



northern
beaches
council

Transport & Travel
Strategic Reference Group

MINUTES

TRANSPORT AND TRAVEL STRATEGIC REFERENCE GROUP

held Online on

THURSDAY 11 FEBRUARY 2021

**Minutes of the Transport and Travel
Strategic Reference Group
held on Thursday 11 February 2021
Online commencing at 6:04pm.**

ATTENDANCE:

Committee Members

Cr Sarah Grattan (Chair)
Mayor Michael Regan
Cr Kylie Ferguson
Emma Tonkin
Andrew Chivers
Wendy Dunnet
Keith Povah
Richard Saunders
John Hawkins
Victor Konijn
Craig Smith
Dan Giles

Newport Residents Association

Manly Warringah Cycling Club
Bicycle NSW

Easylink

Council Officer Contacts

Craig Sawyer
Phil Devon
Michelle Carter
Ben Fallowfield
Karen Menzies
Tamara Lukic

Executive Manager Transport & Civil Infrastructure
Manager, Transport Network
Strategic Transport Coordinator
Resilience & Emergency Management Coordinator
Road Safety Officer
Governance

1.0 ACKNOWLEDGEMENT OF COUNTRY

As a sign of respect, Northern Beaches Council acknowledges the traditional custodians of these lands on which we gather and pays respect to Elders past and present.

2.0 APOLOGIES

Apologies were received from Cr Amon, Graeme Laughton and Colin Langford.

3.0 DECLARATION OF PECUNIARY AND CONFLICTS OF INTEREST

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

4.0 CONFIRMATION OF MINUTES OF PREVIOUS MEETINGS

4.1 MINUTES OF TRANSPORT AND TRAVEL STRATEGIC REFERENCE GROUP MEETING HELD 12 NOVEMBER 2020

RECOMMENDATION

That the Minutes of the Transport and Travel Strategic Reference Group meeting held 12 November 2020 are hereby confirmed as a true and correct record of the proceedings of that meeting.

K Ferguson/J Hawkins

5.0 UPDATE ON ACTIONS FROM LAST MEETING

Meeting Date	Item No.	Responsible Person	Action	Due Date	Status / Comment
14/5/2020	6.1	SRG members	Members provide project ideas for funding from State Government to Michelle Carter.	Ongoing	M Carter updated the group on the revised scheme in Manly. The install to start on 28 Feb 2021. Notifications to residents and business to go out soon.
14/5/2020	6.1	C Sawyer	C Sawyer to review bike storage and report back to the next meeting.	13/8/2020	C Sawyer looking for opportunities. Working with property team to include bike storage in the new building projects. Open to suggestions from members.
14/5/2020	6.3	SRG members	Provide initial feedback to Council's Transport Network Team by 30 June 2020 via the Transport@northernbeaches.nsw.gov.au email, attention Phil Devon, Manager Transport Network.	30/6/2020	Matter paused due to road work related issues and will be brought back on the agenda this year.
13/8/2020	6.1	C Sawyer	Invite Hyundai hydrogen team to present on hydrogen vehicles at a Transport & Travel Strategic Reference Group meetings. •	Ongoing	C Sawyer will follow up and see if they can attend the May meeting.
13/8/2020	6.3	C Langford	C Langford to provide briefing on State Government projects on shared paths and temporary footpaths for the SRG members.	Ongoing	Follow up with C Langford.

6.0 AGENDA ITEMS

6.1 NORTHERN BEACHES RESILIENCE STRATEGY

UPDATE ON THE TOPIC

Ben Fallowfield, Resilience & Emergency Management Coordinator presented on this item. A copy of the presentation is at Attachment 1.

He shared the following information:

- The intent of the Northern Beaches Resilience Strategy (The Strategy) - to identify strengths and work on the weaknesses.
- Resilience:
 - Stresses.
 - Shocks.
 - What does a resilient community look like.
 - Resilience Themes- Community and Organisational.
 - Proposed Engagement.
 - The timeframe.

DISCUSSION

Question - How does the Northern Beaches (NB) Resilience plan fit in with the bigger Sydney plan? How reliant is NB Council to come together, work together and what will go into plan?

Answer – Elements of the Sydney plan are consistent with the NB plan but not most of it, due to the uniqueness of the NB community and in most the NB offshore communities. In times of emergency Councils do come together and although there is still nothing formalised there is a move into a more organised arrangements.

Question – Noting the recent COVID-19 lockdown, what was learned from that and will carry forward in The Strategy; and how will it influence the creation of The Strategy?

Answer – One of the main issues identified was how unprepared businesses were. As a result a webinar is being developed to provide information and tools on how to be better prepared in future and similar situations.

ACTION

That members of the Strategic Reference Group:

1. Note the commencement of the project.
 2. Participate in further engagement activities to assist in the development of the Resilience Strategy.
-

6.2 SAFER SCHOOLS UPDATE

UPDATE ON THE TOPIC

K Menzies presented on the Road Safety Plan intended to improve pedestrian safety around local schools. A copy of the presentation is at Attachment 2.

She provided the following information:

- **Goal** - improve pedestrian safety around the 80 local schools not including the childcare centres.
- **Concerns:**
 - traffic and parking congestion near schools at drop off and pick up times which may pose safety risks for children
 - preference for driving children to school and the risk of adding to traffic congestion
 - speeding of traffic through school zone
- **Actions completed in the last 12 months.**
- **Education campaigns.**
- **Infrastructure improvements completed.**
- **Future plans.**

DISCUSSION

A question was raised on the safety management around childcare centres and if they were part of the project. K Menzies noted that while childcare centres were not included in this particular project, Council continues to work with them.

K Menzies also noted the following:

- Private schools were not part of the project as many of them have their own traffic management plans in places.
- In relation to public schools, Council's involvement is limited to infrastructure and improvements due to Union agreements and ultimately school principals and their willingness to cooperate.
- When it comes to road safety education, Councils are not allowed to go into schools as this is dictated by Department of Education and schools have their own trained staff to provide education. Council can provide input, however a final decision on what they comply with is up to schools as they are under a different set of instructions.

A question was raised in relation to the online survey, feedback received and if 60% feedback was enough. K Menzies noted that feedback received varied and comments also varied from multiple per person to none, highlighting also that it was very dependent on school principals and how the survey was communicated to parents. Nevertheless, feedback enforced the issues that were already identified.

Question – How are the school works prioritised, based on audits or feedback?

Answer – Audits are important however it is very much based on complaints and safety issues. Council involves traffic engineers to determine what changes need to be made and to assist with developing a plan forward.

Question - Can schools see if they are on the list of Council's priorities?

Answer - This information is not generally released because priorities do shift due to safety issues; and having a list would create expectations and eventually issues.

ACTION

That the Transport and Travel Strategic Reference Group:

1. Assist the Transport Team through their networks to identify key community issues
 2. Provide feedback to the group during these update sessions on what is working and what we need to improve on.
-

6.3 PARKING PLAN - ACTIONS WORKSHOP**UPDATE ON THE ITEM**

M Carter informed the group on the purpose of the workshop and sought their input. A summary of input from the workshop and screen shots of comments provided by the group is at Attachment 3.

Objectives of the workshop:

- Build on developed Goals and Actions identified in draft Parking Plan
- Identify opportunities to include additional Goals and Actions
- Consider all parking impacts across all modes of transport and future initiatives

The group provided input into the following directions:

Direction 1 - Parking for centres

- Goal 1.1 - Commercial area parking management
- Goal 1.2 - Manly parking stations
- Goal 1.3 - Parking to support businesses
- Goal 1.4 - Services, freight and delivery
- Goal 1.5 - Aterial road parking

Direction 2: - Local parking management

- Goal 2.1 - Beach and recreational parking
- Goal 2.2 - Residential street parking
- Goal 2.3 - Boats, caravans and trailers
- Goal 2.4 - Commuter parking

Direction 3: - Parking permit schemes

- Goal 3.1 - Northern Beaches Beach Parking Permit
- Goal 3.2 - Off-shore community parking permits and coupons
- Goal 3.3 - TfNSW Residential Parking Permit Schemes
- Goal 3.4 - Boat and trailer permit parking scheme
- Goal 3.5 - Strategic parking permit management

Direction 4 - Parking demand management**Direction 5 - Shared and on-demand transport parking****Direction 6 - Motorcycle, scooter and bicycle parking**

- Goal 6.1 - Motorcycle and scooter parking

- Goal 6.2 - Bicycle parking

Direction 7 - Parking enforcement, awareness and signs and lines**Direction 8 - Emerging trends and innovation in parking**

ACTION

That the Transport and Travel Strategic Reference Group:

1. Provide input to develop the parking plan directions.
 2. Contribute in the community engagement process.
-

6.4 RESIDENTIAL SPEED ROUND TABLE**UPDATE ON THE ITEM**

P Devon provided an update on this item and informed the group of the following:

- P Devon met with Transport to discuss the community feedback on 30km/h in Manly.
- Another issue that arose at the meeting was Transport's concept of self-enforcing speed limits.
- In Dee Why, decrease in speed limit resulted in approx. 5km/h- 6km/h decrease in speed and it's getting closer to 40km/h.
- Not proceeding with the speed limit of 10km/h in the northern parts of the Northern Beaches but still looking at 20km/h shared zone that Transport is willing to trial.
- Council to trial more people friendly road spaces.

DISCUSSION

The group was asked for consensus on what they thought was a reasonable/suitable speed limit is for residential shared zone, in a through road or cul de sac couple of hundred metres long road. The intent was to go out to the community with this concept and gather a better idea of what the community would accept.

- The fatality rate drops more than ½ in 30km/h – 40km/h zones.
- 20 miles/h (approx. 32.18km/h) rolled out in the residential areas in US.
- 30km/h to be default.
- The group agreed on a suggestion to make the speed limit 20km/h with pedestrians having the right of way, noting a different manner of presenting information; and while it sounds faster in reality it will be slower as the pedestrians will have the right of way.
- Increase in speeding in Newport due to changes of speed limit within short distances. Need for consistency as it creates confusion to have different speed limits in one area. P Devon noted that in Newport area, Serpentine Road residents agreed to 10km/h at the Kamikaze corner but wanted the speed limit increased in other parts; and this is what increases the chances for speeding and danger.
- It is Transport for NSW that sets all speed limits and Council's role is to advocate for speed limit to be appropriate.

In response to a question about Manly residents' response to 20km/h proposal, P Devon noted that while initially they were reluctant, when he provided visual examples the proposal resonated with them; and it was agreed that in the cul de sac areas Council will proceed with proposal for 20km/h. The next step is to proceed with it via Council's **your say** page and then take it to the Traffic

committee in April 2021.

ACTION

That the Transport and Travel Strategic Reference Groups:

1. Actively participate in the initial round table discussion.
 2. Provide information back to their networks and report back to the next meeting on 13 May 2021.
 3. Review the operation of the several different speed zone combinations discussed during the initial background discussion.
-

7.0 GENERAL BUSINESS

J Hawkins raised a question about NB no longer participating in a super Tuesday bike counts. M Carter acknowledged it and advised that:

- Council is looking at different data collection method for cyclists.
- The intent is to have a better control of a time period surveyed, data captured and also to look into doing it potentially the whole week and not just one day. Might be done during the week commuter riders to provide a realistic cycles usage and not only weekend recreational usage.

P Devon noted that during the COVID-19 Council cameras surveyed six locations during a seven day period, capturing walking and cycling activities to gather baseline. He noted that survey showed increased number of female participants and also usage of cycleway at all hours of the day.

The meeting concluded at 8:06pm.

This is the final page of the Minutes comprising 9 pages numbered 1 to 9 of the Transport and Travel Strategic Reference Group meeting held on Thursday 11 February 2021 and confirmed on Thursday 13 May 2021



The cover of the 'Northern Beaches Resilience Strategy' document features a photograph of a beachside promenade at sunset. People are walking, and bicycles are parked. A large white circle on the left side of the cover contains the title and author information.

Northern Beaches Resilience Strategy

Ben Fallowfield
Resilience & Emergency Management Coordinator



What is Resilience?

The capacity of individuals, communities, businesses and systems to survive, adapt and thrive no matter what kinds of chronic stresses and acute shocks they experience

Stresses

Challenges that weaken the fabric of a city on a day to-day or cyclical basis	Health Services Demand	Increased rate and distribution of chronic illnesses and mental well being
	Social Cohesion	Complex issue with many interconnected influences
	Housing Affordability	Decrease in housing affordability and diversity of housing supply
	Transport Diversity	Unequal access to multimodal transport options
	Employment Diversity	Employment opportunities are failing to respond to a changing workforce.
	Geographic Inequity	Rising income disparity and unequal access to service & infrastructure
	Drug/Alcohol Abuse	Pressure on society with an increase in domestic and drug and alcohol related crime



Shocks

Sudden events that threaten a city.	Extreme Weather Event	Natural hazards are more frequent and intense
	Financial Crisis	Failure of a major financial mechanisms or institution
	Pandemic	Rapid and massive spread of infectious diseases
	Critical Infrastructure	Failure of critical infrastructure that our community rely upon
	Water Crisis	Drought and water contamination concerns
	Information & Communications	Failure of critical information infrastructure and networks
	Cyber Attack	Emerging risk with the potential wide spread effects
	Terror Attack	Terror attacks have emerged over the past decade as a significant risk for cities and their communities



Resilience Themes

Community Resilience



Organisational Resilience



Proposed Engagement



Proposed Timeframe

Phase	Action	Description	Approx. Timeframe
Phase 1	Project Planning & Background Research	<ul style="list-style-type: none"> Review of existing information Develop project plan Develop engagement strategy 	<ul style="list-style-type: none"> Complete
Phase 2	Community and Stakeholder Engagement	<ul style="list-style-type: none"> Targeted community and stakeholder engagement SRG engagement 	<ul style="list-style-type: none"> March - April
Phase 3	Public Exhibition	<ul style="list-style-type: none"> Public consultation Review of submissions 	<ul style="list-style-type: none"> July - August
Phase 4	Adoption and Implementation	<ul style="list-style-type: none"> Strategy adoption by Council Commence actioning implementation plans 	<ul style="list-style-type: none"> Adoption - September/October Implementation – ongoing



DRAFT

Safer Schools

Karen Menzies

and

Robynn Dixon

Council Road Safety Officers



2. Safer Schools

- **Goal:** improve pedestrian safety around the 80 local schools
- **Concerns:**
 - Traffic and parking congestion near schools at drop off and pick up times
 - safety risk for children
 - Preference for driving children to school
 - adds to congestion
 - Speeding of traffic through school zone



Safer Schools - actions

- **In the last 12 months**
 - External road safety audit with 6 local schools
 - Progressively implementing - 83 recommended solutions
 - Online feedback requested from same 6 local school communities
 - 289 responses received
 - Close engagement with an additional 20 schools
 - Developed / installed signs, brochures and banners for school zones
 - Developed and shared a “Park and Walk” safety video
 - Regular media campaigns



Education campaigns, signs, flyers

- Campaigns: Safe parking video, 40km school zone
- Flyers: Parking around schools
- Signs and banners: Kiss and Drop, Slow down, No Parking



Infrastructure improvements completed

Improvements

- Replaced missing/faded signs
- No Stopping/Parking zones
- Improved footpaths
- Pedestrian fencing
- Upgraded crossings



Schools

- Newport
- Collaroy Plateau
- St Mary's Manly
- Wakehurst
- Balgowlah North
- Killarney Heights
- Forestville
- Pittwater High



Future plans

- Additional school audits / community engagement
- Continue
 - Engaging with schools
 - Running campaigns
 - Developing/ distributing flyers and signs
 - Updating infrastructure



Any questions, email:
roadsafety@northernbeaches.nsw.gov.au

Northern Beaches Parking Plan

Parking key directions



All changes saved

- Direction 1:** Parking for centres
- Direction 2:** Local parking management
- Direction 3:** Parking permit schemes
- Direction 4:** Parking demand management
- Direction 5:** Shared and on-demand transport parking
- Direction 6:** Motorcycle, scooter and bicycle parking
- Direction 7:** Parking enforcement, awareness and signs and lines
- Direction 8:** Emerging trends and innovation in parking



DIRECTION 1: PARKING FOR CENTRES

Goal 1.1 Commercial area parking management

Bike lanes improve turnover. <https://www.fastcompany.com/90182112/want-to-make-money-build-a-business-on-a-bike-lane>

Consider the use of the area at a point in time not necessarily just the purpose of businesses (e.g. sports fields and performance spaces will have high demand for parking for short periods of time at certain times but not others.

Substitute bike parking for some car spots. You can fit 12 bikes in the space taken up by one car.

Investigate the development / re-development of existing asphalt carparks into underground parking, creating safe spaces for people above ground eg. Canopy, Lane Cove

Provide signs (eg at bus stops) showing cyclists where the cycle parking is.

Locate bike parking conveniently, instead of banishing it to the least accessible corner

Talk to State Government about boat and trailer parking

Survey existing spaces to determine useage between 1 and 2 hour spaces and look at the best mix between the two

Consider bus standing (driver on board) away from commercial spaces (but not too far) to reduce the parking demand for large vehicles.

Goal 1.2 Manly parking stations

smart parking solutions - use data and dynamic uses & possibly pricing

Whistler st is really really ugly ...

various uses of parking in Manly including community groups/ lifesavers; market operators and employees

Goal 1.4: Services freight and delivery

Good idea! Some loading zones are at times when the associated businesses do not use them.

Good idea! In some of the apartment dominated areas there are no safe spaces for delivery vans and small trucks to safely park e.g. Woolworths deliveries, Uber, Aus Post

Rangers to patrolled timed parking to ensure turnover.

Goal 2.2: Residential street parking

Reduce time before abandoned vehicles can be removed.

Goal 2.4 Commuter parking

commuter parking should be strictly limited and only allowed where there is low demand from hourly casual parkers - which is not the case in Manly!

DIRECTION 3: PARKING PERMIT SCHEMES

Goal 3.3: TfNSW Residential Parking Permit Schemes

Hot topic! Based on the local Facebook groups

DIRECTION 6: MOTORCYCLE, SCOOTER AND BYCYCLE PARKING

Clarity on whether scooters / motorbikes are allowed to use bike-parking facilities

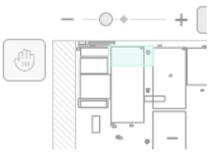
DIRECTION 1: PARKING FOR CENTRES

Get a sticky note and write your ideas, then place it in the white space below.

Goal 1.1 Commercial area parking management

<p>Maximise parking turnover and utilisation in commercial areas</p> <ul style="list-style-type: none"> Define parking restrictions to increase turnover and availability to support the local economy through consideration of day and evening parking needs. Review underground parking levels to ensure commercial area parking demand is met. Customer parking needs to be supported, off-street carparking and inter-street parking opportunities. Test changes to parking restrictions and other opportunities to refine and make adjustments, where necessary. Make it easier and safer for people to drive to work. 	<p>Implement parking to best meet the needs of the area</p> <ul style="list-style-type: none"> Review underground parking levels to ensure commercial area parking demand is met. Customer parking needs to be supported, off-street carparking and inter-street parking opportunities. Test changes to parking restrictions and other opportunities to refine and make adjustments, where necessary. 	<p>Increase parking opportunities for customers and visitors</p> <ul style="list-style-type: none"> Review underground parking levels to ensure commercial area parking demand is met. Customer parking needs to be supported, off-street carparking and inter-street parking opportunities. Test changes to parking restrictions and other opportunities to refine and make adjustments, where necessary. 	<p>Taxi and shared transport Parking</p> <ul style="list-style-type: none"> Review underground parking levels to ensure commercial area parking demand is met. Customer parking needs to be supported, off-street carparking and inter-street parking opportunities. Test changes to parking restrictions and other opportunities to refine and make adjustments, where necessary. 	<p>Improve the customer parking experience</p> <ul style="list-style-type: none"> Provide right-way parking for taxis in commercial areas. Provide clear signage for parking in commercial areas. Ensure the capacity can regularly meet demand for vegetation removal. Provide clear signage through on-site signage of changes to parking conditions. 	<p>Stakeholder management</p> <ul style="list-style-type: none"> Investigate feasibility of demand responsive on-street paid parking in the Strategic Centres of Manly, Brookvale/Dove Wharf, Manly Vale and Francis Forest. Identify commercial areas for the installation of parking meters to further encourage turnover. Seek Local Body Customer participation and approval. 	<p>Accessible parking spaces</p> <ul style="list-style-type: none"> Review of accessible parking spaces and provide information to the site and operators. All accessible parking spaces must meet ANZS 2865:2008. Ensure all mobility parking spaces have level verges and suitable construction. 	<p>Bus services parking</p> <ul style="list-style-type: none"> Investigate cost of parking at area of high traffic where demand can be identified. Provide parking for bus services to support commercial and residential areas. Identify commercial areas for the installation of parking meters to further encourage turnover.
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Talk to State Government about boat and trailer parking

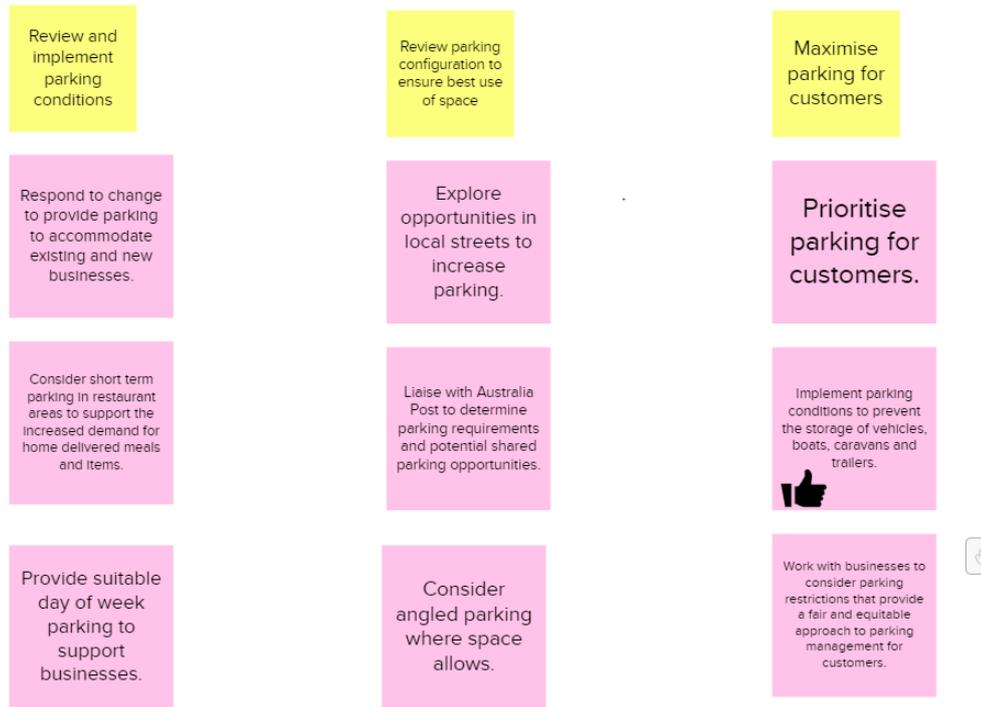


Goal 1.2 Manly parking stations

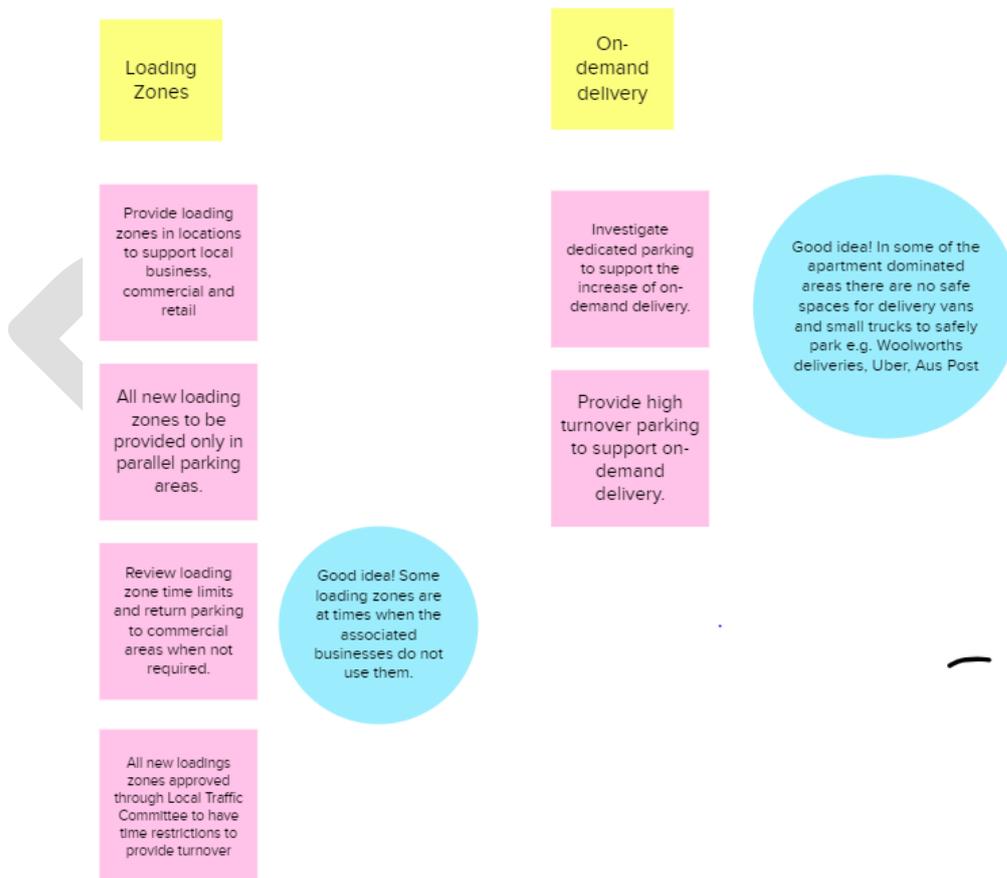
<p>Review and improve parking wayfinding signs in the Manly CBD</p>	<p>Ensure car parking stations are safe and clean</p>	<p>Provide parking to support local employment and economy</p>
<p>Use wayfinding signage to direct vehicle traffic to available spaces in car parking stations.</p>	<p>Schedule regular cleaning of carparks.</p>	<p>Continue to offer daily, weekly, monthly and annual parking, when space allows.</p>
<p>Use Information signs to advise of expected wait times and to direct vehicles to available spaces.</p>	<p>Provide parking for maintenance and cleansing crew to perform duties.</p>	<p>Seek innovative parking approach to support evening economy through reduced parking rates.</p>
<p>Use Information signs to inform of available electric vehicle spaces in car parking stations.</p>	<p>Monitor use of the carpark over peak periods and increase cleaning when required.</p>	<p>Various uses of parking in manly including community groups/ lifesavers; market operators and employees</p>

whistler st is really really ugly

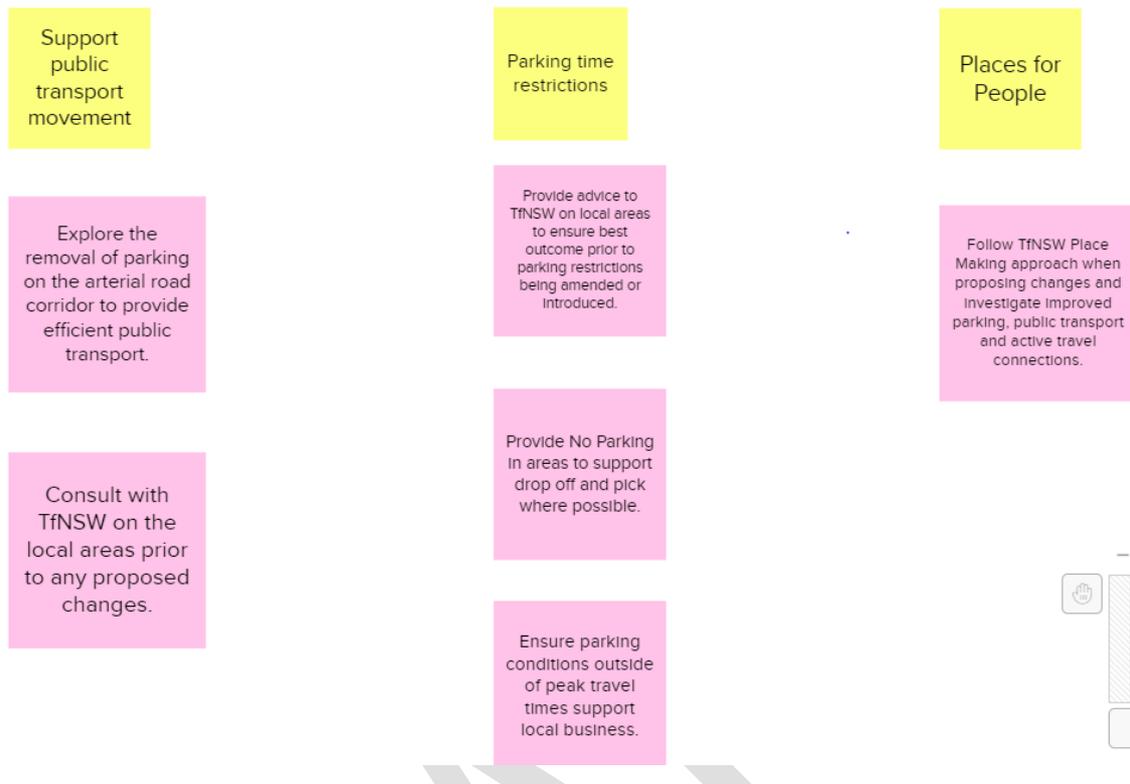
Goal 1.3 Parking to support businesses



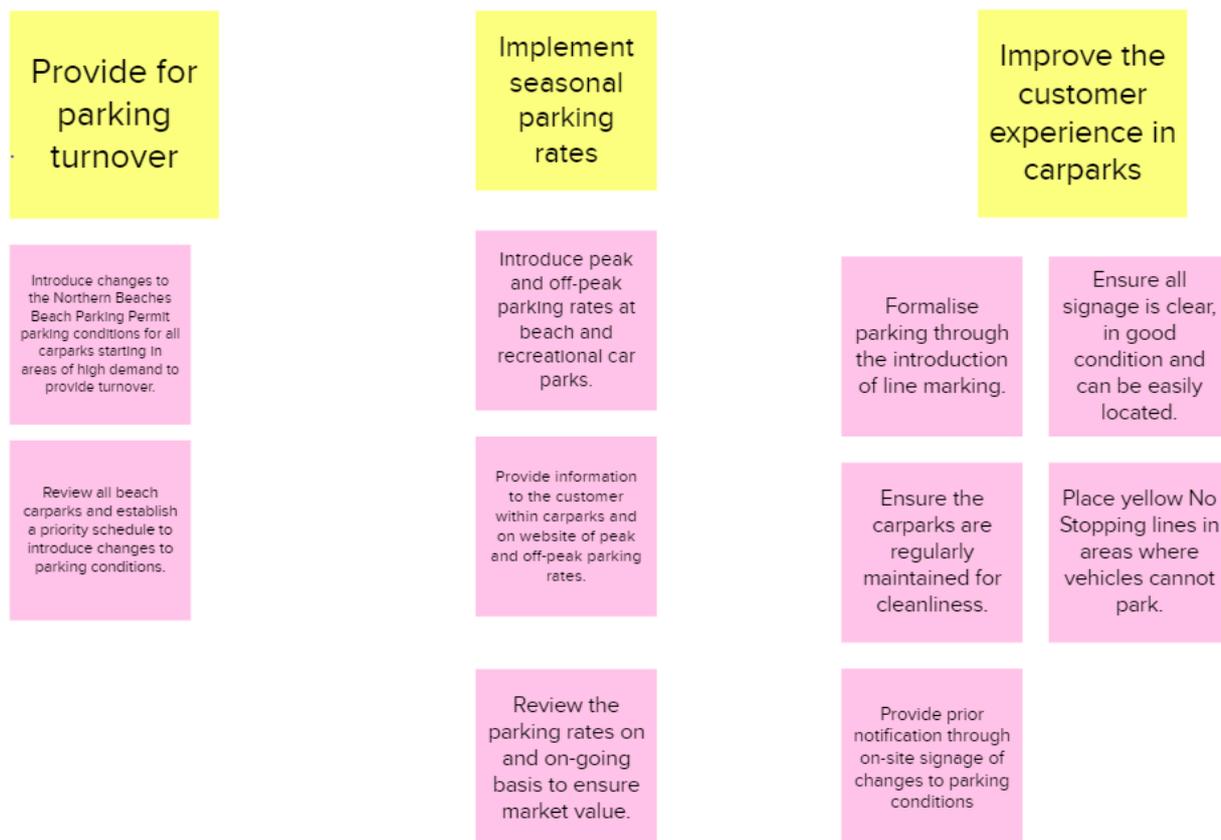
Goal 1.4: Services freight and delivery



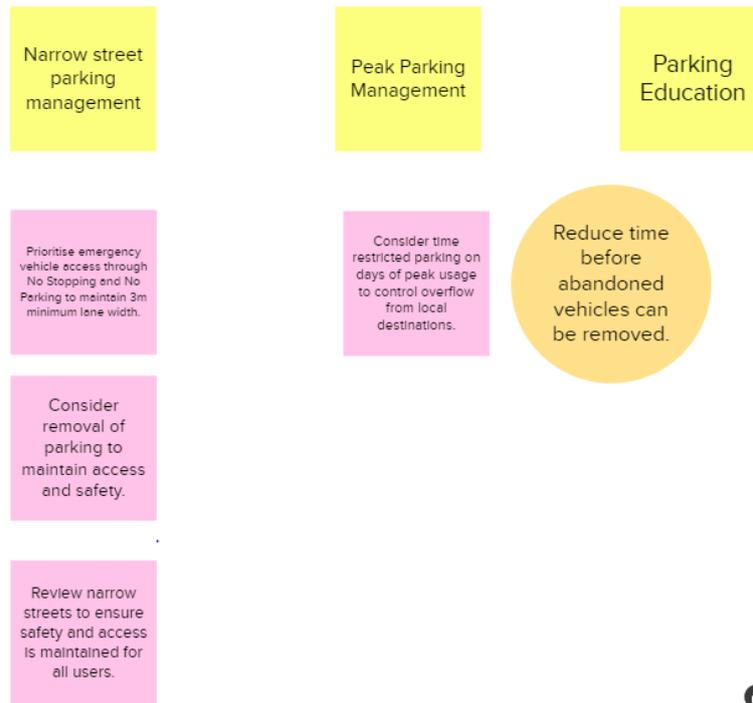
Goal 1.5: Aterial road parking



Goal 2.1: Beach and recreational parking



Goal 2.2: Residential street parking



Goal 2.3: Boats, caravans and trailers



Goal 2.4 Commuter parking

Increase
commuter
parking

commuter parking should be strictly limited and only allowed where there is low demand from hourly casual parkers - which is not the case in Manly!

Goal 3.1: Northern Beaches Beach Parking Permit

Ensure the beach parking permit meets the current and future parking demands of the LGA.

Undertake detailed review and audit of the Northern Beaches Beach Parking Permit Scheme.

Prioritise
parking for
residents.

Review the current allocation and distribution of parking permits.

Continue to provide up to two beach parking permit to all residential properties based on vehicle registration.

Explore options for all Northern Beaches residents to be eligible for parking permits.

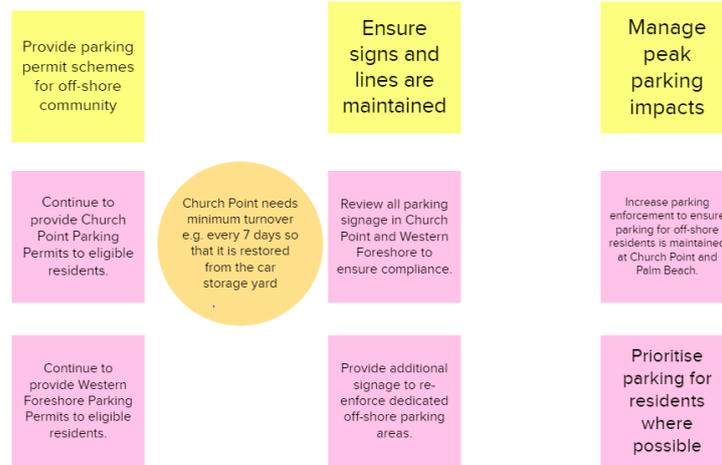
Consider removal of parking permit eligibility to all properties rated as a business.

Consider removal of beach parking permits from rates notices sent to property managers.

Look for methods to support abuse of the system and sale of permits etc.

Good Idea! The provision of parking or not should be a matter for the business owner, as with any other input to their business

Goal 3.2 Off-shore community parking permits and coupons



Goal 3.3: TfNSW Residential Parking Permit Schemes

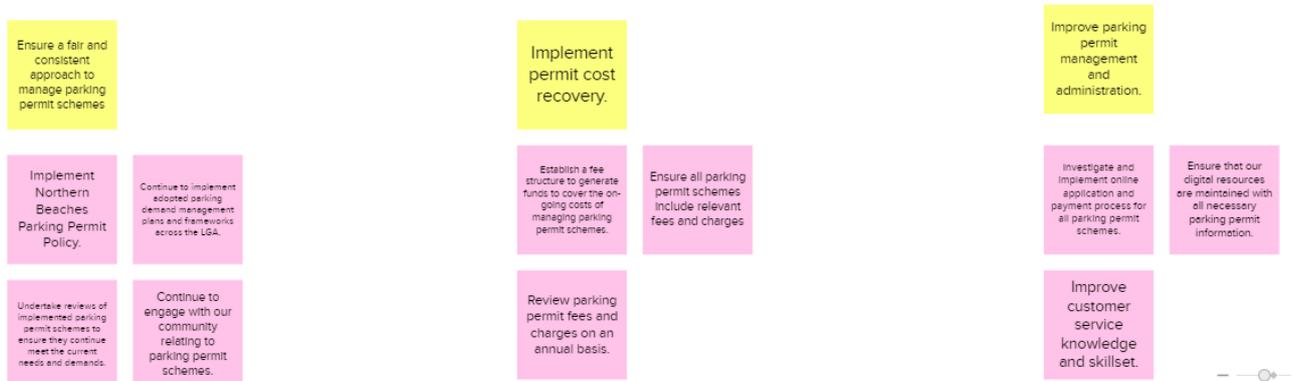


Goal 3.4: Boat and trailer permit parking scheme



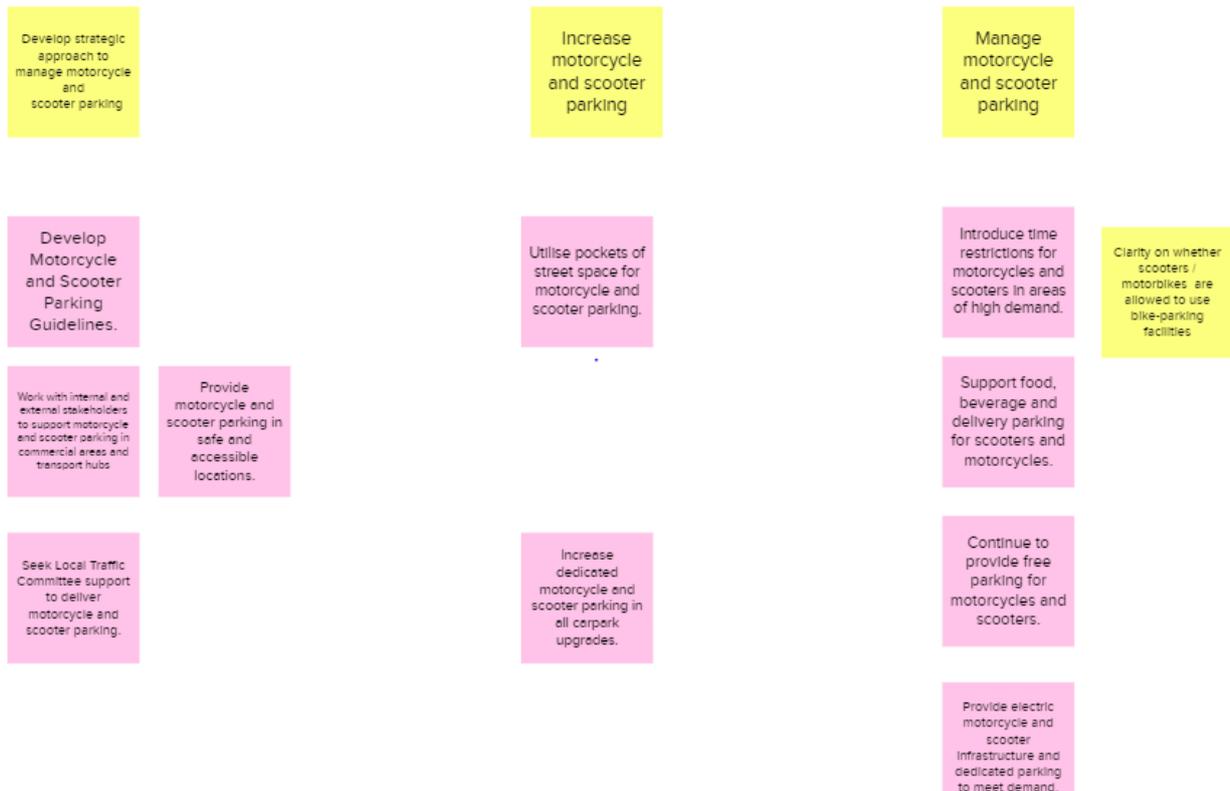
Goal 3.5 Strategic parking permit management

All ch



DIRECTION 6: Motorcycle, scooter and bicycle parking

Grab a sticky note and write your answer, then place it in the white space below.



Goal 6.2: Bicycle parking

Deliver actions from Bike Plan

- Seek NSW Government funding for bicycle parking and end-of-trip facilities
- Provide bicycle parking and end-of-trip facilities in Strategic Centres
- Provide bicycle parking and end-of-trip facilities at transport hubs and major destinations
- Provide bicycle parking with upgraded security at beaches
- Provide convenient bicycle parking at local centres, villages, bus stops and destinations
- Seek innovative bicycle parking to meet current demand and unique locations
- Seek innovative bicycle parking to meet current demand and unique locations
- Seek innovative bicycle parking to meet current demand and unique locations

Value other good ideas

- Introduce additional bike parking to support cycling to local destinations and facilities.
- Make sure bike racks do not block a bike path once a bike is using it and act on private racks placed that do so (e.g. corner Mitchell Rd/ Wattle Rd Brookvale)
- Continue to seek alternative bike parking at Manly wharf to meet the demand.
- Enable a simple way for businesses or community groups to request bike parking. Clarify how they show that they need one, and how we monitor that they are being used
- Trial on-street bike storage in areas of high demand.
- Create signs at all public gathering places where the closest bike parking facility is if not on site
- Provide pop up bike parking to meet demand during peak periods and events.
- Regularly substitute a car parking spot with bicycle parking bays in a convenient position. 12 bikes can fit in a single car parking space.

