

Transport for NSW Willoughby LSPS submission and Council responses

Section	Comment/suggestion	Council response
Vision for 2036	While TfNSW supports the vision of 20 min travel time to the Chatswood CBD by public and active transport and notes that the delivery of the SW and CBD Metro will assist in delivering this.	Noted.
Recent Strategic Planning	TfNSW will work with Council in relation to the proposed Integrated Transport Strategy to be completed as part of the Chatswood CBD Strategy to ensure that required transport infrastructure is identified and agreed upfront for inclusion in infrastructure schedules and developer contribution plans where appropriate.	It is intended that the <i>Willoughby Integrated Transport Strategy (ITS)</i> align with other Council Plan and Strategies, including the DCP and CBD Strategy however the ITS does not need be completed as part of CBD strategy. The review of the DCP is outlined as an action under the ITS.
Priorities and Actions – priority 1	TfNSW suggests that there is an opportunity to incorporate travel demand management, sustainable transport and sustainable land use operating practices through the statutory planning process and through voluntary agreement.	Agree. There is an action listed in the draft <i>ITS</i> Action 8b, which includes.’ Revision of schedule of works program for VPA policy to incorporate sustainable active and public transport options’. Basically this will be Council’s mechanism to have developments provide relevant travel demand management, sustainable transport and sustainable land use operating practices and infrastructure.
	In regard to supply and location for new housing, the proposed uplift is likely to result in significant increases in travel demand on transport networks, including walking, cycling, bus services, freight/servicing and private vehicle movements on the arterial road network. TfNSW strongly recommends that any future amendment to the LEP to facilitate these rezonings/increased densities are supported by a comprehensive transport impact study. This study should include a transport infrastructure schedule identifying infrastructure items including land components, timing and delivery responsibilities, funding mechanisms and travel demand management measures. TfNSW will work with Council in identifying an appropriate	Noted, agree

	scope and methodology of the study.	
	In regard to action “Review planning controls in the Chatswood CBD...” Assuming this refers to the LEP review stage, Council should be advised that the change of planning controls to support the delivery of housing increase will require validation be undertaken through strategic level assessment of transport opportunities and constraints. At this time the transport infrastructure and services needed to support this population uplift is currently unknown. TfNSW recommends that Council begin the strategic level assessment and TfNSW would welcome the opportunity to provide guidance and support to Council.	Noted
A city for people priority 3	<p>TfNSW suggests Priority 3 includes: 'connections to Willoughby's urban areas, local centres, transport and landscape features'</p> <p>The LSPS should clearly establish principles and measures to support walking or cycling to be the most convenient option for short, everyday trips. The text under 'Making, walking and cycling ...' could be expanded to include:</p> <ul style="list-style-type: none"> • Provide safe, high quality walking and cycling links that cater for and encourage short trips to local centres, public transport services, schools, local open space and the Green Grid, and other trip attractors • Create through site links through larger blocks, where new cycling and walking routes provide connectivity and permeability within the local neighbourhood • Encourage and cater for increased rates of walking, cycling and use of public transport in new developments, for example by increasing bike parking supply, providing safe, comfortable and connected footpaths and bicycle routes, and restricting provision of car parking 	<p>Noted agree.</p> <p>Agree although more clarification may be needed to define emerging and future forms of micromobility, and for future growth.</p>

	<ul style="list-style-type: none"> • Design local streets to be low-speed, low-traffic and low-stress environments that can be safely and comfortably used for walking and cycling, particularly by children, e.g. through the use of LATM and road space allocation measures that prioritise and support the needs of vulnerable road users. • Ensure footpaths are wide enough to allow a range of user needs, such as wheelchairs, prams, and family groups. • Consider wider shared paths that can also safely accommodate bicycle riders, particularly children and inexperienced riders, to get to key local destinations such as public transport, schools, parks and shops. <p>The LSPS could also identify measures to develop a network of safe cycling routes and local streets that can accommodate emerging and future forms of micromobility including:</p> <ul style="list-style-type: none"> • Ensure that new walking and cycling links are designed to comfortably cater for emerging and future forms of micromobility, and for future growth • Provide complementary infrastructure, such as bike parking, that can also be used by other micromobility devices 	
	<p>In regard to extending network of walking and cycling paths and links -TfNSW will work with Council in identifying appropriate opportunities for extending walking and cycling networks.</p>	<p>Noted. It is proposed to include in the LSPS the map showing existing and proposed cycle paths in the LGA.</p>
	<p>In regards to 'green corridors', TfNSW recommends Council incorporate accessibility planning when planning access to open space, play opportunities and sportsgrounds and to engage with TfNSW early in the</p>	<p>Noted and agree, however the repurposing of carparks needs to be taken into a broader context, particularly when looking at remoteness, alternate forms of access to open space areas etc. It is noted that some areas will still rely on vehicle access for utilisation.</p>

	process. There is also an opportunity to consider the future repurposing of car parks to provide recreation space.	Removing parking area for the purpose of making additional recreation space will not necessarily enhance green corridors.
	In regards to the action 'Work with Transport for NSW and Roads and Maritime Services to address impediments in accessibility...' Council should note that there is a need to balance outcomes for all transport customers on key movement corridors and additional at-grade pedestrian crossings are likely to adversely impact bus operations and bus running times. Council may also wish to consider ensuring that future development uplift/intensification is focused in appropriate locations to grow centres in a cohesive manner rather than 'jumping' across the Pacific Highway which is likely to increase severing the centres.	Noted, agreed. As identified in the <i>Chatswood CBD Planning and Urban Design Strategy to 2036</i> , the Pacific Highway is seen as a natural barrier to further expansion of the Chatswood CBD.
	The LSPS should integrate the proposed Principal Bicycle Network (PBN) into Council's land use and local transport network planning, to ensure opportunities to support cycling as a convenient option for short trips are identified. This includes aligning local bike network planning, new development and place-making opportunities with the PBN.	Council considers its Bike Plan priorities in the context of its land use and transport strategic planning framework. Council's cycle network also links with the broader metropolitan Principal Bicycle Network (PBN).
A city for people – priority 4	There is an opportunity to include provisions for sustainable transport infrastructure including facilitating safe, secure pedestrian and cyclist access, quality public transport waiting facilities, wayfinding, motion activated LED lighting, EV/Hybrid vehicle charging infrastructure, quality end of trip facilities, priority parking provisions for carpooling and car share including line marking and signage and access to EV charging infrastructure.	Noted and agreed. It is noted that TfNSW provides bicycle lockers at stations to provide active transport.
A city of great places – priority 6	To address some of the access challenges to/from local centres it is recommended that Council incorporate travel demand management, sustainable transport and sustainable land use operating practices. This may be	Noted and agreed.

	achieved through the statutory planning process and through voluntary agreement through community outreach programs and collaboration with key stakeholders across the resident, business and visitor communities.	
	TfNSW suggests that Council include a short discussion recognising the link between good planning for the efficient management of freight and servicing movements on the one hand, and securing good place outcomes on the other. This is particularly relevant in locations with more intensive land uses, such as local centres, commercial/retail centres, areas with high density residential developments (such as Chatswood CBD) and in the creation of new centres.	Noted. Council has listed in its <i>ITS</i> actions to consider the review of freight and service movements in line with Movement and Place design practices. It is proposed to include a map showing major freight routes for the LGA (ie secondary, tertiary and B-Double routes).
	In regards to “the creation of a new centre west of the Pacific Highway”. Clarity is sought on the location of this centre. If it is proposed simply as an extension of Chatswood over the Highway, TfNSW suggests that this would be unlikely to result in positive place outcomes or to result in good connectivity, public transport accessibility and walkability outcomes for future residents. It is recommended that growth should be focused within compact, walkable, mixed use centres that allow future population to access a range of jobs, shops, social and civic services and public transport nodes, within 10 minute walking distance. This limits the need for future populations to use major regional transport networks for short trips, supports and encourages walking and cycling and limits the overall need for motorised travel.	Locations for a potential ‘new centre west of Pacific Highway’ at West Chatswood was proposed in the draft Local Centres Strategy. The new centre is not proposed to be included in the final <i>Local Centres Strategy</i> .
	In regards to the action “Review planning controls in local centres...” TfNSW considers that there is an opportunity to consolidate site accesses for reducing traffic/pedestrian conflicts in local centres, especially at locations where	Noted. This action will be included as part of Local Centres Traffic and Transport Plan.

	place and movement functions are shared/of equal importance and should also be included as part of the intended outcome.	
	Priority 6 could consider actions related to freight and servicing of the retail area within the LGA, particularly Chatswood where there is substantial retail and residential development. Urban design that optimises freight and servicing operations should be a planning priority. TfNSW suggests that initiatives to accommodate freight and servicing in areas of dense urban development, common-user loading docks for receiving of home deliveries and service vehicles (tradies etc.) could be included in new medium to high density residential and commercial developments. In addition, Council could consider a specific action that development proposals must demonstrate sufficient off-street capacity to ensure the servicing task of the development or wider precinct is not reliant on on-street capacity and supports vibrant local centre priorities.	Noted, will be taken into consideration in Council's DCP review.
A well-connected city – priority 7	TfNSW is supportive of travel demand management measures to help reduce reliance on private motor vehicle travel, including the proposed review/reduction of car parking provision where appropriate. It is recommended that this explores the most appropriate mix of travel demand management measures to promote access by sustainable modes and encourage sustainable operating practices in collaboration with trip generators. For new and upgraded land use developments, it is recommended that Council incorporate travel demand management, sustainable transport and sustainable operating practices through the statutory planning process and through voluntary agreement through community outreach program and collaboration with key stakeholders across	Noted, agreed. Comments will be taken into consideration in Council's DCP review.

	the resident, business and visitor communities.	
	<p>TfNSW suggests including the following in Actions: To enable increased walking and cycling as a transport mode, and maximise access to public transport. We would also suggest incorporating the indicators for ‘Walkable Places’ used in The Greater Sydney Region Plan – A Metropolis of Three Cities:</p> <ul style="list-style-type: none"> • Trips by walking (% of all trips) • Trips to work by walking and cycling (% of trips to work) • Access to open space (% of population within 400m walk of local open space) which is supported by one of the Premier’s priorities 	<p>Noted, agreed</p> <p>Amend Priority 7 to include additional action in draft LSPS.</p>
	TfNSW supports the idea to develop an integrated transport strategy for the LGA and is willing to advise Council on an appropriate scope and methodology of the study.	ITS currently being undertaken. Consultation with TfNSW on the Draft Strategy has occurred during its development. The draft ITS will be forwarded to TfNSW for review and comment as part of public exhibition period.
Priority 7 & Priority 18	In regard to the action of advocating for a mass transit system such as a B-Line rapid bus link, as per the election commitment TfNSW will investigate opportunities for improved bus connections and services between Dee Why and Chatswood connecting Northern Beaches Hospital.	Noted. This potential rapid bus link is identified on the LSPS structure plan.
A well connected city – priority 8	TfNSW will continue to investigate and identify targeted improvements to the state road network in consultation with Council.	Noted
	Figure 16 represents the existing JTW patterns and Council should note the mode split for future additional transport demands should be informed by appropriate TDM measures and be fed into the strategic level assessment.	Noted. Will be considered as part of DCP review and ITS.
	<p>In regard to bus connections – clarity is sought on how reliability is reduced along the corridor through offering multiple routes along the same corridor?</p> <p>Clarity is also sought on whether the reference to</p>	<p>The intent of this action is to increase frequency, not reduce reliability, by increasing frequency of services on these routes.</p> <p>The reference to Northbridge relates to the entire suburb, not just</p>

	Northbridge relates to the eastern portion of routes servicing Northbridge. The portion of the routes on the eastern side of Northbridge are direct and extend to the end of the residential catchment.	residential areas, where, for example, there are currently no bus routes other than on the eastern side which simply follow the main road routes and for example don't have more direct routes linking across the LGA with Chatswood.
Jobs and skills for the city – priority 9	Challenges for the Chatswood CBD' section should consider freight and servicing of the commercial, retail and residential areas within the CBD. For example: <ul style="list-style-type: none"> • Under designed and poorly managed loading docks result in freight and servicing taking place on the street, creating more competition for kerbside space and impacting the transport network. • Better planning controls are needed to address the great leaps in consumer buying trends and supply chain practices which generate far more vehicles movements than previously in tighter timeframes. • Smarter loading dock and servicing solutions are required to optimise opportunities for sustainability and to futureproof the CBD. 	Noted. To be included as an action in Council's <i>ITS</i> and in its review of the DCP.
	It is recommended that the key initiatives and projects underway including the Changing Lanes, Public Domain Plan and Technical Manual and Design Excellence incorporate sustainable transport and sustainable land use operating practices when planning for people and freight.	Noted, agreed. These comments will be considered as part of the review of the <i>Changing Lanes, Public Domain Plan and Technical Manual and Design Excellence</i> projects.
	TfNSW supports the expansion of the Chatswood CBD boundary as outlined in Priority 9, and suggests that the new zoning within this area be extended across the railway corridor similar to the current Chatswood CBD core.	The comments provided are noted. Under the CBD Strategy, Commercial Core zone is proposed on both the western and eastern sides of the North Shore Railway Line.
Jobs and skills for the city – priority 10	This priority contains actions to protect and support the industrial lands by maintaining an industrial zoning. However, additional actions related to urban encroachment could be considered. These include: <ul style="list-style-type: none"> • Protecting current and future freight corridors and shared freight corridors 	Noted. To be considered as part of Council's DCP review as well as in reviews of industrial lands in Council's proposed Industrial Lands Strategy. Map of key freight routes to be included in the LSPS.

	<ul style="list-style-type: none"> Balancing the need to minimise negative impacts of freight movements on urban amenity with the need to support efficient freight movements and deliveries. Identifying and protecting key freight routes Limiting incompatible uses in areas expected to have intense freight activity 	
A city in its landscape – priority 14	<p>In regard to action ‘complete an audit of street trees...’.</p> <p>TfNSW supports initiatives that help reduce the heat island effect, but notes that any street trees proposed within the kerbside clear zone of arterial roads should be frangible for road safety reasons.</p> <p>TfNSW encourages widening of footpaths, particularly where landscaping, street furniture and outdoor dining is proposed, to ensure that footpaths are of adequate width to be accessible for all users.</p> <p>Consideration to additional setbacks and reservations should be explored in the forthcoming LEP/DCP amendments in consultation with TfNSW.</p>	Noted. Council is coordinating with Transport for NSW in relation to streetscape projects.
An efficient city – priority 15	TfNSW recommend increasing provision for cycle parking and quality on-route and end of trip facilities for pedestrians and cyclists.	Noted. Included as an action in Council’s <i>ITS</i> .
	TfNSW suggests including an action outlining the role Council will play to influence the provision and use of sustainable transport and operating practices through the statutory planning process and voluntary agreements via its community outreach program.	Noted, see previous comment re <i>ITS</i> action
	Suggest adding Action to align with the North District Plan: "Transport demand management initiatives including working from home, improved walking and cycling, improved access to car sharing, carpooling and on-demand transport will also be considered in helping to achieve net-	Noted, agreed. Amend LSPS to include an additional action.

	zero greenhouse gas emissions."	
A city supported by infrastructure – priority 17	TfNSW suggests adding the following action: - Apply the principles of the Movement and Place framework by catering for and encouraging the role of walking and cycling in local movement networks and places.	Noted, agreed. Amend LSPS to include an additional action.
	In regards to the action 'regularly review the development contribution plan...' TfNSW is supportive of this and recommends early discussion and consultation on any proposed projects/proposals that impact the transport network.	Noted, agreed.
	In regards to action "focus future development and density in places..." Council should consider rewording "along the major public transport corridors" to "within the walking catchment of major public transport nodes". TfNSW encourages urban form that focuses growth in walkable centres around public transport nodes. Intensifying growth in linear form along major corridors should be discouraged, as this can lead to longer walking time to public transport nodes and present adverse noise, vibration, amenity and air quality impacts to residents.	Noted. It is noted that the LSPS Structure Plan identifies housing diversity areas in close proximity to centres and along major public transport corridors. Council considers that this is an appropriate approach as these areas are within a 400m walkable catchment to centres and are located on a major public transport corridor serviced by bus/rail transport.
	In regards to the action - "Work with the NSW Government to put infrastructure contributions in place to fund required major infrastructure upgrades." This work needs to be informed by the outcome of strategic transport assessment, which would identify the regional infrastructure upgrades required to support the proposed growth. The infrastructure contributions should be established in conjunction with the LEP review process to ensure land required for delivering services and infrastructure are identified as appropriate land zoning in the LEP.	Noted, agreed
A City Supported by	Future pedestrian demands and links need particular consideration at and around the train stations and	Noted, agreed

<p>Infrastructure - general</p>	<p>employment centres to ensure high-quality pedestrian facilities are future-proofed through the forthcoming LEP amendments. St Leonards Crows Nest Precinct & Chatswood CBD will have substantial growth in both employment and residential population. Given substantial growth in Chatswood and St Leonards/Crows Nest, solutions may need to be explored/future-proofed on key pedestrian desire lines to link stations to adjoining destinations as significant pedestrian demands are expected to be generated in peak periods in future years.</p>	
	<p>A key objective of the Greater Sydney Region Plan and North District Plan is to provide infrastructure that supports the three cities model to deliver a 30-minute city. Future transport links and corridors to protect and support future transport infrastructure will need to be considered in future amendments to the LEP. Future pedestrian needs should be considered in this, and reservations for improvements safeguarded.</p> <p>Consideration should be given to ensuring future provision is made for adequate footpath widths and links, setbacks/additional road reservation widths to ensure enhanced pedestrian environment (particularly where street furniture, bus shelters and footway dining is proposed), pedestrian level of service considerations etc. This will help to encourage active transport and enhance place without compromising access/movement for pedestrians (including for people who use a wheelchair or people with prams).</p>	<p>Noted. Included as an action in Council's <i>ITS</i>.</p>
<p>A collaborative city – Priority 19</p>	<p>In regards to the Action – “Council will continue to deliver waste management strategies consistent with the State Government’s Waste and Resource Recovery Strategy targets and the program Waste Less, Recycle More”. TfNSW suggests that there is an opportunity to</p>	<p>Noted</p>

	incorporate the role sustainable transport and sustainable operating practices may contribute to these strategies.	
A collaborative city – Priority 20	There is significant opportunity to work collaboratively across LGAs and with trip generators to develop a consistent approach to travel demand management, sustainable transport and sustainable land use practices through the statutory planning process and through voluntary agreement.	Noted, see previous comments

General comments	Council response
The Structure Plan in the Draft LSPS identifies Chatswood and St Leonards as Strategic Centres, housing diversity area along the rail corridor to contain most of Willoughby’s dwelling growth. The plans at these locations are centred around the railway stations and the rail corridor and are expected to result in significant increase in dwelling numbers, population growth, and added economic activity and employment. This is expected to add significant pressure on existing transport operations and add risks associated with the maintenance and protection of rail infrastructure facilities from the large expected number of developments in close proximity to the rail corridor. It is advised that Council advocate for delivery of transport related infrastructure and services in the LGA that can be well integrated into land use planning so as to support the growth of the area and adequately distribute reliance on various transport modes.	Noted. The provision of adequate infrastructure for new developments is considered at both the strategic and planning proposal stages. It is also considered in detail at development application stage through Section 7.11 Contributions Plans and planning agreements.
Any proposal for a new or expanded bicycle network that is located	Noted

<p>adjacent to the rail corridor must be referred to TfNSW for review early in the design stage, so as to ensure relevant issues are considered and addressed, and to avoid future complications or delays</p>	
<p>The Transport cluster may have a number of HV aerial powerlines off corridor in the local streets which should be accounted for as that can impact on greater dwelling densities. Depending on the voltage developments will need to be setback from these powerlines and this may affect development potential and should be considered in future rezonings.</p>	<p>Noted, agreed</p>
<p>Any changes in the LEP to accommodate the density changes or rezoning, should cover setbacks from the rail corridor which are also taken into account for prospective new builds and adherence to FSRs etc. Council should also consider how future development sites will be serviced. The Transport cluster will not allow private party (i.e. developer/land owner) services to utilise its corridor (especially drainage) and requests that such matters be considered early in the process to ascertain the need for alternate solution, collection of developer contributions or re-consideration of development potential. The Transport cluster will work with Council on these issues.</p>	<p>Noted, agreed</p>
<p>Council should consider how Transport owned land in the Willoughby LGA (including at railway stations and non-operational sites) could be utilised to support placemaking outcomes, enhance transport outcomes and meet local housing needs through the LEP review process.</p>	<p>Council liaises with TfNSW in relation to placemaking initiatives and future master Plans that affect TfNSW land, including at railway stations and related areas.</p>
<p>TfNSW recommends including aims to increase rates of walking and cycling to schools by students within walking and cycling distance by catering for and prioritising access by these modes. Suggested approaches:</p> <ul style="list-style-type: none"> • Address key local barriers to walking and cycling • Provide safe walking and cycling routes to schools, including by designing local streets to be safe, low-speed, low-traffic and low-stress environments that prioritise use by pedestrians and bicycle riders, including children. 	<p>This contradicts a little bit the comments raised against pages 26 & 27 of the <i>LSPS</i>, see above. One of the major impediments or barriers to walking and/or riding to school is crossing the Pacific Highway. Will need to be considered as part of the overall context of the <i>ITS</i> and <i>LSPS</i>. Council is not the responsible authority for making changes to Pacific Highway but where other key local barriers are identified they will be addressed.</p> <p>With adequate pedestrian links/connections Pacific Highway shouldn't</p>

	be seen as barrier.
Non-freight land uses near freight corridors and industrial land should be designed and constructed with appropriate measures to deal with issues such as noise and traffic impacts, including buffer zones. This needs to consider existing and future freight requirements, including new land uses, expansion or increased intensity of existing freight corridors and industrial land uses."	Noted, see previous comments relating to <i>ITS</i> actions and DCP review.
Council should consider a movement and place approach to achieving both the transport and land use (place) aspects of the LSPS which will highlight any key conflicts, trade-offs, decisions or opportunities for achieving your vision. This can be through: <ul style="list-style-type: none"> • Establishing a vision to support successful places within your LGA (e.g. map desired future place improvements or place outcomes) • Map major movement corridors and identify future transport needs to support the place vision • Overlaying these maps to identify key conflicts, trade-offs, decisions or opportunities for achieving your vision. TfNSW will work with council on the application of movement and place should it be required.	Noted, covered as an action in <i>ITS</i> .
TfNSW recommends early consultation in relation to any traffic generating land use proposals (e.g. schools, hospitals, retail developments etc) to ensure these developments are suitably located and designed in relation to road safety, traffic, access and amenity outcomes.	Noted, although this should occur already as part of school and hospital development. It is anticipated that TfNSW would be advising Council in relation to any traffic generating land use proposals.
Council needs to give effect to the North District Plan, specifically Planning Priority N14 and Action 60. The LSPS needs to identify key freight routes in the LGA and detail how they will be protected from incompatible uses. Freight routes include through freight movements as well as local movements such as those serving industrial areas at Artarmon, East Chatswood	Noted, agreed. Map of freight routes is to be included.

<p>and Lane Cove West, as well as commercial and retail in Chatswood CBD. With the retention of industrial zoning in this and other LGAs, freight movements in Willoughby will continue into the future. Minimising the negative impacts of freight requires acknowledgement that all developments (including non-freight uses such as residential, retail and commercial) have a freight, logistics or servicing requirement that needs to be adequately supported. This can include considering how developments address busy roads, the siting of loading docks and how more freight movements can happen out of peak hours.</p>	
<p>The proposed increase in jobs, particularly in health, education and industrial sectors is likely to result in significant increases in travel demand on transport networks, including walking, cycling, bus services, freight/servicing and private vehicle movements on the arterial road network. It appears the jobs growth identified for St Leonards in the LSPS is beyond that identified by the DPIE St Leonards Crows Nest Planned Precinct (around 16,500 additional jobs). As stated previously, TfNSW strongly recommends that any future amendment to the LEP is supported by a comprehensive transport impact study.</p>	<p>Noted. Any future LEP changes will be subject to a comprehensive transport impact study.</p>
<p>It is suggested that Council includes a short discussion recognising the link between efficient management of freight and servicing movements on the one hand, and securing good place outcomes on the other. This is particularly relevant in locations with more intense land uses, such as town centres, commercial/retail centres and areas with high density residential developments (e.g. Chatswood, St Leonards). It is important to note that a successful place generates a supply chain in itself, whether it be a health or education precinct, retail or designated freight precinct. Without a successful supply chain there will be no maintenance of an economic benefit and the long term viability of the local economy (and therefore place) may be hindered. In addition to the industrial lands, the health and education</p>	<p>Noted, agreed.</p> <p>Include a short statement in the <i>LSPS</i> recognising the link between efficient management of freight and servicing movements on the one hand, and securing good place outcomes on the other. The following statement has been included (Priority 10): “These industrial areas are all well located and serviced by good access and freight transport links to other parts of Sydney.”</p>

<p>precincts are also freight generators and attractors and should be recognised as part of the freight supply chain in the LGA to be considered. These precincts will necessitate a need for continued freight access (deliveries, waste and service vehicles) to service this growth area.</p> <p>As growth increases in the centres in the LGA, the volume and impact of freight and servicing activity will also increase. Supporting freight access to support future business, services and emerging industries will be critical to support the long-term viability of the economy and competitiveness of Willoughby LGA and North District. Maintaining the movement and accessibility of freight on Pacific Highway corridor will be vital to support future economic growth. This will not only be in the form of freight vehicles associated with the industrial lands, but also light commercial vehicles, delivery vehicles etc. The on-road freight task will continue to be critical to supporting the economic viability of the centres and of employment areas/businesses located within the LGA and Northern City District.</p>	
<p>The Road Safety Plan 2021 is a supporting document to Future Transport 2056 which commits to achieving zero fatal and serious injuries on NSW roads by 2056. It also commits working with local councils and communities on integrated transport and land use planning and investigates the potential to develop long term precinct plans for all strategically important centres and places. The plans focus on balancing the transport movement needs of the community with high quality urban design that support community safety and place- making outcomes and should be included in the integrated transport plan.</p> <p>The NSW Government’s Road Safety Plan 2021 (RSP 2021) sets out priority areas to address recent increases in the road toll and move towards achieving the NSW Government’s goal to reduce fatalities by 30 per cent by 2021. TfNSW will work with the Council on the specific actions relating to local government and the community in</p>	<p>Noted, agreed. Council will continue to work with TfNSW on its strategic Planning reviews and road safety initiatives.</p>

relation to:

- Develop a Towards Zero community partnership with local government, institutions and businesses to improve local road safety across NSW.
- Partner with local councils, community groups and industry to support grassroots Towards Zero initiatives.
- Increase education and training on the Safe System approach and road safety requirements for state and local road authorities who are responsible for day-to-day management and maintenance of roads.
- Continue to deliver and refine the Local Government Road Safety Program – delivering road safety in local communities across the state through local council road safety officers
- Continue to deliver and refine Community Road Safety Grants – exploring how communities can further encourage grassroots action.