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## Community and Stakeholder Engagement Report

### Safer Neighbourhoods Program – Avalon Beach to Palm Beach

Consultation period: 9 October to 24 November 2024

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# 1. Summary

This report outlines the outcomes of community engagement undertaken in relation to the Safer Neighbourhoods proposal – Avalon Beach to Palm Beach.



The advertised proposal included a speed reduction from 50km/hr and 40km/hr to 30km/hr throughout the precinct as well as localised 10km/hr shared Zones on Ocean Road and Surf Road supported by traffic management devices. These include a raised pedestrian crossing, kerb build outs, flat top speed humps, audio tactile line marking, brick pattern stamping, re-alignment of pram ramps, improvement of some lane widths, line marking, and a new streetlight. The purpose of this project was to make the local streets more enjoyable for residents and visitors, and safer for all road users including bike riders and pedestrians. A slower speed was proposed in response to community concerns for pedestrian safety, the number of crashes that have occurred in the area, the unique geography and active lifestyles of residents and visitors using neighbourhood streets in this area.


Community engagement was conducted between 9 October and 24 November 2024, through Council's Your Say page. Consultation letters were distributed to 2,765 properties within the project area. Feedback was received via Council's Your Say page and via email to the Council mailbox. 372 people provided feedback, with 358 responses via the Your Say webpage and 14 via email, 5 of which were late submissions, but have been included in the Appendix.

A community drop-in session was held at Avalon Recreation Centre, where the project team were able to discuss concerns one-to-one, answer residents' concerns and provide more information about the proposal. Meetings were held with resident associations where we received a majority of support for the initiative and traffic calming measures.





The feedback collected during consultation indicated a mixed level of support for the proposed speed reduction. Many concerns were raised about the inconvenience that the respondents would endure year-round due to congestion that they believed is an issue only during peak periods. Several concerns were also raised regarding the lack of footpaths for pedestrians, and maintenance of potholes. Some respondents raised concerns about the use of speed humps. To reduce the impact to residents, Council has tailored the design of the speed humps, so they are wider but flatter and noticeable from a distance.


## 1.1. Key outcomes

 Total unique responses	372	
 How responses were received	Your Say – Survey Written responses (email) Late submissions	Completions: 358 Number received: 9 Number received: 5 late email responses

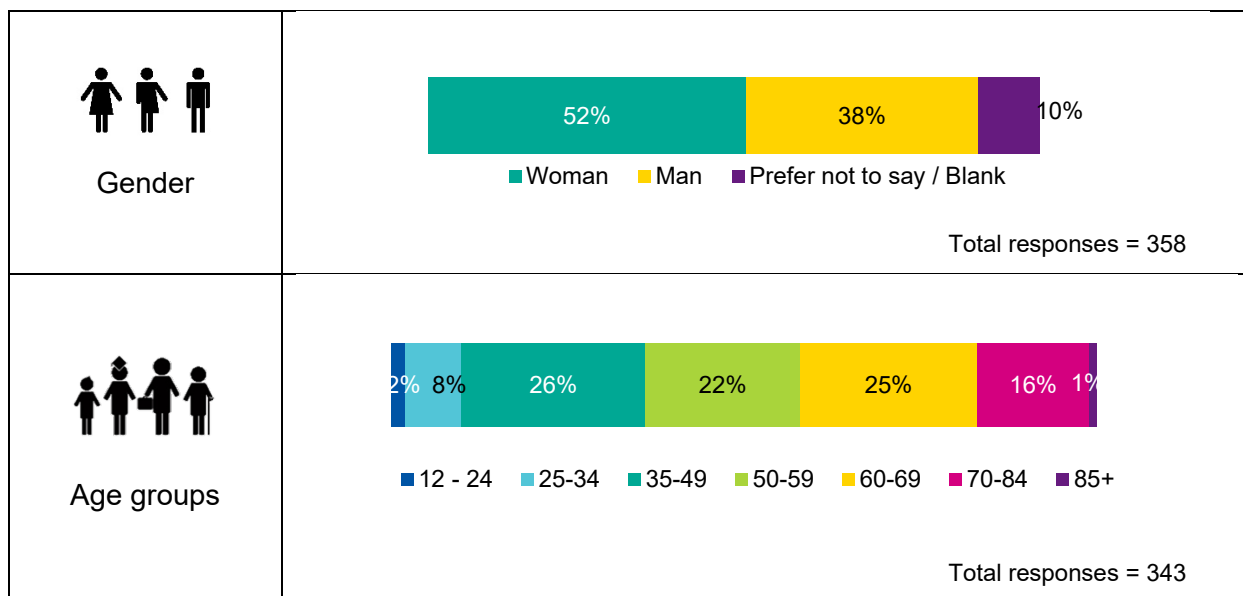
 Feedback themes	30km/h and 10km/h speed limits  Crash data  Traffic flow and congestion  Footpaths and shared paths  E-bikes  Use of Council funds	Police enforcement  Seasonal traffic concerns  Speed humps  Boats and trailers  Parking restrictions and ranger enforcement
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## 1.2. How we engaged

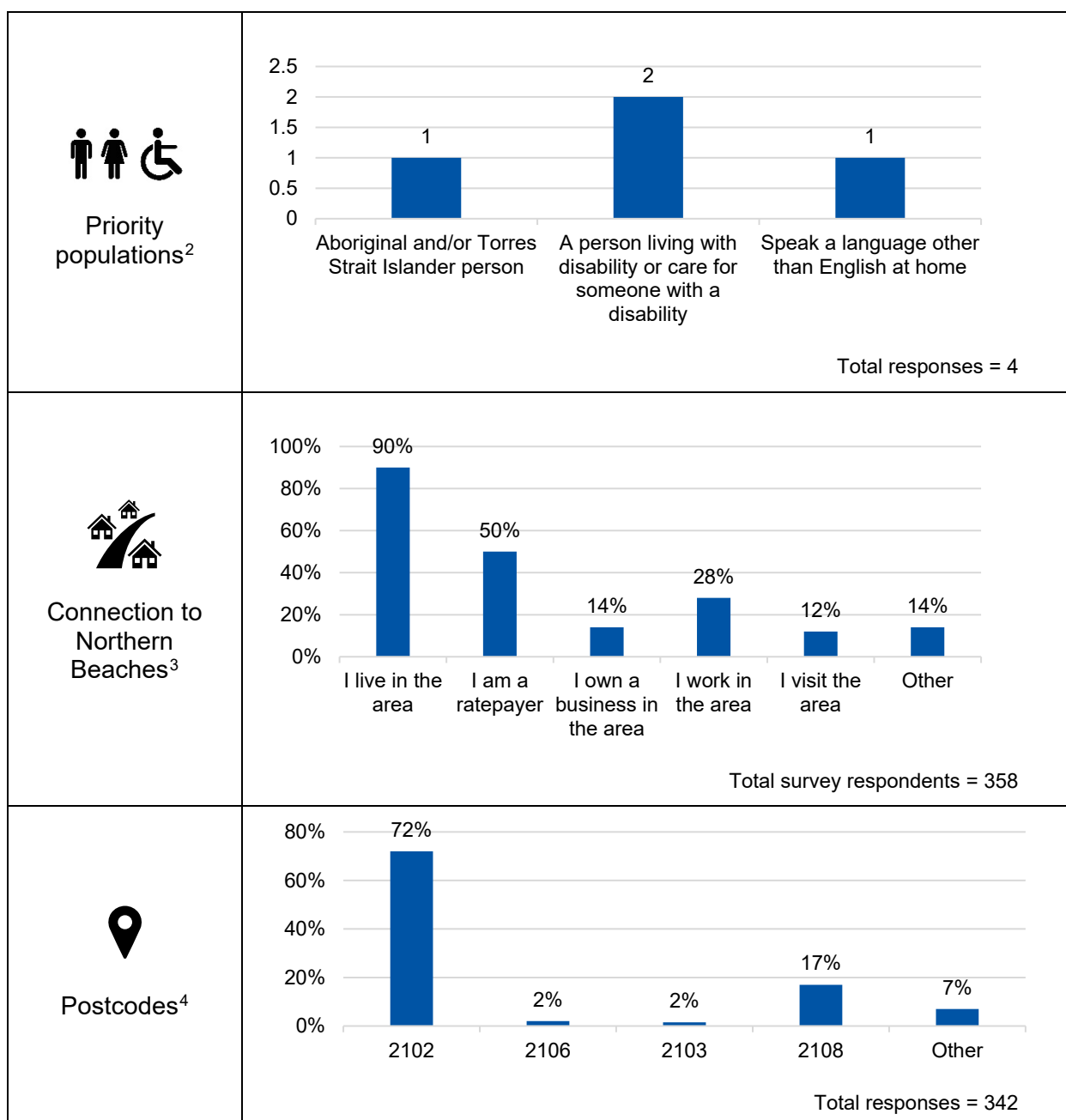
 Have Your Say: visitation stats	Visitors: 3,431	Visits: 4,584	Average time onsite: 2mins 31secs
 Print media and collateral	Letterbox drop: Postcodes - 2108; 2107  Site signs used: Yes  Pittwater Life and Northside Living Articles		Distribution: 2,765  Number: 15  Number: 2
 Electronic direct mail (EDM)	Community Engagement (fortnightly) newsletter: 2 editions  Council (weekly) e-News: 1 edition		Distribution: 23,000  Distribution: 58,000
 Face-to-face sessions	Pop up events: Saturday 9 November 2024 (email also sent to respondent to date to encourage attendance) and event publicised on the Your Say project page  Avalon Residents Association (Executive Meeting)  Palm Beach / Whale Beach Association – Executive Meeting and General Meeting		Approx. 11 attendees Approx. 8 attendees  Approx. 50 attendees (over the two meetings)

 Key stakeholder engagement	Bicycle NSW (email)	Distribution: 1
	CDC Buses (email)	Distribution: 1
	Pedestrian Council	Distribution: 1
	Keolis Downer (email)	Distribution: 1
	Surf Life Saving Clubs (Avalon, Bilgola, Bungan, Palm, North Palm and Whale)	Distribution: 6
	Avalon Palm Beach Business Chamber	Distribution: 1
	Local Residents Associations	Distribution: 4
	Avalon Public School (email)	Distribution: 1
	Barrenjoey High School (email)	Distribution: 1
	Barrenjoey Montessori School (email)	Distribution: 1
	Bilgola Plateau Public School (email)	Distribution: 1
	Maria Regina Catholic Primary School (email)	Distribution: 1
	Internal stakeholders	Distribution: 1
	Phone calls received (Booked call)	Booked YS calls: 1
	Direct Phone calls received	Direct call: 1
	Call Back Requested	Call back:1

### 1.3. Who responded<sup>1</sup>



<sup>1</sup> Demographic data was gathered by request only. The data represented only includes those respondents who provided this detail. No demographic data was captured for respondents who contributed feedback via email.



<sup>2</sup> Respondents could select more than one option

<sup>3</sup> Respondents could select more than one option – percentage is based on 359 survey respondents.

<sup>4</sup> Other refers to Postcodes with few than 5 responses.

## 2. Background

We proposed to implement safer speed limits and new traffic infrastructure treatments, to make the local residential streets of Avalon Beach to Palm Beach more pleasant places to live and visit with calmer and quieter traffic. The proposal aimed to make it safer for people to walk, bike ride and drive in the Avalon Beach, Whale Beach and Palm Beach area. Improved pedestrian safety and a better overall travel experience will enhance access for all road users to key destinations.

This proposal is consistent with Council's adopted [Move - Northern Beaches Transport Strategy 2038](#). The strategy proposes returning residential streets to the residents through better network management and supporting programs to change road user behaviour and improve safety and efficiency of the road network.

Research has shown that travel speeds and fatality rates are correlated. As speed increases, so does the likelihood of serious injury or death [NSW Centre for Road Safety](#).

The proposal aligns with Transport for New South Wales (TfNSW) [2026 Road Safety Action Plan](#) which is based on the proven Safe System approach to road safety, enabling safe roads, speeds, people and vehicles, which when implemented together allow the road system to not only keep us moving, but, more importantly, keep us safe. The 2026 Road Safety Action Plan aims to reduce road trauma, by working towards a trauma reduction target of 50 per cent fewer deaths and 30 per cent fewer serious injuries by 2030, setting NSW on a path towards zero road trauma by 2050. The plan reveals that vulnerable road users such as pedestrians and cyclists are particularly at-risk in a crash, given they are less physically protected (compared to motor vehicle occupants) to absorb the impact force. Motorcyclists also have limited protection. The plan also indicates that that pedestrians have a 90% chance of survival and avoiding serious injury when impacted by a vehicle travelling at 30km/h.

The aim to make local streets more enjoyable for residents and visitors, and safer for all road users including bike riders and pedestrians, also aligns with the [NSW Movement and Place Strategy](#), which aims to enable movement while still delivering attractive and appealing places that people want to use and enjoy.

The reduction to a 30km/h speed limit also aligns with the recommendations of the report published by the NSW Parliament Legislative Council Use of e-scooters, e-bikes and related mobility options ([Use of e-scooters, e-bikes and related mobility options](#)). The report recommends reduced speed limits for cars within high pedestrian activity areas, to provide 'safe mobility for vulnerable road users can be improved through the implementation of low on-road speed limits, where appropriate. The NSW Government already provides for 30 and 40 km/h zones to be imposed where appropriate, via the new NSW Speed Zoning Standard.

The project if approved will be fully funded under Transport for NSW (TfNSW)'s Safe Speeds in High Pedestrian Activity and Local Area Program in association with Council.

### 3. Engagement objectives

The community and stakeholder engagement aimed to:

- build community and stakeholder awareness of participation activities around improving road safety
- provide accessible information so community and stakeholders could participate in a meaningful way on the proposed local changes
- provide balanced and objective information on road safety improvements to assist in understanding pedestrian and road safety improvements
- identify community and stakeholder concerns, local knowledge and values, especially from key stakeholders and frequent users of the area
- communicate to the community and stakeholders how their input would be incorporated into the planning and decision-making process through reporting and outcome of the Local Traffic Committee meeting.

### 4. Engagement approach

Community and stakeholder engagement for the Safer Neighbourhoods Program – Avalon Beach to Palm Beach consisted of a series of activities that provided opportunities for community and stakeholders to contribute.

The engagement was planned, implemented and reported in accordance with Council's [Community Engagement Strategy](#) (2022).

An Avalon Beach to Palm Beach project page<sup>5</sup> was established on our Have Your Say platform from 9 October to 24 November 2024, with information provided in an accessible and easy to read format.

Schools, Surf Clubs, Resident Associations and the local Chambers of Commerce received notification letters to encourage feedback. User groups were directly engaged with, as well as relevant targeted stakeholders and active transport bodies. Meetings were held with resident associations and a community drop-in session was held on Saturday 9 November 2024 at Avalon Recreation Centre, where the project team were able to discuss concerns one-to-one, answer residents' concerns and provide more information about the proposal.

As communicated on the Your Say page, email and written comments were also invited, as well as the opportunity to book a call with the project team.

Local residents and business owners received notification letters directing them to the "Your Say" page.

The project was primarily promoted through our regular email newsletter (EDM), media channels and site signage in key locations throughout the Avalon Beach, Whale Beach and Palm Beach area to reach those travelling frequently throughout the area.

Feedback was captured through an online comment form embedded onto the Your Say project page. This form included a question that directly asked respondents for their feedback on the implementation of the Safer Neighbourhoods Program. An open-field comments box

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<sup>5</sup> <https://yoursay.northernbeaches.nsw.gov.au/safer-neighbourhoods-local-road-safety-program-whale-palm-beach>

provided space for any additional feedback on the proposal. The survey form also asked if respondents were directly affected by the proposed works and would like to be contacted by the project team. There were 69 respondents who made this request which the project team followed up with.

#### **4.1. Reaching diverse audiences**

A thorough stakeholder mapping exercise was completed to identify and understand the needs of the whole community.

In addition to regular print and electronic channels and engagement techniques to capture a range of views, we also encouraged community participation and awareness through a series of face-to-face activities including:

- a community pop-up event held on a Saturday morning with the project team
- resident association meetings
- book a call face to face online meeting with the project team.

### **5. Findings**

The feedback provided has been reviewed and collated (Table 1), with 11 key themes identified.

The feedback collected during consultation via submissions and discussions at resident association meetings generally indicated support for the improved pedestrian safety aspects of the project such as the installation of a raised pedestrian crossing, however there was a mixed level of support for the proposed speed reduction. Many respondents raised concerns around the proposed 30km/hr speed limit increasing congestion and resulting in an increase in speeding issues due to driver frustration. Some concerns were raised about the inconvenience that will be endured by locals all year round due to congestion that they believe was only an issue during the weekends especially during peak seasons.

There were some concerns raised by residents who attended the meetings who thought the 30km speed limit change pertained to Barrenjoey Road. A revised zone plan was uploaded to our Your say Page which clearly indicated that Barrenjoey Road is a State Road and is not subject to the proposed speed limit change.

Some respondents raised concerns about the lack of crash data and queried the road safety basis for the proposed works. Others raised concerns about speed humps and how they affected drivers and bike riders.

The provision of improved Active Transport options (such as footpaths and cycleways) in the area were raised in several comments and during direct discussions with stakeholders. Whilst footpaths and cycleways proposed by the respondents are out of scope for this proposal, they have been noted for consideration to be included in future development of both the footpath and cycleway network program.

There were also several comments suggested fixing potholes or other new projects in the area which were also out of scope. Noting that the grant funding for this project is from Transport for NSW for the implementation of Safe Speeds in High Pedestrian Activity and Local Areas and cannot be reallocated.



**Table 1: Issues, change requests and other considerations**

Theme	Issues, change requests and other considerations raised	Council's response
30km/h and 10km/h speed limits	<p>A number of residents raised concerns for a reduction in the speed limit to 30km/hr, claiming that the conditions of the existing road does not allow for drivers to speed. Respondents noted that the roads are too narrow for vehicles to pass each other when vehicles are parked on both sides of the road.</p> <p>There were some concerns raised by residents at the meetings who thought the 30km speed limit change pertained to Barrenjoey Road.</p> <p>The 10km/h speed limit change received more support from the residents; however some concern was raised that drivers will disobey the road rules if they are not enforced.</p>	<p>Whilst Council agrees that some roads within the precinct have satisfactory traffic management measures in place to create a self-enforcing 30km/h speed environment, however the addition of the lowered speed limit will work in conjunction with the existing measures to further enhance safety conditions for all road users, particularly pedestrians and cyclists.</p> <p>Many roads within the Palm Beach, Whale beach and Avalon Beach areas are windy and narrow with cars parked around the bends due to the high demand for parking. These roads are regularly shared by pedestrians, bike riders and drivers.</p> <p>To ensure the safety of vulnerable road users it is imperative that drivers travel at a reduced speed limit. Studies conducted by Transport for NSW and outlined in <a href="#">2026 Road Safety Action Plan</a> indicate that pedestrians have a 90% chance of survival and avoiding serious injury when impacted by a vehicle travelling at 30km/h.</p> <p>The aim to make local streets more enjoyable for residents and visitors, and safer for all road users including bike riders and pedestrians, also aligns with the <a href="#">NSW Movement and Place Strategy</a>, which aims to enable movement while still delivering attractive and appealing places that people want to use and enjoy.</p> <p>Studies conducted by <a href="#">NSW Centre for Road Safety</a> indicate that the likelihood and severity of crashes are significantly reduced when vehicles travel at lower speeds.</p> <p>Barrenjoey Road is a State Road and is not subject to the proposed speed limit change. A <a href="#">Zone Map</a> showing the extent of the 30km/h and 10km/h</p>

Theme	Issues, change requests and other considerations raised	Council's response
		zones included as part of this proposal has been added to the Your Say Page.
Crash data	Some respondents raised concerns about the lack of crash data and queried the road safety basis for the proposed works.	<p>At the time of lodging the funding application, Transport for NSW crash data records revealed there had been approximately 7 crashes in the proposed 30km/hr speed zone area in the 5-year period between 2016 and 2021, 3 of which were serious in nature. Since the lodgement of funding an additional 11 crashes have occurred between July 2021 and June 2024. This data does not reflect crashes of a more minor nature.</p> <p>The crash history and other supporting information including speed and volume data and noting the high pedestrian activity in the area were sufficient for the proposal to attract funding under the Transport for NSW Safe Speeds in High Pedestrian Activity and Local Areas program.</p> <p>Crashes have continued to occur in the area and Council continues to receive correspondence from residents requesting action to improve safety.</p> <p>The slower speeds and traffic calming infrastructure were proposed in response to community concerns for pedestrian safety, the number of crashes that have occurred in the area, the unique geography and active lifestyles of residents and visitors using neighbourhood streets in this area.</p>
Traffic flow and congestion	Some respondents commented that slower speeds will increase traffic congestion, creating delays and driver frustration.	If traveling the 6.5km in a north-south direction across the study area, from Palm Beach to Avalon Beach, drivers would be expected to experience an increase of less than 4 minutes in travel time, with the proposed speed limit reduction.

Theme	Issues, change requests and other considerations raised	Council's response
		The road safety benefits achieved by the speed limit reduction significantly outweighs this minimal increase in travel time.
Footpaths and shared paths	A number of respondents raised concerns about the lack of footpaths/shared paths in the project area. Residents noted that they were not only concerned about the safety of bike riders and pedestrians, but also that the presence of bike riders and pedestrians on the road slow traffic down for drivers.	<p>We appreciate respondents conveying their concerns about the important issue of accessibility and safety for pedestrians and bike riders.</p> <p>Whilst we acknowledge that it is safer for people to walk on a footpath rather than on the road, due to the topography, road geometry, lack of kerb and gutter as well as shortage of road reserve along many streets within the area, it is not feasible to install footpaths on each street.</p> <p>To improve our walking network, Council has adopted the <a href="#">Northern Beaches Walking Plan</a> (The Plan), which was developed based on an audit of the existing network and future walking links to connect our community to key local destinations. As part of the Plan, we have a five-year new footpath program in place, from the 2024/25 to the 2028/29 financial years. The program is prioritised based on the six footpath network key criteria outlined in The Plan. Safety is a key evaluation criterion for prioritising footpaths under the adopted Walking Plan.</p> <p>Whilst the addition of footpaths and shared paths are out of scope for this project, we are committed to improving pedestrian access for all in our community and to promoting walking as a safe transport mode. The requests for new footpaths have been documented and will be considered during the next review of the walking network.</p> <p>Our current plans for new footpaths can be viewed on our <a href="#">Footpaths Your Say page</a> or alternatively by searching 'new footpath program' at <a href="https://yoursay.northernbeaches.nsw.gov.au">yoursay.northernbeaches.nsw.gov.au</a>.</p>

Theme	Issues, change requests and other considerations raised	Council's response
E-bikes	There were a number of comments relating to safety issues with E-bikes.	<p>Council's Road Safety Officers have recently conducted a road safety campaign targeting E-bike use, encouraging riders to 'know the code' and ride safely. The legislation relating to the use of E-bikes and E-scooters is a matter currently under review by the NSW Government and Council has made submissions to the enquiry on the matter.</p> <p>A report published by the NSW Parliament Legislative Council (<a href="#">Use of e-scooters, e-bikes and related mobility options</a>) recommended reduced speed limits for cars within high pedestrian activity areas. Within the report the NSW Government indicated that 'safe mobility for vulnerable road users can be improved through the implementation of low on-road speed limits, where appropriate. The NSW Government already provides for 30 and 40 km/h zones to be imposed where appropriate, via the new NSW Speed Zoning Standard."</p>
Use of Council funds	Some respondents commented that the proposed works are not a suitable use of Council funds. Some made suggestions that these funds could better be spent on fixing potholes, providing kerb and gutter and footpaths and maintaining road surfaces. Others suggest Council spend the money on finishing Mona Vale Road, providing more streetlights, building more community resources.	<p>The works of the project are being funded by Transport for NSW and are for the specific purpose of implementing the Safer Roads project – Avalon Beach to Palm Beach.</p> <p>The grant funds cannot be spent on repairing potholes or constructing new footpaths.</p> <p>Mona Vale Road and Barrenjoey Road are State Roads and any improvements to these roads are a State Government responsibility. It is not possible for Council to redirect funding allocated for this project towards improvements on those roads.</p> <p>Specific requests relating and footpath will be sent to the appropriate team within Council for their consideration.</p>

Theme	Issues, change requests and other considerations raised	Council's response
Police enforcement	Some respondents have requested additional Police patrols to enforce existing road rules and speeding issues.	<p>We will raise the issue of compliance with the road rules and speeding on behalf of residents with the police and request an increase in the frequency of police patrols noting the high level of demand on local police resourcing.</p> <p>The local police are aware and support the proposal of the reduction in speed and the installation of traffic calming infrastructure. They are committed to working with Northern Beaches Council to make our neighbourhoods safer by reducing the risk and severity of crashes.</p>
Seasonal traffic concerns	<p>A number of respondents commented that traffic is naturally slower on the weekends especially during peak seasons. They suggested that no further speed reduction and traffic calming are required.</p> <p>Some respondents commented that if traffic calming was to be implemented, residents would be impacted year-round to address issues associated with peak season traffic, which only occurs during a few of months of the year.</p>	<p>We understand that during the peak beach season, there are significantly more visitors to the area which may impact traffic flows and parking demand. With that in mind, including the unique geometry and topography of the roads the proposal's objective is not only to address concerns during peak season, but to also address safety for vulnerable pedestrians and bike riders all year-round.</p>
Speed humps	<p>Some respondents raised concerns about the use of speed humps. These include claims that they are noisy, add wear and tear on vehicles, result in loss of parking, damage the road surface and interfere with entry and exit at driveways.</p> <p>Concerns raised also mentioned that the humps pose safety risks to bike riders as they are forced to ride in the centre of the road, onto oncoming traffic.</p> <p>Some respondents also commented that speed humps affect response times of emergency vehicles and create discomfort to sick patients.</p>	<p>Speed humps have been proven to be successful in reducing the average speed travelled along a road, therefore improving safety for other motorists and pedestrians.</p> <p>The recommended travel speed over a speed hump is 25 km/hr. When travelling at the recommended speed or lower, no damage should be incurred to a vehicle. Appropriate warning signs will be installed at the approach to each speed hump to ensure a vehicle has enough time to slow down before travelling over the speed hump.</p> <p>The speed humps proposed are flat-topped 'raised speed humps' which are quieter and gentler on car</p>

Theme	Issues, change requests and other considerations raised	Council's response
		<p>suspension compared to traditional asphalt speed humps.</p> <p>Since people can still park over these speed humps, there will be no loss of parking.</p> <p>Speed humps would be located clear of driveways and designed so that they do not impact property access.</p> <p>As part of our stakeholder engagement, we reach out to emergency services to ensure we have addressed any concerns they raise.</p>
Boats and trailers	<p>Some respondents raised concerns that boats and trailers parking on the street create blind spots, block two-way traffic and pose safety risks to children, walkers and resident drivers. Requests were made for Council to ban boats and trailers from parking along all local streets within the project area.</p>	<p>Parking of boats and trailers on a public road is a contentious issue across the Northern Beaches with its proximity to waterways and high levels of boat ownership amongst residents. Council has advocated on behalf of residents to the state government to make legislative changes to roads rules relating to parking of boats, trailers and caravans on local streets.</p> <p>While restricting parking of boats within the precinct may address the issues at that location, it invariably leads to some of those boats and trailers being relocated to another nearby street.</p> <p>Should residents have concerns that a boat or trailer has been abandoned or is parked in a dangerous location, a request can be raised for Council's rangers to investigate it under the provisions of the <a href="#">Public Spaces Unattended Property Act 2021</a>.</p>
Parking restrictions and Council ranger enforcement	<p>Some concerns were raised by respondents about illegally and dangerously parked vehicles. It was noted that these vehicles make it difficult for residents to enter and exit their driveways and restrict access on narrow sections of the road.</p> <p>Other respondents requested an increase in ranger presence and</p>	<p>Our rangers do provide regular enforcement across the Northern Beaches.</p> <p>However, it is difficult for them to know about, and action each incident of illegal parking behaviour. We therefore encourage residents who do witness any illegal parking activity to report these incidents in a timely</p>

Theme	Issues, change requests and other considerations raised	Council's response
	<p>enforcement at building sites. It was noted that illegally parked vehicles and lack of traffic management impact access and line of sight visibility.</p> <p>Some respondents requested that parking should be restricted to one side of the road in narrow roads to allow for improved traffic flow and visibility.</p>	<p>manner for our rangers to investigate and enforce if required.</p> <p>A total of 8 spaces is expected to be lost overall to implement the additional safety measures, with 5 of these being related upgraded linemarking on bends where current parking practices are unsafe, and 3 parking spaces lost in Whale Beach Road due to the new pedestrian crossing near the intersection of Barrenjoey Road.</p>

Staff also received 14 written comments outside of Your Say, with these captured in the verbatim comments, and considered by the project team.

During the consultation, Council received several questions either through direct contact, or within the feedback mechanisms. Most of these questions are answered in the theme responses in Table 1, except for the questions listed and answered specifically in Table 2.

**Table 2: Questions raised and Council's answers**

Question raised in feedback	Council's answer
Why does this proposal not include the Palm Beach on the western side of Barrenjoey Road containing Iluka Road and Nabilla Road? These narrow roads without any footpath contain a lot of foot traffic in summer and winter.	Iluka Road and Nabilla Road were not included in the original proposal and were to be investigated as part of a separate study. Council has reviewed respondents' concerns and its decision and has extended the zone to include Iluka Road, Nabilla Road and Thyra Road as part of the speed zone change from 40Km/h to 30km/hr.
Why does this proposal not cover all of Avalon, Clareville and Bilgola?	<p>Council has divided the Northern Beaches into forty-three (43) separate precincts for the purpose of individually studying our local streets to improve speed, safety for people walking and bike riding and amenity within the local areas.</p> <p>Separate Safer Neighbourhood studies which will target each areas specific issues will be conducted for these adjoining precincts. It is anticipated that these studies will be delivered within the 2028/29 and 2029/30 financial years.</p>



Question raised in feedback	Council's answer
<p>What evidence is there that such a change is necessary?</p>	<p>Research has shown that travel speeds and fatality rates are correlated. As speed increases, so does the likelihood of serious injury or death. <a href="#">NSW Centre for Road Safety</a>.</p> <p>The proposal aligns with Transport for New South Wales (TfNSW) <a href="#">2026 Road Safety Action Plan</a> which is based on the proven Safe System approach to road safety, enabling safe roads, speeds, people and vehicles, which when implemented together allow the road system to not only keep us moving, but, more importantly, keep us safe. The 2026 Road Safety Action Plan aims to reduce road trauma, by working towards a trauma reduction target of 50 per cent fewer deaths and 30 per cent fewer serious injuries by 2030, setting NSW on a path towards zero road trauma by 2050. The plan reveals that vulnerable road users such as pedestrians and cyclists are particularly at-risk in a crash, given they are less physically protected (compared to motor vehicle occupants) to absorb the impact force. Motorcyclists also have limited protection. The plan also indicates that that pedestrians have a 90% chance of survival and avoiding serious injury when impacted by a vehicle travelling at 30km/h.</p> <p>Ausgrid outlines the significance of speed reduction in its road safety report - <a href="#">Towards Safe System Infrastructure: A Compendium of Current Knowledge</a>.</p> <p>The reduction to a 30km/h speed limit also aligns with the recommendations of the report published by the NSW Parliament Legislative Council Use of e-scooters, e-bikes and related mobility options. The report recommends reduced speed limits for cars within high pedestrian activity areas, to provide 'safe mobility for vulnerable road users can be improved through the implementation of low on-road speed limits, where appropriate. The NSW Government already provides for 30 and 40 km/h zones to be imposed where appropriate, via the new NSW Speed Zoning Standard.</p>



## Appendix 1 Verbatim community and stakeholder responses\*

To view all verbatim comments, please click the link below:

<https://eservices.northernbeaches.nsw.gov.au/ePlanning/live/Common/Output/Document.aspx?t=webdoc&id=hZN743gUk3MV0A60ki4OEg==>

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*\* All personal identifying information, and content which is discriminatory, hateful or which may defame, offend, insult, humiliate or intimidate have been redacted. where possible. Spelling and grammatical errors have been amended only where misinterpretation or offence may be caused.*

Document administration	
Version	1.0
Date	10 December 2024
Approval	Content provided and approved by Transport Network Team Responsible manager: Phillip Devon
Status	Final
Related Projects	Safer Neighbourhoods Program – Narrabeen Safer Neighbourhoods Program – North Balgowlah
Notes	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.