

traffic + transport

Transport Assessment

36 Bardo Road, Newport

for

DMPS Planning

Document Control

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1 Introduction

1.1 Overview

arc traffic + transport has been engaged by DMPS Planning to prepare a Transport Assessment relating to a Development Application (**DA**) for a seniors living development (the **Proposal**) at 36 Bardo Road, Newport (the **Site**). The Proposal provides for:

- 6 seniors living dwellings;
- A basement car park; and
- Ancillary access and servicing infrastructure.

From the outset, it is important to note that the development of the Site for [seniors living dwellings] was previously approved by the NSW Land & Environment Court (**LEC**) in Proceedings 2021/00012996 (the **LEC Approval**), but as part of a larger development that also included the adjacent 34 Bardo Road; a total of 12 seniors living dwellings were approved by the LEC, with 6 dwellings to have been provided on each site.

While the Proposal provides only for the development of 36 Bardo Road, it is nonetheless the case that the design and scope of the development proposed is essentially identical to the LEC Approval, but simply half of that larger approved development. As such, many sections of this Transport Assessment reference the findings of the LEC in regard to the general transport characteristics of the Proposal that have inherently been approved already.

Importantly, this Transport Assessment examines a number of the **Conditions** provided in the LEC Approval which relate to the provision of new pedestrian infrastructure provided specifically to meet the access to public transport requirements in State Environmental Planning Policy (Housing) 2021.

In this regard, and further to the LEC's recent approval of a similar development at 120 Bassett Street Mona Vale (Proceedings 2021/00361685, *Mona Vale Holdings (NSW) Pty Ltd v Northern Beaches Council – the Bassett Proceedings*), DMPS Planning intends to rely on the use of Keoride to fulfill the access to public transport requirements rather than the construction of new pedestrian infrastructure connecting the Site with existing bus stops in Gladstone Street.

Full details of the Keoride on-demand public transport service, and the manner in which they provide compliance with SEPP Housing, are provided in Section 3.

1.2 Transport Assessment Tasks

This Transport Assessment examines the relevant access, traffic and parking characteristics of the Proposal; this has included consideration of the following:

- Existing and future traffic and transport conditions;
- Existing and future public and active transport services and infrastructure;
- Site access, trip generation and parking requirements; and
- A design review of key Site components with reference to the appropriate Australian Standards.

1.3 Reference Documents

1.3.1 Planning Controls and Strategies

Key planning controls referenced in the preparation of this Transport Assessment include:

- Pittwater Development Control Plan 2004 (**Pittwater DCP**);
- Pittwater Local Environmental Plan 2014 (**Pittwater LEP**); and
- State Environmental Planning Policy (Housing) 2021 (**SEPP Housing**).

1.3.2 Traffic and Transport Guidelines

This Transport Assessment also references general traffic and transport guidelines, including:

- Guide to Traffic Generating Developments – Updated Traffic Surveys 2013, Roads & Maritime Services (**RMS Guide**);
- Australian Standard 2890.1: Parking Facilities – Off-Street Car Parking 2009 (**AS 2890.1**);
- Australian Standard 2890.2: Parking Facilities – Off-Street Commercial Vehicle Facilities 2018 (**AS 2890.2**); and
- Australian Standard 2890.6: Parking Facilities – Off-Street Parking for People with a Disability 2009 (**AS 2890.6**).

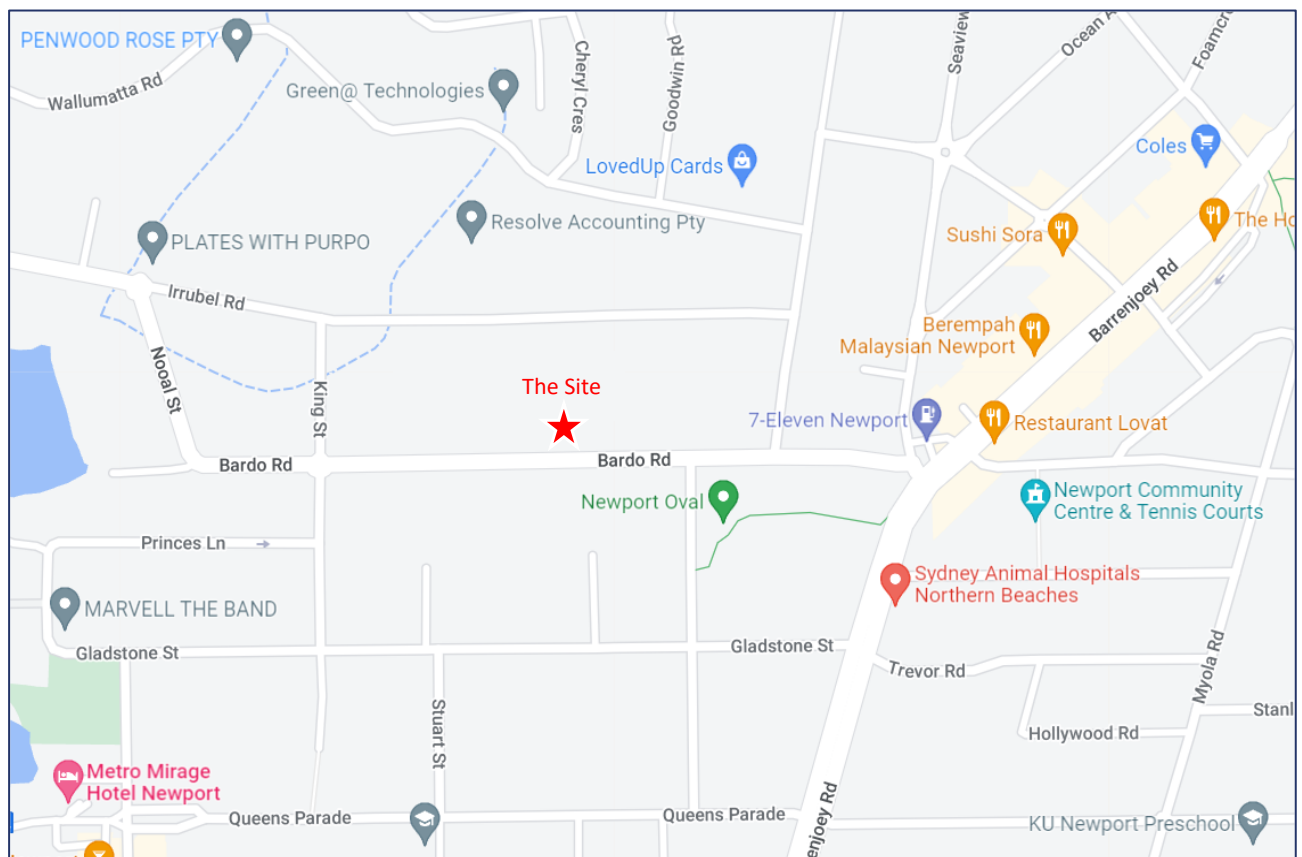
2 Existing Conditions

2.1 The Existing Site

2.1.1 Location

The Site is located at 36 Bardo Road, Newport, and is generally bordered by residential dwellings to the north, east and west, and Bardo Road to the south. The Site is currently occupied by a single dwelling, and is shown in its local context in Figure 1.

Figure 1: Site Location



Source: Google

2.1.2 Access

Vehicle access to the Site is provided via a residential driveway to Bardo Road. Bardo Road in turn provides access to the east (to Seaview Avenue), and, via local streets, south to Barrenjoey Road which in turn connects to the sub-regional road network.

2.1.3 Traffic Generation

With reference to residential trip rates provided in the RMS Guide, it is estimated that the existing single Site dwelling would generate 1 vehicle trip in the AM and PM peak hour.

2.1.4 Parking

The Site provides 2 on-site parking spaces, and additional parking could be provided in the driveway.

2.1.5 Waste Collection

Waste collection for the Site is carried out on-street by Council.

2.2 Active Transport

A footpath is provided along the northern side of Bardo Road connecting to refuge and signalised pedestrian facilities at the intersection of Barrenjoey Road & Seaview Road & Bardo Road. These in turn provide access to the Newport Town Centre, as well as Newport Beach to the east and recreational facilities to the south.

2.3 Local Road Network

2.3.1 Bardo Road

Bardo Road is a local road that runs east-west between Seaview Avenue and Nooal Street. It provides 1 traffic lane in each direction, kerbside parking on both sides of the road, and has a speed limit of 50km/h.

2.3.2 Seaview Avenue

Seaview Avenue is a local road that runs north-south between Neptune Road and Barrenjoey Road. It provides 1 traffic lane in each direction, kerbside parking on one side of the road (on the approach to Barrenjoey Road) and has a speed limit of 50km/h.

2.3.3 Barrenjoey Road

Barrenjoey Road is a state road that runs north-south between Palm Beach and Pittwater Road at Mona Vale. In the vicinity of the Site it provides 2 – 3 traffic lanes in each direction and kerbside parking through the Newport Town Centre.

2.3.4 Road Network Operations

The road network in the vicinity of the Site generally operates with only moderate congestion and delays at key intersections, simply as a function of the relatively small population in this northern part of the Northern Beaches.

Moreover, with reference to [Section 4.4.1](#) the Proposal will only generate 2 – 3 vehicle trips in a peak hour, and as such would have no impact on the operation of the local road network.

3 Public Transport

3.1 Access to Services

A key consideration in the location of seniors housing is the provision of good access to essential services and/or access to public transport services that allow for easy and equitable access to those services.

These requirements are detailed in Division 4.93 of SEPP Housing, and are reproduced below:

93 Location and access to facilities and services—*independent living units*

(1) Development consent must not be granted for development for the purposes of an independent living unit unless the consent authority has considered whether residents will have adequate access to facilities and services

(a) by a transport service that complies with subsection (2), or

(b) on-site.

(2) The transport service must

(a) take the residents to a place that has adequate access to facilities and services, and

(b) for development on land within the Greater Sydney region

(i) not be an on-demand booking service for the transport of passengers for a fare, and

(ii) be available both to and from the site at least once between 8am and 12pm each day and at least once between 12pm and 6pm each day, and

(c) for development on land that is not within the Greater Sydney region—be available both to and from the site during daylight hours at least once each weekday.

(3) For the purposes of subsections (1) and (2), access is adequate if

(a) the facilities and services are, or the transport service is, located at a distance of not more than 400m from the site, and

(b) the distance is accessible by means of a suitable access pathway, and

(c) the gradient along the pathway complies with subsection (4)(c).

(4) In subsection (3)

(a) a suitable access pathway is a path of travel by means of a sealed footpath or other similar and safe means that is suitable for access by means of an electric wheelchair, motorised cart or the like, and

(b) the distance is to be measured by reference to the length of the pathway, and

(c) the overall average gradient must be not more than 1:14 and the gradients along the pathway must be not more than—

- (i) 1:12 for a maximum length of 15m at a time, or
- (ii) 1:10 for a maximum length of 5m at a time, or
- (iii) 1:8 for a maximum length of 1.5m at a time.

(5) In this section facilities and services means

- (a) shops and other retail and commercial services that residents may reasonably require, and
- (b) community services and recreation facilities, and
- (c) the practice of a general medical practitioner.

Note - Provide a booking service is defined as carrying on a business taking bookings for taxis or hire vehicles to provide passenger services, whether immediately or at a later time, and communicating the bookings to drivers for passenger services or providers of passenger services.

The means of providing compliance with these requirements are detailed in sections below.

3.2 Bus Services

The Site is located approximately 450m from bus stops in Gladstone Road to the south, and approximately 530m from bus stops in Barrenjoey Road to the east. Bus Route 199 (Palm Beach to Mona Vale) operates through both of these bus stops, and Bus Route 190X (Avalon to Wynyard) provides a high frequency express service in Barrenjoey Road only.

The Northern Beaches are also serviced by B-Line Buses which run between Mona Vale (to the south of the Site) and Wynyard and – perhaps most importantly in the context of this Transport Assessment – Keoride, an on-demand service recently designated as a permanent public transport service. A more detailed assessment of Keoride is provided below.

3.3 Keoride

3.3.1 Background

In the recent Bassett Proceedings, arc traffic + transport participated in a Section 34 Conference with representatives of Council to discuss new pedestrian infrastructure required under the original consent for the development. This infrastructure included a new footpath connecting the site with bus stops in Pittwater Road.

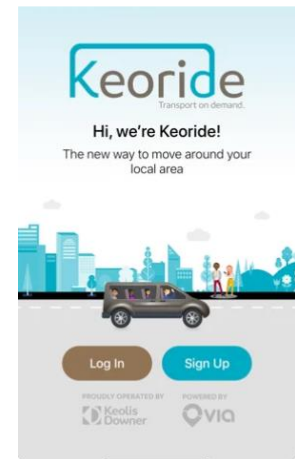
However, further to the Section 34 Conference, it was agreed between all parties that the access requirements (under the then SEPP Seniors) could be appropriately met by Keoride, an on-demand public transport service operating across the Northern Beaches. As a result, the Conditions relating to the construction of the footpath were removed.

Noting that a similar Condition is provided in the LEC Approval for the Site, i.e. for the construction of new footpath infrastructure linking the Site with the existing bus stops in Gladstone Road, sections below provide more details in regard to Keoride services, and moreover demonstrate that Keoride will similarly meet the SEPP Housing access to services requirements for the Site.

3.3.2 What is Keoride?

Keoride is an app-based public transport service which allows customers to order a vehicle when they want to travel to key hubs across the Northern Beaches. Keoride transports passengers between their place of residence and designated set down ‘hubs’ – including B-Line interchanges and key centres across the Northern Beaches.

The service – jointly operated by Keolis Down and the NSW State Government - commenced a 4 year trial in 2017, and in 2021 was designated a **permanent public transport service**, with Keolis Downer awarded an 8 year contract to operate the service (as well as B-Line services).



3.3.3 How it Works

The Keoride app *matches customers who are travelling in the same direction and calculates an optimised flexible route to pick up and drop off customers close to their destination*. The app also allows customers to track the approach of the Keoride vehicle in real time.

Keoride primarily uses smaller passenger vehicles, as it is designed to transfer smaller groups of people more quickly for each trip. This form of public transport - often called *first and last mile transport* - is designed to get passengers to/from transport or service hubs in the easiest possible way with minimal wait times, meaning that people do not need to use their car for these short journeys, nor require a long walk to existing bus stops.

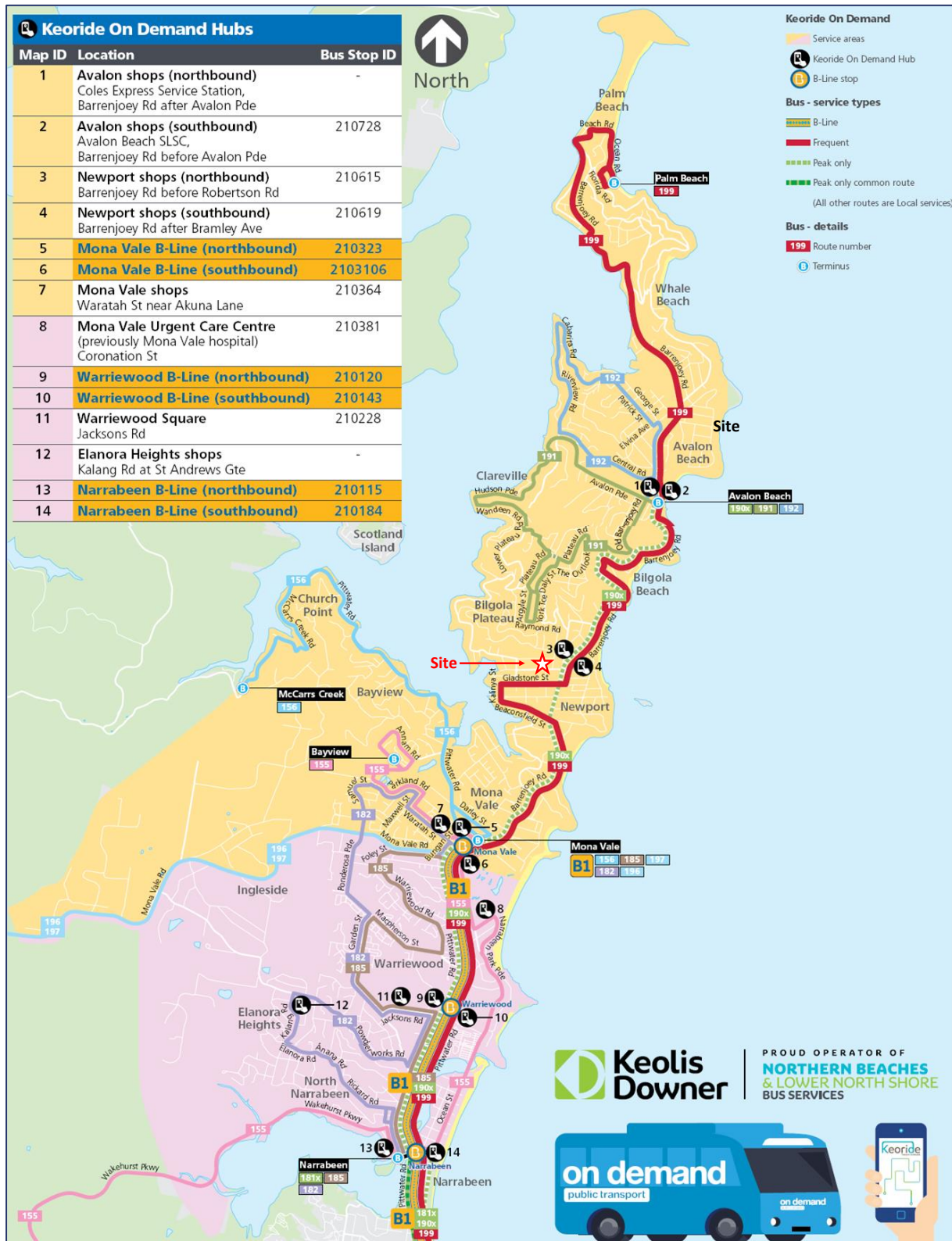
Through the later period of the Keoride trial, the vehicle fleet was further expanded, and now also includes a number of accessible (wheelchair capable) vehicles. The increased fleet size has also resulted in passengers being picked-up and dropped-off in even closer proximity to their place of residence, and a further increase in the frequency of services.



3.3.4 Service Area

The Keoride service area covers the Northern Beaches from Palm Beach in the north to North Narrabeen in the south, and west to Elanora Heights; the Keoride Service Area Map is reproduced below.

Figure 2: Keoride Service Area



Source: TfNSW

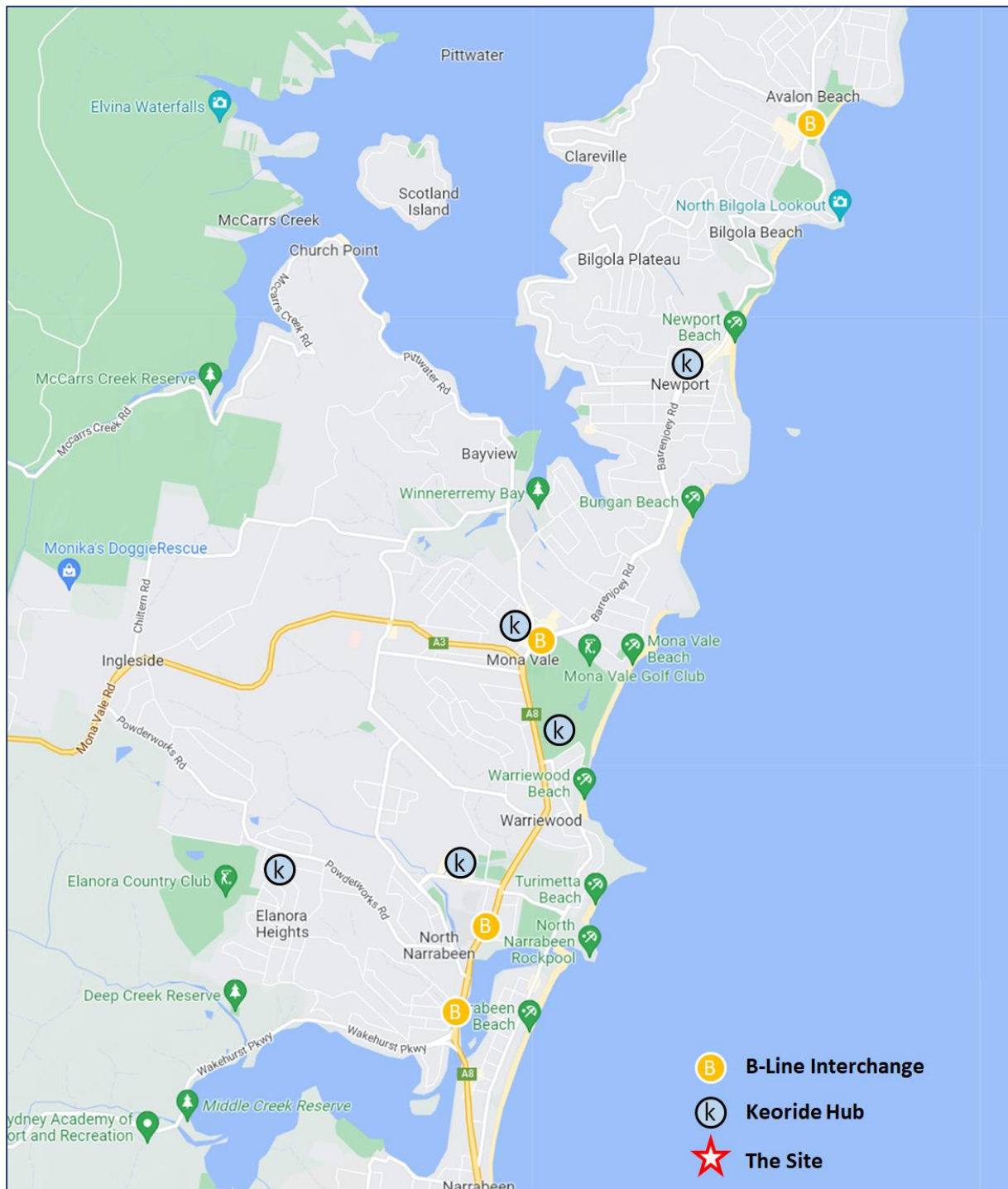
Along with connections to B-Line interchanges, numerous local centres across the Northern Beaches have also been designated as Keoride hubs, including:

- Newport Coles;

- Woolworths Mona Vale;
- Warriewood Square;
- Elanora Heights pharmacy and IGA; and
- Mona Vale Hospital.

The location of these hubs (and the B-Line interchanges) serviced by Keoride are shown in Figure 3, and the following figures show the identified Keoride hub (set down) locations, and the range of services within 200m and 400m of each hub location.

Figure 3: Keoride Hubs & B-Line Interchanges



Source: TfNSW and arc traffic + transport

Figure 4: Keoride Avalon Hub

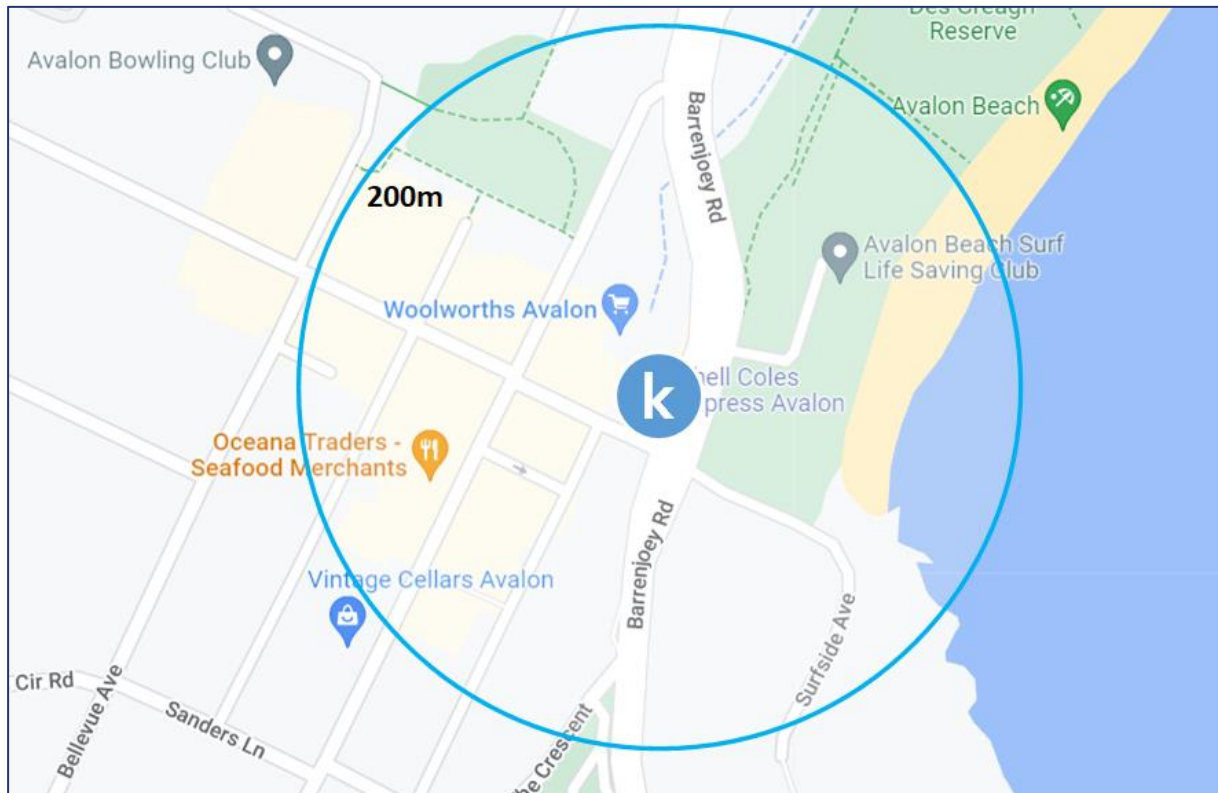


Figure 5: Keoride Newport Hub

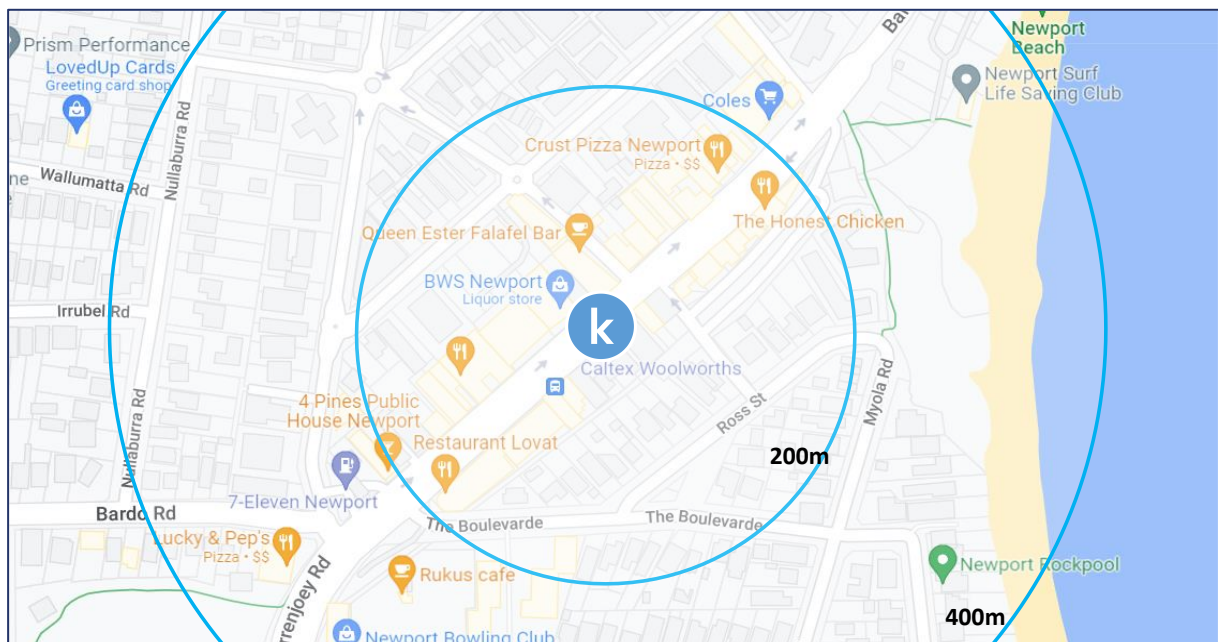


Figure 6: Keoride Mona Vale Hub

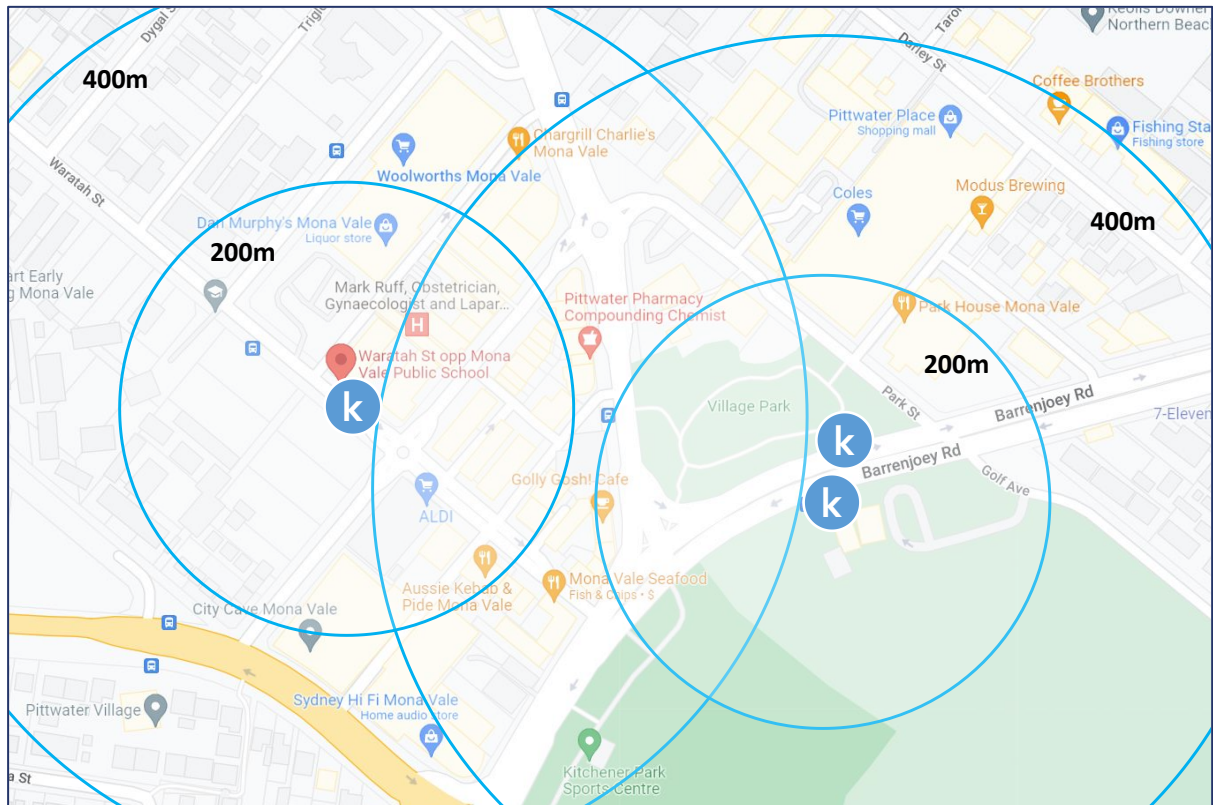


Figure 7: Keoride Mona Vale Hospital Hub

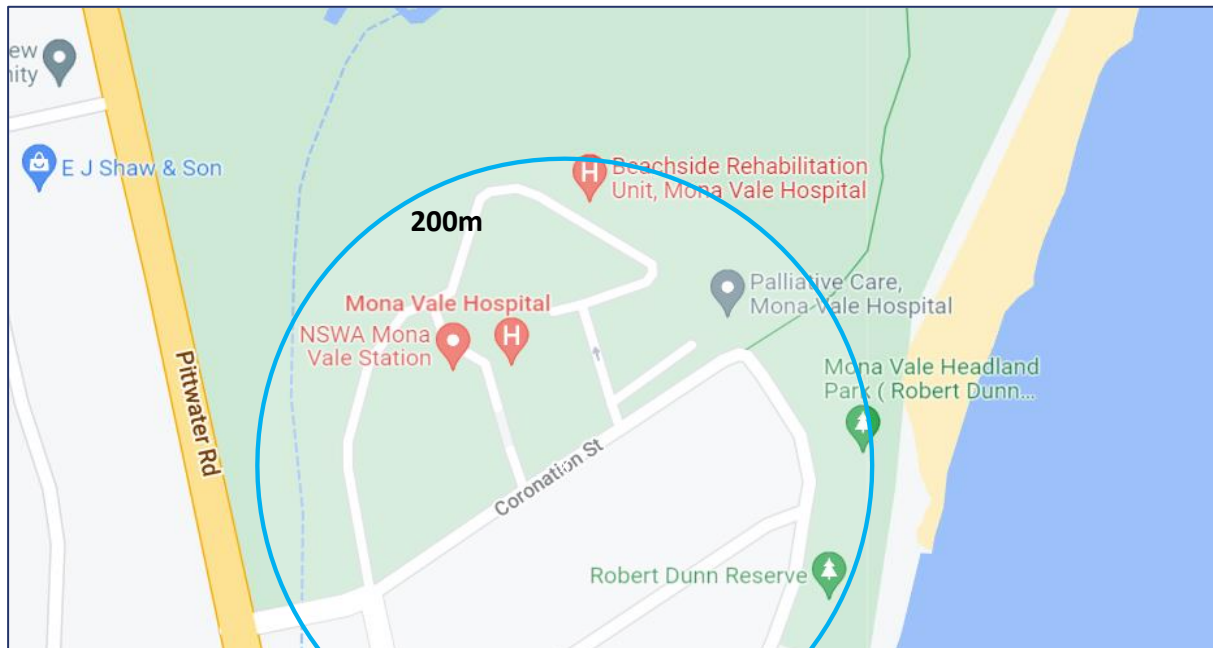


Figure 8: Keoride Warriewood Hub

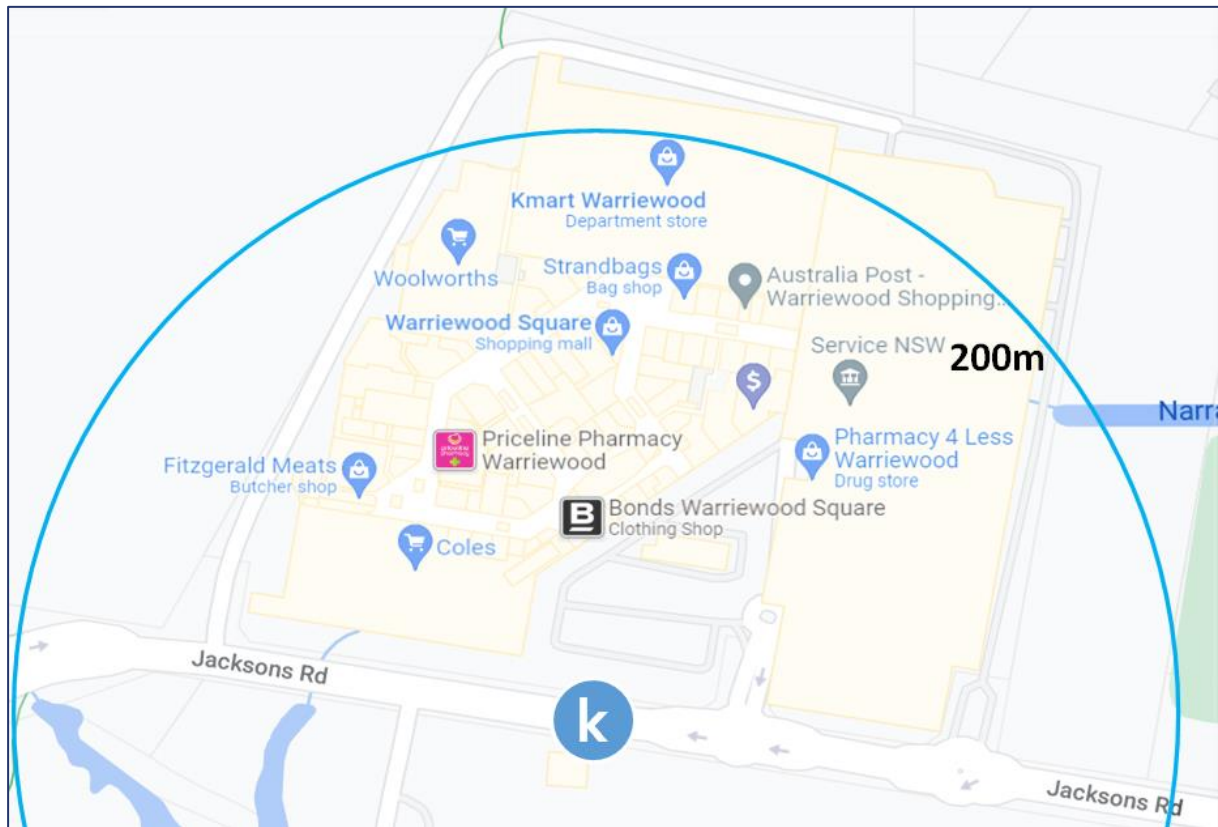


Figure 9: Keoride Elanora Heights Hub

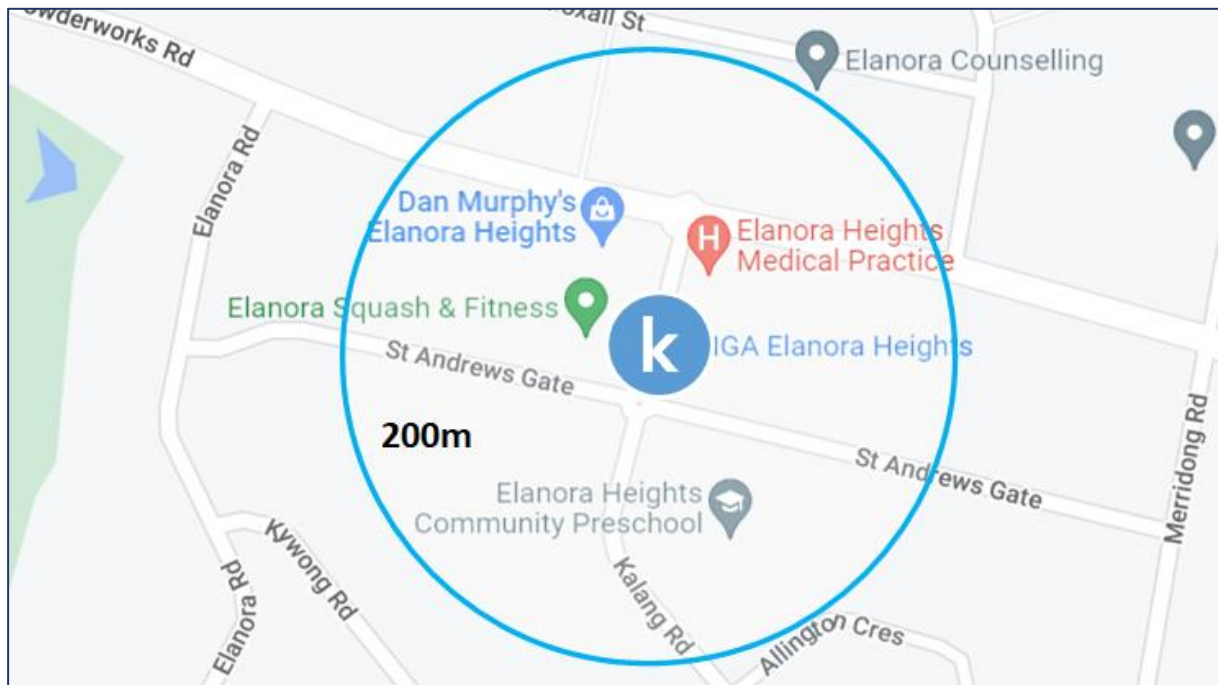
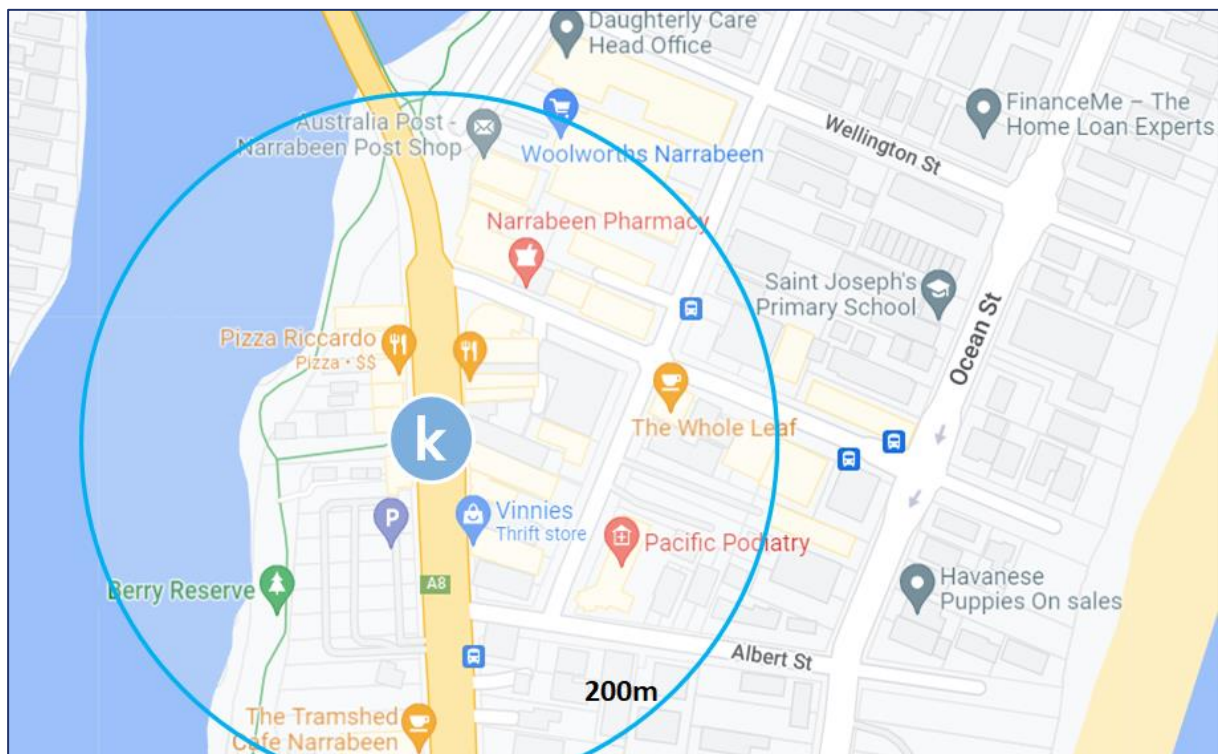


Figure 10: Keoride Narrabeen Hub



Critically, with the exception of Mona Vale Hospital, all of these hubs provide immediate access to all of the essentially services required under Division 4.93(5) of SEPP Housing, including:

- (a) shops, bank service providers and other retail and commercial services that residents may reasonably require, and
- (b) community services and recreation facilities, and
- (c) the practice of a general medical practitioner.

Noting that SEPP Housing actually requires these services need only be provided in a single centre accessible by public transport, Keoride actually provides future residents with a level of immediate accessibility and service choice that is significantly superior to that which would be provided via a single local bus service.

3.3.5 Operating Periods

Keoride services are available over extended periods every day of the week, including:

- 6:00am to 10:00pm Monday to Wednesday;
- 6:00am and 11:30pm Thursday and Friday;
- 7:00am to 11:30pm Saturday; and
- 7:00am to 9:00pm Sunday.

3.4 Keoride: A Permanent Public Transport Service

3.4.1 Keoride Trial Period

As discussed, a 2 year joint-venture [Keolis Downer and the NSW State Government] trial of Keoride services commenced in 2017, primarily intended as a supplement to the introduction of B-Line services between the Northern Beaches and the Sydney CBD, to reduce the need for commuters to drive to the B-Line bus stops. During the trial period (which was then extended to 2021) new hubs (primary set down locations) were added to assist in essential travel demands in response of the COVID pandemic

3.4.2 Keoride Permanent Public Transport Service

Further to the success of the Keoride trial, a media release announcing the designation of Keoride as a permanent public transport service was earlier made public by the then NSW Minister for Transport & Roads Mr Andrew Constance in May 2021; the media release is provided in Appendix A, but in part states the following:

Bus customers on Sydney's Lower North Shore and Northern Beaches will soon benefit from a new fleet of electric buses and permanent On-Demand services, after the NSW Government appointed Keolis Downer as the new operator of local bus services.

Minister for Transport and Roads Andrew Constance said Keolis Downer will deliver more than 1.2 million services a year for customers, while also saving taxpayers more than \$100 million over the eight-year contract...

As part of the new deal, the trial On-Demand service between Palm Beach and North Narrabeen will be made permanent. Around 540 customers use this service each day to connect to major public transport hubs and routes like the B-Line.

Further to the Minister's announcement, in October 2021 the NSW State Government designated Keoride as a permanent public transport service, and subsequently awarded Keolis Downer an 8 year contract (with a value of almost \$1 billion) to operate the service for this contract period (until 2029) across Region 8 of the broader Sydney bus network.

A copy of the Keoride Contract Award & Tender Notice (published by TfNSW in May 2022) is attached in Appendix B.

Importantly, it is noted that all NSW State Government bus contracts are for a set period, ranging (based on available contract details) for between 5 and 10 years. As such, the awarding of an 8 year contract to Keolis Downer to operate the Region 8 services including Keoride should not in and of itself in any way suggest that the future of these Region 8 buses services after the contract period would somehow be in doubt simply because a (standard) contract period is in place.

3.4.3 Keoride: Permanent Public Transport Service Compliance with SEPP Seniors

With reference to sections above, it is clear that Keoride should be considered as a permanent public transport service in the same manner as any other public transport service – be it a bus, rail or ferry service.

In turn, **it is the opinion of arc traffic + transport that Keoride fully meets the requirements SEPP Housing as a public transport service in an identical manner to that which would apply to other public transport services operating across Metropolitan Sydney.**

3.5 Keoride: Walk Distance to Set Down Location

3.5.1 Average Walk Distance

As discussed, during the Keoride trial period, and further to being made a permanent public transport service, Keolis Downer (in association with the NSW State Government) has continued to increase the size of the vehicle fleet, with a particular focus on providing more equality of movement for all users, and particularly the elderly and those with additional accessibility needs. In turn, the average walk distance to a set down location has been further reduced.

In early May 2022, arc traffic + transport discussed maximum walk distances with Mr Eamonn Murray, On Demand Manager, Keolis Downer Northern Beaches. In this regard, subsequent correspondence from Mr Murray (provided in Appendix C) in part states:

The average walking distance is just less than 100m currently in the northern beaches. The maximum distance has to be no less than the 400m. Generally however the virtual stops are based around corners and so in this case if the development is on the corner of Mona and Bassett St then the pickup would be very close to the development.

If the development had scope to have kerbing and an ability to stop outside (no parking signage or similar) then the vehicle would be able to sit outside. We also are able to designate a passenger with mobility issues as a from the door pickup

Further, in early May 2022 representatives of Mona Vale Holdings contacted Keolis Downer to confirm the designation of Keoride as a public transport service that meets the requirements of Clause 26 of SEPP Seniors with regard to maximum walk distances between residences and set down locations. In response, on 6 May 2022 Mr Mark Down, Managing Director of Keolis Downer Northern Beaches, prepared a short letter (addressed directly to Council) which in part states:

Pick up and drop off locations are generally outside the residential property or within a short distance of typically less than 50m.

Along with this letter, in an email also dated 6 May 2022 Ms Melanie Carson, Communications and Stakeholder Engagement Manager, Keolis Downer Northern Beaches, provides as an attachment correspondence from Mr Mukhwinder Athwal, Senior Service Planner, Planning and Programs Greater Sydney at TfNSW. The correspondence from Mr Athwal (addressed to Ms Carson) states [verbatim]:

I believe the average walking distance from both pick-up and drop-off mentioned in one of the emails (roughly 43m) is correct ^{Note 1}. The draft letter [later finalised, and provided in Appendix D] for Northern beaches council in support of the new development, does capture the main points request by Build Projects [on behalf of Mona Vale Holdings].

I don't have any further comments to add, as the letter [Appendix D] suffice the compliance requirement of a convenient local transport mode availability to the residents of the development.

With regard to *Note 1*, arc traffic + transport understands that the reference to 43m is based on the average walk distance reported to TfNSW in earlier emails between Keolis Downer and TfNSW; these emails are not available to arc traffic + transport for further review.

Notwithstanding, there is more than enough kerbside space in the immediate vicinity of the Site such that the set down location would rarely be more than 50m.

3.5.2 Keoride: Walk Distance Compliance with SEPP Housing

With reference to sections above, it is clear that Keoride typically provides a set down location in close proximity to passenger origins/destinations; based on both Keoride data, actual walk distances between the Site and set down location are well less than 100m.

In addition, the NSW State Government PT Guidelines and bus operator contracts specifically identify a 400m walk catchment as the maximum distance between bus stops and passenger origins/destinations, and Keoride guarantees door-to-door services for those with accessibility needs.

As such, **it is the opinion of arc traffic + transport that Keoride fully meets the requirements of SEPP Housing with regard to walk distance to public transport services.**

4 The Proposal

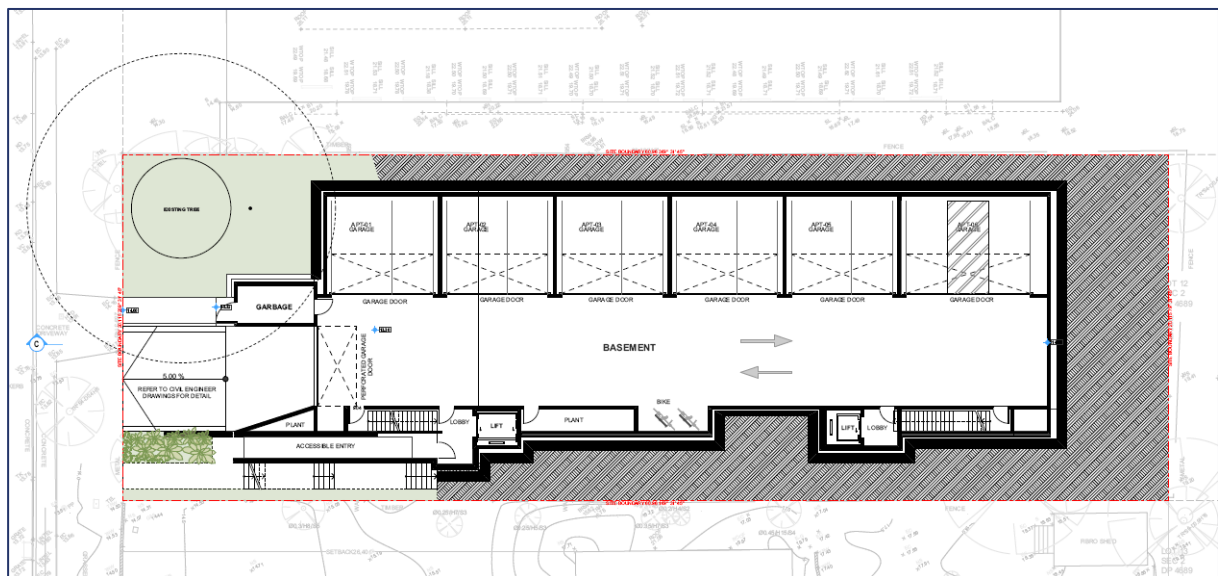
4.1 The Proposal

As discussed, the Proposal provides for a seniors living development, including:

- 6 seniors living dwellings;
- Driveway access to Bardo Road generally in the same location as the existing driveway;
- A basement car park with 12 parking spaces;
- A new pedestrian path to Bardo Road along the eastern boundary of the Site; and
- Ancillary access and servicing infrastructure.

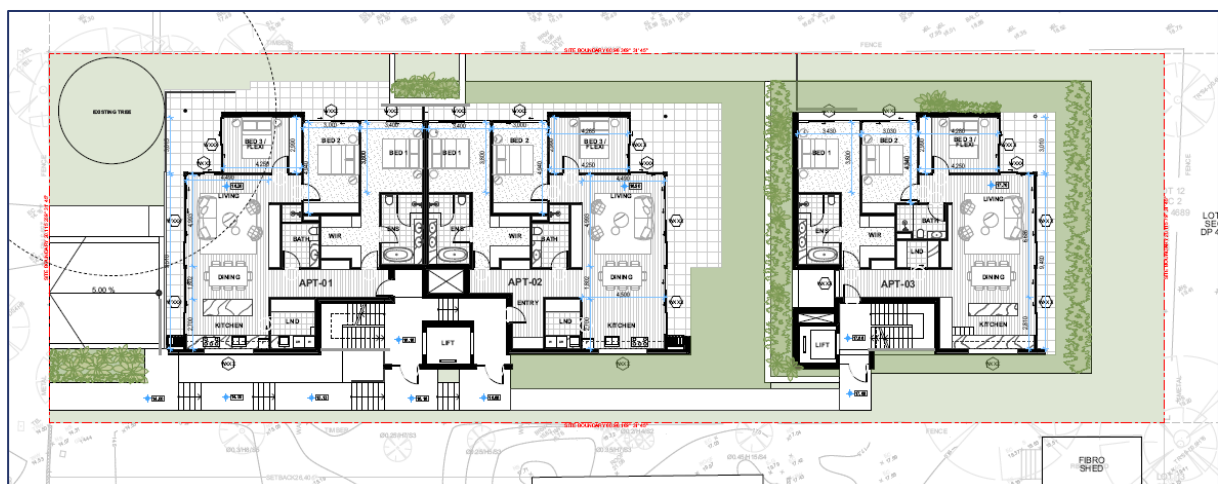
The Proposal's Basement and Ground Level plans are reproduced in the figures below; full details of the Proposal and all relevant plans are provided in the broader DA submission.

Figure 11: The Proposal: Basement Plan



Source: PopovBass

Figure 12: The Proposal: Ground Level Plan



Source: PopovBass

4.2 Vehicle Access

All access will remain to/from Bardo Road via a new driveway to the basement car park, generally located mid-block in the same location as the existing driveway.

4.3 Access to Services

As discussed in Section 3, the Site lies within the Keoride service area, and the provision of these services fully meet the access to services requirements of SEPP Housing, as previously agreed with Council during the Bassett Proceedings, and as ratified by the LEC in the subsequent approval of the Bassett Street development without mandating pedestrian infrastructure upgrades to the Pittwater Road bus stops.

As such, there is no requirement to provide pedestrian infrastructure upgrades as part of the Proposal.

4.4 Traffic

4.4.1 Trip Generation

A trip rate of 0.4 trips per dwelling in the peak hours is provided for seniors housing in the RMS Guide; based on this rate, the Proposal would generate 2 – 3 vehicle trips in a peak hour.

4.4.2 Traffic Impacts

Given that the trip generation of the Site represents 50% of the trips that would have been generated by the LEC Approval (for 12 dwellings), and moreover of course the very minimum number of trips, it can only be concluded that the Proposal would have no impact on the operation of the local road network.

4.5 Parking

4.5.1 Pittwater DCP Parking Requirements

Table 1 in Part 6.3 of the Pittwater DCP requires the provision of 2 resident parking spaces for multi-dwelling housing with 2 or more dwellings, plus 1 space per 3 dwellings for visitor parking. Application of these parking rates to the Proposal indicates a requirement for 14 parking spaces.

Table 1 in Part 6.3 of the Pittwater DCP also requires that accessible parking be provided at a rate of 3% of total spaces, noting that this would result in a requirement for 0.36 of 1 space.

4.5.2 SEPP Housing Parking Requirements

Notwithstanding the Pittwater DCP parking requirements, the most relevant rates for seniors housing are provided in Part 2 Division 1.18 of SEPP Housing, which provide minimum parking rates which – if provided – cannot be used as a means of refusal by a Council, even if they do not comply *more onerous standards*. These parking rates are outlined in Part 2 Division 1.18(g) of SEPP Housing, and include:

- (i) for each dwelling containing 1 bedroom—at least 0.5 parking spaces, or
- (ii) for each dwelling containing 2 bedrooms—at least 1 parking space, or
- (iii) for each dwelling containing at least 3 bedrooms—at least 1.5 parking spaces,

4.5.3 Parking Provision

The Proposal provides a total of 12 parking spaces in the basement, with 2 secure spaces assigned to each dwelling, and in turn full compliance with the requirements of SEPP Housing. The design and location of all parking spaces is discussed further in [Section 4.7](#).

4.6 Servicing

All servicing will continue to be provided in Bardo Street, including the continuance of waste collection by Council.

4.7 Design

All access and parking areas have been designed with reference to the appropriate Australian Standards and Section B6.3 of the DCP. It is anticipated that a Condition of Consent to a future approval of the Proposal will necessarily require full design compliance with Australian Standards and the DCP.

5 Conclusions

Further to our assessment of the proposed seniors living development at 36 Bardo Road, Newport, arc traffic + transport provides the following Conclusions:

- Access to the Site will remain via Bardo Road with a new two-way driveway generally located in the same location as the existing driveway;
- Access to services per the requirements of SEPP Housing will be provided by Keoride;
- The Proposal will generate 2 - 3 vehicle trips per hour in the peak periods, and as such have no impact on the operation of the local road network;
- The Proposal provides on-site parking that fully complies with the requirements of SEPP Housing;
- Waste collection will continue to be undertaken by Council kerbside in Bardo Road; and
- Access and parking areas have been designed with reference to the appropriate Australian Standards; it is anticipated that a Condition of Consent further to a future approval of the Proposal would necessarily require such design compliance.

In summary, arc traffic + transport has determined that the Proposal is fully supportable further to access, traffic and parking considerations.



Andrew Constance
Minister for Transport and Roads

MEDIA RELEASE

Friday, 28 May 2021

*****Grabs available to download**

NEW BUS OPERATOR TO ELECTRIFY FLEET

Bus customers on Sydney's Lower North Shore and Northern Beaches will soon benefit from a new fleet of electric buses and permanent On-Demand services, after the NSW Government appointed Keolis Downer as the new operator of local bus services.

Minister for Transport and Roads Andrew Constance said Keolis Downer will deliver more than 1.2 million services a year for customers, while also saving taxpayers more than \$100 million over the eight-year contract.

"We are lucky to have some of the best transport operators in the world running buses in Sydney, and customers on the Lower North Shore and Northern Beaches will soon benefit from the expertise and efficiency Keolis Downer brings to the table," Mr Constance said.

"Keolis Downer will be ordering electric buses to replace their older diesel buses as they are retired from the fleet, with more than 100 new zero-emission buses to be introduced to the area over the next eight years.

"As part of the new deal, the trial On-Demand service between Palm Beach and North Narrabeen will be made permanent. Around 540 customers use this service each day to connect to major public transport hubs and routes like the B-Line."

Keolis Downer will start running services for customers around the end of October, with all State Transit drivers and maintenance staff offered a two-year job guarantee.

Keolis Downer will be responsible for delivering around 24,000 services each week, including the 24-hour B-Line and all day express services between Dee Why and Chatswood via Frenchs Forest, which were introduced as part of 2,000 additional weekly services last year.

"Keolis Downer will also trial new innovative technology to deliver a better customer experience, including a system which provides drivers with feedback in real-time, to help them manage regular frequency of bus services," Mr Constance said.

Transport for NSW will work closely with Keolis Downer on any improvements that can be made to the network in the coming years, with the Government continuing to regulate all routes, timetables and fares, as well as retain ownership and control of the existing depots and buses.

Grabs from Minister Constance available to download: <https://bit.ly/2RPlI7d>

MEDIA: Kaycie Bradford | Minister Constance | 0417 129 445



eTendering

Home / Contracts Register Search / Contracts Register
/ Contract Award Notice Detail View - TfNSW 2020-008

Greater Sydney Bus Contract 8 (GSBC8) - TfNSW 2020-008

Contract Award Notice ID TfNSW 2020-008

Publish Date 29-Jul-2021

Category (based on UNSPSC)

78111802 - Scheduled bus services

Agency Transport NSW - Corporate

Particulars of the goods or services to be provided under this contract

Bus services including depot and fleet operations and maintenance in the Northern Beaches.

Contract Duration 27-May-2021 to 31-Oct-2029

Contract Award Notice Details

Contractor Name Keolis Downer Northern Beaches Pty Ltd

ACN 621012717

ABN 39 621 012 717

Is an Aboriginal or Torres Strait Islander owned business No

Street Address Level 2, T3 Trinita Business Campus 39 Delhi Road

Town/City North Ryde

State/Territory NSW

Postcode 2113

Country AUSTRALIA

Related RFT ID

TfNSW 2020-008

Estimated amount payable to the contractor (including GST)

\$987,500,000.00 (Goods or services supplied)

Any provisions for payment to the contractor for operational or maintenance services

Amount payable to the contractor includes payments for delivery of public transport services and asset maintenance.

Method of Tendering

Open

Description of any provision under which the amount payable to the contractor may be varied

Price may be varied due to service variations, special services, exercising of options, performance payments, abatements and escalation.

Description of any provisions under which the contract may be renegotiated

Not Applicable

Appendix C: Correspondence, arc traffic + transport and Keolis Downer April 2022

RE: KeoRide Proximity of Pick-Up



Eamonn Murray <eamonn.murray@keolisdowner.com.au>
To: Anton Reisch

 You replied to this message on 12/04/2022 4:15 PM.

Oh ok ... I can see that if you type in google search you can still see that ... it has actually been removed from our live website www.keoride.com.au

Eamonn

From: Anton Reisch <antonreisch@optusnet.com.au>
Sent: Tuesday, April 12, 2022 3:22 PM
To: Eamonn Murray <eamonn.murray@keolisdowner.com.au>
Subject: RE: KeoRide Proximity of Pick-Up

If you type in Keoride FAQs and then select how far will I walk it comes up.

Kind regards,

anton



anton reisch. director
m. +61 427 995 160
a. 19 canoon road, south turramurra, NSW 2074
e. antonreisch@optusnet.com.au
w. www.arctt.com.au

Confidentiality Note: The information contained in this email (including attachments) is strictly confidential and for the use of the intended recipients only. If you have received this email in error, please notify arc traffic + transport immediately and delete all copies of this email and attachments. Thank you.

RE: KeoRide Proximity of Pick-Up



Eamonn Murray <eamonn.murray@keolisdowner.com.au>
To: Anton Reisch

 You replied to this message on 12/04/2022 4:15 PM.

From: Eamonn Murray <eamonn.murray@keolisdowner.com.au>
Sent: Tuesday, 12 April 2022 3:17 PM
To: Anton Reisch <antonreisch@optusnet.com.au>
Subject: RE: KeoRide Proximity of Pick-Up

Whereabouts are you seeing that ? I'm just looking at website and can't see that mentioned

Eamonn

From: Anton Reisch <antonreisch@optusnet.com.au>
Sent: Tuesday, April 12, 2022 3:07 PM
To: Eamonn Murray <eamonn.murray@keolisdowner.com.au>
Subject: RE: KeoRide Proximity of Pick-Up

Brilliant thank you! Do you think you will change the caveat on the webpage re might be out to 500m?

Kind regards,

anton



anton reisch. director
m. +61 427 995 160
a. 19 canoon road, south turramurra, NSW 2074
e. antonreisch@optusnet.com.au
w. www.arctt.com.au

From: Eamonn Murray <eamonn.murray@keolisdowner.com.au>
Sent: Tuesday, 12 April 2022 2:59 PM
To: Anton Reisch <antonreisch@optusnet.com.au>
Subject: RE: KeoRide Proximity of Pick-Up

That's just a general rule I believe that everyone needs be within 400m of a bus stop within certain hours of the day so we need to be able to offer that or a better offer to a customer

Eamonn

From: Anton Reisch <antonreisch@optusnet.com.au>
Sent: Tuesday, April 12, 2022 2:43 PM
To: Eamonn Murray <eamonn.murray@keolisdowner.com.au>
Subject: RE: KeoRide Proximity of Pick-Up

Outstanding Eamonn! Is the 400m distance a reference to seniors living development controls, which require a walk distance of no more than 400m to public transport?

Kind regards,

anton



anton reisch. director
m. +61 427 995 160
a. 19 canoon road, south turramurra, NSW 2074
e. antonreisch@optusnet.com.au
w. www.arctt.com.au

From: Eamonn Murray <eamonn.murray@keolisdowner.com.au>
Sent: Tuesday, 12 April 2022 2:18 PM
To: antonreisch@optusnet.com.au
Subject: RE: KeoRide Proximity of Pick-Up

Good afternoon Anton

The average walking distance is just less than 100m currently in the northern beaches. The maximum distance has to be no less than the 400m. Generally however the virtual stops are based around corners and so in this case if the development is on the corner of Mona and Bassett St then the pickup would be very close to the development. If the development had scope to have kerbing and an ability to stop outside (no parking signage or similar) then the vehicle would be able to sit outside. We also are able to designate a passenger with mobility issues as a from the door pickup

Regards

Eamonn Murray
On Demand Manager



From: Anton Reisch <antonreisch@optusnet.com.au>
Sent: Monday, 11 April 2022 10:31 AM
To: KDNB Keoride <kdnb.keoride@keolisdowner.com.au>
Subject: KeoRide Proximity of Pick-Up

Good morning,

I am a transport consultant and I am looking at a new development at the corner of Bassett Street and Mona Street in Mona Vale; the development is an over 55 development, and as such needs to provide public transport accessibility within 400m. Question therefore is how close to a Site do passengers get picked up/dropped-off on average? I can see on you Adelaide site that is mentions within 500m, but no similar detail for the Northern Beaches.

If someone could let me know that would be much appreciated!

Kind regards,

anton



anton reisch. director
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w. www.arctt.com.au

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Appendix D: Correspondence, Keolis Downer and TfNSW, May 2022

Sent: Friday, 6 May 2022 10:02 AM

To: Melanie Carson <melanie.carson@keolisdowner.com.au>

Subject: FW: PLEASE REVIEW FW: Keoride Confirmation.

Hi Melanie,

I hope this email find you well.

I believe that average walking distance for both pick-up and drop-off mentioned in one of the emails (roughly 43m) is correct. The draft letter for Northern beaches council in support of the new development, does captures the main points requested by Build Projects.

I don't have any further comments to add, as the letter suffice the compliance requirement of a convenient local transport mode availability to the residents of the development.

Warm Regards,

MA

Mukhwinder Athwal

Senior Service Planner

Planning and Programs

Greater Sydney

Transport for NSW

231 Elizabeth Street

Sydney NSW 2000



Transport
for NSW



I acknowledge the Aboriginal people of the country on which I work, their traditions, culture and a shared history and identity. I also pay my respects to Elders past and present and recognise the continued connection to country.

Please consider the environment before printing this email.