

INQUIRY INTO CURRENT AND FUTURE PUBLIC TRANSPORT NEEDS IN WESTERN SYDNEY

Supplementary question to Mr Michael Timms, Australasian College of Road Safety (ACRS)

Response:

ACRS makes the following recommendations to incorporate road safety outcomes into the planning and expansion of public transport networks in Western Sydney.

1. Planning departments fully adopt and use the Movement and Place Framework
2. Areas suitable for High Pedestrian Activity Areas (HPAA), where speed zones are 40km/h or less, be identified and zones established
3. Areas suitable for Expanded School Zones (40km/h or less) be identified and zones established
4. Road safety metrics such as “the number of HPAA within each LGA” and “% of the local roads with a permanent speed limit below 50km/h” should be captured and regularly reported
5. Road corridors and reserves for future level crossing removal and other public transport infrastructure be identified and preserved.

Movement and Place

Planning departments must ensure the *Movement and Place Framework*¹, the basis for planning and managing roads and streets in NSW, are referenced.

The recent NSW Road Safety Forum² heard that there is a mismatch between infrastructure and speed which is contributing to road trauma. Movement and Place is a mechanism to address this mismatch and apply the right speed to the right road.

Streets and roads should provide for the people accessing and using public transport – not just the public transport vehicles.

Design of Roads and Streets - Design Elements of Public Transport, Page 226³

Movement and Place is mentioned in the Transport for NSW and Department of Planning and Environment submission to the Inquiry, albeit only once (Page 13). The framework provides guidance on relevant matters such as pavement widths around bus shelters.

High Pedestrian Activity Areas

High pedestrian activity areas (HPAA) are sections of road where there is interaction between vehicles and pedestrians. They may be near shopping strips, railway stations, bus interchanges, popular beaches and medical centres⁴. HPAA's have a maximum speed limit of 40km/h although some have a 30km/h limit, e.g. Moruya.

Transport for NSW provided evidence of the effectiveness of HPAA's in reducing road trauma at the NSW Road Safety Forum. The installation of HPAA is best achieved through community consultation and support.

The implementation of HPAA within the CBD of Orange City provides a blueprint for planners in western Sydney and other areas⁵.

LGA's which have not considered HPAA should do so. Road safety metrics such as "the number of HPAA within each LGA" and "the percentage of the local roads with a permanent speed limit below 50km/h" should regularly reported. This will drive improvements and encourage competition between councils to deliver safer roads.

Expanded School Zones

As neighbourhoods evolve, streets may be used for purposes not envisaged by planners.

Arising from the NSW Road Safety Forum is a suggestion for expanding school zones speed limits into local streets beyond schools⁶. Planners, local councils and road authorities should audit all school zones for locations which could support expanded 40km/h areas. The photographs below explain the justification for this suggestion.

The main entrance to Harrington Park Public School (Camden LGA) is located on Fairfax Drive. There are 40km/h School Zone Speed Limit on Fairfax Drive and the adjacent Harrington Parkway as both streets have supervised pedestrian crossings.

However, parents also make use of other streets such as Fairwater Drive (pictured). Whilst 750 metres by road from the main school entrance, it is much closer via a separate pathway.

The photograph on the left shows Fairwater Drive near Harrington Parkway at 10:15am on a typical school day (Monday 4 March 2024). The photograph on the right is taken at 3:04pm the same day.



Nine vehicles were parked on Fairwater Drive at school pick-up time, partially on the nature strip (unlawfully⁷) on this 50km/h road, with regular bus services and school buses are operating. Pedestrians and cyclists (parents and children) were also present on Fairwater Drive. This is an example of an area that could benefit from an extended school zone speed limit.

Corridor identification and preservation

The ACRS submission to the Inquiry recommended a timetable for the removal of level crossings in western and southwest Sydney.

Planners and relevant stakeholders should identify locations where overpasses would be constructed and/or where existing roads will need to be re-routed. Corridors and other

reserves can then be preserved to prevent them from being built-out by current and future growth.

The same applies for areas around railway stations where large commuter car parks will eventually have to be built, as well as corridors for priority bus lanes, etc.

It is noted, based on the official map of the recommended route for the North South Rail Line⁸ (St Marys, via Western Sydney Airport, to Macarthur), it appears a suitable ground-level corridor could not be identified between Oran Park, Narellan and Macarthur.

A similar discussion is taking place in South Australia with Premier Peter Malinauskas saying his government “has stepped in to preserve a rail corridor” in a growth area and started a northern Adelaide transport study⁹.

Mr Michael Timms
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6 March 2024

¹ Movement and Place Framework, [Movement and Place \(nsw.gov.au\)](https://www.nsw.gov.au/movement-and-place-framework)

² NSW Road Safety Forum Government Media Release, [Media Release \(nsw.gov.au\)](https://www.nsw.gov.au/media-release)

³ Movement and Place Design of Roads and Streets, [design-of-roads-and-streets.pdf \(nsw.gov.au\)](https://www.nsw.gov.au/design-of-roads-and-streets.pdf)

⁴ Drivers Sharing the Road, [Sharing the road | Transport for NSW](https://www.transport.nsw.gov.au/sharing-the-road)

⁵ Orange City Council, [Orange's CBD safer for pedestrians - Orange City Council \(nsw.gov.au\)](https://www.nsw.gov.au/orange-cbd-safer-for-pedestrians)

⁶ School zone revamp push, Daily Telegraph, Tuesday 27 February 2024, Page 12

⁷ Road Rules 2014, Rule 197 Stopping on a path, dividing strip, nature strip, painted island or traffic island

⁸ North-South Rail Link, [Map of the recommended passenger rail corridors \(nsw.gov.au\)](https://www.nsw.gov.au/map-of-the-recommended-passenger-rail-corridors)

⁹ Train Gains: Longer lines would put city back on track, Adelaide Advertiser, Monday 4 March 2024, Page 4