recreation	Park Natural Area General Community Use	<p>The majority of reserve 145 falls within the Warringah Ocean Beaches PoM. The categories requested will also ensure consistency of categorisation across the local government area for similar land uses.</p> <p><b>Park</b> – applying to the carpark adjacent to the Harbord Diggers in line with the PoM and plans to rehabilitate this area.</p> <p><b>Natural Area</b> – applying to the bushland, escarpment and foreshore areas.</p> <p><b>General Community Use</b> – applying to the swim club and amenities building, rock pool, road and car park above the rock pool.</p>	 <p>For larger map see Appendix Map 8</p>
R45244 Mona Vale Golf Course and beach	Public Recreation	Sportsground Natural Area	<p><b>Sportsground</b> – applying to the golf course and associated facilities.</p> <p><b>Natural Area</b> – applying to the beach and foreshore.</p>	



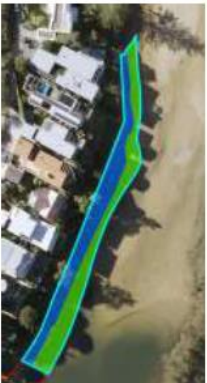
Reserve/ Dedication	Purpose(s)	Categorisation	Council justification for assigned category	Map
R45625 Beacon Hill Oval	Public Recreation	Park Sportsground Natural Area General Community Use	<p>This reserve is largely covered under the Warringah Sportsground PoM and the Warringah Generic Bushlands PoM. The requested categories reflect existing use and consistency of categorisations across the local government area.</p> <p><b>Sportsground</b> – applying to the ovals and associated buildings and facilities, including the Scout Hall.</p> <p><b>Natural Area</b> – applying the bushland areas as per the Warringah Generic Bushlands PoM.</p> <p><b>Park</b>- applying to the playground and basketball court.</p> <p><b>General Community Use</b> – applying to the car park and road.</p>	 <p>For larger map see Appendix Map 9</p>
R56217 Governor Phillip Park (part)	Public Recreation	Sportsground General Community Use Park Natural Area	<p>Governor Phillip Park is made up of three separate Crown reserves. Reserve 56217 is the southern section of the Park. Categories recommended for this section are:</p> <p><b>Sportsground</b> – applying to the golf course and associated facilities</p> <p><b>Park</b> – applying to the playground and parkland areas</p> <p><b>General Community Use</b> – applying to the Surf Life Saving Club, restaurant, roads and car parks</p> <p><b>Natural Area</b> – applying to the dunes and foreshore</p>	 <p>For larger map see Appendix Map 10</p>



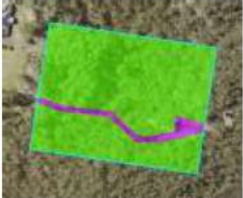




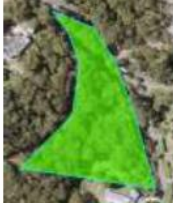


Reserve/ Dedication	Purpose(s)	Categorisation	Council justification for assigned category	Map
R61140 Governor Phillip Park (part)	Public Recreation	Sportsground General Community Use Park Natural Area	Governor Phillip Park is made up of three separate Crown reserves. Reserve 61140 is the central section of the Park. Categories recommended for this section are: <b>Sportsground</b> – applying to the golf course and associated facilities. <b>General Community Use</b> – applying to the Boat House restaurant, roads and car parks. <b>Park</b> – applying to the parkland along the western foreshore and central parklands. <b>Natural Area</b> – applying to the bushland, dunes, foreshore and beach.	 For larger map see Appendix Map 10
R64483 Governor Phillip Park (part)	Public Recreation	Natural Area	Governor Phillip Park is made up of three separate Crown reserves. Reserve 64483 is the northern section of the Park. Category recommended for this section is: <b>Natural Area</b> – applying to the whole reserve which comprises bushland, foreshore and beach.	 For larger map see Appendix Map 10




Reserve/ Dedication	Purpose(s)	Categorisation	Council justification for assigned category	Map
R500065 Griffith Park	Public Recreation	Natural Area Sportsground General Community Use Park	<p><b>Sportsground</b> – applying to the golf course, oval, tennis courts and associated facilities.</p> <p><b>General Community Use</b> – applying to the Surf Life Saving Club, Long Reef Golf Club, communications building, helipad, Fishermans hut, car parks and road.</p> <p><b>Park</b> – applying to the off leash dog area, playground and grassed area.</p> <p><b>Natural Area</b> – applying to the bushland, foreshore, beach and escarpment.</p>	 <p>For larger map see Appendix Map 11</p>
R89212 Seaforth Oval	Public Recreation	Natural Area Sportsground Park General Community Use	<p><b>Sportsground</b> – applying to the oval and associated sports building and facilities.</p> <p><b>General Community Use</b> – applying to the car parks.</p> <p><b>Natural Area</b> – applying to the bushland.</p> <p><b>Park</b> – applying to the playground and basketball court.</p>	 <p>For larger map see Appendix Map 12</p>
R500214 Forty Baskets	Public Recreation	Natural Area Park	<p><b>Natural Area</b> – applying to the beach and foreshore.</p> <p><b>Park</b> – applying to the grassed areas, playground and pathways.</p>	



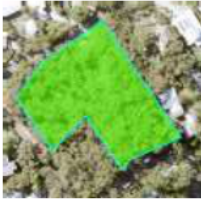


Reserve/ Dedication	Purpose(s)	Categorisation	Council justification for assigned category	Map
R93912 Tania Park	Public Recreation	Sportsground Park General Community Use Natural Area	<b>Sportsground</b> – applying to the playing fields and associated club house. <b>Park</b> – applying to the playground and BBQ facilities <b>General Community Use</b> – applying to the car park and road. <b>Natural Area</b> – applying to the bushland areas.	 For larger map see Appendix Map 13
R89175 County Road Reserve (part)	Community Centre Public Recreation	General Community Use	<b>General Community Use</b> - Reserve provides parking for adjacent sportsfields. Car park facilities are to be upgraded and amenities provided.	
R100228 Aitken Reserve (part)	Public Recreation	Park (part) Natural Area (part)	Narrow parcel is a section of Aitken Reserve along Queenscliff Lagoon. Categories requested are as per existing PoM: <b>Park</b> - for the pathway along the water's edge. <b>Natural Area</b> - for the foreshore/waterway.	

Reserve/ Dedication	Purpose(s)	Categorisation	Council justification for assigned category	Map
R59970 Adjacent Bilarong Reserve	Public Recreation	Natural Area	<b>Natural Area</b> – applying to the whole reserve which comprises bushland and foreshore at Narrabeen Lagoon, with a shared path. Adjacent Bilarong Reserve to the east.	
R73551 Waldon Oval	Public Recreation	Sportsground	<b>Sportsground</b> – applying to the whole reserve which comprises an oval, sports building and associated facilities. As per Warringah Sportsground PoM.	
R77336 18 Walter Road Ingleside	Sanitary Purposes	General Community Use Natural Area	<b>Natural Area</b> – applying to the majority of the reserve which is bushland. <b>General Community Use</b> – applying to the communications tower and road. There is no known active waste management on the site as per the original reserve purpose.	
R79597 Maroia Reserve	Public Hall Public Recreation	Park	<b>Park</b> – applying to the whole reserve as per the Warringah Generic Parks PoM. There has never been a hall on the site and there are no plans to construct a hall.	

Reserve/ Dedication	Purpose(s)	Categorisation	Council justification for assigned category	Map
R80154 Katoa Reserve	Public Hall Public Recreation	Park	<b>Park</b> – applying to the whole reserve as per the Pittwater Parks and Playgrounds PoM. There is a playground, picnic shelters and BBQs. There has never been a hall on the site and there are no plans to construct a hall.	
R80804 Rhoker Reserve	Public Recreation Water Supply	Natural Area	<b>Natural Area</b> – applying to the whole reserve as per the Warringah Urban Bushland PoM.	
R83644 Nolans/ Dobroyd	Public Recreation	Natural Area	<b>Natural Area</b> – applying to the whole reserve. Reserve is west of Tania Park.	
R90013 Nalya and Lillihina Reserves	Public Recreation	Park Natural Area	This reserve comprises sections of Nalya and Lillihina Reserves. Requested categories are as per existing PoM. <b>Park</b> – applying to Nalya Reserve and part of Lillihina Reserve in line with the Warringah Generic Parks PoM. <b>Natural Area</b> – applying to part of Lillihina Reserve as per the Warringah Generic Bushlands PoM.	

Reserve/ Dedication	Purpose(s)	Categorisation	Council justification for assigned category	Map
R91279 Bantry Reserve	Public Recreation	Natural Area Sportsground	<b>Natural Area</b> – applying to the bushland in the north western section of the reserve. <b>Sportsground</b> – applying to the oval and associated facilities.	
R1010810 Coasters Retreat Wharf surrounds	Access	General Community Use	<b>Natural Area</b> – applying to the whole reserve which comprises predominantly water surrounding the Coasters Retreat Wharf. A small section of the wharf falls within the reserve.	
R60612 Queenscliff to Manly Beach Foreshore	Public Recreation	Natural Area	<b>Natural Area</b> – applying to the beach as per the Manly Ocean Beaches PoM.	



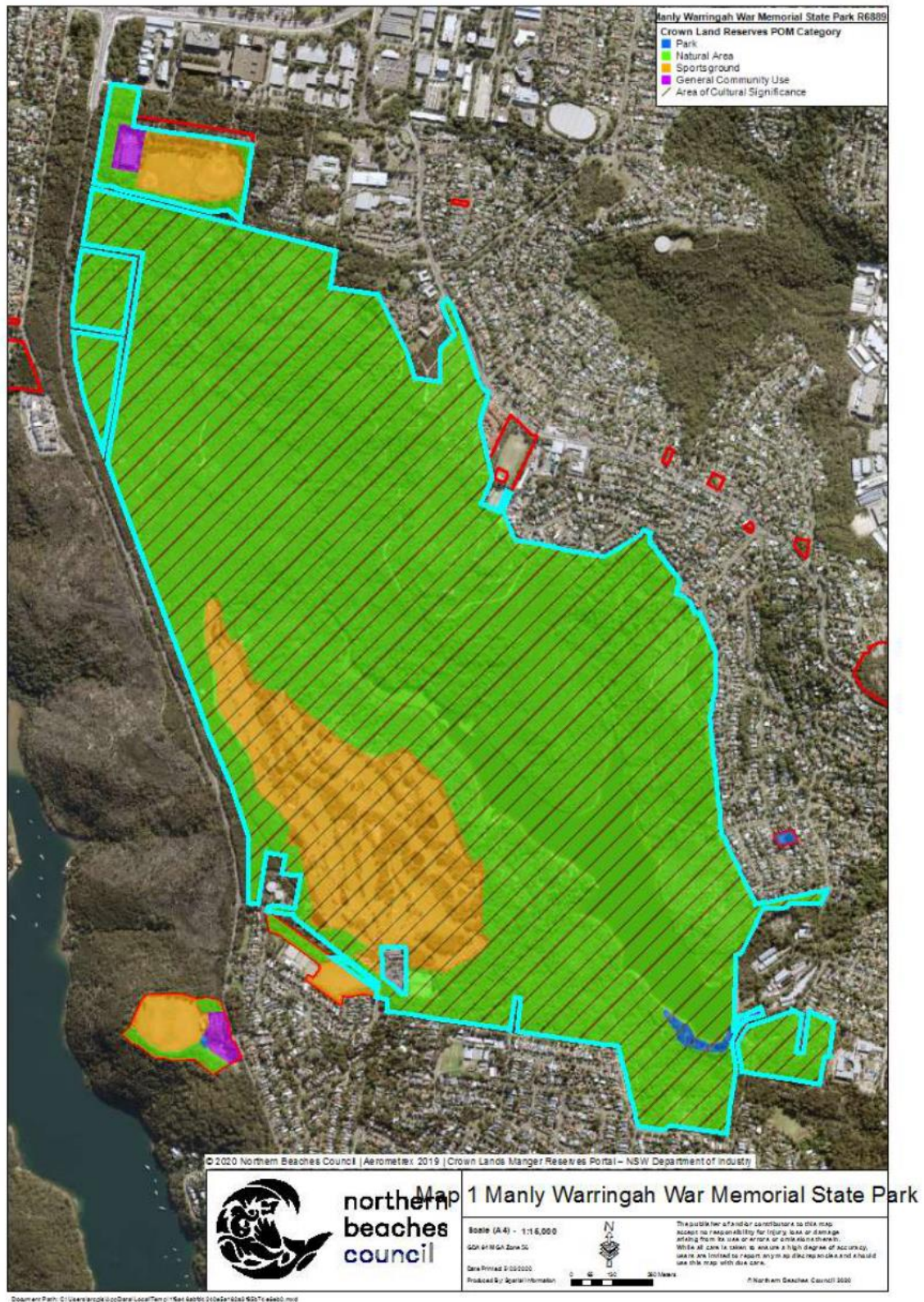
Reserve/ Dedication	Purpose(s)	Categorisation	Council justification for assigned category	Map
R100205 Sunrise Reserve (part)	Public Recreation	Natural Area	<b>Natural Area</b> – applying to the whole reserve as per the Pittwater Urban Bushland - Volume 2 North Ward Reserves.	
R100084 Church Point Reserve (part)	Public Recreation	Park Natural Area	<b>Park</b> – applying to the grassed area which includes seating. <b>Natural Area</b> – applying to the foreshore and waterway.	
R58429 St Matthews Farm	Public Recreation	Sportsground Natural Area	As per PoM existing categories – Sportsground and Natural Area.	

© State of New South Wales through Department of Industry 2018. The information contained in this publication is based on knowledge and understanding at the time of writing (May 2018). However, because of advances in knowledge, users are reminded of the need to ensure that the information upon which they rely is up to date and to check the currency of the information with the appropriate officer of the Department of Industry or the user's independent adviser.





## Appendix: Larger maps







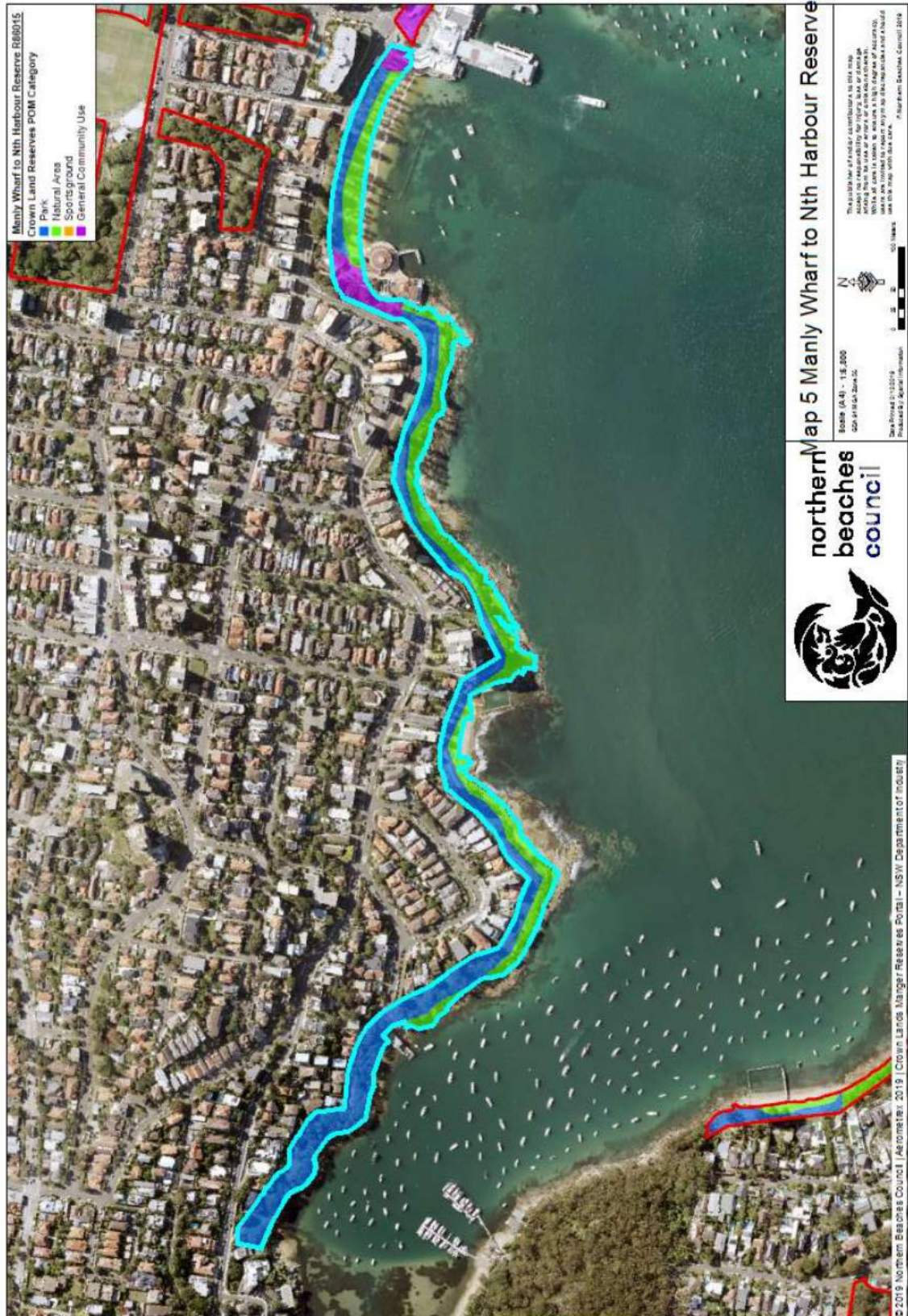




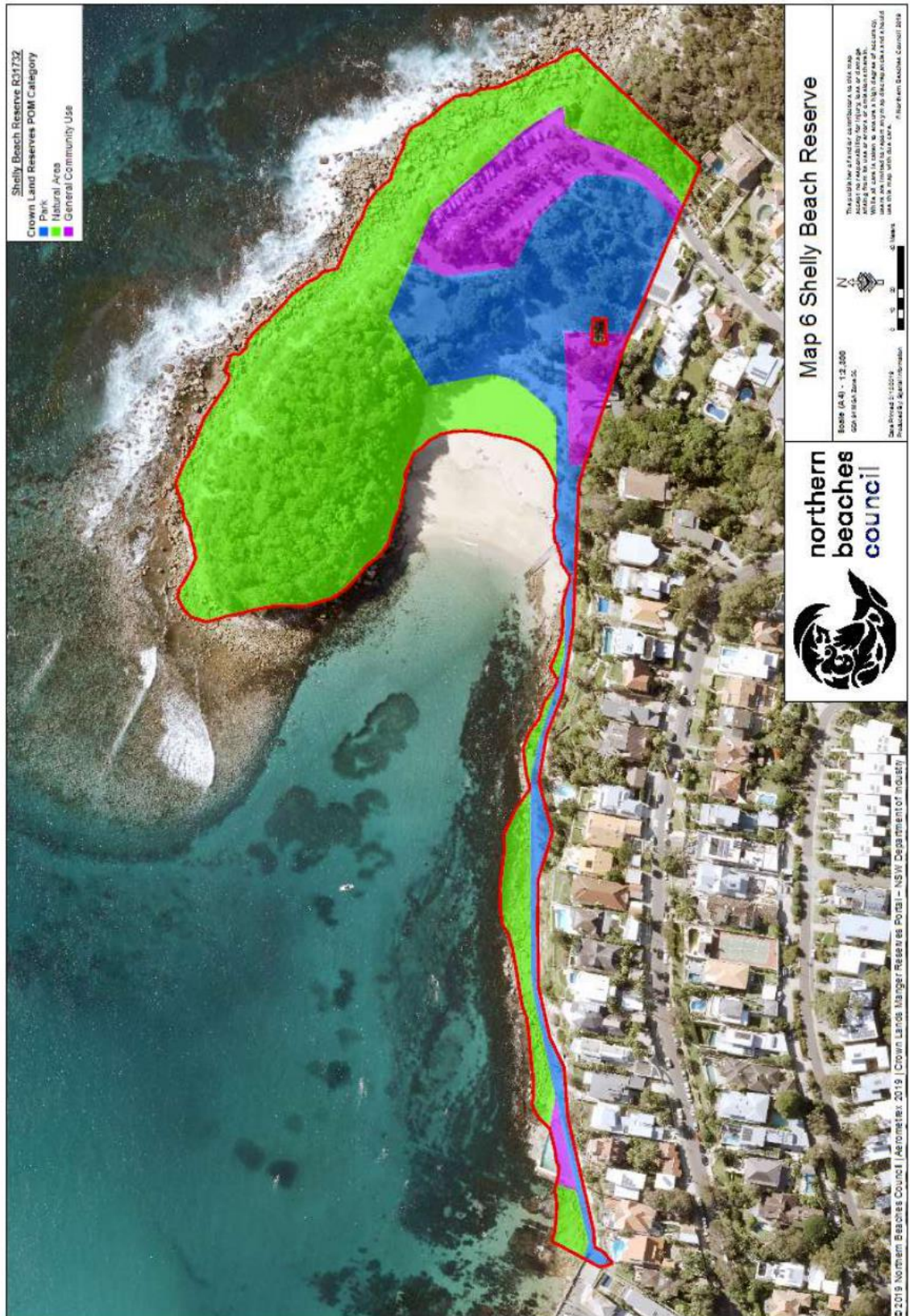




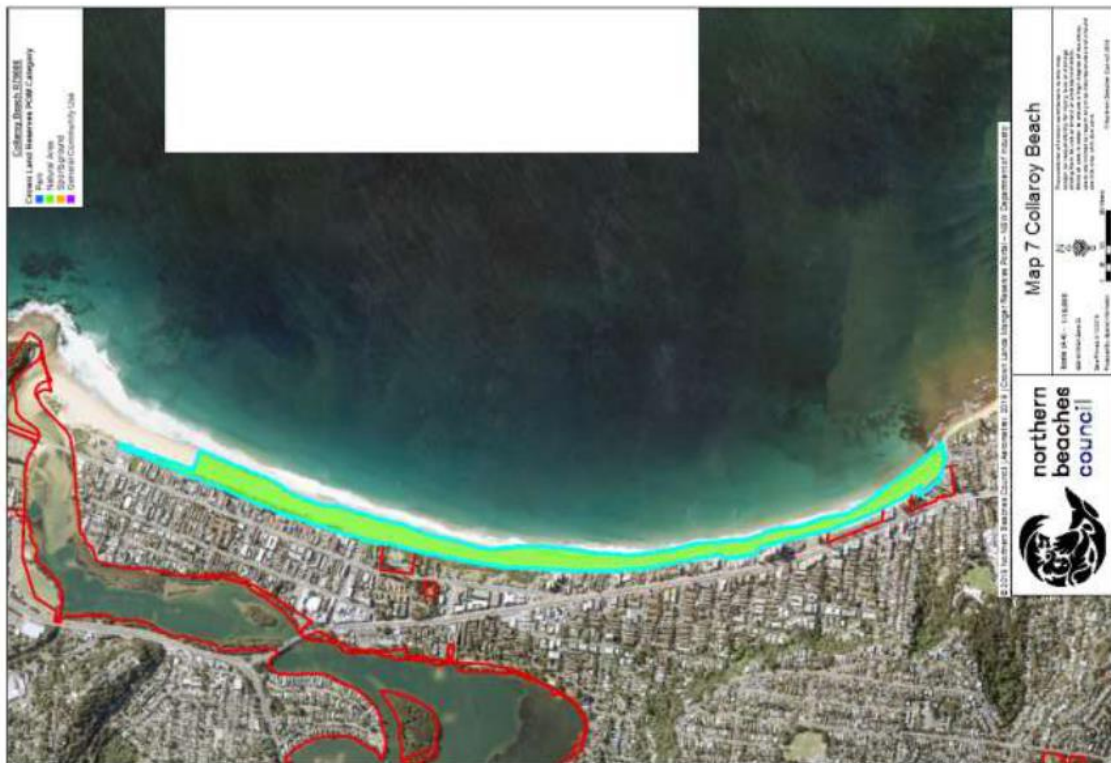
















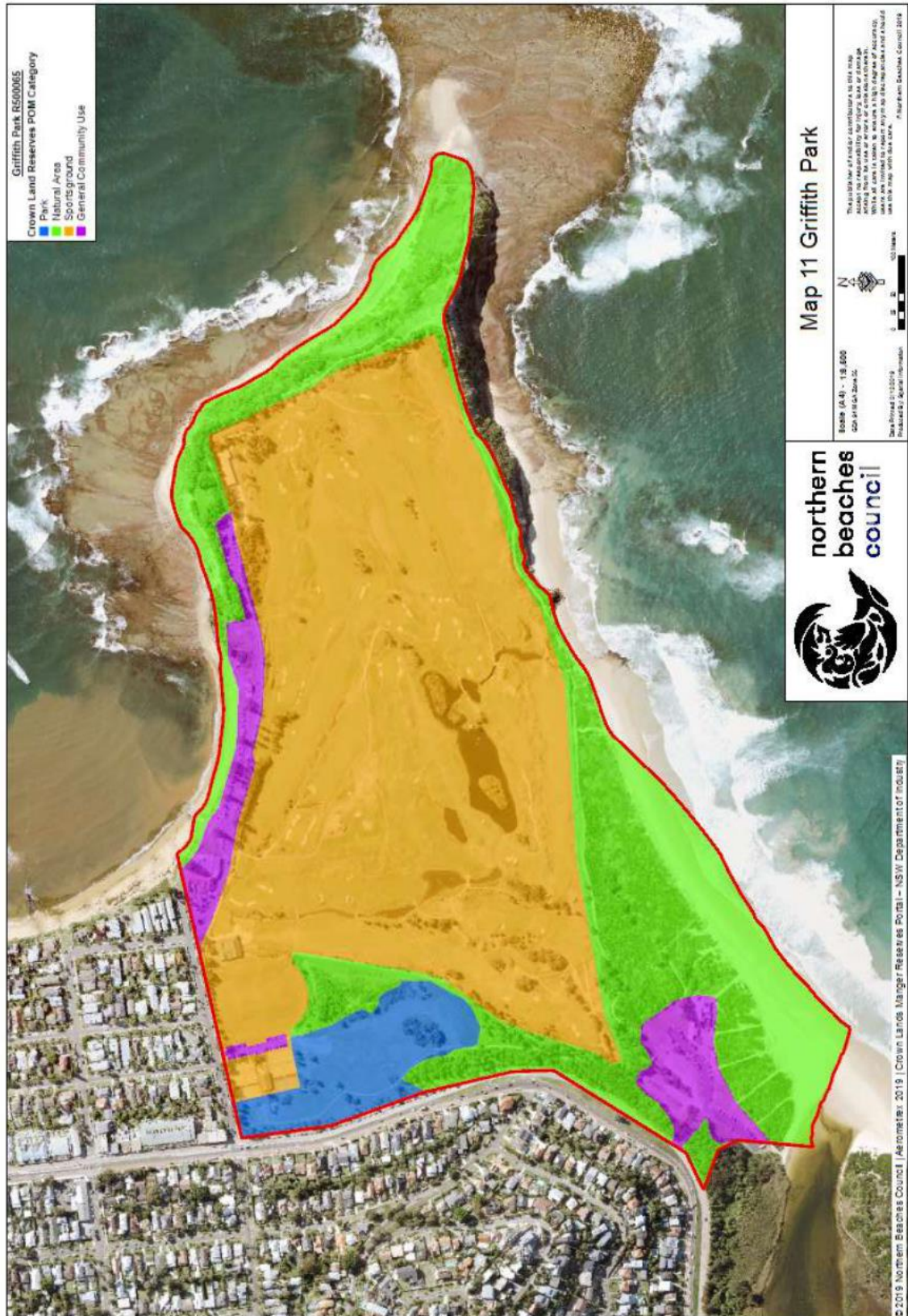




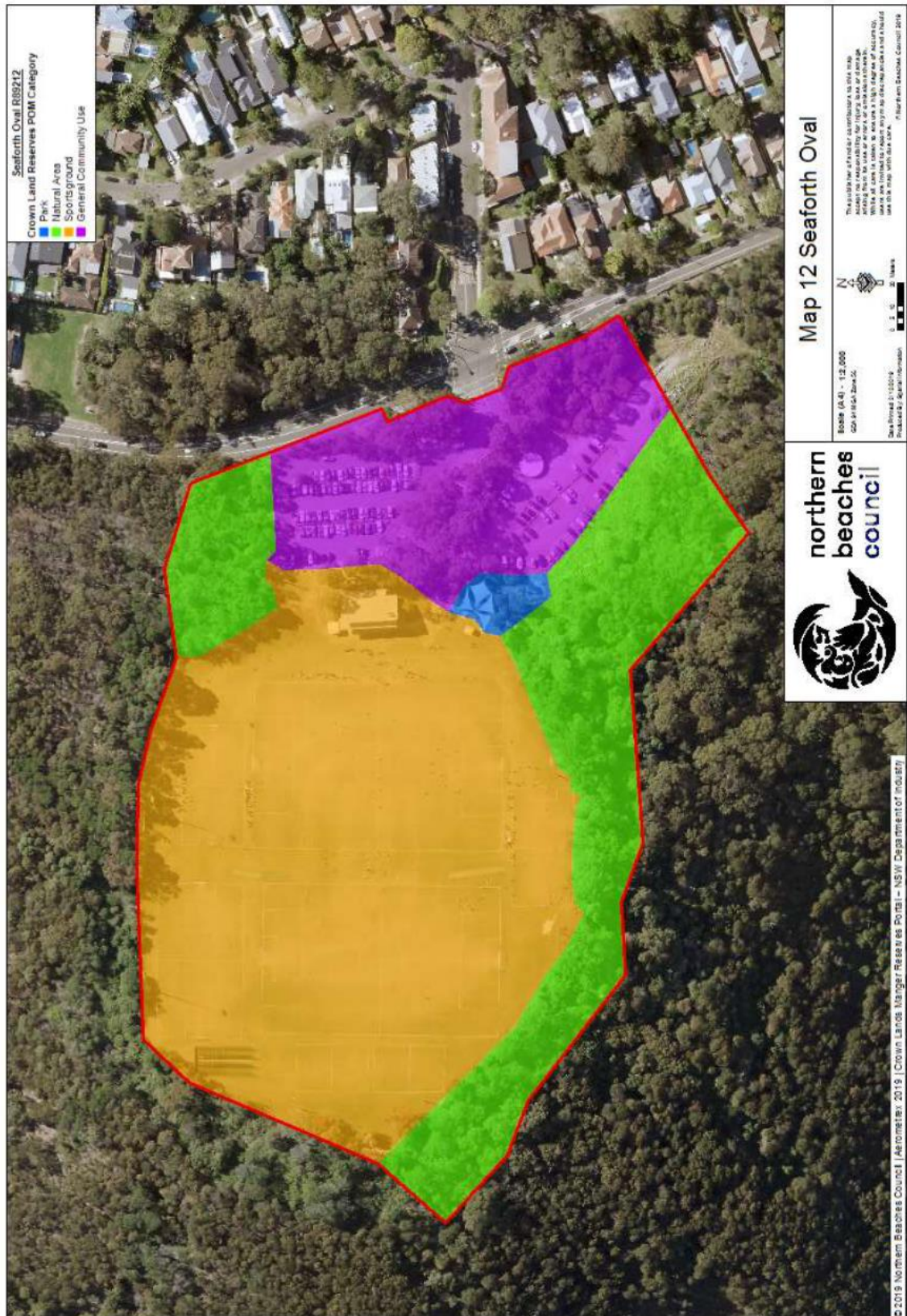
















## Council Crown land manager

### Fact sheet



## Initial categorisation of Crown reserves for which council is the Crown land manager

### Introduction

Under section 3.23 of the *Crown Land Management Act 2016* (CLM Act), council Crown land managers must assign one or more community land categories to Crown land as soon as practicable after becoming the manager. The community land categories are referred to in section 36 of the *Local Government Act 1993* (LG Act). The council must give written notice of initial categorisation to the minister for approval.

A list of reserves for which council is appointed Crown land manager can be accessed via the [Council Crown Land Reserves Manager Portal](#).<sup>1</sup> Crown land devolved under section 48 of the LG Act does not require management categories.

Figure 1 describes the process for assigning initial categorisation to Crown land.

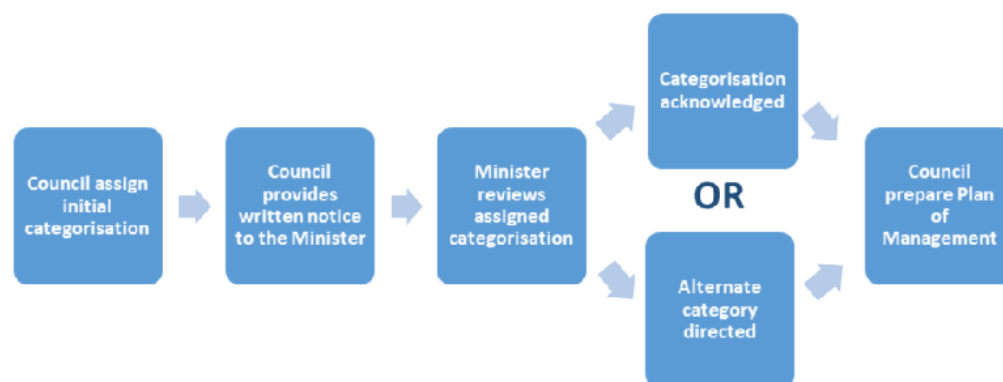


Figure 1. Process map for the categorisation of council managed Crown land

### Assigning initial categorisation

Council must assign a category or categories, referred to in section 36 of the LG Act, which council considers to be most closely related to the purposes for which the land is dedicated or reserved.

The categories described in the LG Act for community land include:

- natural area (subcategory—watercourse, bushland, escarpment, wetland, and foreshore)
- sportsground
- park
- area of cultural significance
- general community use.

When considering the use and management of community land, council managers should refer to the core objectives for each category prescribed by the LG Act, as well as the guidelines for the

<sup>1</sup> <https://reservemanager.crownland.nsw.gov.au/who-we-are/who-manages-crownland/council-crown-land-manager>



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categorisation of community land prescribed by [Part 4, Division 1, Local Government \(General\) Regulation 2005](#)<sup>2</sup>

Council should consider the following when assigning categories under the LG Act:

- **Reserve purpose**—Council managers should consider how these categories would ensure the land is used for the purpose for which it was originally set aside by its dedication or reservation.
- **Current/existing use of the reserve**—Council should apply categorisation based on existing/current use of the reserve only. The initial categorisation cannot be based on proposed or future use. Any change to the categorisation to support a future use should be altered via a plan of management.
- **Characteristics of the land**—Council should describe the characteristics of the land, in particular when assigning a category of 'natural area' or 'area of cultural significance'.

Council managers should make their own enquiries and rely on their own judgement when categorising the Crown land they manage.

### Categorisation and native title

Under the *Native Title Act 1993* (Cwlth) (NT Act), any act<sup>3</sup> that occurs on land or waters that affects native title rights and interests must be validated in order to lawfully affect native title rights and interests.

As Crown land managers, councils must obtain native title manager advice under Part 8 of the CLM Act before dealing with Crown land that they manage. This is to ensure the activity is lawful under the NT Act. To validate an act over a piece of land, the council must review the subdivisions outlined in Part 1 Division 3 of the NT Act. In particular, Subdivision J can validate an act if it is done in accordance with the purpose for which the land was reserved or dedicated.

This reinforces the importance for council to assign categorisation that most closely matches the original reservation or dedication purpose. Land management activities not undertaken in accordance with the NT Act may infringe upon native title rights and the council may lose the legal right to continue those activities.

For example, applying the broad category of 'general community use' over a reserve may be applicable when no other category applies, but any acts that occur on that land must remain consistent with the reserve purpose, regardless of what is permitted under the objectives of the LG Act.

More information on the native title requirements for council Crown land managers is available on the department's website. See [Native Title and Aboriginal interests](#)<sup>4</sup>

<sup>2</sup> [www.legislation.nsw.gov.au/#/view/regulation/2005/487/part4/div1](http://www.legislation.nsw.gov.au/#/view/regulation/2005/487/part4/div1)

<sup>3</sup> An 'act' is an activity that occurs on or otherwise affects land or waters. Acts may be either physical activities, such as the construction of a road, or the passage of legislation, or the creation of rights and interest in land such as issuing a lease

<sup>4</sup> <https://reservemanager.crownland.nsw.gov.au/using-crown-reserves/leases-and-licences2/native-title,-aboriginal-interests-and-granting-tenure>

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## Giving written notice of initial categorisation

As soon as practicable, council must notify the minister in writing of the assigned initial categorisation over the land.

Advice to the minister must be provided in the [approved form](#) and clearly set out the:

- applicable Crown land (reserve number)
- the dedication or reserve purpose
- the assigned categorisation
- detailed justification (see examples below).

### Justification of assigned categorisation

Councils must give the department a detailed justification to support the assigned categorisation. Justification should include:

- details about the existing development on the reserve
- how the reserve is being used
- any characteristics of the land that supports the categorisation.

This information supports the department's assessment that the categorisation and current use is most closely aligned with the reserve purpose. It will also help the department decide if any additional purposes are required.

### Multiple use reserves

The CLM Act encourages multiple uses for reserves, consistent with the reserve purpose. To enable effective management of the reserve under the LG Act, council may apply multiple categories to the reserve when these categories are most closely aligned to the reserve or dedication purpose.

If council wishes to apply multiple categorisations to a reserve, it must give a detailed explanation that clearly identifies the areas for which each category will be assigned, with a map delineating the categories over the reserve, as per clause 113 of the Local Government (General) Regulation 2005.

### Examples

#### Scenario 1: Single-use reserve

Council assigned initial categorisation to Crown land with the purpose of public recreation. The reserve is predominantly used for sports, so council has assigned the initial categorisation as 'sportsground'. Council gave the following information to justify the assigned initial categorisation.

**Table 1. Assigning a categorisation of 'sportsground'**

Council justification	Map
Reserve has a long-established use as a multi-purpose sportsground. Facilities include a sports oval and tennis courts, lighting, spectator seating and amenities block. Sportsground is considered to be compatible with reservation purpose of public recreation as sport is a form of recreation.	A map is not required to support the categorisation as council is applying a single category across the entire reserve.

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### Scenario 2: Multiple-use reserve—categorised based on characteristics of the land

Council assigned initial categorisation to Crown land with the purpose of public recreation. The reserve has multiple purposes and has land characteristics that apply to different categories under the LG Act. Therefore, council assigned multiple categories over the reserve including 'natural area', 'sportsground', 'general community use' and 'area of cultural significance'.

The following information was provided to justify the assigned initial categorisation.

**Table 2. Assigning multiple categories**

Council justification	Map
<p><b>Natural area</b>—applying to the natural drainage line of a creek that forms part of a riparian management zone. This zone performs a number of functions including providing habitat shelter and feed, protection of remnant vegetation, movement corridor, as well as protecting river channel from erosion</p> <p><b>Sportsgrounds</b>—applying to the area of the reserve used for structured active recreation/sportsground. Facilities include rugby league field, synthetic hockey pitch, netball court, tennis courts, bowling club, swimming pool and associated amenities</p> <p><b>General community use</b>—applying to the annual and season community events held at the oval. Seasonal events, including festivals and sporting events.</p> <p><b>Area of cultural significance</b>—the area is known to have Aboriginal artefacts and associated potential archaeological deposits.</p>	<p>Map showing categorisations of reserve for public recreation.</p> <p>Key:</p> <p>Purple= general community use</p> <p>Orange = sportsground</p> <p>Green = natural area</p> <p>Brown = area of cultural significance.</p>  <p><b>Figure 2. Aerial photograph</b></p>

### Spatial mapping of categorisations

To manage changes to the use of Crown reserves over time and changes of categorisation, councils must map the spatial extent of the initial categorisation over the reserves that have multiple categories.

At the time of initial categorisation, council should provide the spatial mapping of categorisations over the reserve. The mapping should clearly identify the categorisation via the following colours:

- park = blue
- natural area = green
- sportsground = orange
- general community use = purple
- area of cultural significance = brown or brown hatching if overlayed over another category.

Spatial data should be submitted using a 'shape file' that can be downloaded from the Crown land managers reserve portal.

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### Minister's response

The minister or the department may require a council manager to change an assigned categorisation if they consider:

- that the category is not the most closely related to the purposes for which the land is dedicated or reserved, or
- managing the land under the assigned category is likely to materially harm the use of the land for any of the purposes for which it is dedicated or reserved.

When the department receives notice from council, we will consider the assigned categorisation against the above criteria. The department will then:

- acknowledge the category assigned, or
- ask the council to change the category assigned: The department will issue a direction requiring council to change the assigned categorisation in accordance with section 3.23 (5) of the CLM Act. A council Crown land manager must comply with a direction to change the assigned categorisation. Complying with a direction also reduces council's future native title compensation liability.

### Plan of management

Once council managers receive the department's acknowledgement of an assigned categorisation, or the department directs them to assign a specific categorisation, council managers may proceed to develop and adopt a LG Act plan of management for the land. Council managers should refer to guidance material for the preparation of LG Act plans of management for Crown land.

### Contact us

For more information please contact your local Crown lands office, or alternatively contact us at:

PO Box 2155

DANGAR NSW 2309

Tel: 1300 886 235

Fax: 02 4925 3517

Email: [council.clm@crownland.nsw.gov.au](mailto:council.clm@crownland.nsw.gov.au)

Web: [www.crownland.nsw.gov.au](http://www.crownland.nsw.gov.au)

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## Annexure A

To Guideline—initial categorisation of Crown land managed by council Crown land managers

Categorisation core objectives & guidelines for assigning categories to community land under local government legislation

Table 1. Categories and objectives

Category	Objectives (LG Act)	Guidelines for categorisation (LG Regulation)
Natural area*	<p>The core objectives for management of community land categorised as a natural area are:</p> <ul style="list-style-type: none"> <li>a) to conserve biodiversity and maintain ecosystem function in respect of the land, or the feature or habitat in respect of which the land is categorised as a natural area, and</li> <li>b) to maintain the land, or that feature or habitat, in its natural state and setting, and</li> <li>c) to provide for the restoration and regeneration of the land, and</li> <li>d) to provide for community use of and access to the land in such a manner as will minimise and mitigate any disturbance caused by human intrusion, and</li> <li>e) to assist in and facilitate the implementation of any provisions restricting the use and management of the land that are set out in a recovery plan or threat abatement plan prepared under the <i>Threatened Species Conservation Act 1995</i> or the <i>Fisheries Management Act 1994</i>.</li> </ul>	<p>The land, whether or not in an undisturbed state, possesses a significant geological feature, geomorphological feature, landform, representative system or other natural feature or attribute that would be sufficient to further categorise the land as bushland, wetland, escarpment, watercourse or foreshore under section 36 (5) of the Act.</p>
Sportsground	<p>The core objectives for management of community land categorised as a sportsground are:</p> <ul style="list-style-type: none"> <li>a) to encourage, promote and facilitate recreational pursuits in the community involving organised and informal sporting activities and games, and</li> <li>b) to ensure that such activities are managed having regard to any adverse impact on nearby residences.</li> </ul>	<p>The land is used or proposed to be used primarily for active recreation involving organised sports or the playing of outdoor games.</p>
Park	<p>The core objectives for management of community land categorised as a park are:</p>	<p>The land is, or is proposed to be, improved by landscaping, gardens or the provision of non-sporting equipment and</p>



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Category	Objectives (LG Act)	Guidelines for categorisation (LG Regulation)
Area of cultural significance	<p>a) to encourage, promote and facilitate recreational, cultural, social and educational pastimes and activities, and</p> <p>b) to provide for passive recreational activities or pastimes and for the casual playing of games, and</p> <p>c) to improve the land in such a way as to promote and facilitate its use to achieve the other core objectives for its management.</p> <p>1) The core objectives for management of community land categorised as an area of cultural significance are to retain and enhance the cultural significance of the area (namely its Aboriginal, aesthetic, archaeological, historical, technical or research or social significance) for past, present or future generations by the active use of conservation methods.</p> <p>2) Those conservation methods may include any or all of the following methods:</p> <ol style="list-style-type: none"> <li>the continuous protective care and maintenance of the physical material of the land or of the context and setting of the area of cultural significance,</li> <li>the restoration of the land, that is, the returning of the existing physical material of the land to a known earlier state by removing accretions or by reassembling existing components without the introduction of new material,</li> <li>the reconstruction of the land, that is, the returning of the land as nearly as possible to a known earlier state,</li> <li>the adaptive reuse of the land, that is, the enhancement or reinforcement of the cultural significance of the land by the introduction of sympathetic alterations or additions to allow compatible uses (that is, uses that involve no changes to the cultural significance of the physical material of the area, or uses that involve changes that are substantially reversible or changes that require a minimum impact),</li> <li>the preservation of the land, that is, the maintenance of the physical material of the land in its existing state and the retardation of deterioration of the land.</li> </ol> <p>3) A reference in subsection (2) to land includes a reference to any buildings erected on the land.</p>	<p>facilities, for use mainly for passive or active recreational, social, educational and cultural pursuits that do not unduly intrude on the peaceful enjoyment of the land by others.</p> <p>The land is:</p> <ol style="list-style-type: none"> <li>an area of Aboriginal significance, because the land:               <ol style="list-style-type: none"> <li>has been declared an Aboriginal place under section 84 of the <i>National Parks and Wildlife Act 1974</i>, or</li> <li>whether or not in an undisturbed state, is significant to Aboriginal people in terms of their traditional or contemporary cultures, or</li> <li>is of significance or interest because of Aboriginal associations, or</li> <li>displays physical evidence of Aboriginal occupation (for example, items or artefacts such as stone tools, weapons, engraving sites, sacred trees, sharpening grooves or other deposits, and objects or materials that relate to the settlement of the land or place), or</li> <li>is associated with Aboriginal stories, or</li> <li>contains heritage items dating after European settlement that help to explain the relationship between Aboriginal people and later settlers, or</li> </ol> </li> <li>an area of aesthetic significance, by virtue of:               <ol style="list-style-type: none"> <li>having strong visual or sensory appeal or cohesion, or</li> <li>including a significant landmark, or</li> <li>having creative or technical qualities, such as architectural excellence, or</li> </ol> </li> <li>an area of archaeological significance, because the area contains:               <ol style="list-style-type: none"> <li>evidence of past human activity (for example, below-ground features such as building</li> </ol> </li> </ol>

Annexure A to Guideline—initial categorisation of Crown land managed by council Crown land managers

Category	Objectives (LG Act)	Guidelines for categorisation (LG Regulation)
General community use	<p>The core objectives for management of community land categorised as general community use are to promote, encourage and provide for the use of the land, and to provide facilities on the land, to meet the current and future needs of the local community and of the wider public:</p> <ol style="list-style-type: none"> <li>in relation to public recreation and the physical, cultural, social and intellectual welfare or development of individual members of the public, and</li> <li>in relation to purposes for which a lease, licence or other estate may be granted in respect of the land (other than the provision of public utilities and works associated with or ancillary to public utilities).</li> </ol>	<p>foundations, occupation deposits, features or artefacts or above-ground features such as buildings, works, industrial structures, and relics, whether intact or ruined), or</p> <ol style="list-style-type: none"> <li>any other deposit, object or material that relates to the settlement of the land, or</li> </ol> <ol style="list-style-type: none"> <li>an area of historical significance, because of the importance of an association or position of the land in the evolving pattern of Australian cultural history, or</li> <li>an area of technical or research significance, because of the area's contribution to an understanding of Australia's cultural history or environment, or</li> <li>an area of social significance, because of the area's association with Aboriginal life after 1788 or the area's association with a contemporary community for social, spiritual or other reasons.</li> </ol>

## \*Further categories for land categorised as natural area

Table 2. Further categories for natural areas

Category	Objectives (LG Act)	Guidelines for categorisation (LG Regulation)
Bushland	<p>The core objectives for management of community land categorised as bushland are:</p> <ul style="list-style-type: none"> <li>a) to ensure the ongoing ecological viability of the land by protecting the ecological biodiversity and habitat values of the land, the flora and fauna (including invertebrates, fungi and micro-organisms) of the land and other ecological values of the land, and</li> <li>b) to protect the aesthetic, heritage, recreational, educational and scientific values of the land, and</li> <li>c) to promote the management of the land in a manner that protects and enhances the values and quality of the land and facilitates public enjoyment of the land, and to implement measures directed to minimising or mitigating any disturbance caused by human intrusion, and</li> <li>d) to restore degraded bushland, and</li> <li>e) to protect existing landforms such as natural drainage lines, watercourses and foreshores, and</li> <li>f) to retain bushland in parcels of a size and configuration that will enable the existing plant and animal communities to survive in the long term, and</li> <li>g) to protect bushland as a natural stabiliser of the soil surface.</li> </ul>	<p>The land contains primarily native vegetation and that vegetation:</p> <ul style="list-style-type: none"> <li>a) is the natural vegetation or a remainder of the natural vegetation of the land, or</li> <li>b) although not the natural vegetation of the land, is still representative of the structure or floristics, or structure and floristics, of the natural vegetation in the locality.</li> </ul> <p>(2) Such land includes:</p> <ul style="list-style-type: none"> <li>a) bushland that is mostly undisturbed with a good mix of tree ages, and natural regeneration, where the understorey is comprised of native grasses and herbs or native shrubs, and that contains a range of habitats for native fauna (such as logs, shrubs, tree hollows and leaf litter), or</li> <li>b) moderately disturbed bushland with some regeneration of trees and shrubs, where there may be a regrowth area with trees of even age, where native shrubs and grasses are present in the understorey even though there may be some weed invasion, or</li> <li>c) highly disturbed bushland where the native understorey has been removed, where there may be significant weed invasion and where dead and dying trees are present, where there is no natural regeneration of trees or shrubs, but where the land is still capable of being rehabilitated.</li> </ul>
Wetland	<p>The core objectives for management of community land categorised as wetland are:</p> <ul style="list-style-type: none"> <li>a) to protect the biodiversity and ecological values of wetlands, with particular reference to their hydrological environment (including water quality and water flow), and to the flora, fauna and habitat values of the wetlands, and</li> <li>b) to restore and regenerate degraded wetlands, and</li> <li>c) to facilitate community education in relation to wetlands, and</li> </ul>	<p>The land includes marshes, mangroves, backwaters, billabongs, swamps, sedgelands, wet meadows or wet heathlands that form a waterbody that is inundated cyclically, intermittently or permanently with fresh, brackish or salt water, whether slow moving or stationary.</p>



Annexure A to Guideline—initial categorisation of Crown land managed by council Crown land managers

Category	Objectives (LG Act)	Guidelines for categorisation (LG Regulation)
	the community use of wetlands, without compromising the ecological values of wetlands.	
Escarpment	<p>The core objectives for management of community land categorised as an escarpment are:</p> <ul style="list-style-type: none"> <li>a) to protect any important geological, geomorphological or scenic features of the escarpment, and</li> <li>b) to facilitate safe community use and enjoyment of the escarpment.</li> </ul>	<p>The land includes such features as a long cliff-like ridge or rock, and</p> <p>The land includes significant or unusual geological, geomorphological or scenic qualities.</p>
Watercourse	<p>The core objectives for management of community land categorised as a watercourse are:</p> <ul style="list-style-type: none"> <li>a) to manage watercourses so as to protect the biodiversity and ecological values of the instream environment, particularly in relation to water quality and water flows, and</li> <li>b) to manage watercourses so as to protect the riparian environment, particularly in relation to riparian vegetation and habitats and bank stability, and</li> <li>c) to restore degraded watercourses, and</li> <li>d) to promote community education, and community access to and use of the watercourse, without compromising the other core objectives of the category.</li> </ul>	<p>The land includes:</p> <ul style="list-style-type: none"> <li>a) any stream of water, whether perennial or intermittent, flowing in a natural channel, or in a natural channel that has been artificially improved, or in an artificial channel that has changed the course of the stream of water, and any other stream of water into or from which the stream of water flows, and</li> <li>b) associated riparian land or vegetation, including land that is protected land for the purposes of the <i>Rivers and Foreshores Improvement Act 1948</i> or state-protected land identified in an order under section 7 of the <i>Native Vegetation Conservation Act 1997</i>.</li> </ul>
Foreshore	<p>The core objectives for management of community land categorised as foreshore are:</p> <ul style="list-style-type: none"> <li>a) to maintain the foreshore as a transition area between the aquatic and the terrestrial environment, and to protect and enhance all functions associated with the foreshore's role as a transition area, and</li> <li>b) to facilitate the ecologically sustainable use of the foreshore, and to mitigate impact on the foreshore by community use.</li> </ul>	<p>The land is situated on the water's edge and forms a transition zone between the aquatic and terrestrial environment.</p>

## Appendix B

To Guideline—initial categorisation of Crown land managed by council Crown land managers

The below schedule provides guidance for council managers as to categories referred to in section 36 of the *Local Government Act 1993* (column B) that might be considered to most closely relate to purposes for which Crown land is reserved or dedicated (column A)

Where a council considers that categorisation of natural area should be applied, it can further categorise the land based on its natural features as set out in the guideline.

### Note

This information is provided for general guidance only. Council managers should make their own inquiries and rely on their own judgement when making decisions related to material contained in this document.

Assignment of an initial category by a council manager in accordance with this guidance does not limit the ability of the minister to direct a council manager to alter an assigned categorisation under section 2.23(5) of the *Crown Lands Management Act 2016*.

**Table 1. Purposes and guidance categories**

A. Purpose	B. Guidance Category
Aboriginal burial ground	Area of cultural significance
Access	General community use
Access to bridge	General community use
Access to water	General community use
Accommodation	General community use
Accommodation house	General community use
Ambulance station	General community use
Artesian bore	General community use
Athletic sports	Sportsground
Athletic sports ground	Sportsground
Aviation purposes	General community use
Baby clinic	General community use
Baby health centre (clinic)	General community use
Baths	Park
Boatshed	General community use
Botanic gardens	Area of cultural significance

**Appendix B to Guideline—initial categorisation of Crown land managed by council Crown land managers**

A. Purpose	B. Guidance Category
Bowling green	Sportsground
Boy scouts	General community use
Burial ground	General community use
Bush fire brigade	General community use
Bush fire brigade purposes	General community use
Bush fire brigade site	General community use
Camping	General community use
Caravan and camping park	General community use
Caravan park	General community use
Cattle saleyards	General community use
Cemetery	General community use
Cemetery and crematorium	General community use
Cemetery extensions	General community use
Cemetery purposes	General community use
Charitable organisations	General community use
Child welfare purposes	General community use
Children's playground	Park
Coastal environmental protection	General community use
Community and sporting club facilities	General community use
Community centre	General community use
Community forest purposes	General community use
Community forest purposes (addition)	Natural area
Community purposes	General community use
Council chambers site	General community use
Court house	General community use
Crematorium	General community use
Cricket ground	Sportsground



**Appendix B to Guideline—initial categorisation of Crown land managed by council Crown land managers**

A. Purpose	B. Guidance Category
Crossing	General community use
Day nursery	General community use
Depot	General community use
Depot for night soil	General community use
Domestic water supply	General community use
Drainage	General community use
Eco-tourism purposes	Natural area
Environmental protection	Natural area
Experiment farm	General community use
Extension to cemetery	General community use
Fire brigade	General community use
Fire brigade station	General community use
Flood mitigation	General community use
From sale generally	General community use
Future public requirements	General community use
Gaol	General community use
Garbage depot	General community use
Gardens	Area of cultural significance
General cemetery	General community use
Generally	General community use
Girl guides	General community use
Government purposes	General community use
Gravel pit	General community use
Hall	General community use
Health services	General community use
Heritage purposes	Area of cultural significance
Homes for the aged	General community use

**Appendix B to Guideline—initial categorisation of Crown land managed by council Crown land managers**

A. Purpose	B. Guidance Category
Hospital	General community use
Kindergarten	General community use
Landing place	General community use
Limestone quarry	General community use
Local government purposes	General community use
Lock-up	General community use
Lockup site	General community use
Long day care centre	General community use
Maritime purposes	General community use
Mechanics institute	General community use
Mechanics' institute site	General community use
Memorial	Area of cultural significance
Monument	Area of cultural significance
Municipal depot	General community use
Municipal purposes	General community use
Municipal storage	General community use
Museum	General community use
Museum (historical)	General community use
Native fauna	Natural area
Night soil	General community use
Night soil depot	General community use
Non-profit making organisations	General community use
Obtaining sand	General community use
Other public purposes	General community use
Other purposes	General community use
Park	Park
Parking	General community use

**Appendix B to Guideline—initial categorisation of Crown land managed by council Crown land managers**

A. Purpose	B. Guidance Category
Permanent common	General community use
Plantation	General community use
Plantation to cemetery	General community use
Port facilities and services	General community use
Post and telegraph office	General community use
Pound	General community use
Pound site	General community use
Pre-school	General community use
Preservation and growth of native flora	Natural area
Preservation and growth of timber	Natural area
Preservation of Aboriginal carvings and drawings	Area of cultural significance
Preservation of Aboriginal relics	Area of cultural significance
Preservation of fauna	Natural area
Preservation of graves	Area of cultural significance
Preservation of historical sites and buildings	Area of cultural significance
Preservation of native birds	Natural area
Preservation of native fauna	Natural area
Preservation of native flora	Natural area
Preservation of native flora and fauna	Natural area
Preservation of scenery	Natural area
Preservation of timber	Natural area
Preservation of trees	Natural area
Preservation of water supply	General community use
Prevention of flood	General community use
Promotion of the study and conservation of native flora and fauna	General community use



Appendix B to Guideline—initial categorisation of Crown land managed by council Crown land managers

A. Purpose	B. Guidance Category
Promotion of the study and preservation of native flora	General community use
Promotion of the study and the preservation of native flora and fauna	Natural area
Protection from sand drift	General community use
Protection of approach to bridge	General community use
Public access to the foreshore and the protection of scenic amenity and ecological values	Natural area
Public amusement	General community use
Public baths	Park
Public baths site	Park
Public buildings	General community use
Public hall	General community use
Public hall site	General community use
Public health	General community use
Public library	General community use
Public park	Park
Public pound	General community use
Public pound purposes	General community use
Public purposes	General community use
Public recreation	Park
Public recreation and coastal environmental protection	General community use
Public recreation and preservation of Aboriginal cultural heritage	General community use
Public resting place	General community use
Public school	General community use
Public school purposes	General community use
Public utility	General community use

Appendix B to Guideline—initial categorisation of Crown land managed by council Crown land managers

A. Purpose	B. Guidance Category
Quarry	General community use
Racecourse	Sportsground
Racecourse and recreation facilities	General community use
Recreation	Park
Recreation facilities and services	Park
Recreation ground	Park
Recreation purposes	Park
Refuge in time of flood	General community use
Regeneration area	Natural area
Rescue station	General community use
Research station	Area of cultural significance
Reservoir	General community use
Rest park	Park
Resting place	General community use
Rifle range	Sportsground
Road	General community use
Road works depot	General community use
Roadway	General community use
Roman catholic burial ground	General Community use
Rubbish depot	General community use
Rural services	General community use
Sanitary depot	General community use
Sanitary purposes	General community use
School of arts	General community use
Senior citizen's centre	General community use
Sewage farm	General community use
Sewerage	General community use

**Appendix B to Guideline—initial categorisation of Crown land managed by council Crown land managers**

A. Purpose	B. Guidance Category
Sewerage depot	General community use
Shipping	General community use
Shire council chambers	General community use
Shire depot	General community use
Shire purposes	General community use
Showground	General community use
Site for fire brigade station	General community use
Site for gas works	General community use
Site for public band	General community use
Site for public buildings	General community use
Site for shire council chambers	General community use
Soil conservation	General community use
State emergency services	General community use
Storage	General community use
Suburban settlement	General community use
Tennis courts	Sportsground
Tourist facilities and services	General community use
Tourist information centre	General community use
Town drainage	General community use
Town hall	General community use
Town hall site	General community use
Travelling stock	General community use
Trigonometrical purposes	General community use
Trucking stock	General community use
Urban development	General community use
Urban services	General community use
War memorial	Area of cultural significance

**Appendix B to Guideline—initial categorisation of Crown land managed by council Crown land managers**

A. Purpose	B. Guidance Category
War memorial (hall site)	General community use
War memorial baths	Park
Water	General community use
Water brigade station site	General community use
Water conservation	General community use
Water supply	General community use
Wharf	General community use
Wharf facility	General community use
Wharf purposes	General community use
Wharf site	General community use
Wharfage	General community use
Youth centre	General community use





## Northern Beaches Road Safety Plan

### Message from the Mayor

I am pleased to present the first Road Safety Plan for Northern Beaches Council. Our vision is 'Safe Movement Always'.

Our community boasts some of the most wonderful beaches and bushland in Australia, and is a great place to live and visit.

Yet how do we address the issue of road safety? The Northern Beaches Transport Strategy indicates that peninsula traffic congestion costs the national economy \$48 million and this does not include any of the social costs, including injuries and loss of life.

According to the Australian Bureau of Statistics 2016, approximately 55% of residents from the Northern Beaches use a car to get to work.

Our dependence on cars is one of the factors contributing to congestion on our roads, which can also contribute to unsafe behaviour.

Council's vision of 'Safe Movement Always' is working towards fostering a culture of shared responsibility for road safety with positive and safe behaviour on our roads and paths.

The aim is to make our roads safe for everyone, including drivers, passengers, motorcycle riders, bike riders and pedestrians.

Last year, one such initiative was a collaboration with a local business to incentivise safer driving and measure changing behaviours among local drivers by using a free smartphone application. Over 700 residents participated.

The smartphone application measured driver behaviour over 22,487 trips, resulting in 324,727km. Driving behaviour for high-risk drivers decreased by 11% for speeding, 27% for unsafe braking and 40% for phone distraction. The initiative was successful in creating a positive change in driver behaviour.

The Road Safety Plan will provide a framework to improve road safety in our community through education, workshops and promotional campaigns.

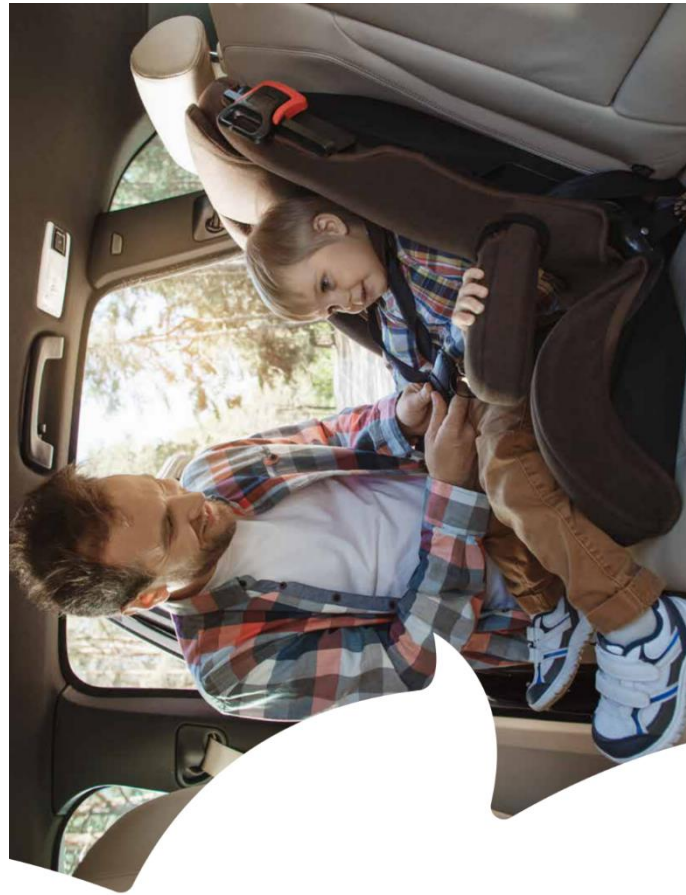
Council will continue to support the road safety initiatives of the Northern Beaches Council. Together we can share the responsibility of a culture of positive and safe behaviour on our roads and paths.



Michael Regan, Mayor

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## Executive Summary

The Northern Beaches Road Safety Plan vision 'Safe Movement Always' sets out the directions and actions required to help the Northern Beaches local area to be recognised as a place which provides a safe travel environment for all users.

Safety on our roads is affected by both infrastructure and behaviour. The Northern Beaches Road Safety Plan addresses behaviour. It does not include infrastructure. The Plan includes initiatives that contribute to the Northern Beaches local area being recognised as a safe travel environment for all road users.

As our community grows, there is a need to continue to improve education, road user responsibility and awareness that road safety is a shared responsibility and choices and behaviours affect others on the road network.

New and existing road safety campaigns and projects will focus on all road users with an emphasis on vulnerable road users. The development of the plan involved desktop research of Northern Beaches local area crash statistics from 2013-2017 which were supplied by Transport for NSW. The crash statistics were analysed to help identify local road safety issues. Our commitment to road safety is represented within the Northern Beaches Council's Community Strategic Plan 'Shape 2028'.

The Road Safety Plan is supported in the Council 'Move - Transport Strategy 2038'. The future direction in the Plan is to support programs to change road user behaviour to improve the safety and efficiency of the network.

The initiatives in the Road Safety Plan will support the strategic strategy to improve safety for all road users of the Northern Beaches road network.

### Community Strategic Plan 'Shape 2028'

Supports the 'Community outcome: transport, infrastructure, and connectivity' to promote road safety.

### Transport Strategy 'Move'

Theme 4: Efficient Road Network  
Future Direction 5: Support programs to change road user behaviour to improve the safety and efficiency of the network.

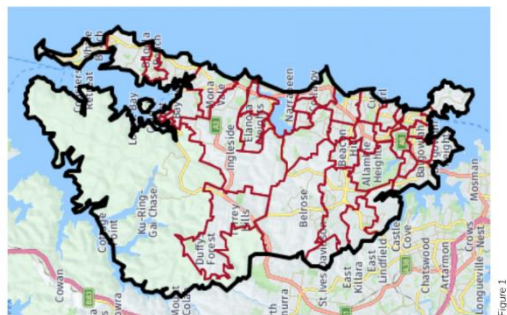
### Road Safety Plan

Provides a framework for improving road safety across the Northern Beaches for all road users.

**Northern Beaches Local Government Area**

The residential population for the Northern Beaches LGA, according to the 2016 Census, was estimated at 765,344. Of the population, 65.8% of the LGA's people were born in Australia and 34.2% were born overseas. People who spoke a language other than English at home made up 14% of the population and the main second languages spoken were Italian and Mandarin.

- Older workers and pre-retirees (50 to 59): (+3,594 people)
- Seniors (70 to 84): (+3,421 people)
- Primary schoolers (5 to 11): (+2,745 people)
- Secondary schoolers (12 to 17): (+2,132 people)







## Government and Council Strategies

The NSW Government is committed to supporting councils to promote road safety education at a local government area level. The support starts globally and filters down to local government.

Global	National
<p>The UN Road Safety Collaboration has developed a Global Plan for the Decade of Action for Road Safety 2011-2020 with input from many partners.</p> <p>The Decade of Action for Road Safety 2011-2020, officially proclaimed by the UN General Assembly in March 2010, seeks to save millions of lives by:</p> <ul style="list-style-type: none"> <li>• building road safety management capacity</li> <li>• improving the safety of road infrastructure</li> <li>• further developing the safety of vehicles</li> <li>• enhancing the behaviour of road users</li> <li>• improving post-crash response.</li> </ul>	<p>In 2004, the Australian Transport Council endorsed the 'National Road Safety Strategy 2011 to 2020'. A framework document guides road safety policy for all Australian governments, states and territories. The strategy seeks to reduce the number of deaths on Australian roads over 10 years using the 'Safe System Approach'.</p> <p>The 'Safe System Approach' has four elements, which include safe roads, safe speeds, safe vehicles and safe people.</p> <p>These four elements will be reflected in the Northern Beaches Road Safety Plan.</p> <p>The idea behind the Safe System Approach is that the road system can be designed to expect and accommodate human error. Three basic principles behind this are: people make mistakes, people are fragile, and the road transport system needs to be forgiving.</p>

Council supports the Safe System model and will incorporate safe roads, safe speeds, safe vehicles and safe people into the Road Safety Plan.

State	Local
<p>The NSW Government Road Safety Plan 2021 outlines how the NSW Government will work towards the State Priority Target of reducing fatalities by 30% by 2021. The plan includes a number of initiatives to improve road safety, including the 'Towards Zero' vision for the next 40 years in transport for NSW. The 'Towards Zero' vision is to have zero fatalities or serious injuries on our roads by 2056.</p> <p>The NSW Road Safety Plan for 2021 features targeted and evidence-based initiatives that will help to progress towards the goal of better road safety. It includes a number of initiatives to address the types of crashes that are occurring on NSW roads.</p> <p>This Plan has adopted the Safe Systems approach to help achieve a reduction in the road toll and improve road safety.</p>	<p>The Northern Beaches commitment to road safety is represented within the Northern Beaches Council's Community Strategic Plan 'Shape 2026'.</p> <p>The Road Safety Plan is supported in Council's 'Move - Transport Strategy 2038'.</p> <p>Theme 4 of the Plan, 'Efficient Road Network', supports road safety. The future direction in the Plan is to support programs to change road user behaviour to improve the safety and efficiency of the network.</p> <p>The primary role of the Road Safety Plan is to address the behavioural issues relating to road safety. A safe, integrated, practical and efficient road network can be built but it needs to be understood by those who use it. Information, training and education need to be provided to ensure that all road users recognise their personal responsibilities when using the road network and how to model low-risk behaviour. A concurrent theme is to emphasise the shared responsibility by all road users.</p>

## Northern Beaches Council Road Safety Vision

### Safe Movement Always

Our vision 'Safe Movement Always' is for the Northern Beaches LGA to be recognised as a safe travel environment for all road users.

We cannot prevent all road crashes. However, we can aim to reduce the incidence of death, serious injury and the cost of road trauma to the community.

The Road Safety Plan will follow the Safe Systems model which recognises that even with a focus on prevention, road crashes will occur. The four elements of the model include safe roads, safe speeds, safe vehicles and safe people. (Figure 3)

Road safety's main focus is on 'Safe People.'

Appendix 1. Outlines the five-year road safety programs and actions.

## Purpose of the Road Safety Plan

The Northern Beaches Road Safety Plan details our plans to improve road safety in our community from a behavioural change perspective.

The purpose of the Road Safety Plan is to provide guidance and tools for Council to implement the NSW Safe System approach to road safety (Figure 3).

As both our and the wider community grows and becomes more congested with road users, the need to educate, remind and update people with road safety information becomes more critical.

According to the NRMAR during 2011-2015, 1,723 people lost their lives on NSW roads, costing the community \$12.4 billion. When considering all serious, moderate and minor injuries, the total cost of crashes equals \$35.7 billion. This does not even include the social costs involved with the emotional impacts of lives lost.

The Northern Beaches Council Road Safety Plan 2019-2024 provides the framework for improving road safety across the Northern Beaches Council LGA. It is based on road safety research and analysis of crash statistics from 2013-2017. It will:

- outline and prioritise the local government's road safety initiatives
- identify areas for improvement to guide the future direction of Northern Beaches Council road safety initiatives by reviewing the program on an annual basis.

- target a reduction in the number of crashes that result in death or serious injury in the local government area
- promote, educate, encourage and raise community awareness that road safety is a shared responsibility and choices and behaviours impact others on the road network
- implement initiatives to encourage a culture of positive and safe behaviour on our roads and paths
- focus on all road users, but especially vulnerable road users with existing and new road safety campaigns and projects
- investigate innovative road safety initiatives and undertake research and development to help change people's behaviour to reduce the risk of crashes on our network
- work with other Council departments to gain support for road safety infrastructure improvements.

\* The Cost of Crashes. An analysis of lives lost and injuries on NSW roads. May 2017

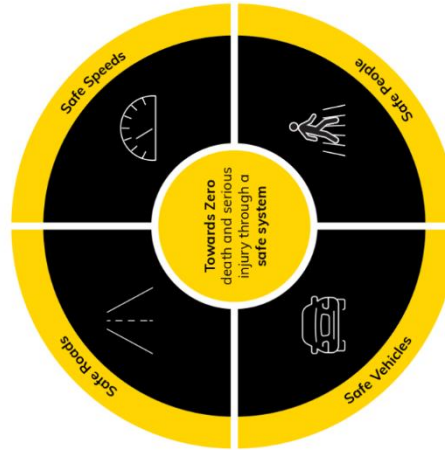


Figure 3

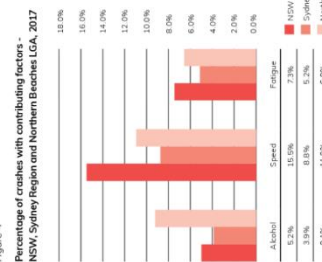


## Safe Systems Approach

## Safe Speeds

Speed has contributed to 11% of all crashes on the Northern Beaches, higher than alcohol and fatigue. This provides evidence that suggests there is an issue with vehicles travelling at unsafe speeds on both local and state roads. (Figure 4)

Figure 4  
Percentage of crashes with contributing factors -  
NSW, Sydney Region and Northern Beaches LGA, 2017



### Objective

- Aim to reduce the number of crashes caused by speed that result in death or serious injury in the Northern Beaches.
- Promote, encourage and raise community awareness that road safety is a shared responsibility and speed choices and behaviours impact others on the road network.

Appendix 1

Key road safety items 3.2.6.1, 6.2

### What Council will do to support safe speeds

- Continue to educate the local community on the dangers of speeding and the consequences of a law breach. The will be done in conjunction with speed reduction campaigns and in conjunction with Transport - Greater Sydney Division (formerly Roads and Maritime Services - RMS) campaigns if appropriate for the local area.
- Campaigns will highlight that an increase in speed increases stopping distance for a vehicle and the likelihood of a crash. The likelihood of the crash being severe and the likelihood of death or a serious injury. The need to raise awareness of this is paramount to changing behaviour to reduce speeding.
- Reduced speeds in high pedestrian activity areas will reduce the likelihood of someone being killed or injured on the road. Council will review high pedestrian activity areas in the Northern Beaches and install 40km/h high pedestrian activity zones, subject to approval from the Transport - Greater Sydney Division and educate the community on the newly established zones.

## Safe People

Speed, alcohol and fatigue are the three biggest killers on NSW roads. In 2017, 9.1% of crashes had a contributing factor of alcohol. Every year, the Northern Beaches usually has a higher rate of crashes with a contributing factor of alcohol than both NSW and Sydney. The 2016 figure for the Northern Beaches was 7% and in 2017 this figure increased by 2.1% to 9.1% (Figure 4) Fatigue has also become a major issue. Fatigue has a contributing factor of 6.9%, which is lower than NSW, but higher than Sydney (Figure 4)

### Objective

- Promote, encourage and raise community awareness that road safety is a shared responsibility and that fatigue and alcohol consumption impact others on the road network.
- Reduce the number of crashes caused by fatigue, alcohol that result in death or serious injury through education and campaigns.
- Investigate innovative road safety initiatives and undertake research and development to identify campaigns which will promote a culture of safe road user behaviour.

### What Council will do to support safe people

- Promote road safety through a variety of channels including workshops, events, presentations, campaigns and advertising. This aims to raise awareness and educate the public on road safety issues and promote a culture of safe road user behaviour.
- Appendix 1
- Key road safety items 1.1 - 5.1, 7.1, 7.3
- Support and promote any new drink driving legislation implemented by the government.
- Continue to present drink and drug driving awareness information at workshops and events as appropriate.
- Continue to attend Liquor Accord meetings and provide support for any programs that encourage alternative transport options to reduce drink driving.
- Educate road users on the reality and risk of driver fatigue, on recognising warning signs and symptoms of both preventing and addressing fatigue.
- Promote responsible use of mobile phones to avoid distractions as a road user.
- Raise awareness for all road users on 40km high pedestrian activity zones.
- Educate pedestrians on shared pathway etiquette and distractions such as mobile phones.
- Work with and support schools to improve road safety

- Continue to promote and distribute the annual road safety calendar, which includes a range of road rule messages.
- Provide workshops for:
  - free child restraint checks to raise awareness and education protecting young children in vehicle crashes.
  - older road users to update them on road rule changes and reinforce the benefits of low risk driving
  - the 'Stepping On' programs on pedestrian safety for older pedestrian road users who still want to remain independent and mobile
  - facilitate Graduated Licensing Scheme (GLS) workshops to help prepare supervisors when teaching their learner drivers.
- Communicate with the public about parking and road rules.
- Implement behavioural change campaigns on bicycle safety based on analysis of current research, educate drivers on the importance of safe passing distances for bicycle riders.
- Educate drivers on the importance of safe passing distances for bicycle riders.
- Review signage on shared pathways to improve safety and educate users on shared pathway etiquette.
- Communicate with motorcycle shops and businesses on the importance of motorcycle safety.
- Participate in events or organise activities for youth on relevant road safety issues.





- Work with other Council departments on implementing suggested improvements to existing or new infrastructure to improve road safety.
  - Appendix 1
  - Key road safety Item 1.1, 3.2, 7.4
- What Council will do to support safe roads**
- Advocate for 40km/h high pedestrian activity zones, subject to approval from the RATS. Reduced speeds will improve road safety and reduce the likelihood of serious injury being killed or injured on the road. In NSW, it was found that reducing speeds to 40km/h resulted in a 33% reduction in crashes causing serious injuries and deaths between 2010 and 2015.
  - Assist in identifying black spot locations through crash data analysis and any police information.
  - Explore options for better road safety around schools. Review, on a priority basis, upgrades around schools to improve pedestrian and bicycle rider safety for children when travelling to and from school.

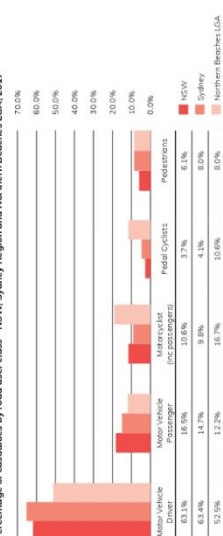
- Objective**
- Focus on all road users, but especially vulnerable road users, such as cyclists and pedestrians with limited road safety knowledge and projects so that people can move about safely as the population and traffic congestion increases.
  - Promote, encourage and raise community awareness that road safety is a shared responsibility and choices and behaviours impact others on the road network.
  - Investigate innovative road safety initiatives and undertake research and development to help change people's behaviour to reduce the risk of crashes on our network.

As the population grows, there is more movement on our roads. There will continue to be an increase in the number of vehicles, motorcycles, trucks, bicycle riders and pedestrians on the road network.

Some of the highest casualties that we have in the Northern Beaches include motorcyclists (16.7%), pedal cyclists (10.6%), and pedestrians (8%). These are all higher or equal figures in comparison to NSW and Sydney (Figure 5).

These are all vulnerable road users who need to feel safe on our road network just as any other user. The Northern Beaches did have fewer casualties for motor vehicle drivers and passengers than NSW or Sydney.

Figure 5  
Percentage of casualties by road user class - NSW, Sydney Region and Northern Beaches LGA, 2017





### Monitoring the Road Safety Plan

Council will keep up to date with new research, innovations, technology, new trends, and advances in road safety and will apply these to reviews with the road safety plan.

It is essential that we monitor and review our progress towards the directions and actions outlined in the Northern Beaches Road Safety Plan. Northern Beaches Council will review the Plan every five years.

### Our goal

The overall goal of the Road Safety Plan is to put in place initiatives that will improve road safety and reduce the number of road-related injuries and deaths on our roads. This plan aims to raise awareness that road safety is everyone's responsibility and that it is up to each individual to make an effort to stay safe on our roads.

The Northern Beaches Local Government Road Safety Plan has been developed using a range of materials, including

- crash statistics
- research papers and studies
- Australroads guidelines
- road safety plans from global, national, state and local areas
- feedback from previous road safety campaigns, discussions with traffic engineers, fleet staff, Active Travel Strategic Reference Group and Road Safety Officers (RSOs).

### Objective

- Promote, encourage and raise community awareness of road safety and encourage responsible and road-related behaviours impact others on the road network.
- Investigate innovative road safety initiatives and undertake research and development to identify campaigns which will promote a culture of safe road user behaviour.
- Appendix 1

Key road safety items 1.2.7.2

### What Council will do to support safe vehicles

- Continue to raise awareness of the Australian New Car Assessment Program (ANCAP) ratings and the used vehicle safety ratings for people looking to purchase a new or used vehicle.
- Encourage the community, businesses and Council to purchase vehicles with the best safety rating to protect their employees and other road users.
- Promote and educate on the importance of using the correct size of child restraint and having it fitted properly in a vehicle.
- Promote the need to be aware of how to use safety features in vehicles.



Safe Vehicles

Not all vehicles are created equal and some vehicles are safer than others. The ability to choose a vehicle that is able to protect you in a crash or that is able to help you avoid a crash has great potential to save lives and reduce injury and trauma on our roads.

The Safe Systems approach emphasises the importance of safer vehicles so that the survivability of vehicle-related crashes is greater.



## Appendix 1 - Road Safety Five Year Program and Actions

Key road safety items	#	Actions	Timeframe 2019 - 2024	How we will do this	Responsible business unit
<b>1. Schools and Children</b>					
1.1 Reduce road safety risks around schools	1		✓	<ul style="list-style-type: none"> <li>Continue to work with schools to identify issues and relevant solution options to improve road safety around schools</li> <li>Work with schools and provide relevant resources aimed at changing parent/carer behaviours and attitudes on safety around schools</li> <li>Support the scheduling of rangers around schools for enforcement to assist with improving safety around schools</li> </ul>	RSO (Road Safety Officer) Transport Network & Team Compliance Team
1.2 Support the use of correctly fitted child restraints	1		✓	<ul style="list-style-type: none"> <li>Provide regular child car seat checking services to improve the safety of young children, awareness and correct use of restraints</li> </ul>	RSO Authorised restraint fitters
2.1 Reinforcing road safety with senior drivers	1		✓	<ul style="list-style-type: none"> <li>Continue to create, implement and run low risk driving workshops for seniors</li> </ul>	RSO Community groups
2.2 Educating supervisors of young drivers	1		✓	<ul style="list-style-type: none"> <li>Deliver 'Helping learner drivers become safer drivers' workshops. These programs are for supervisors of learner drivers to assist in teaching learner drivers to become low risk safer drivers</li> </ul>	RSO Transport for NSW - Greater Sydney Region Senior Roads and Maritime Services - RMS
2.3 Improve motorcycle rider safety	1		✓	<ul style="list-style-type: none"> <li>Communicate with motorcycle shops and clubs on relevant road safety issues and provide relevant resources or material to the shops and clubs on motorcycle road safety</li> </ul>	RSO
2.4 Raise awareness of fatigue	1		✓	<ul style="list-style-type: none"> <li>Include information in workshops on the risks of driving while fatigued</li> </ul>	RSO Community groups
2.5 Remind the community on parking rules	1		✓	<ul style="list-style-type: none"> <li>Raise awareness of the most common parking issues through the distribution of a Parking Guide and other campaigns</li> </ul>	RSO Compliance Team
2.6 Promote road safety with youth	1		✓	<ul style="list-style-type: none"> <li>Participate in or organise events for youth aged 12-25 to promote road safety</li> </ul>	RSO Youth & community groups

Key road safety items	#	Actions	Timeframe 2019 - 2024	How we will do this	Responsible business unit
6. Speed	6.1	Educate on speed, speed limits and impacts	✓	<ul style="list-style-type: none"> <li>Inform and educate road users on the stopping distances and the impact of speed on road safety.</li> <li>Consign to have a culture of positive behaviour change for drivers and riders in relation to speeds on our roads.</li> </ul>	RSO Transport for NSW - Greater Sydney Division Police/highway Patrol Community groups
	6.2	Promote slowing down (speed) on local roads	✓	<ul style="list-style-type: none"> <li>Provide Slow Down bin stickers and plastic Slow Down signs for local roads to remind drivers to travel at a safe speed on local roads.</li> </ul>	RSO
	7.1	Increases awareness of road rules	✓	<ul style="list-style-type: none"> <li>Production and distribution of the annual road safety calendar, which includes messages, road rules and other valuable information that is pertinent for all road users.</li> <li>Provide road safety information for migrants</li> </ul>	RSO Northern Sydney Councils
7. All Road Users	7.2	Promote safer vehicles	✓	<ul style="list-style-type: none"> <li>Promote ANCAP used car safety ratings and vehicle safety features at events, workshops and presentations.</li> <li>Support the purchase of 5-star ANCAP rated vehicles for council fleet cars to help protect the safety of workers when using Council vehicles.</li> </ul>	RSO Procurement/Fleet
	7.3	Reduce behaviour associated with distraction	✓	<ul style="list-style-type: none"> <li>Raise awareness among all road users at workshops and presentations on the dangers of distraction including mobile phone use, personal music players and in-car navigation systems.</li> </ul>	RSO
	7.4	Road safety trends and research	✓	<ul style="list-style-type: none"> <li>Professional development through conferences and workshops that provide information and updates on road safety initiatives, technology and improvements.</li> <li>Research road safety information through webinars, journals and relevant publications.</li> <li>Implement information to community workshops, presentations, campaigns and events.</li> <li>Analyse crash data to help identify black spot locations and other areas.</li> </ul>	RSO

Key road safety items	#	Actions	Timeframe 2019 - 2024	How we will do this	Responsible business unit
3. Pedestrians	3.1	Improve pedestrian safety awareness	✓	<ul style="list-style-type: none"> <li>Continue to deliver pedestrian safety presentations under the 'Share the Road' program to all of our stakeholders.</li> <li>Educate pedestrians on shared pathway etiquette, distractions and other pedestrian safety issues.</li> </ul>	RSO Health Department and private health providers Community groups
	3.2	Improve safety in high pedestrian activity zones	✓	<ul style="list-style-type: none"> <li>Identify and review options for improving safety in 400m high pedestrian activity areas to raise awareness for all road users.</li> </ul>	RSO Transport Network Team
	4.1	Promote safety on bikes	✓	<ul style="list-style-type: none"> <li>Promote the use of bells, lights and helmets for the safety of riders at any appropriate events and workshops.</li> <li>To research and identify the primary issues affecting safety of bicycle road users.</li> <li>Use the research to develop relevant behaviour change campaigns to address these issues.</li> </ul>	RSO Transport Network Team
4. Bike riders	4.2	Improve safety on shared pathways	✓	<ul style="list-style-type: none"> <li>Review the signage and line marking on shared paths to improve safety for bike riders, pedestrians and all other users.</li> <li>Educate users on shared pathway etiquette and safety.</li> </ul>	RSO Transport Network Team
	5.1	Raise awareness of drink and drug driving impairment	✓	<ul style="list-style-type: none"> <li>Incorporate information on changes to drink and drug driving legislation and the consequences in appropriate workshops and presentations.</li> <li>Attend Liquor Accord meetings to keep updated on areas of concern for drink and drug driving.</li> <li>Support Plan B by distributing material to bottle shops, pubs and clubs.</li> </ul>	RSO Transport for NSW - Greater Sydney Division Liquor Accord
	5. Alcohol and drugs				



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## Community and Stakeholder Engagement Report

### Road Safety Plan (draft)

Impact level: Three

Report date: 14 April 2020

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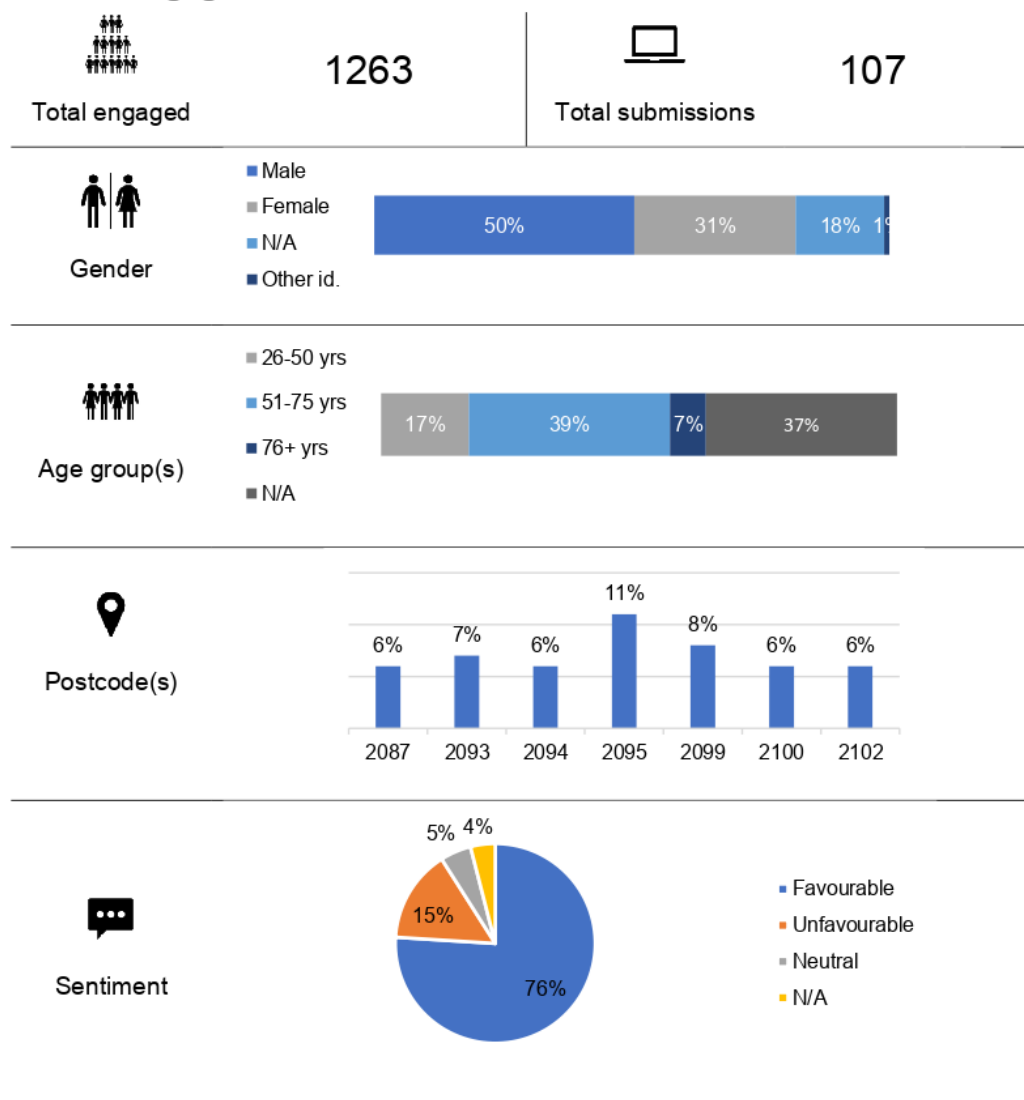
## 1. Summary<sup>1</sup>

This report outlines the community and stakeholder engagement conducted as part of the Road Safety Plan (draft) project.

### 1.1. Engagement date


30 January 2020 to 1 March 2020

### 1.2. Who we engaged<sup>2</sup>









<sup>1</sup> Community and stakeholder views contained in this report do not necessarily reflect the views of the Northern Beaches Council or indicate a commitment to a particular course of action.

<sup>2</sup> No demographic data was captured for respondents who contributed feedback during the drop-in sessions

 Feedback themes	<ul style="list-style-type: none"> <li>• Traffic volumes</li> <li>• Speed</li> <li>• Cyclists and bike paths</li> <li>• Road safety infrastructure</li> <li>• Education/awareness programs</li> <li>• Pedestrian safety</li> </ul>	<ul style="list-style-type: none"> <li>• School speed zones</li> <li>• Vulnerable road users eg elderly, people with special needs, children</li> <li>• Conflict between cars, cyclists and pedestrians</li> <li>• Enforcement</li> </ul>

### 1.3. How we engaged

 Your Say	Visitors: 1,023	Visits: 1,192	Av. time onsite: 1m40s
 Social media	Facebook Post: 1		Reach: 7,827 Clicks: 351
 Print media and collateral	Manly Daily: 4 ads Collateral availability: Service Centres		Distribution: 236,000 Number: 3
 EDM(s) <sup>3</sup>	Community Engagement newsletter: 2 Council eNews: 1 Stakeholder email: 3		Distribution: 20,000 Distribution: 70,000 Distribution: 35
 Face-to-face	Drop ins: 3		Attendance: 71
 Key stakeholder	Meeting: 1 Strategic Reference Group Workshop: 1 Youth Advisory Group		Attendance: 12 Attendance: 18

<sup>3</sup> Electronic direct mail

## 2. Background

The draft Road Safety Plan is aligned to the Community Strategic Plan's community outcomes as well as our Transport Strategy's Future Direction 5 – to support programs to change road user behaviour to improve the safety and efficiency of the network.

## 3. Engagement approach

Community engagement for the Road Safety Plan was planned, implemented and reported in accordance with Council's [Community Engagement Matrix](#) (2017).

The draft plan was developed in three steps -

1. Desktop analysis of Northern Beaches crash statistics, and review of current international and national research and Austroad guidelines.
2. Stakeholder meetings and workshops – including the Traffic Committee, Youth Advisory Group and Active Travel Strategic Reference Group.
3. Feedback collected during road safety presentations, community workshops and drop-ins.

### 3.1. Engagement objectives

- Build community and stakeholder awareness of the development of the draft plan and to invite feedback (inform and consult).
- Provide information in a variety of forms making it accessible so community and stakeholders can participate in a meaningful way (inform).
- Identify community and stakeholder concerns, local knowledge and values (consult).



## 4. Consultation findings

Overall, seventy six percent of respondents supported the draft plan.

Fifteen (15) percent of respondents reported that they didn't support the plan.

Comments included the following reasons:

- managing people's driving behaviour is not Council's role
- roads are the responsibility of the State Government
- the plan misunderstands the nature of the Safe Systems approach
- there was a lack of data analysis or strong evidence base in the document
- there was not enough emphasis on cyclist safety in the plan.

Some comments were not related directly to the content of the draft plan but rather to broader road safety issues including the:

- need for less cars on the road
- need for more traffic management infrastructure eg roundabouts, speed signs and pedestrian crossings
- lack of driver ability

Thirty-eight (38) percent of comments were related to dangerous driving, and speed. There was also a mix of opinion regarding the 40kph speed zones in suburban streets.

Twelve (12) percent of comments included safety concerns for pedestrians, especially the vulnerable users such as the elderly, and children (especially around schools).

Several respondents mentioned particular locations that were considered dangerous due to fast driving, narrow streets or conflict between vehicles and other road users.

Comments that were applicable to the Road Safety Plan, including the need for further road safety education or awareness programs will be considered by our Traffic Safety Officers for future campaigns.

Theme	Commentary
Road safety education	<ul style="list-style-type: none"> <li>• There were a lot of comments wanting education or awareness programs for vehicle drivers, particularly about driving safely in the vicinity of bicycles and motorbikes, in school zones and high pedestrian zones and the impact of using phones or being distracted while driving</li> <li>• Residents felt that there is a need for more education on the rules for bicycle riders</li> <li>• Many comments dealt with concern for pedestrian safety – particularly being visible in wet weather, shared pathway etiquette and the danger of walking while on phones/screens.</li> </ul>

Themes were identified from the submissions that were out of scope of the Road Safety Plan. These comments and suggestions (tabled below) have been referred to the appropriate business unit.

Theme	Commentary
Cyclists or bike infrastructure	<ul style="list-style-type: none"> <li>28 percent of comments were related to the safety of bike riders or the need for additional cycling infrastructure, particularly separated cycle paths.</li> <li>These topics are being considered as part of the draft Northern Beaches Bike Plan. The Road Safety Plan does not include infrastructure but education and behaviour change.</li> <li>Infrastructure requests from these submissions were forwarded to the officer responsible for the Bike Plan. Any education/behaviour change components from these comments will be considered under road safety education.</li> </ul>
Road infrastructure	<ul style="list-style-type: none"> <li>32 percent of comments were related to road infrastructure and not directly related to the draft plan.</li> <li>Comments included the need for more road signs, traffic calming treatments, pedestrian crossings, footpaths, crash barriers and traffic lights.</li> <li>Items to be considered by a traffic engineer include: <ul style="list-style-type: none"> <li>lower speed limits in the local area</li> <li>restricted parking on local streets</li> <li>boat and trailer parking</li> <li>poor lighting over crossings</li> </ul> </li> <li>Road infrastructure is included in the Road Network Plan.</li> </ul>

## 5. Data limitations

In total, 1263 people engaged through a variety of channels during the consultation period. While this is not a statistically representative sample of the overall Northern Beaches community, actions were undertaken to gather feedback from across a spectrum of our community and ensure as balanced a sample as possible across the demographic range.

## 6. Next steps

- Finalise Road Safety Plan in consideration of community feedback.
- Prepare Council report.
- Final Road Safety Plan to Council for endorsement.

## 7. Appendices

### 7.1. Full summary of verbatim comments

<p>Streets would be much safer if:</p> <ol style="list-style-type: none"> <li>1) there were fewer motor vehicles.</li> <li>2) speed limits were reduced to 30 km/h on any road without a proper grade-separated cycleway (not shared path).</li> </ol> <p>This isn't revolutionary, just look at the basic design in Copenhagen, and copy it shamelessly, they won't mind (it is pretty straightforward: <a href="http://www.copenhagenize.com/2013/04/the-copenhagenize-bicycle-planning-guide.html">http://www.copenhagenize.com/2013/04/the-copenhagenize-bicycle-planning-guide.html</a>)</p>
<p>Manly beachfront bike path should be next to the beach and not next to the parked cars. Currently, kids/parents walk straight onto the path after parking their cars. Bike riders need to slow down on the beach front to allow for other users. Problem with motorised scooters and skateboards as they go too fast and don't have lights at night. Raglan Street - cars have no regard for the bike lane.</p>
<p>Bicycle riders need to dismount at crossings. In Manly they ride across and at times it is difficult for cars to see them coming out onto the crossings.</p>
<p>Need pedestrian crossings on Kenneth Road. My sister was hit and badly injured getting to one of the refuges when crossing the road. Need a safer crossing place that protects pedestrians.</p>
<p>Possible speed humps near the mini round about at Carrington and Grover Ave Cromer. Very busy road, very dangerous roundabout for pedestrians and drivers. Pedestrianise The Strand, Dee Why. That would be awesome and would stop the 3 tonne trucks from driving there.</p>
<p>I am glad that there is a plan to support educational campaigns on road safety especially as it is vital for behaviour change and keeping people safe on the road. I am glad that it is being included in councils future strategies. Education should always be included as it is part of the overall picture in road safety and should work with engineering, planning and enforcement. The focus I believe should be on our vulnerable road users - children, schools, pedestrians, bikes, young drivers.</p> <p>This is a good plan just as long as the appropriate budget is actually allocated to be able to do large campaigns that reach all the areas. So please make sure that significant amounts of money is actually provided to the RSO to be able to implement the campaigns.</p>
<p>Lack of parking outside Andrew Boy Charlton. The angle parking makes it dangerous for pedestrians and it is difficult for cars to park. No foresight for a well patronised wonderful complex.</p>
<p>Bicycle riders in Manly don't dismount at the crossings. They ride quickly from the side roads/paths onto the pedestrian crossing.</p>
<p>Eustace Street, Manly needs a speed hump. I don't believe lower speed limits, signs, nor road safety education will prevent speeding. We have had our baby seat hit by a car whilst loading our child into our car. Cars are speeding regardless of seeing pedestrians getting close/into cars. Uber/Taxi and other drivers on phones constantly, we see from our balcony.</p>
<p>Bike riders on path don't ring their bells on approach.</p> <p>Bike rider rage in traffic.</p> <p>Bikes filtering up at lights and going through stop signs.</p>
<p>Motocycles - the bins left in the road by the garbage collection are too dark to see in the early morning and become dangerous obstacles for motorcycles.</p>

Bicycle riders need to dismount before crossing the road.
More pedestrian crossings are needed especially on Kenneth Road near the Andrew Boy Charlton Pool and near Quirk Street.
Accidents between cars and pedestrians will always happen. While more lower speed zones are helpful, they require road users to obey them - which doesn't always happen. I therefore prefer the approach to improve road and pedestrian infrastructure such that even if road users ignore the rules, that pedestrian deaths will still be unlikely because of road and footpath design. To that end I have alerted council in recent months to a number of dangerous pedestrian crossings and areas in desperate need to pedestrian footpaths. No response has yet been received...
There is a significant amount of foot traffic including parents pushing prams on the road, dog walkers on the road School children walking on the road between Irubel and Prince Alfred Parade, RMYC. Traffic has increased with the recent development of the club and limited parking spaces available Cars are often parked on the strip as the roads are too narrow to park on. This also caused issues with foot traffic where you are able to walk on the council strip land has eroded making it very unstable underfoot. I had sent a request in to have this addressed however this is not considered within the capital plan and suggest this should be reconsidered thank you
I agree with the principles of the program however there is insufficient focus on using engineering solutions to reduce speed and make driving more activity based. Specifically, I would advocate for more use of speed cushions, reducing road widths to single lane at squeeze points etc, and broad use of 40km zones in suburban streets. Road furniture forces drivers to remain focused on the road, making the use of phones etc very difficult, and reduces speeds. Education can only work to an extent, but engineered safety works to a much higher proportion of people. People are stupid needs to be the assumption, and you need to engineer to assume stupidity.
It seems a good plan. My only concern is the enforcement. In Howard Ave Dee Why every week I see vans and trucks parking in "No Stopping" zones near pedestrian crossings to unload things. They may only be there 5 minutes, but this is illegal and very dangerous. It seems to me that it is tolerated as these vehicles don't appear to get booked and perhaps believe they have a right to do it as they are working. There are also work vehicles including small trucks I have seen doing U Turns across double white lines and cars who do the same near the post office in Oaks Avenue. If there was more enforcement of the existing laws (including not speeding) then perhaps the Council wouldn't have needed to impose a 40k speed limit in Dee Why (Pittwater Rd to The Strand.)
Why don't you gather a few Councillors and go for a walk along McCarrs Creek Road, if you dare that is. Talk of safety what a joke.
So for bikes your only recommendations are: "Review the signage and line marking on shared paths to improve safety for bike riders, pedestrians and all other users." • Educate users on shared pathway etiquette and safety."
Have you considered dedicated cycle ways where cyclists are safe away from traffic. With the advent and seeming high use of e-bikes this is a real opportunity to get people out of cars and into active transport options.
You really need to look at schools with large number of vehicles in one area at the same times. I live opposite a school, and I constantly see parents call kids across the road, parents juggling kids. Today one was dawdling across the road way behind mum in a black rain jacket. park across or in my driveway. The schools need to do a kiss and drop and pick up area. It's getting really dangerous around the Narraweena public school and the area in general. Education around being able to see people in the rain and parents not calling their kids to run to them across a road.



RE: INTERSECTION (roundabout) - HOWARD AVE & AVON ROAD - PEDESTRIAN SAFETY  
After recent upgrades, it is now safer to cross this intersection in HOWARD AVE — BUT IT IS NOW MUCH MORE DANGEROUS TO CROSS AT AVON ROAD. THE IRON FENCE ON THE FOOTPATH AROUND THE PIZZA SHOP GOES MUCH TOO FAR UP, AND THATS WHERE PEDESTRIANS NOW NEED TOO CROSS. THE CARS COME DOWN AVON AT HIGH SPEED, NOT EXPECTING PEDESTRIANS TO BE SO FAR UP FROM THE INTERSECTION. And there is now no Pedestrian Safety Area in the middle of the road. There used to be one before the upgrade. Facing up Avon Road, left-hand side, cars park and protrude OVER the sign, thus blocking the view of traffic coming down. It is much more dangerous than it was before.

As a resident of Warringah Shire and now Northern Beaches Council area for 52 years, I would like to know if there has been approval for a footpath for residents living west of the junction of Haigh and Hakea Avenues BELROSE.  
The road has become a 'race track' and there have been times when I have had to stand between a parked car, boat or trailer to allow the traffic to pass when walking to local shopping centre / bus stop. The nature strip is uneven and not safe.  
Last year a 'Slow Down' sign was placed on a pole near the corner of Nurragi Place and Haigh Avenue and it was removed and disposed of in the nearby bushland reserve.  
Resurrected by a neighbour and replaced for it to be removed AGAIN and dumped deeper into the reserve. Sign is still in the 'reserve'. The reserve has not been maintained by Council but that's another issue!  
I am a bicyclist and a walker with no Driver's Licence hence my request for a safer walk to my destination point.

It should be commended that bike travel has been identified though the study needs to acknowledge that there are both increasing numbers of sport cyclists and of 'functional' bike riders who use the bike for travel. The needs of these two groups differ so that safety measures or infrastructure for one group is not necessarily suitable for the other, for example a shared path may suit a traveller whereas a sports cyclist would prefer a road as these keeps them from pedestrian interaction.

For the bike safety awareness, motorists need to be a key target as they statistically are at fault in 80% of crashes and the messaging needs to be positive - bike riders are not a burden, rather are beneficial (reduced congestion, reduced environmental impact, healthier citizens and liveable communities).

Improved facilities such as secure bike parking near bus stops encourages efficient transport. Regular and satisfactory public transport allows people to have reliable, safer and connected travel.

While the awareness / education of bike riders is represented along with shared path infrastructure, missing is the improvement of roads to improve safety such as safe riding zones on the road and implementing safe and connected routes that both improve city and return bicycle commutes as well as short distance travel from suburban areas into town centres.

Local government can typically be more progressive than state and federal governments in implementing safer traffic infrastructure and this creates a long term benefit for residents and visitors.

Thank you for preparing this however two additional points  
1 there is too much signage on the roads edge, re parking etc, when compared to other countries where two double lines are on the kerb it's no parking and parking signs are too complex  
2 too many changes in speed zones, I'm sure you know what I mean

The spots on the Wakehurst Parkway at bus stops need refuge Island allowing the residents easier and safer to cross the road to catch buses, especially in rush hours. It can be very difficult and dangerous to cross the road when traffic is busy, specifically at the Yarraman path.

<p>Very much appreciate the focus. School zones and congestion are an issue from Careel Head Rd to Central Rd Avalon South bound every morning. Would like to see a survey of this chaos and remedial measures adopted. Up to 15 mins to crawl from Careel Hd Rd to Central every work day. Congested side roads and main road. Some crazy and dangerous motorist behaviours. In the event of major incident - one way in / out ....potential for disaster.</p> <p>Safety Blitz reqd on intersection of Old Barrenjoey Rd and Avalon Pde - non adherence to stop signs/ safety reqts by motorists.</p> <p>Cyclists safety. Traffic flow often held up by teams of cyclists from Avalon thru Bilgola Bends .... super dangerous situation and high impact on traffic flows.</p> <p>Cyclist Helmet wearing! Community drive reqd to ensure adherence to wearing. Very casual approach to adoption and policing.</p>
<p>Where in the Council's Constitution does it say that you have a duty to manage our driving habits? We all passed the driving test, and the Police do a great job at preventing &amp; prosecuting poor driving activity. Stay away from road behaviour &amp; stick to fixing the roads. Our driving may be getting as bad as the state of the roads as we have to swerve to avoid the potholes, and deal with the increased congestion.</p>
<p>this is a very vanilla plan with plenty of motherhood statements. If &gt;10% of accidents involve push bike riders, how about making the northern beaches more bike friendly with dedicated paths to get them off the roads.</p>
<p>This plan seems to be lacking information about reviewing, identifying current dangerous junctions/road crossing/shared spaces, and making safe these current shared road spaces between pedestrians and vehicles. It clearly states that there is a marked increase in the number of road users, but pedestrian safety beyond 'fatigue, alcohol and speed' is not discussed. I think the Safe Roads section may be trying to touch on this subject but it's all very vague and ambiguous without any real outline of what they are going to do to. "Focus on ...projects so that people can move about safely as the population and traffic congestion increases". When? How? What is the expected outcome? And there is no mention of improving the safety of cars when sharing pedestrian spaces, for example entering and exiting a driveway. I speak as a local mum of 2 young children who often walks in our local area. We've been driven into once (on a green man) and had several near misses at one particular junction. It took 2 years to make any changes happen and it still hasn't solved the main problem - so the junction remains dangerous. Generally, in this area, I feel pedestrians take second place to vehicles and the emphasis is placed on the pedestrian to be educated to keep themselves aware and safe - this is useful, but the problem lies with the careless and impatient drivers. Please educate all these drivers to prevent the reckless/careless driving behaviour in the first place. (Just as a side note, please compare... A driver, drives an SUV into a 3yr old while he's crossing at a green man crossing section. She didn't even get out of her car to see if the child was OK. There are 3 witnesses, and a hospital report. She got a phone call from the police! That's it! My friend gently bumped another car. Examined both cars thoroughly and could see no damage so carried on her day. Someone watched this happen and reported her, she got a hefty fine and points on her licence. - Please don't think I've added this note on as a chance to vent and moan, rather I'd like to point out some facts that demonstrate how I believe cars and the like are given priority over all other road uses which is also demonstrated in this report).</p>

It is great that NBC is working on the issues related to vehicles in our region. The primary issue is how to better control speed. It seems too that NBC is prepared to limit speed to 40kmh in residential areas. Bravo. Policing that limit is a major issue and will need different kinds of speed radar to be deployed. One type is to give drivers feedback, and the other is to issue fines. Both are needed. NBC could consider a project to monitor vehicle movements throughout the northern beaches. Until there is actual data, then it comes down to guesswork about actual volumes, average speeds and percentage of vehicles exceeding the speed limit. NBC could be far more active in changing residential streets to discourage through traffic driving too fast. There are plenty of examples where NBC has done this and it seems to be highly effective, however, there's no data to review that could confirm what works and what doesn't.

IMHO, the only way to make sound decisions is to have detailed actual data to be able to understand the true scope of the problems that NBC wants to address.

An interesting case study: <https://theconversation.com/superblocks-are-transforming-barcelona-they-might-work-in-australian-cities-too-123354>

I recently emailed NBC re a road safety issue at Fairlight and have not received a response. I asked for a barrier to be erected between road and footpath between King Ave and the start of the harbour walkway. It is part of the walk from Manly to the Spit and is popular with locals and tourists. There is a rise in the road on the Manly side and drivers tend to speed there. We feel it's an accident waiting to happen and don't want it to be a case of closing the stable door after the horse has bolted like the Fairlight kindergarten. Best to act before an accident occurs.

Comprehensively deals with education on existing road safety provisions-I presume enforcement, even for bike helmets is a police matter.  
No mention of analysing locations of accidents to identify problem areas and a commitment to resolve any deficiencies which would cause it to be a problem

Action 2.5 - Existing "No Stopping" zones are frequently ignored creating significantly increased levels of danger, eg Wilyama Lane/Rosedale Ave intersection. Increased patrolling and improved signage should also be considered.

Action 4.2 - Increased use of bicycles in many congested cities of the world (eg Copenhagen) produces very positive outcomes. Manly cyclists, however, display poor etiquette towards pedestrians, ignore stop signs, pedestrian crossings (Darley Rd) and traffic lights, illegally ride (at speed) through the Ferry Terminal, ignore parking signs in the Manly CBD/ferry terminal and seldom wear helmets. Resolving this negative behaviour through awareness programs and enforcement will extend the natural benefits of cycling without creating additional risk.

The problem with our suburban roads they were never constructed for the population growth we have. Our narrow roads were installed to the absolute minimum by developers in the 1960's. The amount of vehicles being cars, light trucks, caravans, trailers and boats has exploded to a level where it is extremely dangerous for safe passage for two way passage. What we have are dwellings who initially had one vehicle, now there can be several which clogs the safe passage for road users. It is not feasible to extend the width of the roads, however the sensible alternative would be limited parking on one side of the road, it appears the council is reluctant to limit parking with the view it may upset the residents, however doesn't matter about upsetting the majority who have to negotiate parked vehicles on blind corners with the chance of a major head on accident. It doesn't take a lot of common sense to work out the answer is to limit parking on one side of the narrow road to eliminate the opportunity of head on accidents, I have lived in this district for 50 years, these roads now are death traps, they were never designed to carry the traffic volume they take now, something needs to be done forthwith. Another problem we have being the number of boats on trailers parked in locations surrounding the likes Flying Fox Park, taking valuable parking for local families which wish to entertain their families in this facility however unable to gain access due to the number of vessels taking car parking spots. To resolve this would be to have 45 degree parking on Mona Road allowing more vehicle space and a limit on time



allocation to park. Pittwater Road adjacent to Bayview Golf Club, there are commercial trailers, boats etc parked in this area, it is an absolute eyesore such a prestigious suburb littered with these rubbish vehicles, there are alternatives however the owners wish to take the cheap alternative, NBC you need to act to get this rubbish off our streets.

Although many "Teen-Agers" do not realise it, I believe statistics show that Road Safety is a "Life and Death" matter for them.

Accordingly I recommend our Council propose to the State Government that a Subject: "Comprehensive Life-time Safe Driving" be included in the curriculum for High School students during their last two years at High School and also that this Subject be included in the Higher School Certificate Examination.

I feel you are over reaching your remit as a local Council. Safety, health and education are overtly stated as a State Govt responsibility. Elements of your plan are duplicating State government activities and are not the best use of limited local resources - I do not support Council doing education to parents at schools on road safety. When every tree and footpath is being looked after and when residents get their garbage picked up effectively and in a timely fashion and when our lagoons are poison free - then maybe you could do these "nice to have" activities. Please remember whose money you are spending.

The draft does not really support pedestrians other than looking at reducing motor vehicle speed to 40km/h in high pedestrian areas. How about some improved active transport infrastructure like more pedestrian (zebra) crossings rather than speed reduction? Pedestrian friendly streets encourage walkers, road safety and promote healthy active communities.

Slow Down stickers for bins & plastic Slow Down signs for local roads are a great initiative. However, the visual reminders need to be re-enforced by police radar monitoring speeds randomly in these areas (say at least once or twice a year), as people who disregard the speed limits also disregard the signs.

It's unfortunate that the plan jumps on the 'speed' bandwagon terminology as the be all, and end all. The issue is not 'speed', it goes further than that to a core function - "driver ability". I'm a retired marine investigator and in most marine cases, incidents investigated were caused by the inability of drivers to recognise and assess what would be the appropriate method of driving in various circumstances. Speed travelled at is only one component involved in that ability and the issue that really needs to be addressed as the root cause of accidents, is driver training. Until that is taken on board by the various levels of Government and steps taken to address the relatively low standard of driver training, accident preventative plans will never fully address a reduction of incidents occurring. Another feature I do not agree with is increasing the number of 40 zones in a general sense. At present, a good number of drivers identify "40" specifically with school zones. As a result most drive accordingly in school zones as they are tuned into relating 40 with kids, schools, and a safety issue. I fear that an introduction and general use of 40 zones elsewhere will make drivers more blasé with the safety of school zones. The more 40 zones that are introduced, the more the driver ability aspect will come into play and they will carry on regardless as it becomes just another 40 zone instead of recognising that 40 zones relate to the safety of school children. Stick with the current 50 zones for other areas.



My understanding of traffic patterns and behaviour centre mainly on Mona Vale, where I am a local resident. I think I understand very well the dynamics of Mona Vale but believe my suggestions could also be supplemented to the Dee Why area east of Pittwater Road. Mona Vale has seen a massive increase in vehicle and pedestrian activity over the last 10 years, partly due to increased shopping options (revamped Woolworths now including a Dan Murphy's and the inclusion of Pittwater Plaza shopping centre with a wide and varied array of shops and now including a major Coles, Harris Farm and Pittwater Seafoods. This has now been supercharged with the introduction of the B Line bus service to the all ready busy standard bus services and that combined, have turned Mona Vale into a very significant transport hub. All this activity has resulted in far more vehicles and increased pedestrian traffic virtually all around Mona Vale shopping area. In fact, I would say that the percentage mix of pedestrians to vehicles is a high as other more major shopping precincts such as Chatswood. All this leads to a higher conflict between vehicles and pedestrians. Some parts of Mona Vale currently have 50km/hr speed zones while other areas still maintain a 60km/hr. My proposal would be for a blanket 40km/hr speed zone throughout Mona Vale shopping and pedestrian zones, bounded by Mona Vale Road to the South, Barrenjoey Road to the East, and to the Northern side of Darley Road to the North, if not to Mona Street to the North (Pittwater Road from Mona Street through to central Mona Vale shopping and bus transfer areas can have several thousand children walking along it coming both ways (to and from) from both Mona Vale Public School and from Pittwater High School plus many children from around the area that attend schools out of this zone and are bused in only to complete their journey home on foot every single school day. Add to this, hundreds of cyclists using Pittwater Road for training and exercise every day, particularly weekends, in groups of up to 30 or 40 riders riding together at all times of the day and night from as early as 5:00am to anywhere up to 8 or 9:00pm at night and with marrow roads and more vehicles, is a very dangerous mix. This combined with a lot of drivers and motor cyclists who believe that it is a racetrack once past Bungan Street when heading North. We even have several motor cycle clubs who once or twice a month (no set times as set up 12 hours notice on SMS) use Pittwater Road as part of their "race circuit" from Terry Hills down to Mona Vale. At some times these "enthusiasts" have been clocked at very high speeds between Church Point and District Park (one neighbour clocked one group at over 100km/hr racing each other (when they do this, they often they modify the mufflers on their bikes so that locals can hear them coming 5 minutes or so before they go past). All this adds up to a very dynamic interface between vehicles and pedestrians, and vehicles and vehicles. This situation is not going to improve, but instead increase with more development to come in Mona Vale. I ask now that my suggestion of reduced speed limits for the business/shopping/transport areas of Mona Vale be reduced to avoid a potentially catastrophic outcomes. Please remember, if it can happen in a small back street in Oatlands, it can and probably more easily happen in a busy area like Mona Vale. The same basic principle should also apply for all roads heading East to the beach from Pittwater Road at Dee Why, particularly from the shopping/transport zone to the beach.

One glaring omission is the lack of information on how the NBC is going to manage the proliferation of real estate advertising on median strips and at intersections. Are agents permitted to locate signs where they like? The agents do not conduct a risk assessment to locate the signs and they locate their signs in areas that hinder safe viewing for drivers at the intersection. Please do not issue the Road Safety Plan until this is addressed as the NBC remains liable for poor decisions by estate agents and road accidents that may result in injury or death.

Reduce all suburban capillary streets to 40km or below now!

If you want to reduce injury and depth, this is a no brainer. Don't just concentrate on the high pedestrian areas such as Manly and Dee Why, all small suburban streets need their speed limits reduced.

I feel strongly that all suburban capillary streets should have their speed limits reduced to 40km. I live in Parkes Street Manly Vale, and Motorists often smash up our street at unsafe speeds despite there being an abundance of kids, dogs as well as two blind hills where visibility is very poor.

50km in these streets is way too fast, and compounding this, motorists often drive faster than the speed limit depending on what they can get away with, often at speeds above 60km per hour, which as a % over the limit, is very high.

Reading through the draft plan, speed doesn't have a strong enough emphasis.

I was just reading the proposed road safety plan to see if it was the correct avenue for me to voice a concern and proposal for my local area. I don't think so but thought I would send this to you as I am not sure how to go about this proposal. It's not something I've done before. Perhaps you could forward it to the correct person if this is not you.

I live on [REDACTED]. We recently had a footpath put in to help the young girl over the road I believe, who has a physical disability. Wonderful, though surprising as we have ten houses in our cul de sac and there are many other areas and people that would benefit from a footpath. I drive up Kens Road in Frenchs Forest/ Davidson each school morning on the way to Davidson High school. Next door to that is Mimosa Primary. Kens road is steep and with a bend, so cars drive fairly fast up the hill to allow for the steepness. There are many small children that make their way up this hill to get to the primary school at the top, they take bikes, scooters and walk. There is no continuous footpath up the street, only near the top on the left hand side, and so the scooters and bikes use the road. Some of these children are as young as 5 years old. I am always frightened for these little kids making their way up the hill alone or in small numbers. I think it's wonderful to see them being independent and making their own ways to school.

When I saw that we could have a footpath put in for really the use of one child, I wondered how much lobbying it would require to have a continuous footpath up Kens Road for the use of many. This for me is a clear safety issue and I hope it will be considered in the development of our area.

Why does this proposal not address the following:

Pedal bike riders over the age of Sixteen are the ones targeted.

A: Why are not pedal bike riders fined for not wearing helmets (there is no provision for this in th submission).

B: Why are pedal bike riders not subject to alcohol and drug testing they can cause accidents when impaired the same as motor bike and car drivers.

C: Why are pedal bike riders not registered. All other road users have to comply. A simple electronic tag would solve this problem (again for individuals over 16 using the road.).

D: Why are there not regulations preventing pedal bike riders from riding 3 and 4 abreast in a lane on the roads. They have not paid registration and should comply with the single file rule.

The document looks great but what people want is to see changes on the ground. Schools are a particular concern of mine as we have constant conflict between pedestrians and cars. People just think of their own convenience. We need rangers who are able to direct traffic in the proper way to use a Kiss and Drop Zone. And issue fines on a continual day to day basis as people just take the risk because they know the rangers pretense is so inconsistent that the chances of them being caught is very low. Never mind getting a fine. I weekly presence targeting a school with four rangers would really hit the serial offenders hard. We have been told this is not possible as your rangers are so few and the NBC area so large.

The plan's support of cycling is small and close to pointless! No new dedicated cycle ways, no additional cycle parking facilities, nothing! It saddens me that in the current environment so little has been included to promote safe cycling in my area. I am very disappointed by this and urge you to reconsider your plans. I would love to discuss with you.

Great to see this plan, in particular the evidence-based approach to speed reductions. However it appears the proposals for reduced speeds is only for "high pedestrian activity areas". This should in my view be widened to include any other areas associated with i) vulnerable people (e.g. aged care facilities, schools, child care facilities, sports grounds), and ii) shopping precincts. I understand some of these may be high pedestrian areas, however not always.

On re-reading the draft Road Safety Plan, I would like to add a few additional comments to my previous submission.

Wakehurst Parkway. This section of road is a vital link to nearly half of the Northern Beaches area. The "Parkway" is a very old piece of infrastructure that has remained virtually untouched for decades. The importance of the Parkway has just been justified with the advent of the recent heavy rain in area. With nearly every instance of heavy rainfall the first thing that happens is the Parkway is closed due to flooding. Two instances of significant civil works programs to ease the impact of flooding on the Parkway have proved useless. With the recent rain event, traffic was again diverted along the alternate routes Warringah Road through Dee Why, where traffic at 5:00pm on the 10th February could only be described as a car park from Dee Why to Mona Vale. The other alternate route of Mona Vale Road heading North, both from the St Ives direction and coming off Warringah Road, could also only be described as a car park from Belrose through to Mona Vale. These instances only go to prove the importance of the Parkway as a major access way to all people and particularly those living between Collaroy and Palm Beach. Unfortunately, the Parkway has also seen many deaths and vehicle accidents due to numerous problems including road surface, width of the road and sheer traffic volumes. I encourage Northern Beaches Council to make all efforts to include the NSW State Government to upgrade the Parkway to preferably a divided dual carriage way for it's entire length from Seaford to Nth Narrabeen.

Bus Lane Mona Vale to Seaford. The introduction of the B Line bus route from Mona Vale to Seaford has been a great success, but unfortunately with this I have observed in recent months that the road surface of the bus lane itself has significantly deteriorated mainly between Mona Vale and Narrabeen. This may be because of the design of the double decker buses putting more load onto the road due to more weight over a shorter wheel base (between axles). Whatever the cause, I can see this as being a major safety issue going forward with the only solution being that up-grading must start now and be on-going in small dedicated sections to limit the overall impact of a major road failure at a further date.

With thanks.....

Drivers don't stop at crossings and are not giving way to pedestrians crossing as the drivers feel the green light gives them priority and not the pedestrian. People don't indicate when changing lanes.

Tradies drive too fast - young adults. Some cars have headlights that are too bright. There is a problem for cyclists on roundabouts especially at night as they are hard to see. Lights and fluoro for the cyclists would help, but cars are still trying to move cyclists over. Brinawa Street, Mona Vale - very narrow - has parking on both sides and is difficult for garbage trucks and cars to get through. Crossing by Warriewood Road, lack of signage on who has right of way.

Lost confidence and the joy of riding a bike on the road. Danger for bicycle riders on roads with parking on both sides of the road and trying to navigate the 'one lane' in the middle along with the cars. Buses - North Sydney to Newport takes 3 buses.

Drivers need to indicate when they are turning so that cars behind know they are turning and won't get stuck behind them if they don't have a protected arrow to turn. Cars don't keep enough distance from the car in front. King Edward Avenue - should be 40km/h. Buses and vehicles don't slow to 35km/h on the Bayview bends.



<p>Parking of boats and trailers. Rednall Street, Mona Vale - parking on both sides of road, construction traffic is making it worse. No where to 'duck in' mid street when the car coming the other way. Big problem for large garbage trucks. Increases risky behaviour for cars behind the garbage trucks. Would appreciate receiving engaging flyers on road safety information.</p>
<p>Teach kids to look before crossing because they are usually looking at their mobile phone. There should be a fine for bike riders who are on their phones while riding.</p>
<p>Mona Vale Road at the intersection with Wattle/Lane Cove is dangerous. There needs to be a rethink of the turning lanes from Manor Road onto Mona Vale Road as cars waiting behind cars turning right get impatient as they are trying to go straight ahead onto Lane Cove Road.</p>
<p>Barrenjoey Road and Golf the buses run the red lights. Pedestrian crossing at Park Street near the library is dangerous as it is difficult for cars travelling west to see pedestrians crossing. A pedestrian crossing ahead sign should be installed and the trees should be trimmed back.</p> <p>Middle aged women don't seem to want to stop at the crossings as they all seem in such a hurry. Drivers don't wait for pedestrians to finish crossing at the lights when they get a green signal. Best way to target 40-65 demographic for road safety messages if via Facebook. Emotional consequences attached to road safety messages would be the most impactful. Look at promoting road safety at the golf clubs and local shops.</p>
<p>We need safe cycling lanes so that we keep our kids safe, healthy and protect the environment!</p>
<p>As a driver, motorcyclist and cyclist living here for over 30 years the problem population growth and over reliance on private vehicles is the problem. Driver entitlement, lack of common sense and common courtesy when driving are the social issue to deal with. No one wants to share the road and associate driving a large vehicle as having the right to all the road to themselves and can push intimidate pedestrians or cyclist off their road.</p> <p>The lack of police actually patrolling and stopping people for bad driving and the reliance on speed cameras and point and licence suspension with no face to face actually being told off and forced to accept responsibility is the problem.</p> <p>However, cost effective campaigns using mobile speed camera equipped vehicles to drive around the back streets and rat runs that we all know of and keep fining people for speeding bad driving or parking etc may be useful, more useful than fixed speed cameras which we all know where they are and random breath testing which we also know where they will be too as there are only a couple of through roads up and down the peninsula.</p> <p>Driving to the pub club and large car parks at pub clubs help make drunk driving worse! Force pubs and clubs to offer valet parking where you get your car and keys back after a breath test would be an interesting concept to try.</p> <p>As a recreational ex racing Manly warringah club cyclist I think its an excellent idea to research and identify the primary issues affecting safety of bicycle road users.</p> <p>BUT... Please do not pre empt this by foolish victim blaming ideas like the below!</p> <p>Promote the use of bells, lights and helmets for the safety of riders at any appropriate events and workshops.</p> <p>The silly painted cycle lanes actually encourage drivers to close pass as they feel entitled to drive in their lane as close as they can get to the cyclist in a 1m or less "lane" painted strip that ends in a chicane race at the next intersection or roundabout. Cyclists aren't running into cars or pedestrians except on shared paths where again bad behaviour about sharing a path is the main problem as cyclists</p>



are as bad as motorists in not wanting to slow to a walking pace to pass walkers and their dogs etc which is often necessary.
<p>The statistics quoted that "speed" is responsible for 11pc of accidents is erroneous. The data collected is not robust and relies on arbitrary assessments made by well meaning attendees well after the accident</p> <p>The experience I have in investigation of thousands of road accidents strongly indicates distraction of drivers and inattention is the cause of most of the accidents that are erroneously recorded due to the absence of proper evidence as "speed"</p> <p>Please take this into account in the education program and emphasis distraction ( mobile phones , mind wandering etc ) . The evidence shows too low speed limits actually encourage distraction and inattention which lead to accidents . Do not make the mistake of lowering arbitrarily set speed limits as this will increase inattention and accidents . There is much research available on this which I am happy to discuss</p>
Please add Balgowlah Road to your plan, note the speed limit is 40kmh and nobody respects it. Several kids cross that in front number 69 to go. School or take their dogs.
Another non effective expensive project which is primarily cared for by the State and Federal Govt.
<p>Changes to lower speed limits permanently across all suburban streets to 40km/h as has been done in Dee Why should be made throughout the Northern Beaches, especially all the village areas where there are high proportions of pedestrians and cyclists.</p> <p>As a driver, motorbike rider, pedestrian and cyclist all over the Northern Beaches, there is an aggressive and entitled driving culture. Common courtesy has disappeared. Lane changes without indicating, aggressive tailgating, speeding well in excess of set speed limits, illegal use of bus lanes, cars &amp; trucks (and in some cases buses) passing way too close to cyclists - these are habits now ingrained in many motorists. Combine that with drug and drunk driving and it's no wonder the northern beaches leads NSW in crashes and fatalities per capita.</p> <p>I note that there is a lot in the plan about education, but there needs to be an equal emphasis on policing and enforcement. Police presence on the roads is barely apparent. I'd like to see a stronger presence of police cars, motorbikes and bikes across our road network.</p>
<p>Sydney is very busy and people need to drive around, in heavy traffic to get around. Invest money in teaching people road awareness, and teach kids to cross roads as well, instead of the alternative offered where we bring the city to nearly a halt with useless 40kph areas. Its a joke. If your in high school and you don't know how to cross a road, theres something wrong there. People need to be responsible for themselves and look around when walking around, crossing roads etc. Simple. Road speeds are already a joke and it takes me over 1 hour each way to get to and from work, thats a joke. This will make it worse. The nanny state thats frustrating to live in because of stupid rules.</p>
<p>I don't see in the plan any specific strategy aimed to reduce the overarching root cause of the road safety issues, which is the overwhelming numbers of vehicles on the road. Additionally, there are not any actions aimed to protect the increasing number of cyclists who are in the Northern Beaches either for commuting to work or simply leisure. The amount of dedicated cycle paths we have available is just ridiculously insufficient, while the space reserved to cars (e.g. bus lanes</p>

transformed in parking areas over the weekend) is disproportionate. We are behind not just other cities in Australia, but also the rest of the world.
You cannot legislate for idiots. They will always be idiots. Yet you are doing this by penalising most drivers who drive responsibly. By reducing speeds to 40kph will cause congestion, as it does in school zones, and will add to frustration of drivers. Most of the time drivers are only going about 40 in high traffic areas, however early in the morning or late at night it is ridiculous to make people go 40 if there are few cars around. We really don't need bureaucrats continually interfering in our lives and adding to our nanny state status. Life is difficult enough for many people without more rules and restrictions being added to their lives.
Rathowen Parade, Killarney Heights, is a high traffic thoroughfare for walking school children. It is not uncommon to see cars speeding up to 80km on this road. Speed Bumps need to be placed on this road as the wideness of the road entices drivers to speed. This needs to be dealt with urgently as speeding vehicles have been involved in accidents on this street.
I am heartened by the use of the word "crash" or "crashes" rather than the wider-used but misleading "accidents". Very, very few crashes are genuine accidents, they are, as the draft plan says, the result of negligence, be it excessive speed, inexperience with inclement weather and other conditions, drugs, alcohol and so on. I fully support the draft plan as it exists now.
Make it safer for bike riders. More bike paths separated from traffic. Please.
Council needs to slow vehicle traffic and make our streets safer for bike riding and walking. E-bike usage is growing exponentially which will mean more people riding in more areas.
We [REDACTED] and provide babysitting for two grandchildren weekly We have to cross the road to get to our car which is garaged directly opposite This is quite dangerous as there is no crossing between Pine and Raglan streets A 40 zone would certainly help Another issue is bike riders on the footpath Because of trees on the footpath it narrows the area for pedestrians let alone bicycles
In point 3 (Pedestrian safety) to consider:  a) additional pavements and improvements to existing pavements. b) prohibit parking of boxed and caged trailers, caravans, boats, motor homes and trucks on residential roads especially around suburban/residential parks and play areas to promote better visibility for both drivers and pedestrians
I think you are wasting the community's money in making reports and plans like this- it is an overreach of your function as a council. We are already paying taxes for the RMS to make decisions and implement ideas about these kinds of things. I see that your plan has already been implemented in Dee Why before the consultation time has finished?? I think it is important for you to consider the amount of time people in the community will waste (per year) by driving at 40 when 60 is sufficient for purposes of safety, the increased congestion on the roads, the burden to the community of paying fines of going over an unnecessarily low speed limit and the confusion caused by trying to figure out all the different speed zones. I ask you not to go through with this ill conceived plan.

Dear Council,  
Your Road Safety Plan is a very good initiative, however lacks a component to easily engage the public in identifying problems.  
From your draft page 16 "Assist in identifying black spot locations through crash data analysis and any police information."  
Perhaps you could include an avenue for the public to make a suggestion, and then for that idea to be assessed and acted upon if found to be a definite "positive step". This would hopefully include safety related comments to intersection design and regulation, as one size, does NOT necessarily fit always. For myself, having lived in the Northern Beaches for 25 years, and in my current house for 20, I've always found the intersection of Melwood Ave and Bushland Ave, in Forestville, to be "challenging". I ask anyone, on a weekday, to travel west along Bushland Ave, and turn right, into Melwood. This becomes particularly complicated, when school starts / ends, and clients are entering / leaving the RSL.....you should try it! Uncomfortable moments and near misses are commonplace. A smallish car with low ride height would be blind to traffic on the left and right hand sides.

██████████, i have reviewed the programme with some broad detail. i am a recreational and commuter cyclists and driver. I have been riding on Sydney roads for a period in excess fo 25 years so i have extensive experience.  
Drivers have become so impatient and distracted we are far beyond anything but highly visible and pro active police presence on our roads especially during peak times. Reckless speeding drivers are the norm not the minority on the Northern Beaches. Unfortunately, we are far beyond a feel good awareness programme.

Council seems to be absolving themselves of responsibility as a designer of roads. Reading austroads guide for road management for councils it clearly states that councils have a responsibility to identify dangers in the roads system and rectify them. Also the section on safe cars only considers occupant safety, not safety of all road users. In the USA they have found that increasing rates of pedestrian deaths are clearly linked to change of vehicle type...ie the increase of the suv. You're 3x more likely to be killed if hit by a suv than a normal car. Shouldn't council be taking a lead there in educating road users about their choices. It also says nothing about trying to change people's habits. E.g. encourage kids to be walked to school or other means rather than be driven. Reduce car use. It seems to accept that with development congestion will get worse yet austroads states that it's council should consider the road networks capabilities BEFORE development proceeds. Overall this plan is way too weak to engender the significant behavioural changes that will only come from a strong re prioritisation away from private motor vehicle use. Please review this plan so it deals with the responsibilities as detailed by austroads.

1. I have written to Council on numerous occasions about near misses ██████████ ██████████ ██████████ with many families crossing East Esplanade to the beach. The speed limit goes from 40 to 50 which is too fast for people to get across, when traffic comes down the hill to Osborne Road. It should be 40 all the way on East Esplanade to the Skiff Club.
2. The crossing at Victoria Road and East Esplanade is still not lit well enough. I have seen many cars not see people on this crossing and many near misses.
3. The crossing at Darley Road and the Corso is also a hazard. Pedestrians disregard the lights and many near misses happen here too.
4. Manly Wharf crossing needs to have the number of seconds displayed (like in Europe) so people understand when they don't have time to cross.
5. I think many streets surrounding the Corso should be Pedestrian only.
6. The Pedestrian crossing outside the Council Chambers going to the Corso is very dangerous, both for pedestrians and cars. There is often a constant stream of pedestrians and cars become impatient



and just drive through.

7. The crossing at Darley Rd and Ashburner St is another hazardous crossing. Cars coming down the hill do not realise it is a crossing and then do not have time to stop. Perhaps some bumps on the road might help to alert motorists to a crossing? I have nearly been hit by cars on this crossing.

8. There is also a problem with "hoons" drag racing their cars through Darley Road and around the Corso. I observe motorists in general driving fast through Manly CBD. Perhaps some cobbled or paved roads would slow people down?

I also worry that the above "hot spots" will not be properly dealt with until after the review, which will take too long. Action should happen ASAP in these high risk areas.

9. There is a problem in Manly with left turns on green walk signs. I actually was hit by a car turning left from Darley Road into Wentworth Street, while the walk sign to cross Wentworth St. was green. I also see this problem at Belgrave Street and Griffin Rd lights where you turn right while the Green Walk sign is on Belgrave street.. Can this be looked into and cars not be allowed to turn while people are crossing?

I think we should follow the model that Sweden and Norway have used to lower their pedestrian fatality rates, and I believe speed is the main factor where they lowered limits to 30 km/hr. Thank you for improving our road safety for residents and visitors.

My summary of the "Plan" is you will continue public awareness and investigate ways to improve road safety. In my opinion, the time to investigate ways to improve road safety would be BEFORE drafting a plan. It's not a plan it is merely a statement of intent - basically a wish. Perhaps if we spend less on consultants and stock images and invest more in experts who have experience, expertise and IDEAS we might begin to reduce injuries for cyclists, motorcyclists and pedestrians hit by cars. It took me 60 seconds to write that and it's already more concrete than your plan. Come on NBC - let's get to work on this beyond brochuring the issue.

The Safety Plan's objectives are laudable but there is far too little in the way of concrete plans around infrastructure. IMHO there needs to be at least an appendix of intended improvements to infrastructure that are easy for ratepayers to understand and the results of which are readily measurable.

For example, it's fine to have an objective of 'advocating' for 40kph speed zones, but there should be an appendix that lists the areas where Council intends these to apply. (Seaview and Foamcrest Aves in Newport would be two that should be on such a list.)

I would like to see more emphasis on policing load limits on roads that are constantly flouted by truck drivers. No mention of educating truckers to stay off roads not designed for high loads. These trucks endanger lives and property. Incur council clean up costs, wreck road surface and increase road noise to residents. Please increase policing of the 3 ton load limit and local traffic zones please. [REDACTED] Mactier/esplanade/Nioka Rd and Veterans Pde Narrabeen is prime example of daily flouting laws.



The Road Safety Plan hits the core issue in one of the opening statements: "Our dependence on cars is one of the factors contributing to congestion on our roads, which can also contribute to unsafe behaviour."

Unfortunately, this plan appears to focus more on behaviour change campaigns aimed at motorists than any genuine efforts to reduce traffic or improve the currently completely inadequate infrastructure provided for pedestrians and cyclists. One cannot increase modal share of walking and cycling (which is connected to public transit usage) without addressing the major infrastructure deficit of the LGA.

The focus of the action plan for Bike Riders is focused almost entirely on behaviour change (bells, helmets, etc). As someone who grew up in Northern Europe, and has spent several years living in Sydney, I can firmly assert that what is not needed is more money put into "awareness campaigns" and "shared path line markings". What is needed is a concerted effort to follow international and Australian best practice for safe road design:

- All local streets should be within 30 km/h zones. This has been standard in car-centric Norway for decades.
- Footpaths in general should be widened and continued across intersections with minor roads. This is being implemented throughout Metropolitan Sydney and has been standard practice in The Netherlands for decades.
- Bicycle tracks with a kerb or median separation should be provided at every road with a speed limit of 50km/h or higher. Streets at 40km/h should have line marking and 30km/h and less designed for slow vehicular movement. This is standard practice in Denmark and has reduced cyclist deaths substantially.

We do not need "innovative", new ideas to solve the traffic safety issues of the Northern Beaches LGA. I would argue that all of the issues that currently faces the LGA have been addressed and solved in other areas and countries and these strategies should be implemented here.

I am supportive of elements of the campaign such as looking to increase the efficiency of transport, and informational or technological aspects presented which should be relatively low cost without the imposition of additional draconian and expensive measures. These can frustrate and cost the community. There should be a proper full analysis. In the report there was no reporting on previous initiatives such as the implementation of 40km/h zones around schools. Have deaths and injuries declined, or gone up and by how much? Surely there is data on this for our area. We should not add further expense, bureaucracy, punitive and costly initiatives without being provided with information on how previous such changes have worked or not in our area.

The report lacks analysis on the time cost, correlated monetary value and the cost in fines and court time on implementation of low speed zones. Often schools are a distance away from main roads, and in some places there are protections preventing pedestrian access to the road, and an overpass to allow pedestrians safe travel over the main road, such as at Frenchs Forest High school. Yet the slow speed zone remains. Driving along Warringah Road, one has to continually slow down and speed up due to schools even though they are not accessible by pedestrians. This causes major congestion and frustration on a main arterial road and so it is counter to the councils aim of "efficiency" which gets nothing but a passing mention in the report. The delay and congestion must be the equivalent of tens or hundreds of thousands of hours of lost life time annually, for no known additional benefit in safety. Although high speeds are known to be a primary factor in some accidents, what is the data on the difference between local zones which are in many cases already 50km/h to 40km/h? There is no evidence presented of any lives that would be saved between two slow speeds.

The cost presented in the report of \$12.4 billion over 4 years due to deaths in NSW provides no breakdown for our area but is a NSW wide figure. This cost and the associated emotional impact is a major consideration, but what is the direct and psychological cost to peoples lives for additional time lost due to reduced efficiency and slow speeds? What if this cost in lost lives turned out to be \$6 billion per year, or twice as much as it saves. Also what is the cost to ratepayers both in council staff time, construction and implementation of these measures? Without this analysis of lost lifetime equivalency, and a clear presentation of the cost to the community in fines, lost productivity due to excessively slow and variable speed limits, expense to ratepayers along with presentation of data on the success or otherwise of previous changes, further changes being mandated from the UN should not be implemented. The result would be programs that are at best ill informed, without context and may cost more than they save as some UN initiatives have turned out to be, however well meaning.

#### Specific Action

Eg Howard Av Dee Why (Pittwater Rd End) Currently Huge number of Illegal U Turns - More people cross outside the pedestrian crossing and traffic lights than use them. Cars park illegally particularly 'No Stopping Zones' to then J Walk - I suggest a barrier to prevent crossing the centre of the road - From Pittwater Rd to the Council Carpark in Howard.

This would improve traffic flow and safety - whilst this is specific there are sites where the situation is similar and therefore similar solution.

As a longer term 'goal' would be to create a subterranean pedestrian crossing at Pittwater Rd and Oaks and Pittwater Road and Howard - improving safety and traffic flow. It would improve the flow of Bus commuter traffic through Dee Why.

Additionally I think the B1 and other bus routes exiting Dee Why is working well BUT additional developments and other developments not yet fully sold will add very quickly to the pressure in this area - so there should be further consideration to the bus pick up and set down areas within Dee Why (and the Mall ) This may mean widening Pittwater road in front of the council chambers which in turn may impinge upon the council parking area and Norfolk pines etc.

I support the current Road Safety plan as it stands. All the elements listed will help make our roads safer. However I would argue that the plan could go further. As a resident I often see examples of where the roads are unsafe and while the plan will go some way to address these incidences further steps could be made. The area where more could be done is in the physical set up of roads and how they can curb speeding. For example I live near [REDACTED] While there are speed reducing humps on the road closer to the school at the top of the hill with Parkview I regularly see cars speeding up and down as the road is wide and there are not elements that could slow them down. I'm not sure if this area would classify in your plan as a 'high pedestrian area'? If it does, that is good but if it doesn't then speed reduction steps outlined need to be expanded. Just because it isn't a high pedestrian area doesn't mean the chances of a crash aren't the same and could still injure/kill someone.

I would also hope the plan looks at international best practice for traffic calming measures. I believe speed humps aren't always the answer and inventive ways to create the sense that speed needs to be reduced has been implemented in countries (I believe nordic countries have done a lot of work in this area).

I would also look at the parking allocations in roads across the northern beaches. Again, I've seen examples where views at junctions (e.g. corner of Thornton and Griffiths) are obscured because of poor visibility caused by parked cars too close to the corner. Some simple changes would remove some of these danger areas.

Basically I think it is a good plan but the details of how to achieve some of the goals are a bit vague. For example, on my suburban street we often see cars speeding unsafely, and there are two unsafe crossings on my very short walk to Manly Village. Drivers find them annoying but we need more zebra crossings, more designated crossing areas, and lower speed limits through residential areas.

One of the major problems on our suburban roads is the width off the roads which allows parking on either side of the road. I have shown representatives of the council the dangerous location where the roads are the absolute minimum width, the [REDACTED] stated it is one way of slowing cars down by having access to one lane of traffic whilst the vehicle in the opposite direction waits, unfortunately not always does the other vehicle wait, hence either a head on accident or a close encounter. Just don't see the logic in this thinking, should avoid at all times the case of an accident, as we are aware our roads are storage areas for boats, caravans, box trailers and the like, can someone with some common sense look at parking on one side only to allow clear passage of vehicles, a prime example where I met with councillors and engineers at the time Pittwater Council where park is permitted on Seaview Avenue Newport between hours 7.00 am & 10 am, week days only, should be all hours and every day, this has been an absolute god send to those who wish to use this road on their travels to work every day, problem it is a nightmare on the homeward journey.

In addition to the planning a thought should be giving to practical items as removing the silent cop at the corner of Headland Road and Robertson Road, North Curl Curl. This is a hazard as cars park opposite it and you have to go on the other side of the road to turn into Robertson Road. The cop it out dated. The other issue it the corner of Fisher Road and South Creek Road Dee Why. This corner is very dangerous as cars are speeding on Fisher Road and motorists speed out of South Creek Road to beat cars and get around. A roundabout would slow cars down and make it safer to turn. With cars parked in the gutter it would also make it safer for children crossing to the park.

The emphasis is certainly on drivers in this plan. I agree with all these suggestions, BUT.... Where is it noted that pedestrians need to have to have a safer way of crossing roads. I am an older driver and I cannot understand why pedestrians presume that the road is for their use only. I see quite large vehicles having to brake as someone just swings onto the crossing without looking. Where did the ditty go which we taught to our children? "Look to the left, then to the right and then to the left again, and you'll never ever get run over" Teach the children this and they could pass it on to their parents.



#### 4.1 Promote safety on bikes

Add: Using crash data, identify bicycle crash 'hot spots', prepare a priority list of sites where infrastructure can reduce crash rates, secure funding and build infrastructure.

Road safety plan is not fit for purpose. Fundamentally misunderstands the nature of the Safe Systems approach, the Hierarchy of Controls and the concept of shared responsibility. Appears designed to minimise the demands on Council's resources rather than achieve measurable safety improvement outcomes, and is significantly out of date and out of step with current approaches as outlined in Austroads' Local Government Road Safety Management Guidance AP-R612-20.

A more detailed critique with embedded copy of AP-R612-20 is attached.

High pedestrian areas need much slower vehicle speeds than 40 mph. In Europe speed limits are often 10 mph in high pedestrian areas.

Mona Vale central area is very poor for pedestrians. Only one light controlled crossing of Pittwater Rd between Council building and South Western side of the road. Speed in this part of Pittwater Rd should be reduced, with rumbles paving, chicanes, to maximum of 20 K in business hours.

Manly is also poor for pedestrians. West Esplanade at junction with Commonwealth and Fairlight St near the Manly Museum and Art Gallery, has a corner with poor visibility, yet also some crossing "shoulders". It is a very popular crossing area, but speeding cars and poor visibility make it dangerous. Traffic should be slowed down on East and West Esplanade and the beginning s of Fairlight Street

The road safety plan, and the Northern Beaches Council does not acknowledge cycling as a viable transport alternative to cars and the measures in the plan are simply lacking for cyclist safety. The comments about changes in behaviour have marginal benefit to safety and seem like a (close to) zero cost after thought. The content of the road safety plan indicates to me that the NBC still believes that in 2020 the car is king and wish for that to remain so. If I have one general request is to get back to the drawing board and decide if you want to encourage cyclists on the Northern Beaches roads – or not?

Specifically, I would like to see separate (i.e physically separated) cycle paths from Dee Why, through Brookvale to Manly, and to have proper covered bike parking at key parts of this route. This should be world standard and suitable for children 8 years and older cycling to school, workers commuting or connecting to public transport hubs, parents cycling with toddlers in child carriers to day-care, goods moving through cargo bikes, sports and leisure rides keeping fit, tourists choosing to ride bikes and 80 year old's cycling to the shops. I have walked this route and without any specialised knowledge can see that the extra width can be incorporated into the current terrain.

I originally come from London, a city that used to have no cycling infrastructure and in about a decade they have delivered enormous changes without making life impossible for car drivers. I'm sure your research staff know about this but this site shows you what a green-field cycle lane project should look like: <https://tfl.gov.uk/modes/cycling/routes-and-maps/cycleways>. There are many other successful models around the world that NBC could look at.

Also, painting a picture of bicycle on a pavement or road does not make it a cycleway – please save your paint!

Please reconsider your road safety plan and how you think cycling infrastructure should be incorporated into the Beaches.



The draft Plan is well documented and considered. I note however there is no action to be taken on greater control and safer options on the continuing problems that occur on Alexander Street, Collaroy . This despite earlier promised action.

I would like to see some immediate action in relation to Key Road Safety Item 1.1 (Reduce road safety risks around schools). For instance, there are cars parked illegally and dangerously around Frenchs Forest School most weekdays on the western side of the intersection at Ann St and Grace Ave. I often reported vehicles when based at home 3 years ago. Whilst walking my son to school. we could not see approaching vehicles so crossed at that intersection just hoping we would make it to the other side unscathed. At the time I only reported the most extreme examples parked right next to the corner. To my surprise and consternation, it seems the tickets were only issued to the vehicles reported and not the other illegally parked vehicles next to them. When I suggested that rangers patrol this area more often, the response was that patrols of the Frenchs Forest locality are routinely made and Rangers will frequent known hotspots, such as schools, but somehow they still seem to miss these cars each time as I do not see any tickets on these cars.

I support the Road Safety Plan.

"Purpose of road safety Plan

The Road Safety Action Plan 2019 – 2024 will: target a reduction in the number of crashes that result in death or serious injury in the local government area."

"Safe Speeds

Reduced speeds in high pedestrian activity areas will reduce the likelihood of someone being killed or injured on the road. Council will review high pedestrian areas throughout the Northern Beaches and install 40km/h high pedestrian activity zones, subject to approval from the Transport – Greater Sydney Division (formerly Roads and Maritime Services – RMS) and educate the community on the newly established zones."

I support reduced speeds in high pedestrian activity areas and in locations where there is a risk to pedestrians.

In particular, I am concerned about pedestrian safety in Oliver Street, Freshwater, at the intersection with Brighton Street. A week ago a pedestrian fatality occurred in this location.

The intersection of Oliver and Brighton Streets is a risky environment for pedestrians due to the speed of traffic travelling south and north along Oliver Street. Vehicles travelling south enter Brighton Street, often at speed, via a sharp bend in the road. Vehicles are not visible until rounding the corner and, if travelling fast, arrive at the intersection a mere few seconds later.

Pedestrians also have to be wary of traffic movement in different directions at the intersection.

Pedestrians regularly cross Oliver Street at or near the intersection with Brighton Street.

Pedestrian activity is associated with the following:

- Two bus stops are located on opposite sides of Oliver Street;
- A cafe is located in Brighton Street (east);
- Harbord Public School is located about 300m south.
- Brighton Street (east) is en route to Curl Curl Beach;
- Brighton Street (west) is en route to Freshwater High School.

It is timely that Council considers measures to improve pedestrian safety in this location.

This includes reducing the speed of traffic along Oliver Street and around the bend entering Brighton Street (south). Preventative action is required as a priority.

Northern Beaches Council Road Safety Plan Submission 1 March 2020  
Thank you for the opportunity to comment on the Road Safety Plan

My Comments are not linked to any part of the plan – they are a series of concepts which I have discussed with various groups over the past 40 years. Some have never been mentioned but are, I think, worth considering.

I am a car-driver (over 50 years) and motorcycle rider (for the past 25 years) – I drive and ride in urban and regional areas, often in congested traffic, at peak times. I have also driven small buses in my past work with children with disabilities.

- 1.High Visibility equipment/ vests or bands for cyclists, motor cyclists, and vulnerable pedestrians/wheelchair-bound, etc. (simple crossover bands are easy to use, cheap and light-weight to wear and carry).
- 2.Encourage drivers to use light, bright-coloured vehicles, with lights on in daytime (already compulsory on motorcycles/scooters).
- 3.For Safe right-hand turns across busy traffic lanes – left turn and u-turn at roundabout if nearby.
- 4.Drivers - Always make a physical “shoulder-check”/ “blind-spot” check before pulling away from stopping and when changing lanes
- 4.Safety gloves and footwear for motor-cyclists – “Who will wipe your bum for the next six months when you inevitably land on your hands when you get knocked off?”
- 5.When crossing a busy road, move away from a corner to ensure you only need to look two ways (left and right), not three or four directions if crossing at a corner.
- 6.Council should clear all vegetation which can hide a child or wheel-chair bound person at crossings
- 7.Encourage children to use a bag for carrying a ball to the playing fields – it’s too easy for a ball to be dropped and to roll on the road. Children instinctively run after a ball.
- 8.Ditto with dogs – always keep them on a lead near traffic.
- 9.Train motorists to “MERGE LIKE A ZIPPER” when merging lanes – New Zealand has this on road signs
- 10.Don’t advise motorists when their speed is being checked.
- 11.Teach pedestrians to walk against the traffic – I.e. facing the vehicle, not with his/her back to the flow of traffic.
- 12.Smoking while driving is very distracting, involves many different activities (open packet, extract cigarette, light same, smoke and ash it many times, and finally dispose of it – most modern cars don’t have ashtrays. This leads to ashes and butts ending up on roadside, leading to roadside fires. National figures in 2005 showed 4000 fires were started by cigarettes around Australia. Ban smoking while driving – it is already banned while driving with children and when using a work vehicle and when transporting patients’
- 13.When reversing, especially from driveways, drivers should open windows so they can hear activities around them, and turn off radio/sound systems, remove headphones, stop talking and concentrate. Never reverse across double lines.
- 14.Never double-park outside schools to pick up or drop off children. No child dies from getting wet or being late.
- 15.Encourage school infrastructure and other contractors to leave plenty of parking spaces for parents/ carers to transport their children (especially those with younger toddlers and babies). Contractors are usually not using their vehicles except for commuting, so they can park at some distance from schools.
16. Scooter –riders become very vulnerable when lane-splitting, especially near buses and trucks. They must understand that they are almost invisible.
- 17.The recent early-morning hit and run death of a pedestrian (Harbord) could possibly have been avoided if the victim was wearing a light or bright coloured jacket.
- 18.“Put your Headlights ON” signage at shopping centre exits, and large parking garages.
- 19.During PEAK HOURS, Pedestrian Pathways along commuter corridors could be dedicated to cyclists in lieu of bus-lanes – many footpaths are not in use at peak periods – this could free up driving lanes. Pedestrians would use the opposite side of road. Motorists crossing the dedicated cycle path would be obliged to stop before crossing that path from a driveway during peak times/cyclist times. (Not sure about bus –stops – most peak-hour bus stops are now dedicated bays.) Worth considering.
20. We’re all in this together – let’s encourage everyone to be polite, allow plenty of space, and stay safe.

Northern Beaches has a higher than Sydney and NSW proportion of cyclist, motor cyclist deaths, yet the Safe Roads plan does not address major issues with cycling and motor cycling safety. Drivers need to be better educated, and infrastructure for these road users needs to be improved. With the growing area of E-bikes and food delivery using bicycles, cycle infrastructure and safety should really be key. The Safe Vehicles plan to promote safer vehicles is pointless - people buy new vehicles rarely. Most new cars have excellent ANCAP ratings, it is the driver behaviour that needs to change not the vehicle they drive!!

Safe Roads plan should include better on road markings for cycle lane/s. It should include funding requests to build better roadshoulders to help keep cyclists safe on narrow one-lane roads such as Wakehurst Parkway.

Safe People plan should specifically include promotion of the NSW road safe cyclist passing 1m rules. I think in the appendix under 2. Drivers and Riders there should be education for drivers to pass cyclists safely, to show tolerance to all road users and reduce driver aggression towards cyclists. This should include heavy vehicle/truck drivers - garbage and trucks etc.

#### Attached submission 1

**Northern Beaches Road Safety Plan - Submission by [REDACTED]**  
**Slow is the New Fast - Northern Beaches Road Safety Plan**  
Submission by [REDACTED]

#### **Introduction**

We have been working on new and shared mobility/transport initiatives around the world since 2013. We are Northern Beaches residents and base our businesses from our Balgowlah home. We walk around 200km each month in the Northern Beaches and have observed many opportunities to improve Northern Beaches road safety and mobility options with best practices and learnings from around the world.

We want to help the Northern Beaches Council make the Northern Beaches a showpiece for future mobility and road safety.

We have reviewed the Council's draft Road Safety Plan and are disappointed by its vision and lack of actions. It is largely a communications, education program without any real physical changes to improve road safety and livability for Northern Beaches residents, businesses and visitors. [REDACTED] propose Council adopt the theme "Slow is the New Fast" and develop an integrated road safety plan with demonstrable actions which will have real and meaningful road safety benefits for the Northern Beaches in the short term.

#### **Slow is the New Fast**

The theme "Slow is the New Fast" touches all the key elements of road safety and community. Traffic and transport is slow on the Northern Beaches and throughout major cities. Northern Beaches is one of NSW and Australia's most car dominated LGAs with single occupant cars the dominant form of transport for Northern Beaches commuters and for local journeys.

A fundamental requirement for better road safety is to reduce the passenger km driven in private cars and replace it with walking, cycling and new forms of micromobility, public transport and new forms of shared mobility.

Traffic speeds on Northern Beaches major roads often average less than 30km/h in morning and afternoon peaks and during school times. Adopting a "slower" speed regime and modes of transport will not necessarily be slower and will have significant road safety benefits as well as benefits to community, health and the environment.



For example, driving from Seaforth to Manly at 50km/h without interruption at 50kmh would take 3 minutes 36 seconds. The same journey at 40 km/h 4 minutes 30 seconds - an extra 54 seconds. At 30 km/h it would take 6 minutes.

The Seaforth-Manly section of Sydney Road has eight sets of traffic lights, 13 nearby schools and child care facilities, three strip shopping centres, 12+ bus stops as well as school speed zones.

The drive is always interrupted and most journeys already take at least 5 minutes. A slower speed limit will have little impact on journey time.

Slower speed limits also encourage more cyclists and users of other forms of mobility - as they feel safer and less vulnerable. It also encourages greater use of public transport as the perceived difference in trip time is reduced.

#### **Northern Beaches Road Safety Plan - Submission by [REDACTED]**

These changes in turn provide a better community environment and more journeys by active transport resulting in better health and environmental outcomes.

#### **Road Safety Objectives**

- A. Provide an environment where Northern Beaches residents, businesses and visitors are comfortable and confident to move safely by any mode of transport.
- B. Reduce the incidence of road accidents.
- C. Reduce the severity of injuries
- D. Reduce fatalities

While road fatalities have been decreasing since 1970, the number, severity and cost of injuries is increasing. Injuries have a greater cost to the community than fatalities.

Fatalities are also increasing amongst pedestrians and cyclists.

Cars have become safer to occupants but more dangerous to other road and footpath users. The fundamental strategies to reduce accident incidence and severity require governments at all levels to deprioritise cars and allocate priority to the community, pedestrians, cyclists and other forms of mobility. Rubber hits the road at the Local Government level. Unless Local Government takes actions to support local communities, Federal and State frameworks will have limited success.

#### **Two Major Areas to Be Addressed**

The two major contributors to the incidence of road accidents, severity of injuries and fatalities are:

1. Speed
2. Prioritisation of Cars/Heavy Vehicles in Road/Urban Design

Globally, leading cities and countries are making major changes to reduce speed and redesign local streets and neighbourhoods by reallocating space from cars to pedestrians, micromobility riders and community.

These need to be the focus of Northern Beaches Council - with real and demonstrable actions.

#### **Five Key Action Areas for Northern Beaches Road Safety**

[REDACTED] recommend five key action areas under the theme "Slow is the New Fast?"

1. Reduce Speed Across the Northern Beaches
2. Make Sydney Road a Showpiece for Innovative Road Safety and the entry to Manly
3. Lead NSW in Adopting and Supporting Play Streets
4. Create an Integrated Active & Micromobility Plan and Implement It from 2020
5. Appoint a Northern Beaches Mobility Mayor

#### **Action Area 1 - Reduce Speed Across the Northern Beaches**



The speed of vehicles is the major contributor to crashes, injury severity and fatalities. Council has access to multiple international studies which prove accidents at a speed of 30km/h or less have a dramatic reduction in injury severity and deaths. Adopting lower speed limits in residential and high activity areas is a must - 30 km/h should be the dominant speed limit in these areas.

**Actions**

- 1.1 Reduce speed limits in 50% of residential streets to 30 km/h by September 2022.
- 1.2 Implement traffic calming urban design as a principle in all Northern Beaches streets.  
These include:
  - 1.2.1 Narrowing road lane widths to minimum width required for slower speed limits
  - 1.2.2 Urban design features to inhibit speed
  - 1.2.3 Reallocating kerbside parking to community use and protected mobility lanes
- 1.3 Reduce Speed Limits on Residential Streets to no more than 40km/h
  - a. Streets to be categorised as:
    - i. Play Streets, speed limit 20km/h
    - ii. Residential Streets 30km/h
    - iii. Local Streets/Roads 40km/h

**Action Area 2 - Make Sydney Road a Showpiece for Innovative Road Safety and the entry to Manly**

- 2.1 Reduce the speed limit of Sydney Road between Seaforth and Manly to 40 km/h.
- 2.2 Remove street parking on one side of Sydney Road.

**Northern Beaches Road Safety Plan - Submission by Localift/Zipidi**

- 2.3 Build a two-way protected mobility lane along Sydney Road from Seaforth to Manly.
- 2.4 Remove all street parking from Sydney Road at Balgowlah - ample parking exists in the car park behind the shops on the Southern side and in Stockland on the Northern side. International research proves protected mobility lanes produce more turnover for strip shopkeepers than limited car parking.

**Action Area 3 - Lead NSW in Adopting and Supporting Play Streets**

- 3.1 Nominate and implement 50+ Play Streets in the Northern Beaches by December 2022. The 1,000 Play Streets program is designed to nominate 1,000 streets around Australia as children play streets. LGAs in Queensland WA, Victoria and SA are already participating. The objective is to make streets safer so children can play in the street as their parents did a generation ago! <https://www.playaustralia.org.au/1000-play-streets>

**Action Area 4 - Create an Integrated Active & Micromobility Plan and Implement It from 2020**

- 4.1 Create a plan of an integrated micromobility and protected mobility lane networks which connect all Northern Beaches residents with local transit hubs, shopping centres and other major destination points.
- 4.2 Make the Northern Beaches a 15 minute city by enabling all residents to safely ride or walk to transit, shopping and destination points within 15 minutes.
- 4.2 Ensure every road resurfacing or new road provisions for the integrated Active and Micromobility Plan, rather than just resurfacing existing outdated road plans.
- 4.3 Ensure every road is designed with lanes suitable for the minimum speed limit not the maximum.
- 4.4 Build protected micromobility lanes into every road project where the speed limit is 40 km/h or greater.
- 4.5 Remove/reduce street parking for residents, particularly in streets where adequate off street parking exists.
- 4.6 Prioritise pedestrians, cyclists and new mobility users/riders over cars and heavy vehicles in all new and resurfaced roads.

**Action Area 5 - Appoint a Northern Beaches Mobility Mayor**

5.1 Appoint a Mobility Mayor for the Northern Beaches. A Bicycle Mayor has become a common role in LGAs in Europe and more recently America. A mobility Mayor is the next advancement.

5.2 The Mobility Mayor is the expert, advocate and representative on all transport and road safety projects to ensure a mobility priority is taken. This requires priority to be given to community, pedestrians, cyclists and other micromobility users ahead of cars and heavy road vehicles.

Attached submission 2

13/2/20

RE: TRAFFIC LIGHT CNR OF PITTWATER RD & ROBERTSON ST NARRABEEN NSW 2101

Hi

My name is [REDACTED]. I have lived at this address for 20 years.

In this time there has been many accidents above our street on Pittwater Rd plus a few fatalities.

A number of years ago the Council installed a gate along the road and also traffic lights at the end of the street. This was a terrific improvement BUT they did not include a green arrow to turn right into Robertson St (heading south).

As everyone on the Northern Beaches is aware Pittwater Rd is heavily congested (especially Collaroy through to North Narrabeen). On a busy day (every Saturday) the only way of turning into our street (right heading south) is to turn on the amber. This is dangerous, on many occasions I have nearly been involved or seen others nearly collected as the oncoming traffic proceeds through the amber/red. Every Saturday I turn into my street I am scared as it is unsafe.. I have spoken with many of my neighbours in our street and they could not agree more that a green arrow needs to be installed.

**Why was the green arrow not installed? There is even a place for it?**

I do not want to see any more fatalities at the end of my street and I am sure the Council doesn't as well.

Could you please look into this matter for me.

Kind regards,

[REDACTED]

Attached submission 3

## **1. Response to Draft Northern Beaches Road Safety Plan**

### **Introduction**

In considering the draft Northern Beaches Road Safety Plan (NBRSP), I have used the recently released Austroads Research Report AP-R612-20 Local Government Road Safety Management Guidance as the model for comparison purposes, and the following response borrows heavily from that source.

Austroroads holds an authoritative position as the peak organisation of Australasian road transport and traffic agencies. They undertake leading-edge road and transport research which underpins their input into policy development and published guidance on the design, construction and management of the road network and its associated infrastructure.

Unfortunately, the gaps between Council's NBRSP and Austroroads' AP-R612-20 Guidance document are significant, to the point where I am left confused about the purpose of Council's Plan. In the analysis that follows I will compare and contrast the differences in approach between the two documents.

### Shared Responsibility

Central to the Safe Systems approach to road safety is the role of local government as owner, designer and operator of the road system within the LGA.

Based on the content of the 5-year Program and Actions, it is difficult to avoid concluding Council is intent on almost entirely abdicating that responsibility, pushing responsibility onto individual road users to deal with the shortcomings of the road system and other users' behaviour as best they can.

This is not acceptable to the community. Council needs to step up and own its role.

### The Role of Local Government

AP-R612-20 outlines four important roles for local government in improving road safety:

- it has primary responsibility for the safety of the roads it owns and manages
- as a planning authority, it has a duty to consider the road safety implications of decisions regarding land use and the form of developments on roads that it controls, and may have an advocacy and/or partnership role in other situations
- it has a role in lobbying higher levels of government for funding transport infrastructure and services which will benefit the community and for changes to legislation which may have a particular impact on its community, e.g. aspects of police traffic enforcement
- it has a role in engaging and empowering its community in relation to road safety issues, in encouraging safe road user behaviour, and in coordinating local resources for better road safety outcomes.

The NBRSP Five Year Program and Actions and what Council says it will do in other parts of the document focusses almost entirely on the last role and fails to address the others with proposed actions of any substance.

### Safe Systems Approach

The NBRSP asserts that Council intends to follow the Safe Systems Approach. On a comparison between Austroroads AP-R612-20 and the NBRSP it is apparent there are significant conflicts in understanding of the meaning of the Safe Systems Approach between Austroroads and Council.

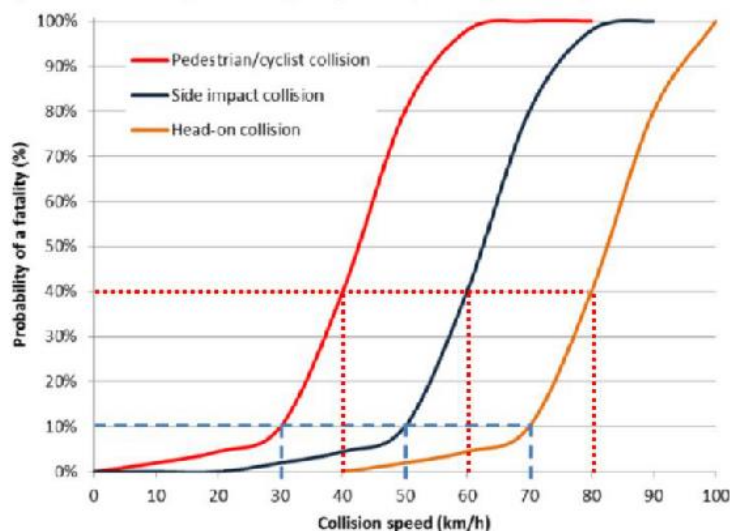
### Safe Speeds

This section in Council's document focuses primarily on user behaviour through awareness programs and ignores the role of environment, and council's role in setting that environment, on influencing user behaviour.

People are vulnerable and the road system should be managed within the limits of human biomechanical injury. AP-R612-20 goes to some length to explain how small differences in speed can make huge differences to collision outcomes based on the fundamental physics of collision kinetic energy.

A 10% threshold for fatal outcomes was used by Austroads as the basis for establishing a Safe Systems performance threshold, although lower limits could be appropriate. Below is figure 2.1 from AP-R612-20, reproduced with dotted lines added in red representing the most common speed limits set by RMS (now TfNSW) for high pedestrian roads, local roads and main roads.

Figure 2.1: Relationship between impact speed and probability of a fatality for different scenarios



[Source: Jurewicz, Sobhani et al. (2015) and based on Wramborg (2005)]





Table 2.2: Safe impact speeds for different collision scenarios

Road and section type combined with road users	Target Safe System speed
Roads and sections used by cars and vulnerable road users	30 km/h
Intersections with possible side-on conflicts between cars	50 km/h
Roads with possible frontal conflicts between cars	70 km/h
Roads with no possible frontal or side-on conflicts between vehicles and no vulnerable road users	≥100 km/h

Source: ITF (2016)



Figure 2.2: Impact speeds for different crash types after which the risk of death escalates

Crash Type		Impact speed
	head on	70 km/h
	side-impact	50 km/h
	side impact with tree	30 km/h
	pedestrian	30 km/h

Source: Towards Zero Foundation

Council's intention to advocate for 40km/hr zones is welcomed. However, implicit in promoting that number is the acceptance of a 40% probability of death for the pedestrian or cyclist in a collision with a motor vehicle, which most in the community will see as inconsistent with Vision Zero.

By reducing the speed limit by a mere 10km/hr to 30km/hr the fatality rate drops a further three-quarters to 10%.

Calls for a 30km/hr limit to be the standard for vulnerable road user areas can no longer be dismissed with the usual Australian exceptionalism that the laws of physics are somehow different here.

Australia's peak roads agency is now also making that call.

Bicycle NSW recommends heeding that call and bypassing 40km/hr to set 30km/hr as the aspirational target for residential streets and high-pedestrian and high-cyclist commercial areas.

#### Sidebar: Interaction of speed and environment

However, safe speeds are not just about the number on the sign. The road environment – of which Council is a principal designer – plays a significant role in determining speed limit compliance.

The effect can be observed on the many freeways around Sydney. When the road is wide, in the open air with a wide breakdown lane, speed limits are most commonly observed in the breach, with a majority of drivers sitting 5-10km/hr above the posted speed limit. When the freeway enters an extended tunnel, speeds immediately drop to 10 or more kilometres per hour below the speed limit.

I don't propose to analyse why this occurs here, but merely note that similar compliance effects can be engineered by making small tweaks to how space is used in our road environment.

Such tweaks can be very low cost, simple and quick to implement, and are easily done on residential neighbourhood streets for which Council bears primary responsibility with minimal interference from State bodies. This leads me to the next pillar of the Safe Systems approach.

#### Safe Roads

Regrettably, this section of the NBRSP also fails to deal with the subject matter and instead the objectives are redundant, the focus being placed on almost entirely on awareness campaigns to change road user behaviour that belong in the Safe People section.

The objective of Safe Roads should have been to remove situations from the road and roadside environment that enable death and serious injury to occur.

Safe Roads should also encourage safe behaviour and discourage unsafe behaviour through design, including visual and tactile cues, the allocation of space, and the design of the network, including measures such as strategic road closures to discourage rat-running and encourage healthy active transport through quieter suburban streets.

Council is uniquely positioned to engage in place-making and community building through its role as designer, operator and maintainer of the majority of the road system in the Northern Beaches LGA.

The Safe Roads section deals with none of this, making a token mention of working with other Council departments on infrastructure but identifying no actions in the action plan. Nor does it touch on critical issues such as road and roadside vegetation management, facilities for vulnerable road users (a mention of the draft Bike Plan and Walking Plan documents would have been so simple, but was omitted), nor does it touch on seeking funding from government for infrastructure improvement.

A word on the focus on “black spots”. This is insufficient. Instead, a “whole of corridor” approach must be implemented at a network level.

Quite often a road corridor will not contain any locations which meet the threshold for identification as a black spot, but when taken as a whole the corridor is responsible for high levels of serious injuries if not fatalities. The focus on the black spot also tends to encourage localised fixes that do not deal with the network issues that contribute to it. As a result, the fixes are too frequently ineffective.

## Safe Vehicles

Consistent with the emerging pattern, this section in the NBRSP also mostly fails to deal with the subject matter, again focussing almost entirely on community awareness campaigns and ignoring opportunities for concrete interventions.

It appears Council severely underestimates its capacity to drive the use of safe vehicles in its LGA. When a series of pedestrian and cyclist fatalities occurred in the City of London and it was found that the common factor was a certain type of tipper truck commonly used to remove excavated material from building sites, it immediately set in place a ban on the use of such vehicles and prescribed mandatory minimum cabin visibility standards and side under-run protection.

While Council’s ability to legislate such measures directly is limited, similar outcomes can be achieved through the use of its development consent powers, management of its own vehicle fleet and contractual arrangements with its subcontractors.

For example, the use of truck-and-dog trailers for removal or delivery of fill should be prohibited in development consents, with side under-run protection mandated and high-visibility cab-forward truck designs required. Non-compliance would result in a stop-work order.

The same safe vehicle standards should be set in place for its contractual arrangements for, by way of example, municipal waste removal services.

For future development consents for business premises, transport hubs and the like, similar best practice heavy vehicle safety standards could be mandated as part of the development consent for ongoing use, and be subject to inspection, for example by way of reference to an appropriate Australian Standard or its descendants to ensure businesses keep up to date with best practice as it evolves.

Council parking inspectors can also be tasked with issuing infringements and defect notices for vehicle safety offences, such as bald tyres, unregistered and uninsured, et cetera.  
Council powers are significant if it is minded to explore how they can be used to achieve desirable safe vehicle outcomes. Regrettably, the NBRSP addresses none of these opportunities.

### Safe People

The Safe People section is the section that was done best. The behavioural aspects included in the other sections of the NBRSP should be concentrated here.

However, it omits workplace health and safety considerations for Council's own and subcontractor operations, and these are within scope.

Including WH&S within the NBRSP enables Council to fulfil a leadership role by way of living an example in the community.

### Implementation and Measurement

The section "Monitoring the Road Safety Plan" speaks only to monitoring implementation of the plan. This measures entirely the wrong thing.

Progress against an agreed implementation timeline is simple project management and is assumed. Reporting should be done on a "by exception" basis. The plan is merely a means to an end. Safety outcomes are what matter here. *They* should be the primary focus of measurement. The plan is pointless unless improvements in safety outcomes are achieved.

This means measuring and articulating to the community the effectiveness of the plan in achieving reduction in harms and improvement not only in safety, but also perception of safety. Where rates are too low for reliable measurement because, for example, the section of road is too short, leading indicators such as average vehicle speeds before and after the intervention should be used.

Importantly, journey times should also be measured as they are often independent of speed and results will address ill-informed criticisms that the measures are degrading travel times. Other factors such as business turnover and commercial rents before and after changes must also be captured

When the outcomes of Council's actions can be clearly articulated in terms of a reduction in the numbers of people injured or killed, and an increase in pedestrian traffic in retail precincts, increased business turnover, occupancy rates and rents, most of the anecdote-based political flak simply drops away, being shown for what it truly is - mere politics, and lacking in any substance. When they see the track record, the community will then throw its weight behind council for achieving further gains.

I appreciate that collection of some of this data may be problematic for council. Nonetheless, it is crucial to success and I encourage Council to think creatively about how this requirement can be met.

### Conclusion

It concerns me greatly that a document designed to drive Council's approach to such a critical community health issue as road safety was issued with so many holes.

In its present state the draft NBRSP is regrettably not fit for purpose, and is unlikely to materially achieve any measurable improvement to road safety in the Northern Beaches LGA.

While behaviour change is very important, awareness programs such as proposed in the five-year action plan are demonstrated to be of limited effectiveness. Considering also that the programs are going to reach only

a limited audience in the LGA and none of those outside it is difficult to see how such a plan expects to be effective.

Most of the most effective measures are either abdicated to a State government that usually ignores us as a safe electorate for conservative politicians, and therefore safe to do nothing for, or are left to business-as-usual for other Council departments. Opportunities for whole-of-council strategic focus on effective action to achieve improved road safety are going to be lost.

I suggest it would be appropriate to review the plan in more detail than I have done here against AP-R612-20 and reissue an update as a result of "feedback" for a second round of community consultation before proceeding further.

Copy of AP-R612-20 is attached for your reference.

For inspiration, a copy of "Streetfight" by New York's past traffic commissioner Janette Sadik-Khan will be in the mail soon.



Attached:  
Austroads AP-R612-20



AP-R612-20\_Locall\_Go  
vernment\_Safety\_Mai

#### Attached submission 4

#### **Submission Northern Beaches Road Safety Plan**

Below is only a small sample of things that can be done to reduce road fatalities, and I would be happy to give the council more information on the different safety initiatives below.

Oslo the capital of Norway which has nearly three times the population of the Northern Beaches last year recorded a single road fatality, the death itself was a freak accident at low speed impaling the car driver on the end of a pedestrian fence. Last year Oslo recorded zero pedestrian, cyclist, motorcycle and child fatalities which shows that the straightforward but consistent road safety initiatives implemented over the last decade have worked.

Due to a horrific accident that occurred within the Northern Beaches council area more than a decade ago, the Australian Standards and RMS guidelines were changed to make pedestrian crossings safer. Many years have passed, and now councils are no longer up keeping existing or installing new crossings to these basic requirements that create a safe environment, especially for children. The recently released TfNSW Pedestrian Safety Plan highlighted following these standards to make crossings safer. Oslo has implemented a review of all pedestrian crossings to make sure that their simple guidelines are followed including simple signage, safe locations and clear sight distances approaching every crossing.

It's great to have lower speed limits but without safer roadside infrastructure speed limits will not alone reduce Australia's high road fatality rates. We need to have a clear line of sight and clear zones along our roads to



allow all road users to ability to react or recover if they or another road user makes a mistake. The following is similar to what Oslo has done complementing lower speed limits.

Power poles are a major killer on our roads, I know we cannot overnight remove all poles. As Oslo has done over many years, start to move poles and underground power to make it safer and more reliable, especially during big storms. Incorporate into new development requirements and road and major footpath upgrades the installation of empty conduits to facilitate future undergrounding of power cables at minimum cost.

Public transport by bus on the Northern Beaches is set to expand and making bus stops safer, especially for children is of high importance. Moving bus stops to the other side of intersections to improve traffic flow and safety as per Austroads guidelines. Simple things like better lighting, shelters correctly located, the height of kerb being 8 inches and the area clear of objects creates a safe environment for all road users. Oslo has drastically increased its bus network and made it more reliable and safe by simple road markings, signs and safe bus stops clear of objects.

Signalised pedestrian crossings need to be automated, especially near schools and shopping districts allowing pedestrians to safely cross the road and at the same time improve traffic flow. Many crossings can be automated 24 hours a day and will not impact traffic even at three o'clock in the morning and allow pedestrians to be again able to trust signals.

Signage needs to be reviewed and simplified as more and more signs are being installed, creating a visual overload on people resulting in vital signs no longer registering as un-important. Signs need to be placed away from the edge of the road and onto existing infrastructure like power poles buildings. Oslo has dramatically reduced the number of signs, put them on existing infrastructure, including up to three signs on one pole with the most important on top.

Use 'No Parking' signs with exemptions to improve safety and allow drivers to set down and pick up passengers legally. Convert taxi zones, mail zones and certainly not stopping zones into no parking zones. I.e. 'No Parking Taxis Excepted'. Many sections of roads have long no stopping zones, and small length could be converted to no parking where safe to do so. Locations, where boat trailers being left are hazardous, have 'No Parking Motor Vehicles Excepted.'

### Safe Roads

- Audit all pedestrian crossings on the Northern Beaches
- Remove all incorrect signs from zebra crossings - only allow two signs, R3-1 and W6-2
- Remove all children signage within or near schools, as new school zone signs are sufficient
- Raised pedestrian crossings remove all speed hump signs and install 25Km/hr sign under R3-1
- All raised pedestrian crossing signs include 25Km/Hr sign and make fluorescent green/yellow
- Raised crossings level with footpath, grill over gutter allowing easy access for elderly & prams
- All ramps at all pedestrian crossings should be as wide as possible 3m allow elderly and prams
- Remove objects including trees/shrubs within the sight distance at all pedestrian crossings
- Reduce height of pedestrian fencing approaching crossing to see small children at crossing
- Nearest edge of all signs must be more than 600mm away from edge of kerb
- Look at ways to reduce stems and move stems away from edge of road
- Install up to three signs on same pole with most important sign at top
- Place road signs on buildings especially along narrow footpaths
- Offset signage on power poles so as not to be damaged reducing signs safety
- Work with Ausgrid to start reducing the number of power poles along the edge of roads
- Require all new developments to install conduits to underground power in future
- New road works install conduits to underground power in the future
- Major footpath upgrades or cycleways install conduits to underground power in future
- All new lighting columns offset to property boundary as per standards

- New unit blocks fix street lighting to buildings removing lighting columns
- Ask Ausgrid to replace all street lighting with LED lights even when only the globe has blown
- All new streetlights must be LED to reduce uneven distribution of light along roadway
- Automate signalised pedestrian crossings especially around schools and shopping areas
- Automate crossings during school hours and shopping times
- Automate signalised pedestrian crossing at slip roads and other similar crossings
- All new and refreshed road line marking to current Australian Standards
- Stop line at traffic signals more than 1.2m from pedestrian crossing line better sight distance
- Pedestrian line marking at traffic signals dashed line to stop cars encroaching into crossing
- Plant new trees away from edge of road
- Stake new trees away from edge of road encouraging tree to grow straight up instead over road
- Make sure trees are not planted under street lights
- Make sure trees are not planted near crossings or intersections allow clear sight distances
- Systematic approach to removing weeds especially along edge of road within clear zone
- Walking track entrances along roads remove bush and weeds to improve sight distances
- Create a pamphlet with a footpath clearance envelope diagram for vegetation removal
- Trim vegetation along footpaths to encourage more people to walk
- Have clearance guidelines between footpaths and driveways to improve sight distance
- Campaign to have vehicle headlights on during daylight hours (same as Oslo)
- Wider footpaths using green concrete with low CO2 emissions
- Identify sections of road that can have 'No Parking' signs installed to improve safety
- As bus stops are upgraded to ADS move to other side of intersections to improve safety
- Increase height of kerb at bus stops to the RMS standard of 8 inches improving safety
- Remove shrubs and other objects like bins and signs from within the length of bus stops
- Install new bus shelters at head of bus stop to improve safety
- Install street light above bus stops
- Trimming tree along bus routes to increase reliability of bus services
- Create a preschool road safety program similar to the Netherlands

Many more simple road improvements that could be undertaken similar to Oslo to create a safer environment for everybody on the Northern Beaches.

#### Attached submission 5

#### **SUBMISSION TO NORTHERN BEACHES DRAFT ROAD SAFETY PLAN 2020**

██████████ – DATED 8<sup>TH</sup> FEBRUARY 2020

██

In addressing the draft safety plan, i submit that an issue that needs closer examination is the need for improving the safety and amenity of our local suburban streets. This is an issue overlooked constantly, and an increasing problem for local residents.

Local streets are used constantly, and at an increasing rate, throughout every day, by cars, and also buses and commercial vehicles. Perhaps more noticeable at peak hours, but increasingly during all hours. This volume of use needs as much consideration as does the use of main roads.

The safety needs presented by this volume of moving traffic is exacerbated by the increasing volume of static use from street parking, both by residents and, most concerning, by non-local people who use our streets as day parking. This day parking need created by local businesses with insufficient on-site parking, and by travellers to the city who then catch buses. In my case (Romford road) as an example, the street

parking problem has now been made worse by the current demolition of the antler hotel, forcing those who have been using the hotel carpark to now find parking in nearby streets.

The issue of insufficient on-site parking for commercial businesses has been with us for some time, and I believe that more planning regulation is needed to overcome this problem. Likewise the volumes of peak hour traffic is also an issue subject to separate attention. However my submission is focused on the safety problems these issues have created.

Probably the majority of local residents park in garages or carports, thus they are required to enter into, and out of, the street traffic at all times. This will always present a safety issue in the current environment, and requires obvious caution. but exercising caution is heightened when vision is obscured (often completely) by vehicles parked on both sides of, predominately, far too narrow streets; made worse by traffic paying less attention than necessary. Vision is also made worse, if not impossible, by cars which park right up to the driveway crossing.

It should be noted that this lack of vision also applies to the street driver, not only the driver leaving their drive.

What I have described is the exact situation my wife and i encounter every time we drive out of our carport. We have had many frightening experiences when our vision is totally obscured until we are well out into the street and the traffic flow. Drivers are not accommodating, and will even attempt to drive around you whilst you are still trying to enter the traffic. We are destined to have a serious accident unless the situation is improved.

My wife and I are senior citizens, but are active and competent drivers, but are greatly concerned for our safety each time we leave our driveway. As senior citizens (in the 70/84 years category) , we are part of the 9% of the total northern beaches population. When you add the pre-retirees group (50/59 years – 13%), we make up 22% of the population, with that combined categories growing at a greater rate per annum than any of the other population categories. The implications should be obvious.

You draft data indicates that 52% of accidents in the northern beaches are to motor vehicle drivers (that class also being the highest percentage in the state). That already high percentage is destined to increase unless certain conditions are imposed.

Speeding also shows as the largest % of contributing cause to accidents. Speeding also occurs in local streets.

I refer to section 5 of the draft 5 year programme and item 2 “drivers” and section 2.5 “parking rules”. I encourage council to consider my submission in respect of the plan, and create restrictions on the following :

1. Amount of street parking allowed in local streets, both by local residents and non-local residents.  
This can be done by restricted time periods, resident only permits/locations and the like.
2. Imposing minimum distances from resident driveways – at least two car lengths.
3. Imposing fines for non-compliance.

I am appreciative of the opportunity to contribute to council’s planning, and trust I have provide some valuable input.

Sincerely yours

[Redacted Signature]

## 7.2. Social media – Facebook post 26 February 2020





# Service Review Framework

Northern Beaches Council's Framework  
for its 2020 Service Review Program



2

## Purpose of the Framework

The purpose of this Framework is to guide the Northern Beaches Council in a systematic review of its Services.

Reviews are undertaken periodically to best position our Services to achieve our organisational vision to "Deliver the highest quality service, valued and trusted by our community". The Framework guides Council's seven month Service Review Program to:

- Deliver a summary report per Service for Councillors in December 2020
- Form a baseline to support a Services Strategy 2021-2024 focused on building community capacity and resilience, and
- Identify and effect efficiency improvements within a Service.

The Framework outlines:

- A positioning statement through to 2024
- The purpose of the review program
- Council's approach to service reviews
- Roles and responsibilities for service reviews, and the
- Expected community and organisation benefits.

The Review will support individual Service changes to ensure, they are:

- Appropriate and meeting current community needs and wants, and can be adapted to meet future needs and wants,
- Effective and delivering the required outcomes, and
- Efficient and delivered with minimal waste and efficient use of resources (including funding, people, materials, plant, equipment, assets)

The Chief Executive and Executive Leadership Teams are committed to this Review Program and recognise the value in embedding a culture of continuous improvement to position the Northern Beaches Council as a leader for our community and in our industry.

The reviews will support the elected body in future strategic service decision making.

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## Section 1: Introduction

### 1.1 Background

Northern Beaches Council is the largest provider of services for the Northern Beaches community. Across 16 Key Service Areas, we deliver 61 individual Services and over 220 Service Functions. Council has progressively taken on greater responsibilities for delivering services, responding to growing community expectations, and the devolution of functions from other levels of government.

Council is committed to strategically and continuously reviewing and improving our Services to consider what we do, how we do it and the associated costs. It also seeks to be innovative in its service delivery and improve relevance in an ever-increasing global and digitally advancing economy.

Council has developed the Service Review Framework to review our services across the organisation. This transparent Framework has been developed to ensure clear and concise objectives are established for Services reviews, what they are to deliver, and what the expected benefits will be. The Framework will support understanding of the importance and value of this exercise.

The Framework is supported by the principles of the Australian Business Excellence Framework and Council is committed to continuous improvement where service reviews become a standard part of Council's better practice methodology.



### 1.2 Service Positioning Statement - 2021 to 2024

Since the formation of the Northern Beaches Council in May 2016 attention has been focused on transitioning services from historical Council's into single service platforms to ensure that service levels were maintained or improved. While the long term focus of service delivery was considered, to date service delivery has been approached in terms of current community needs.

Council will now embark on a longer term view of its services and envisage what will be required through to 2024 (end of term from the 2021 appointed Council) to optimise Council's utilisation of its available resources in supporting community capacity building and resilience of the Northern Beaches.

Through its service delivery Council must ensure that our community is supported in its pursuits of local job creation, a sustainable environment, planned housing mix and distribution and a level of own agility to respond to future critical events such as pandemics, floods, fires etc.

By systematically reviewing services to ensure the customer is at the centre of everything we do, Council can continuously improve our customer experiences, service accessibility, organisational efficiency and effectiveness, reduce inefficiencies, mitigate risk and assist in addressing environment and financial sustainability. Throughout the reviews, the aim is to collectively build our capacity to think critically and systematically about our community's current and future service needs.

### 1.3 Primary Purpose of a Service Review

The primary purpose of a service review is to ensure service sustainability in relation to economic, environmental and social viability supporting community resilience. It is essential for Council to continually improve performance, systems and processes that will, in turn, improve the way we deliver our services as we strive to meet the needs of the community.

Service reviews aim to support individual service changes to ensure they are:

- Appropriate and meeting current community needs and wants, and can be adapted to meet future needs and wants
- Effective - delivering the planned outcomes of a service, and
- Efficient - delivering services at a desired level with minimal waste and efficient use of resources (including funding, people, materials, plant, equipment, assets).

#### 1.4 Key Benefits of a Service Review

The fundamental benefit of a Service Review is to ensure we are delivering the highest agreed quality service to our community and increase stakeholder value through sustainable performance. This can be achieved through the:

- Alignment of services to community needs resulting in more satisfied community
- Provision of higher agreed quality service
- Identification of ways to increase income generation and realise cost savings
- Increasing capacity of staff to respond to the changing needs of the community
- Increasing efficiency of often limited resources
- Adoption of most efficient mode of service delivery
- Increasing partnerships and networks with other local governments and services providers
- Increasing staff productivity, collaboration across departments and reduced operational costs
- Development of a more systematic approach to understanding future community needs to support long term community resilience.

#### 1.5 What is a Service Area, a Service and a Service Function

Council has identified 16 Key Services Areas under which we group our services for the purpose of reporting and communicating to the community on our achievements under the Community Strategic Plan (CSP) and the four-year Delivery Program. This is a high level grouping of our services for the purpose of external communication and reporting.

These 16 Key Services Areas comprise 61 Services that are delivered by 23 different Business Units across the organisation.

These 61 Services provide in excess of 220 different Service Functions delivering a wide range of activities, programs and/or projects to specific individuals, targeted groups of people, or to the community as a whole. Collectively, these services and service functions contribute to the social, economic, environmental and cultural wellbeing of our local community in different ways.

The service relationship is outlined in Appendix A, which details the defined 16 Key Services Areas, 61 Services and 23 Business Units.

Council will undertake the scheduled service review program at the Service level (i.e. across the 61 Services).

However, this Framework can be applied to reviews of service at all levels including functions and specific areas within service functions referred to as sub-functions (e.g. administrative support services). The scalability of this Framework will enable individual Business Units to undertake reviews at any required level.

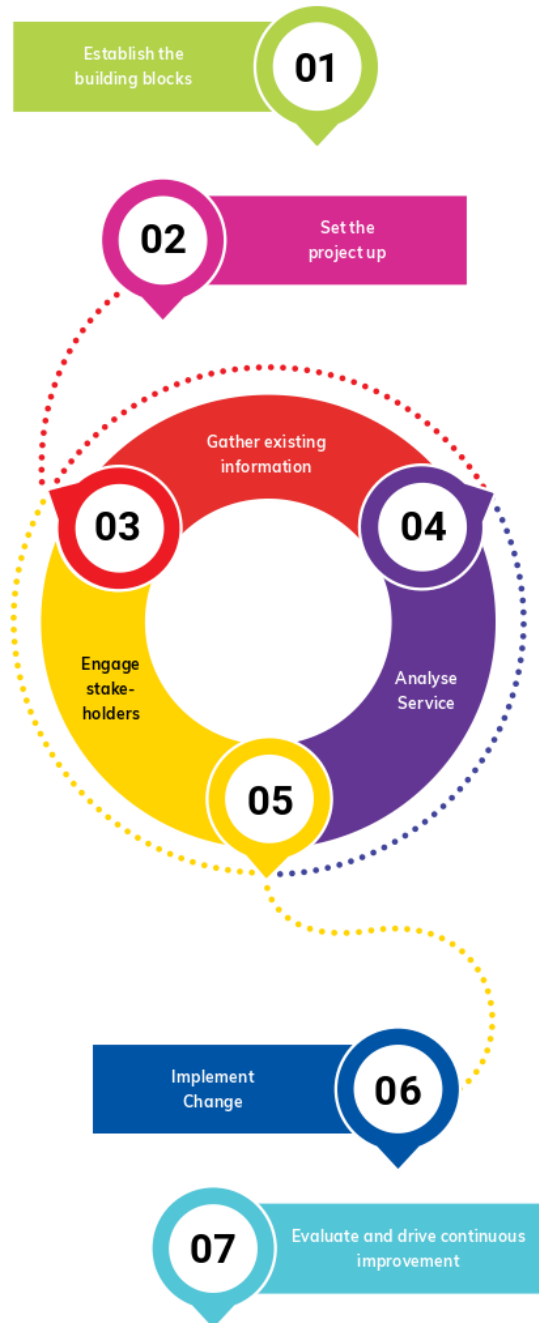
Figure 1:  
ACELG Seven steps for Service Reviews

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### 1.6 Supporting Framework

Northern Beaches Council will shadow the Australian Centre of Excellence for Local Government (ACELG) Guidelines for conducting a service review to guide the development of this Service Review Framework.

An overview of these Guidelines is shown in Figure 1.



## Section 2: Northern Beaches Council's Approach to Service Reviews

### 2.1 Alignment with the Australian Business Excellence Framework

A commitment to continuous improvement is a key driver for effective service reviews. Northern Beaches Council has developed a strong commitment and a number of programs to support continuous improvement and has based its management practices on the Australian Business Excellence Framework (ABEF). In accordance with the ABEF, the service review program will follow the nine guiding principles to ensure insight and understanding into the future delivery of services. The nine ABEF principles are as follows:

- Clear direction and mutually agreed plans enable organisational alignment and a focus on the achievement of our goals
- Understanding what customers and other stakeholders value now and in the future
- All people work in a system. Outcomes are improved when people work ON the system and its associated processes
- Engaging people's enthusiasm, resourcefulness and participation improves our organisational performance
- Innovation and learning influence the agility and responsiveness of our organisation
- Effective use of facts, data and knowledge leads to improved decisions
- Variation impacts predictability, profitability and performance
- Sustainable performance is determined by our ability to deliver value for all our stakeholders in an ethically, socially and environmentally responsible manner
- Leaders determine the culture and value system of our organisation through their decisions and behavior

### 2.2 Our Commitment to a Whole of Organisation Approach

Council is taking a 'whole of organisation' approach to assessing our services and will implement a Service Review Program over a seven month period (June to December 2020). This will involve six phases as outlined in Figure 2.

All reviews will adopt a customer-centric approach and throughout each review, existing customer feedback will be referenced and internal stakeholders will be engaged.

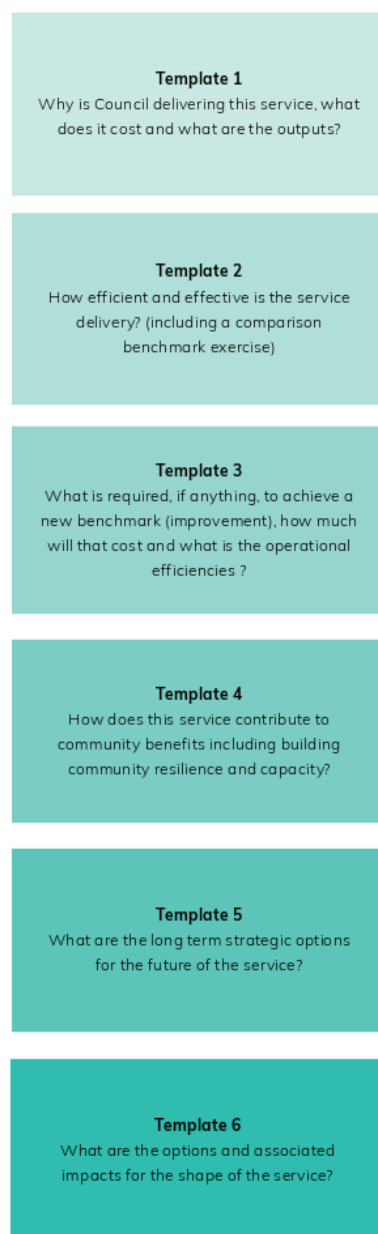
To complete phase one to three of the Service Review Program, a Service Review Toolkit and supporting templates have been developed and will be used to collate, benchmark, assess, review and provide options for each service. This Toolkit and templates are designed to address key questions as outlined in Figure 3. The final results will be externally peer reviewed (Phase 4), recommendations reported to Council (Phase 5) and Community Consultation during 2021 (Phase 6).



**Figure 2:**  
Six Phases of the Service Review Program



**Figure 3:**  
Six key questions to be address during the Service Review



### 2.3 Details on the Approach

#### Phase One: - Baseline Analysis

A baseline analysis of the identified 61 Services will be undertaken using Template One in the "Service Review Toolkit - Northern Beaches Council's 2020 Service Review Toolkit" to support the information collection and analysis to answer:

- Why is Council delivering this service, what does it cost and what are the outputs?

Output: A baseline assessment of each service.

#### Phase Two – Benchmarking

A benchmarking exercise will be undertaken for each Service guided by Template Two in "Service Review Toolkit - Northern Beaches Council's 2020 Service Review Toolkit". This template identifies a set of minimal data requirements to be compared with other Local Government Authorities (LGA). This benchmarking exercise will answer question two:

- How efficient and effective is the service delivery? (Including a comparison to benchmarks)

The minimum benchmarking requirements are:

- Net cost of service
- FTE attributable to the service
- Top four major outputs of the service
- Allocation of rate funding (subsidy) to the service

If a comparable service cannot be established from another LGA this is to be disclosed within the Service Review. Depending on the type of Service other benchmarking data may be included where it supports a valid assessment of the Service.

Output: A benchmarked assessment against three other Local Government Authorities for each service.

### Phase Three - Analysis of Service

An overall analysis will be undertaken of the 61 services of Council using Templates three to six in the "Service Review Toolkit - Northern Beaches Council's 2020 Service Review Toolkit". This phase captures data and thinking with the aim to answering the remaining four questions:

- What is required, if anything, to achieve a new benchmark (improvement), how much will that cost and what is the operational efficiencies?
- How does this service contribute to community benefits including building community resilience and capacity?
- What are the long term strategic options for the future of the service?
- What are the options and associated impacts for the shape of the service?

Output: A service assessment including summary and option/s for each service.

### Phase Four – External Peer Review of Process

To ensure the program of Service Reviews has been undertaken in a transparent and systematic way as outlined in this Framework, a Third Party Peer review and report will be undertaken of the Service Review process as against the Framework.

Output: A Peer Review and report of the service review process as against the adopted Framework.

### Phase Five – Reporting to Council

To inform Council of the findings from the Service Review Program including any outcomes of the Peer Review, a Final Report will be put to Council in December 2020, outlining a summary of the findings of each of the Service Reviews and any high level strategic options that Council may wish to consider to further investigate for implementation. Whilst prior community consolidated data and service satisfaction data will be considered as part of the review process, no community consultation on strategic options will take place prior to the Council receiving the report. Any community consultation on options in Phase Six will occur following Council's consideration of possible options it may wish to pursue.

Output: A report will be tabled at the December 2020 Council Meeting outlining service assessment reviews, including a high level summary of strategic options for each service.

### Phase Six – Engaging with Community (post the 2021 Council Election)

Community engagement will align with the consultation for the development of the next Community Strategic Plan in 2021.

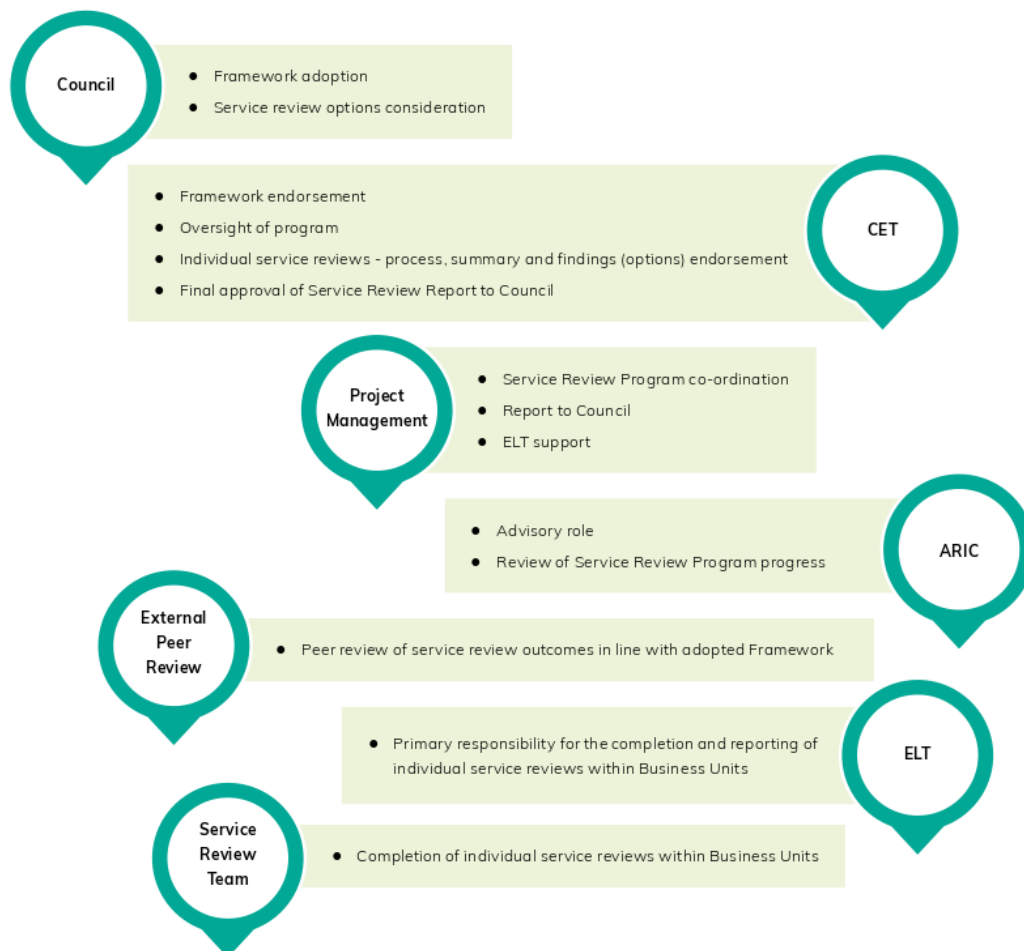
Output: In line with the development of the 2022 – 2032 Community Strategic Plan (CSP) the information obtained from the Service Reviews will inform the Council as to the future of service direction at Council.

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### Section 3: Roles and Responsibilities

Service reviews will use the following review structure as outlined in Figure 4.

**Figure 4:**  
Review, Roles and Responsibilities Structure





### Detailed Roles and Responsibilities

**Council.** Adoption of Framework.  
Service Review options consideration for endorsement and inclusion in Council's CSP and Delivery Programs.

**Chief Executive Team (CET).** Council's CET will have complete oversight of the Service Review Program and process.

Individual Directors are ultimately responsible for the Review activities within their Directorate.

CET will endorse all Service Review assessments and recommended options prior to presentation to Council.

**Project Management Team.** The Executive Manager Strategy and Performance will coordinate the Service Review Program across the organisation with the assistance of the Manager Performance. Their role will be to:

- Advise Executive Managers on process
- Provide guidance and support for Executive Managers service review teams (if a Division decides to organize themselves to deliver in this way)
- Quality assure the individual reviews
- Engagement of a third party to complete a peer review
- Monitor and report on progress to CET, ARIC and the Elected Body.

**Audit Risk and Improvement Committee (ARIC).** Council's ARIC will play an advisory role and will be provided progress reports throughout the program.

**Peer Review.** The peer review will be undertaken by a third party consultant at the end of the Service Review Program to ensure the review process has been transparent and has followed the adopted process.

**Executive Leadership Team.** The Executive Leadership Team will have primary responsibility for the individual service reviews and any associated reporting. Each member will also be responsible for the allocation of resources within their Business Units to undertake reviews including the collation and analysis of data. Directors will have oversight and control of the review process being undertaken by their Executive Manager.

**Service Review Team (optional).** A Division may establish a Service Review Team(s) that will consist of staff from within the Business Unit to conduct the service reviews.

This team will engage with stakeholders, gather information, undertake benchmarking, analyse options and prepare recommendations. The review team may comprise:

- Project Coordinator (To be allocated from each Business Unit)
- Service Manager or Managers
- Subject Matter Experts or nominated member of staff from the Business Unit
- Project Support (Administration support nominated from within the Business Unit).

## Section 4: Alignment of Options to the ABEF and Service Review Classifications

Service options will be aligned to the seven Categories of the Australian Business Excellence Framework (ABEF). By aligning service review options to a level of categorisation it will enable an easy understanding of the association of the benefit to the organisation.

The seven categories of the ABEF are:

- Leadership,
- Customers and stakeholders,
- Strategy and planning,
- People,
- Process management improvement and innovation,
- Information and knowledge,
- Results and sustainable performance.

In addition, service review options will also be classified using the following five service improvement categories which will provide a correlation to an options financial impacts. These five classifications of improvement are shown in Table 1 below.

**Table 1:**  
Service Review Classifications

Class of Improvement	Type or Classification	Definition	Results In
A	Service Saving	Savings from improvements that allow the same Level of Service to be provided at reduced cost	Financial saving These savings have impact on the budget
B	Service Efficiency	Savings from improved processes and tools that allow an increased productivity to be provided at no extra cost	Service Improvement These savings have NO impact on the budget
C	Service Increase	A deliberate decision to improve Level of Service by increasing costs	Increased Cost These increases have impact on the budget
D	Service Reduction	A deliberate decision to reduce Level of Service  This reduction will result in a financial saving	Financial Saving These reductions have impact on the budget
E	Alternative Funding	Finding additional and alternative sources of income/revenue to assist with service delivery	Financial Saving These alternative income sources will replace general revenue provided to the service and therefore have an impact on the budget

## Appendix: Defined Business Units, Key Service Areas and Services

23 Business Units	16 Key Service Areas	61 Services
Strategic & Place Planning	Strategic Land Use Planning	Development Contributions Management
		Strategic Urban Planning
		Heritage Management
Development Assessment	Development Assessment	Development Assessment
Community, Arts & Culture	Community, Arts & Culture	Arts and Culture
		Community Centres
		Community Development and Services
		Volunteer Management
Environmental Compliance	Environmental Compliance	Rangers
		Building Control
		Public and Environmental Health
Children's Services	Children's Services	Children's Services
Digital & Information Technology	Corporate Support Services	Systems and Information
Community Engagement & Communications	Economic Development, Events and Engagement	Events
		Economic Development and Tourism
		Communications
		Community Engagement
Customer Services	Customer Services	Customer Services
Governance & Risk	Governance and Assurance Services	Elected Representatives Support
		Business Assurance – Risk, Compliance and Claims (Insurance)
		Governance
Human Resources		Work Health & Safety and Workers Compensation
		Human Resource Management
Library Services	Library Services	Libraries
Office of General Counsel	Corporate Support Services	Legal



23 Business Units	16 Key Service Areas	61 Services
Transport and Civil Infrastructure	Transport, Traffic and Active Travel	Road and Transport Infrastructure
		Parking Operations Management
		Traffic and Transport Management
		Street Lighting
		After Hours
		Plant, Fleet and Stores Management
Parks & Recreation	Parks & Recreation	Recreational Planning and Management
		Village and Town Centre Place Management
		Parks Infrastructure and Open Space
		Tree Management
		Beach Safety
Recreation Business	Aquatic	Aquatic Centres
Property	Property and Facilities	Public Conveniences
		Facilities Management and Operations
		Strategic Asset Management
		Strategic Property Management
		Holiday Accommodation
		Cemetery Management
Waste Management & Cleansing	Waste and Cleansing	Public Place Cleansing
		Waste Collection and Recycling
		Waste Education
		Kimbriki Resource Recovery
Finance	Corporate Support Services	Finance - Transactional Accounting
Financial Planning and Systems		Procurement
		Finance - Business Support

23 Business Units	16 Key Service Areas	61 Services
Environment & Climate Change	Environment and Sustainability	Natural Environment Management (Coast, Waterways, Bushland, Biodiversity) Stormwater Works and Maintenance Environmental Education and Sustainability Natural Hazards, Resilience and Emergency Mgt (Flooding, Bush Fire, Coastal Erosion, Headlands, LEMO, Climate Change) Development Engineering and Certification
Strategy and Performance	Corporate Support Services	Corporate Strategy Organisational Performance and Improvement
Internal Audit & Complaints Resolution	Corporate Support Services	Internal Audit Complaints Resolution
Capital Projects	Capital Delivery	Capital Projects Delivery Capital Works Program Management