

TRANSCRIPT

LEGISLATIVE ASSEMBLY ECONOMY AND INFRASTRUCTURE COMMITTEE

Inquiry into the impact of road safety behaviours on vulnerable road users

Coburg—Wednesday 9 August 2023

MEMBERS

Alison Marchant—Chair

Kim O’Keeffe—Deputy Chair

Anthony Cianflone

Wayne Farnham

John Mullahy

Dylan Wight

Jess Wilson

WITNESSES

Kevin De Leeuw, Team Leader, Transport Planning, and

Allan Middlemast, Acting Manager, Climate Emergency and Sustainable Transport, Darebin City Council;

Cr Angelica Panopoulos, Mayor, and

Anita Curnow, Director, City Infrastructure, Merri-bek City Council;

Catherine Thwaites, Acting Unit Manager, Transport Planning,

Debbie Wood, Director, Infrastructure and Environment, Whittlesea City Council; and

Danny Millican, Senior Coordinator, Traffic, Yarra City Council.

The CHAIR: I would like to begin today by acknowledging the traditional owners, the Wurundjeri Woi Wurrung people of the Kulin nations, custodians of the land on which we meet today. I pay my respects to their elders past, present and future and extend all that respect to all Aboriginal and Torres Strait Islander people who may be with us today.

Thank you to the Mayor for allowing us to have this hearing here in your wonderful building. I appreciate that. Thank you very much.

Just before we begin, I have a statement that I need to read for everyone listening. Welcome to this round table for the Legislative Assembly Economy and Infrastructure Committee's Inquiry into the impact of road safety behaviours on vulnerable road users. All mobile telephones should now be turned to silent.

All evidence given today is being recorded by Hansard. While all evidence taken by the Committee is protected by parliamentary privilege, comments repeated outside of this hearing, including on social media, may not be protected by this privilege. Witnesses will be provided with a proof version of the transcript to check. Verified transcripts and other documents provided to the Committee during the hearing will be published on the Committee's website.

In a moment we will do some brief introductions so you know the Committee members, and then we might do the same for those who are here as witnesses today. This is a little bit different from yesterday in that we usually do an opening statement, but what we will do is jump straight into the questions and answers because of the time frame that we have got. If you wish to answer a question that is asked by a Committee member, please just raise your hand. There may not be an opportunity for all to answer that one question, depending on time, so we might allow two or three to get through the questions, and if we have got time we will come back. But please note that if there is anything you would like raised that you do not feel you have been able to say, there is an opportunity for you to provide additional information in writing. So we are more than happy to accept that as well.

I am Alison Marchant, the Member for Bellarine and the Chair of the Committee.

Anthony CIANFLONE: I am Anthony Cianflone, Member for Pascoe Vale.

Dylan WIGHT: Dylan Wight, Member for Tarneit.

Wayne FARNHAM: Wayne Farnham, Member for Narracan.

Jess WILSON: Jess Wilson, Member for Kew.

John MULLAHY: John Mullahy, Member for Glen Waverley.

The CHAIR: And we might start now with you.

Cr Angelica PANOPOULOS: Sure. I am Angelica, and I am the Mayor of Merri-bek City Council.

Kevin DE LEEUW: Good morning. Kevin De Leeuw, Team Leader, Darebin City Council.

Allan MIDDLEMAST: Good morning, everyone. I am Allan Middlemast, Acting Manager of Climate Emergency and Sustainable Transport at Darebin council.

Catherine THWAITES: Morning. I am Catherine Thwaites. I am the Acting Unit Manager of Transport Planning at the City of Whittlesea.

Debbie WOOD: Debbie Wood, the Director of Infrastructure and Environment at the City of Whittlesea. Thank you.

Anita CURNOW: Anita Curnow, the Director of City Infrastructure here at Merri-bek.

Danny MILLICAN: And Danny Millican from the City of Yarra, Senior Coordinator, Traffic.

The CHAIR: Wonderful. We all wear many different hats. It is wonderful that you could all be here, so thank you.

I will allow the Committee members to ask questions first, and if there is anything we need to wrap up, I will do that towards the end. I would like to invite the local member to maybe start us off today. Thank you.

Anthony CIANFLONE: Thank you, Chair, and thank you to everyone for being here today—those in the audience and those who are going to be making submissions soon, of course acknowledging our Mayor, Angelica Panopoulos, and all of you who are appearing.

In asking my first question, I just want to acknowledge we are here in the City of Merri-bek, where these active transport, cycling, pedestrian and road safety issues are quite important and quite pertinent to many people across our community. I think it is an excellent opportunity for the Committee to come and see some real-time and real-world case studies in terms of what we can look at and consider as part of our broader work. In that respect, I thank everyone for the contributions that are about to happen.

In that respect, I thought I would just kick off by acknowledging all of your respective submissions. But I guess the first question maybe for the Mayor to potentially kick off on is generally around: what do you think this Committee should focus on and what do you think government should focus on when it comes to improving road safety for vulnerable road users?

Cr Angelica PANOPOULOS: Thank you for that, Anthony. There are quite a few things I think that can be focused on and that cover all of our municipalities, but one of the big ones that we have decided to focus on is the need to establish a dedicated annual budget for pedestrian safety improvement projects and programs, and this is because we have numerous issues coming up every so often or we have crashes at particular sites, and I guess there is no dedicated funding stream to address these. So there will be things that occur, and we can apply for some co-funding or we fund it all ourselves, but the point is that these are issues that are occurring systemically, and we need that systemic funding stream. So that is one of the big ones that we want to I guess pursue to address this properly on that systemic level. The second part of that is really around speed limit reductions, both 40 kilometres around our neighbourhood centres with our activity centre zones to encourage people to walk around and also to help further the trial that a few of our councils are looking into of 30-kilometre-an-hour speed limits in particular areas in our municipalities, because we know that makes people have a higher chance of I guess surviving if and when they are hit by a car if they are a pedestrian. So those are the two big ones that we really hope the Inquiry can focus on.

Anthony CIANFLONE: Excellent.

Allan MIDDLEMAST: Thanks for the question, and thanks for the opportunity to answer. I actually have a written statement which does answer your first question. It reflects some of the Mayor's answer as well. What the State Government should focus on are three things: safe speeds, safe roads and safer road users. So they are some of the key principles of the Safe System method for approaching road safety. And one of the principles is that people will make mistakes. It happens every day on our road network, and in certain conditions a collision can cause serious or fatal collisions.

The three critical things are (1) safe speeds—pedestrians have a 10% chance of being killed when hit by a car at 30 kilometres per hour. The probability goes steeply upwards, where they would have a 90% chance of being killed at 50 kilometres per hour, the current default speed limit in urban areas. We need a quicker way of making changes to speed limits on our roads. We need the ability to efficiently make appropriate changes in areas of high pedestrian activity, like near our schools and activity centres, where walking is usually the final part of the journey. (2) Safer roads—the way we design and fund transport infrastructure must align with the movement and place framework and Safe System principles. This will achieve separated, connected active transport networks that are safe for users of all abilities. So we need a coordinated plan and funding to achieve this for people walking and riding. We need a proactive approach to delivering and maintaining transport as a service where the Safe System principles are understood and embraced. And (3) safer road users—partnering with schools and community groups is a great way to support people, especially our culturally and linguistically diverse groups, to learn about road safety and sustainable travel. Darebin are proud to be working with schools, people experiencing disadvantage and new migrants to support active travel, so we need ongoing funding for critical behaviour change programs like Safe Routes to Schools, Bike Ed, Fit to Drive and Ready to Roll. We

have a unique position in urban Melbourne as a connection between outer and inner suburbs and a diverse community. We would welcome the opportunity to participate in future trials or pilot projects.

I appreciate the time the Inquiry has given. And so it is safer speeds, safer roads and safer road users. Thank you.

The CHAIR: Thank you. Thank you, Anthony, for that question and kicking this off.

Anthony CIANFLONE: No worries.

The CHAIR: Dylan, we might head to you next.

Dylan WIGHT: Sure. Thanks, Chair. Thank you, everybody that is before us, and thank you so much for your submissions. My question is around public transport links. Anybody can answer it, but I am particularly interested in, Catherine, your thoughts. I am the Member for Tarneit, so I am also in a really fast growing sort of area. New infrastructure or transport infrastructure that we build as a state government out in these growing areas, new train stations et cetera, all have significant facilities for the storing of bicycles to try and really encourage active transport. I am just wondering what we can do as a government and how we can work better with council to actually make it easier to get from your home on a bicycle all the way to the train station in a safe way and how we can sort of have better connectivity with our transport.

Debbie WOOD: I might just have an overarching statement, then I will get to Catherine. But I think the preplanning—so when we are doing our development plans, our PSPs, we have to make sure that those connections are actually built into those. I think even when we are developing our arterial roads—your state government are doing those—that we have all those connections included in the planning stages, that is really important for us as a growth area. And then funding as well that goes with that planning, once we have got that in place. But specifically with public transport, I will get Catherine to speak to that.

Catherine THWAITES: I think just those connections to the public transport—making sure they are safe connections with signalised intersections, things like that—or with pedestrian crossing points, that they are provided and they are provided quickly and up-front, and continuous path networks as well. I suppose in the growth areas where there are a whole lot of disjointed path networks because of the way development fronts occur—so seeing that built in to the early planning of those projects.

Debbie WOOD: Early planning and early construction I think as well. We need to make sure that we have got the bus stops in place when we know the people are going to be there and we have got the bus routes aligned when we know the people are going to be there. So the timing of that I think is really important as well.

Dylan WIGHT: Yes, I guess which goes into a broader planning discussion around infrastructure before growth et cetera, which is probably best left for another day.

Debbie WOOD: Yes.

The CHAIR: Does anyone else want to contribute?

Anita CURNOW: I could add to that from a Merri-bek perspective. Even in established suburbs, access to public transport can be problematic, and we do not have the opportunity to design it from scratch. We have a scenario in the suburb of Fawkner where those residents want to access the Upfield line, which is on the other side of Sydney Road. We have heard feedback from the community that they find it difficult to cross over Sydney Road. We have a very wide median and many lanes of traffic there and long delays getting across. We think there are some really straightforward things that can be done to prioritise access to public transport for the residents of Fawkner, as well as of course looking at cycling access from that suburb into those stations along Sydney Road.

Dylan WIGHT: Yes.

Danny MILLICAN: Just a very quick answer to that. Danny Millican, City of Yarra. So from an inner-city context, in getting people on bikes to train stations, bike parking is a massive thing there. I guess the comments are more about roles and responsibilities, because a lot of the land is government land, and understanding or promoting who does what to get that bicycle parking, whether it is partnerships between state government and

local government or some way around that so we have got some direction about who does what in trying to get some better bicycle parking near train stations.

Dylan WIGHT: No worries.

Kevin DE LEEUW: Just to add from a Darebin Council perspective, it is thinking about the links as corridors and making sure that, to get from your home to public transport or activities, you think of it as a corridor. Especially in Darebin, we have bicycle lanes, for example, but they drop off at major intersections. So it is connectivity and looking at a corridor network.

The CHAIR: Thank you.

Dylan WIGHT: Thank you.

The CHAIR: Wayne.

Wayne FARNHAM: Thanks, Chair. There does seem to be a common thread with councils, and my council is no different to councils up here when it comes to 30- and 40-kilometre-zone speed limits. My question is: how do you think the Government can make it easier for councils, through consultation or whatever mechanism they use, to consult with you guys to get these speed limits reduced and make the process less arduous, because I know when my council rings me and I have got to go through a process to enforce council to get that speed limit reduced—what would you like to see government do? Anyone can answer. Go for it.

Danny MILLICAN: Look, we are in quite a fortunate position in City of Yarra. We have 40-kilometre speed limits throughout. That took a long time; it took 10 years to get in. At the moment we have an existing trial for 30 kilometres, and we are looking to expand that. But I guess from our side of things, we have to use our own initiative and go out there and actually talk to people in the community and the government and all that sort of stuff. I think again a common thread is: in this trial space, how are we able to get trials going and up? So I think it is a case of providing some direction there and working again in partnership between the local and the state to really understand, because I think we all want to contribute to this outcome of getting lower speeds, because it is a good thing for road safety, but how we get there—I think there is probably still a lack of direction in some places.

Anita CURNOW: I could add to that as well. There are really two processes, if you like, that throw up barriers to us. One is the actual speed-zoning guidelines themselves and the things that can and cannot be done under the speed-zoning guidelines. Danny has been talking about 30-kilometre-per-hour speed limits. They are not present in the speed-zoning guidelines, and so the only way to progress that is to do trials. You know, I think there is an opportunity to say, 'Okay, what have we been able to see? Is there more information we need to get a final call on what happens with 30 kilometres per hour in the speed-zoning guidelines?' I think that is really important.

Then related to that also, in the speed-zoning guidelines there are restrictions on the activity centres that can and cannot be considered for reduced speed limits. That might even be on an arterial road where you might have a 60-kilometre-per-hour limit, and less than 400 metres of shops means that you cannot be considered for a reduced speed limit. And that length is not necessarily the best way to determine whether or not a centre should have a reduced speed limit. So there are two things from the speed-zoning guidelines.

The other thing is more bureaucratic—and I know Danny said it has taken several years with the 30 k's, even just getting discussions around reducing local streets to 40 kilometres per hour, which is part of our transport strategy that we have been working on with the Department for quite some time. There are a lot of processes in that, and I think there could be some streamlining of those processes and perhaps pushing down of decisions even more.

Wayne FARNHAM: That is great. Thank you.

Allan MIDDLEMAST: I was just going to echo what Anita spoke about on the administration involved in making a speed zone application to reduce the speed limit. It is very labour-intensive. There is a requirement for public consultation when we have already built 40 kilometres per hour and reducing speeds into all of our

strategic documents. It has already been through public consultation, so it should be easier for us to make the change.

Wayne FARNHAM: Yes. Sure.

The CHAIR: Thank you. Jess.

Jess WILSON: Thank you very much, Chair. Thank you all for appearing today and for your detailed submissions. I am interested to explore some of the comments you made about longer term funding solutions rather than just grant processes ad hoc, as needs arise. Obviously speed reduction is one way to improve road safety, but there are other ways in terms of improving road infrastructure, behavioural change—and we are interested in all of those pieces of the puzzle. I know the TAC does provide grant programs to local councils. I am keen to explore how that has been helpful in upgrading or improving road safety and where you think that program could be improved but also any broader solutions around that longer term funding and what you think that might look like. I am open to anyone.

Cr Angelica PANOPOULOS: I am happy to approach part of that. I think that funding is obviously useful through that program, and we are applying for some of that with some of our wombat crossings along the sides of one of the roads that we do not control. But I will just use the example around slip lanes as one. So the standards for slip lanes have been improved recently, and obviously that is great and that will apply to any new ones that are built. But I guess the problem is that we do not have a dedicated funding stream to go back and fix so much of what we have already got. One really bad one that a lot of our community is talking about is around Bell Street and Nicholson Street. It is a pretty awful slip lane to try and cross as a pedestrian, and so many schoolkids use that as well. And so there is no money there to perhaps raise the crossing or to put in the zebra paint there to make it safer for people. So that is just one example of one particular kind of traffic situation or infrastructure situation that would greatly benefit from that systemic funding to fix some of those problem areas that already exist. That is just—yes—one example where that funding would be quite useful for us.

Allan MIDDLEMAST: I have a view. We at Darebin have been able to attract quite a bit of TAC funding over time to make specific locations safer for people to cross the road. What would be really useful is an extension of that. So this treats specific locations. It would be really great if there was a plan for a network for walking routes and separated bike infrastructure, which could then be built over time in collaboration with our state government partners. So instead of having targeted locations—which is really important—build on that to build a network of separated infrastructure.

Jess WILSON: Do you think that could be achieved by putting in place—maybe councils putting forward five-yearly strategic planning and then getting government buy-in at that point and having that outlook at a longer scale?

Allan MIDDLEMAST: That sounds like one of the mechanisms, and we have already got the movement and place framework built into our municipalities. We all understand what the roads are supposed to ideally do in the future, so we are trying to tailor our design solutions to that. We are in a tricky situation in local government where we are just trying to do the next thing, so being able to partner with the State Government to have some really longer term plans and partner with funding for those deliveries as well.

Catherine THWAITES: I think, just echoing what Allan said, that a dedicated stream for walking and cycling projects and things like the northern trails strategy and our *Walking and Cycling Plan* do do that priority listing for our corridors, and we have also got a movement and place framework coming to sort of establish those key cycling and walking routes that will give those links to destinations and are based on destination plans.

Debbie WOOD: A funding program instead of specific projects would be a better way I think for us in a growth area to be able to manage some of those strategies and go out and implement them.

Jess WILSON: Thank you.

Anita CURNOW: A lot of the feedback we get from our community is around accessibility across arterial roads, state-controlled roads. So in any consideration of a funding context I think it is also important to include the whole road network and that we are able to seamlessly plan these networks that might go across both local

and state roads, and in particular pedestrian crossings at locations that currently do not necessarily have a crash history, which is because people avoid them for fear of their life in wanting to cross the road. So how do we actually build these networks so that we have got these strategic locations equipped with signalised and supported pedestrian crossings?

Danny MILLICAN: And just a quick one: we usually get TAC funding. I think one of the issues in the past has always been one-to-one funding, and it is quite low—so \$100,000—and that does not really get you too much. There are other streams coming online. There is a Road Safety Victoria–TAC one, which is I guess a full contribution, and some others, so there are some really good opportunities going forward in the infrastructure space. I guess it is quite hard to plan a capital works program around that without knowing when you are going to get money or if you are going to get money and when it will come along. So I think that kind of long-term planning, like you say, where there is a five-year capital works program that you can fund and we have guaranteed funding—then we can plan, design and deliver over a certain period and have a bit more certainty about what could get done and when, and then we can explain that to the community as well, ‘This is what’s happening,’ so everyone knows where we are going.

Jess WILSON: Thank you.

The CHAIR: Thank you. John.

John MULLAHY: Thanks, Chair, and thank you all for appearing today and your submissions. Where I am, in Glen Waverley, we have got schools in different locations, from the middle of residential suburban areas to right on arterial roads in commercial areas as well, and you would have it different across all your councils. What would be the best way that we could ease traffic congestion around and improve the safety of vulnerable road users during school pick-up and drop-off times?

Danny MILLICAN: I do not have the answer to this, but I guess a way forward—what we are doing at the moment, we have Alphington Primary School, which has been redeveloped over the years. It has grown twice in size, so there is a lot of concern around the community about that. So in conjunction with VSBA we have been doing what we call a road safety study. It is a bit of a community-wide study, so we will get every section of the community on board. So we are doing that, but we also have through our Yarra transport strategy a new program called New Deals for Schools. We are doing that with Alphington pretty much at the same time as we are doing this infrastructure study. We will have officers going in and doing education programs, or if you have got bikes, showing people how to change tyres and that sort of thing. It is a bit of an education and an infrastructure approach, but I think getting the kids onside is a good thing. I think as a parent you get shamed for some things, like sending in plastic in lunch boxes, and that stopped after a while, so I think that is probably potentially a way forward. But it is a huge issue.

John MULLAHY: Okay.

The CHAIR: Anyone else?

Allan MIDDLEMAST: One of the parts of your question was around easing congestion around schools. I am not totally familiar with the area that you are representing. If we try and move all the people in cars all the time, that creates congestion, so one of the effective ways we have been working with schools is through behaviour change programs—helping people understand the safe route to get to school or providing bikes for people through one of our programs for people who cannot afford bikes. It really helps reduce the number of cars on the road and it also increases the presence of pedestrians and people riding on the road network. That really helps with road safety as well. That is one of the ways.

Catherine THWAITES: Yes, I think I was going to echo that in the behaviour change space—working with schools to develop those behaviour change programs, building on walk-to-school days and ride-to-school days and doing more of that to get more people out of cars to free up the roads and make them safer spaces. Because if there are pedestrians and cyclists around, people will drive appropriately.

Anita CURNOW: Merri-bek has had a program called Open Streets, which is in partnership with local primary schools, to trial what it is like if you close off the street right in front of the school and encourage playing in that area before school and accessing the school by walking and cycling and scooting. That has been a very successful program that a lot of schools have had a go at. We also sort of combine that with a Ride and

Stride program, which is around behaviour change, to encourage that as a permanent change as well, and that is certainly something that Merri-bek is very proud of—those programs.

The CHAIR: Wonderful. I am going to jump in with a question. We have got a few minutes to go, and I am going to try and wrap it up in a little bow with a couple of questions. It was about behaviour, and we had a hearing yesterday where we heard about behaviour changing through COVID—taking more risky behaviour—but we are walking and cycling and things like that as well. I wanted to understand what behaviours you have seen change through COVID, and if it is still lingering in a good behavioural sense or even a negative behavioural sense. E-scooters are obviously something that has happened over that period as well, so I am happy for you to talk about e-scooters as well if you can. Sorry, I have opened up a Pandora's box, I am sure.

Danny MILLICAN: I will go first. E-scooters—there have been issues with them. Look, it is a fast-growing mode of transport. It is sustainable transport, so it is a really good outcome. Also, we have had many issues with cycling on footpaths and parking on footpaths. That really impacts particularly our community with accessibility issues, whether it is sight impairment or wheelchairs or the like. So I think our comment is the same as the answer to every question—that it probably needs an infrastructure approach to make roads safe and dedicated parking to get the bikes off the footpath.

The CHAIR: Okay.

Kevin DE LEEUW: Just in Darebin what we have seen, certainly during the pandemic, is an explosion in cycling, and that has sort of continued with the rollout of the e-scooter and e-bike trials. Sadly, we have still seen evidence of aggressive driving behaviour—failing to give way at school crossings and pedestrian crossings. So that kind of behaviour is lingering, which is sad to see. I think there is an opportunity for some road safety campaigns to play a part. The TAC do a good job on that front, and I think there is an opportunity there.

The CHAIR: Thank you. Any further? I might just open it up to the Committee, if there is anything else that you feel you need to ask while we have got a couple of seconds.

Anthony CIANFLONE: I can ask, yes. Thank you. Just going back to Merri-bek's submission, which was very comprehensive and very good, so thank you for lodging that, I think it is important to point out as well, and seek your further comments around, some of those statistics that are mentioned in there. Merri-bek has, sadly, some of the highest rates, if not the highest rates, of fatal serious injuries when it comes to vulnerable road users. According to your submission, between 2020 and 2022 there were 123 crashes associated with vulnerable road users. 118 of those resulted in serious injuries, five were fatalities and many more resulted in hospitalisations, including 29 pedestrians, 28 motorcycle riders and 23 cyclists. Again, going back to my original question around what government can do, which I acknowledge was in your initial response, going forward are we seeing—are we experiencing—opportunities to reduce those figures based on the status quo? And what can we do to really drill down and push those figures right down and as close to zero as possible going forward?

Cr Angelica PANOPOULOS: I am happy to chime in on this one—and you are right, the figures are absolutely horrific. They are pretty awful, and we do not want to see those repeated; we want to see them come down year on year and get to zero. But the status quo is not going to change anything. There are I guess two parts of it. There is individual behaviour, and that is predominantly, to be frank, people who drive cars not being careful and making mistakes when they are driving, and their behaviour, I suppose, leading to these fatalities or to these injuries for vulnerable road users. And then the other side of it is the infrastructure and the systemic stuff that we can do to reduce the risk of this happening at all in the first place. Part of it that could be rolled out, I guess, across our municipalities is around the red drop-out arrow at a lot of our filtered turn-signalised intersections. So that is one part there. But again, the slip lanes or raised pedestrian crossings—all of these things work to slow down car drivers and make them kind of just look around and take stock for a moment before they drive through. And of course part of the conversation that we cannot ignore when it comes to cyclists is around separated and protected bike lanes for people and keeping them away from the cars and also keeping them away from pedestrians. So we have got three different sets I guess of conflicting, at times, road users, and we need to keep them separate to keep them safe. So there is a behaviour change part of it, which we all try to work on and can also do through broader advocacy and awareness-raising campaigns, but

there is also the infrastructure, which we try really hard to address, but we do need more money and more funding to be able to do that properly.

Anthony CIANFLONE: In terms of community consultation, what is Merri-bek's experience and advice around how you engage with communities deeply around all these reforms and potential reforms and proposals going forward around competing road space and competing road infrastructure? How can communities be better brought along the journey as part of that process to ensure the needs of all communities are made provision for, including those in the freight sector? We are becoming an increasingly densely populated area, which also requires more freight and gig economy workers to access our suburbs for various reasons, so just your thoughts on that space.

Cr Angelica PANOPOULOS: Well, quite conveniently, we are actually going out for consultation at the moment on our transport strategy, and that will be quite lengthy and quite detailed. So I would say to people to hop on to Conversations Merri-bek and to get involved. We also have our in-person pop-ups. We are doing a lot of that as we speak.

Anita CURNOW: And with individual proposals we are working through strategic cycling routes and, in other proposals, really deeply with the community and getting feedback and understanding the views of the community and the aspirations of the community in coming to a landing on how we go ahead with those facilities.

Anthony CIANFLONE: Thank you.

The CHAIR: I am sorry, but we have run out of time for you today. But thank you so much for your submissions and your contributions today and answering our questions today as well. We know local councils have a really good understanding of their local communities, so it is wonderful to hear directly from you. Again, if there is something that you feel that you needed to add to today or there are questions that you did not get to answer, please, you can write to the Committee and we will take that on board as well. So thank you very much for your time.

Witnesses withdrew.