

### ATTACHMENT BOOKLET 5

### ENVIRONMENT AND INFRASTRUCTURE DIVISION REPORTS PART 3

**ORDINARY COUNCIL MEETING** 

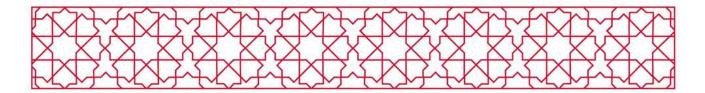
**TUESDAY 27 NOVEMBER 2018** 

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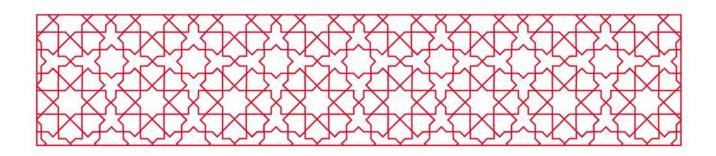


Leisa Prowse CONSULTING

### Move – Northern Beaches Transport Strategy

**Community Engagement Report** 

November 2018



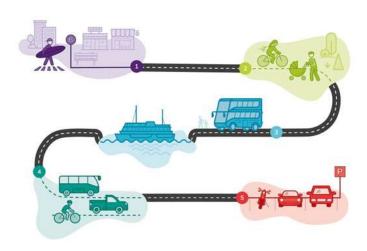






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### **Executive Summary**

Community and stakeholder engagement on the draft Move – Northern Beaches Transport Strategy 2038 took place between Friday 31 August and Sunday 07 October 2018.

The draft Move – Northern Beaches Transport Strategy 2038 is Council's proposed framework to address transport in the Northern Beaches over the next 20 years. The draft strategy articulates how Council will achieve its aim to improve how residents and visitors move around the Northern Beaches area and connect to Greater Sydney.

The draft Move – Northern Beaches Transport Strategy 2038 was informed by community and stakeholder input captured during the Move – Northern Beaches Discussion Paper engagement process that took place during April and May 2018. To develop the draft Move – Northern Beaches Transport Strategy 2038, Council also worked with a reference group of community members who reviewed engagement outcomes and technical information, and developed the vision for the draft strategy.

The public exhibition period for the draft Move – Northern Beaches Transport Strategy 2038 commenced on Friday 31 August 2018. Community and stakeholder input captured during this public exhibition period has provided detail about current challenges and opportunities related to council's proposed approach to creating and sustainably managing an integrated active, public and private transport network. Community and stakeholder input was captured through a range of online and face-to-face engagement methods, including:

- 1,350 downloads of documents related to the draft Move Northern Beaches Transport Strategy
- 14,735 interactions with the draft Move Northern Beaches Transport Strategy infographic animation, which includes over 14,200 views, 16 comments and 10 shares
- 8,585 interactions with the Chatswood Challenge digital video, released prior to the public exhibition period, which includes over 8,400 views, 44 comments and 68 shares
- 119 online comment forms completed though Council's 'Your Say' webpage
- 168 attendees at eight pop-up sessions at local markets, events, and Council's customer service centres and libraries
- ten displays at Commuter Hubs, where 1,500 Transport Strategy Z Cards were handed out
- 23 written submissions
- · two stakeholder meetings with neighbouring councils, City of Ryde and Ku-ring-gai Council
- five Council News electronic articles, and one printed article in the Manly Daily weekend edition
- five posts on Council's Facebook page, which resulted in over 22,500 interactions.

This report documents the key findings and common themes identified through the community and stakeholder engagement activities. The report is structured to reflect community input and feedback on the following five themes:

- Accessible and Liveable Places
- Active Travel
- Public Transport
- Efficient Road Network
- Smart Parking Management.

### **Accessible and Liveable Places**

Council's key direction for accessible and liveable places is to 'create and enhance "Places for People" that are integrated with public transport, creating vibrant, connected places with wide footpaths, safe cycling options and where the car is not the first option.'

Community and stakeholder feedback in relation to this theme indicated the following priorities:

· providing integrated transport solutions to encourage walking and cycling



- · providing designated infrastructure for cyclists, separated from pedestrians
- providing off-road infrastructure to make walking and cycling both a safe and pleasant experience for users.

### **Active Travel**

Council's key direction for active travel is to prioritise 'smart, active travel network improvements (through technology, end of trip facilities and way-finding signage)', and to expand 'footpath and shared path networks to improve connectivity and safety, making walking and cycling attractive alternatives to the car.'

Participants in the engagement process for the draft strategy indicated broad support for Council's focus on active transport. Community and stakeholder feedback in relation to this theme indicated the following priorities:

- providing end of trip facilities at transport hubs, particularly near ferry terminals
- · increasing safety by separating cyclists and pedestrians
- connecting missing links
- providing safe and accessible active transport infrastructure for the elderly population, as well as people using mobility devices such as wheelchairs and walking frames
- enhancing options for people pushing prams and for children walking and cycling to school.

### **Public Transport**

Council's key directions for the public transport theme are to:

- 'Partner with the NSW Government to implement a Bus Rapid Transit service by 2020 between Dee Why, Frenchs Forest and Chatswood; followed by services between Mona Vale and Macquarie Park'
- 'Plan for a high frequency mass transit service on the Northern Beaches in the longer term.'

The importance of public transport to the Northern Beaches was mentioned during different engagement activities. The following were identified by community members and stakeholders as key improvements that would increase use of public transport:

- reliability
- availability
- frequency
- affordability

### **Efficient Road Network**

Council's key direction for the efficient road network theme is to 'support the delivery of the Beaches Link Tunnel subject to the inclusion of public transport and minimise overall impact on our local residents.'

Community and stakeholder feedback in relation to this theme highlighted:

- potential opportunities for the Beaches Link Tunnel to be a dedicated public transport tunnel
- availability of clear lanes on a 24/7 basis
- availability of dedicated lanes for public transport on specific hours of the day to efficiently use available infrastructure.



### **Smart Parking Management**

Council's key direction for smart parking management is to develop 'local parking management plans for town and village centres including higher turnover parking in areas of high demand.'

Council's objective is to manage car parking in an equitable, sustainable and economically viable way. Community and stakeholder feedback in relation to this theme indicated that:

- · parking should be carefully managed to provide both residents and visitors with appropriate options
- Park and Ride facilities were highlighted as a measure that could encourage public transport use for people who do not have feeder buses or train stations near their residence
- analysing and addressing parking options for shared use cars was important to increase mobility options for people in the Northern Beaches
- motorcycle and scooter parking options are needed as people who use these vehicles would appreciate the opportunity to park in areas that cater specifically for this size vehicle.



### 1. Background

Northern Beaches Council is currently developing the Move – Northern Beaches Transport Strategy 2038. This strategy will articulate Council's vision for the next 20 years to achieve a safe, sustainable and smart transport network. It will guide Council's planning for active, public and private transport.

The draft Move – Northern Beaches Transport Strategy 2038 integrates feedback and input given by community and stakeholders during engagement on the Move – Northern Beaches Transport Discussion Paper. It also reflects the input of a reference group of community members who worked with Council to review engagement outcomes and technical information, and develop the vision for the draft strategy.

The draft Move – Northern Beaches Transport Strategy 2038 outlined five key themes. Each of these five themes included an objective, outlined community attitudes related to the theme, and identified future directions. The key themes outlined in the draft strategy are:

- Accessible and Liveable Places
- Active Travel
- Public Transport
- Efficient Road Network
- Smart Parking Management.

According to research undertaken by the NSW Department of Planning, the Northern Beaches population is expected to grow by more than 46,000 people by 2036<sup>1</sup>. An additional 22,400 dwellings will be required to cater for this population growth<sup>2</sup>. Providing an efficient, frequent, accessible and safe transport environment is a Council priority for the coming decades, to support this growing population.

The Northern Beaches area faces unique challenges in terms of car dependence, ageing population, congestion, and links to Greater Sydney. These challenges are proposed to be addressed through careful and informed planning and transport planning, and community engagement is key to this success.

As part of the Move – Northern Beaches Transport Strategy 2038 development, community members and key stakeholders were encouraged to share their concerns and opinions during the public exhibition of the draft strategy. This public exhibition period took place between Friday 31 August and Sunday 07 October 2018.

During this time, a range of online and face-to-face engagement tools were used to capture community and stakeholder feedback on the issues, challenges, opportunities and priorities in relation to active, public and private transport in the Northern Beaches. These tools included:

- an online comment form, which was made available through Council's 'Your Say' webpage to capture comments on key themes and future directions of the strategy
- social media posts via Council's Facebook page
- local newspaper advertisements to encourage participation
- information sessions at local markets, events, and Council's customer service centres and libraries
- displays at Commuter Hubs, where Transport Strategy Z Cards were handed out
- written submissions from special interest groups, residents, and government representatives
- · meetings with neighbouring councils
- · engagement with the Northern Beaches Youth Advisory Group.

<sup>&</sup>lt;sup>1</sup> Northern Beaches Area 2011 to 2036 Analysis, NSW Department of Planning, 2016 NSW Local Government Area Population and Household Projections, and Implied Dwelling Requirements.

<sup>&</sup>lt;sup>2</sup> Northern Beaches Area 2011 to 2036 Analysis, NSW Department of Planning, 2016 NSW Local Government Area Population and Household Projections, and Implied Dwelling Requirements.



This report documents community and stakeholder feedback gathered during engagement on the draft Move – Northern Beaches Transport Strategy 2038. The report details:

- the community and stakeholder engagement approach
- key findings
- · feedback and common themes captured through the engagement activities.

The community and stakeholder input collected during the public exhibition period will inform the development of the Move – Northern Beaches Transport Strategy 2038. The finalised strategy will be submitted to Council for adoption in November 2018.



### 2. Community and stakeholder engagement approach

### 2.1 Engagement objective

The objective of the engagement process was to generate discussion with community members and key stakeholders about the draft Move – Northern Beaches Transport Strategy 2038.

The engagement process was designed to capture community and stakeholder feedback on the five key themes outlined in the draft strategy. This feedback will help Council to refine and finalise the draft Move – Northern Beaches Transport Strategy 2038, so that Council can achieve its vision for a safe, sustainable and smart transport network that supports the liveability and economy of the Northern Beaches.

### 2.2 Engagement approach

Community and stakeholder engagement on the draft Move – Northern Beaches Transport Strategy 2038 took place between Friday 31 August and Sunday 07 October 2018.

The draft strategy was made publicly available on Council's Your Say webpage. Through this webpage, community members and key stakeholders were able to:

- download the draft strategy
- watch an infographic animation about the purpose of the strategy
- · watch the Chatswood Challenge video
- · access the online comment form
- · find out dates and times for information sessions and displays.

During the public exhibition period, 3,280 participants visited Council's 'Your Say' webpage. During this time, 1,350 copies of documents were downloaded, and 735 people visited multiple project pages. Specific information on activity on the 'Your Say' webpage can be found in Appendix A.

In addition to the online tools, Council:

- encouraged written submissions
- · conducted displays at Commuter Hubs, where Transport Strategy Z Cards were handed out
- conducted information sessions at local markets, events, and Council's customer service centres and libraries
- promoted the draft strategy and the engagement process through print, electronic and social media.

The following section of this report outlines specific community and stakeholder engagement activities.

### 2.2.1 Media coverage

Council used print, electronic and social media to raise awareness of the draft strategy, and to encourage community and stakeholder participation in the engagement process. Council published information about engagement activities on their 'Your Say' webpage, and in Council's Weekly News page in Saturday editions of the Manly Daily from 1 September until 6 October 2018. This media coverage is included in Appendix A.

The Chatswood Challenge, which saw Northern Beaches Mayor Michael Regan, Councillor Kylie Ferguson and two Council officers use different modes of transport to travel from Newport to Chatswood, occurred prior to the public exhibition period. The challenge, which tested the efficiency of public transport, private car and bicycle to make this 26-kilometre journey, was promoted through social media and in the Manly Daily.

Social media posts also promoted engagement activities and encouraged people to provide feedback on the draft strategy. The Chatswood Challenge video, the infographic animation and links to the 'Your Say' webpage were included in social media posts, via Councils Facebook page, to encourage people to participate. Over the five weeks of public exhibition of the draft Move – Northern Beaches Transport Strategy 2038 social media posts generated more than 22,500 interactions including views, comments and shares.

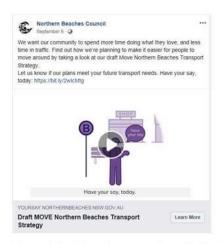


Figure 1: Social media post on Council's Facebook page.

### 2.2.2 Online 'Your Say' comment form

During the public exhibition period, 119 participants completed a 'Your Say' online comment form. This online engagement activity was designed to collect feedback about the five key themes and future directions outlined in the draft strategy. This comment form used an open-ended format to capture qualitative data from participants.

Key highlights and common themes captured through comments made about the five key themes are reported in section three of this report. Appendix A includes all verbatim comments received throughout the engagement process.

The areas explored through the online comment form included:

- Accessible and Liveable Places Enhancing our existing centres and planning our new urban developments with integrated transport solutions, wide footpaths that make walking and cycling the first choice in moving around the neighbourhood.
- Active Travel Expand the footpath and shared path networks to improve connectivity and safety
  that makes walking and cycling attractive alternatives to the car.
- Public Transport To improve the quality of the public transport system so it provides an attractive alternative to the car and is frequent, reliable, connected and accessible.
- Efficient Road Network To develop a one network approach that supports connectivity for the
  movement of people and goods within and beyond the Northern Beaches and that can be safely
  shared by all users.
- Smart Parking Management To manage car parking in a way that is equitable and supports the
  economic viability of centres and boosts sustainable public transport and active travel use.

The online comment form also encouraged participants to make additional comments about the draft strategy.

Most participants indicated that they consider the strategy to be moving in the right direction. Participants also gave positive feedback about Council's approach to achieving an integrated and sustainable transport network in the medium to long-term.

Figure 2 shows the number of responses for each of the key themes outlined in the draft strategy. Each theme was represented by one question on the online comment form.

Accessible and Liveable Places and Public Transport were the themes that collected most responses, with 110 and 100 comments respectively. However, comments were captured for each theme, indicating community and stakeholder interest in engaging in discussion about the draft strategy.

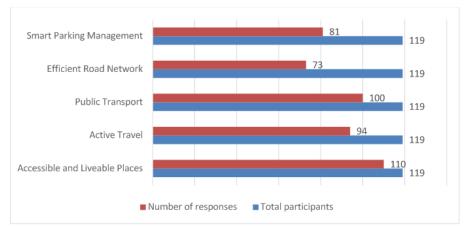


Figure 2: 'Your Say' online comment form responses by key theme

### 2.2.3 Information sessions

Eight information sessions were held at local markets, during local events, and at Council's customer service centres and libraries. These sessions were designed to inform people about Council's draft Move—Northern Beaches Transport Strategy 2038. A total of 168 people attended these sessions.

Figure 3 provides detail about where these sessions were held, and the number of people that attended each session.

Information sessions				
Location	Day	Date	Time	Attendees
Manly — Market Lane	Tuesday	4 September 2018	9.30am – 11.30am	12
Beaches Market — Warriewood	Friday	7 September 2018	8.00am – 1.00pm	30
Mona Vale — Library Lane	Saturday	8 September 2018	9.30am – 11.30am	31
Dee Why — Council Chambers	Wednesday	12 September 2018	9.30am – 11.30am	6
Belrose — Glen Street Library	Saturday	15 September 2018	9.30am – 11.30am	14
Collaroy Beach	Saturday	22 September 2018	8.30am – 11.30am	7
Narrabeen Lagoon — Bike Week event	Sunday	23 September 2018	10.00am – 2.00pm	53
Manly Wharf	Tuesday	25 September 2018	5.00pm – 7.00pm	15

Figure 3: Information session times, dates and number of attendees



### 2.2.4 Displays at Commuter Hubs

Ten activities were held at Commuter Hubs across the Northern Beaches local government area during the public exhibition period for the draft Move—Northern Beaches Transport Strategy 2038. During these sessions 1,500 copies of the Transport Strategy Z Card were handed out to interested community members and stakeholders.

Figure 4 provides detail about where these sessions were held, and the location of the session.

Location	Day	Date	Time
Manly Wharf	Tuesday	25 September 2018	5.00pm – 7.00pm
Narrabeen B Line Stop	Wednesday	26 September 2018	7.30am – 8.30am
Warriewood B Line Stop	Wednesday	26 September 2018	7.30am – 8.30am
Forestway bus stop	Wednesday	26 September 2018	7.30am – 8.30am
Wynyard	Thursday	27 September 2018	7.30am – 8.30am
Mona Vale	Thursday	27 September 2018	7.30am – 8.30am
Dee Why	Thursday	27 September 2018	7.30am – 8.30am
Chatswood Interchange	Thursday	27 September 2018	5.00pm – 6.00pm
Brookvale B Line	Thursday	27 September 2018	5.00pm – 6.00pm
Manly Vale B Line	Friday	28 September 2018	7.30am – 8.30am

Figure 4: Display sessions at Commuter Hubs

### 2.2.5 Written submissions

Twenty-three written submissions were received during the public exhibition period for the draft Move – Northern Beaches Transport Strategy 2038. Key highlights and common themes captured through these submissions are reported in section three of this report.

Figure 5 shows the number of written submissions received by group. Fourteen written submissions were received from residents, six were received from resident associations, two were from government entities, and one was from a private enterprise. Compiled and de-identified written submissions can be found in Appendix A.

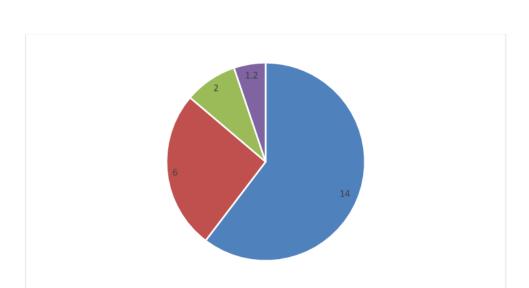


Figure 5: Written submissions received

### 2.2.6 Stakeholder meetings

During the public exhibition period, Northern Beaches Council organised meetings with neighbouring councils: City of Ryde and Ku-ring-gai Council. The purpose of these meetings was to discuss:

· the proposed draft transport strategy

Residents

 the current and future challenges and opportunities facing the Northern Beaches area in relation to commuting, and transport connections to and from neighbouring areas

Residents Associations Government Private

These meetings were held on Monday 25 October 2018.

### 2.2.7 Northern Beaches Youth Advisory Group

During the public exhibition period of the draft Move—Northern Beaches Transport Strategy 2038, Council engaged with the Northern Beaches Youth Advisory Group. The group is made up of youths aged between 12 – 21.

### 2.2.8 Northern Beaches Council Traffic and Transport Strategic Reference Group

The Northern Beaches Council Traffic and Transport Strategic Reference Group in made up of 15 local members of the community who help shape future directions and support the Community Strategic Plan Goals. This group were actively involved in the development of the transport strategy aspirations and vision.



### 3. Key findings

This section summarises key findings that can be drawn from participant feedback throughout the public exhibition engagement process, in relation to the five key themes and their associated future directions.

During the draft Move – Northern Beaches Transport Strategy 2038 engagement period, community and stakeholders provided generally positive feedback on Council's approach to achieving a sustainable and integrated transport network. Participant comments, provided through both the 'Your Say' online comment form and written submissions, indicated that the opinions of many of the interested community members and stakeholders were aligned with the future directions outlined in the draft Strategy.

### 3.1 Accessible and Liveable Places



Participants tend to associate accessible and liveable places with the encouragement of walking and cycling. However, participants support the separation of these two active transport modes by providing separated infrastructure.

Participants generally agreed that having off-road dedicated cycling infrastructure would encourage people to cycle more. Likewise, dedicated footpaths were identified by participants as a way to create a safer environment for all footpath users regardless of their age or mobility.

Integrated and connected active transport infrastructure was identified by participants as a way to increase safety and provide a pleasant experience for users.

### 3.2 Active Travel



Participants agreed that prioritising active travel was a positive priority for Council to help achieve a more sustainable and integrated transport network for the Northern Beaches. Providing more end of trip facilities at transport hubs was repeatedly mentioned by participants as an improvement that Council could focus on to encourage active travel.

Participants indicated broad support for Council's focus on active transport as it will enhance travel options as well as support the active lifestyle of the Northern Beaches.

Improving access and providing infrastructure and facilities that appropriately cater for the needs of the elderly population was also highlighted by participants. Participants suggested that the final strategy needs to acknowledge different users and their needs.



### 3.3 Public Transport



In terms of public transport, participants indicated that frequency, availability and directness of route are primary concerns. Planning for a more reliable and affordable public transport network was regarded by some participants as a way of encouraging people to leave their cars at home and use public transport to travel to, from and around the Northern Beaches.

### 3.4 Efficient Road Network



Some participants indicated concern that the proposed Beaches Link Tunnel would provide a further incentive for people in the Northern Beaches to use their private car. These participants indicated that the proposed tunnel should only be used for public transport.

Participants proposed additional measures, such as 24-hour clear lanes on congested roads and dedicated peak hour lanes for buses, that could encourage more efficient use of the exiting road network.

### 3.5 Smart Parking Management



Participants agreed that smart management of available parking areas was a priority to focus on. Participants also mentioned the need to differentiate between residents and visitors in terms of parking benefits, length and price.

Participants mentioned that parking policy that provided price and availability benefits for shared vehicles could be addressed as part of the final transport strategy.

Park and ride facilities were also highlighted by participants as a useful way to encourage residents to use public transport. Some participants discussed the need to provide more of these facilities in the Northern Beaches area to help achieve the strategy's future directions.



### 4. Community feedback on themes and directions

Analysis of the feedback and comments received during the public exhibition period provides insight into community and stakeholder priorities for accessibility, liveability, active travel, public transport, road network efficiency and parking management in the Northern Beaches. This section of the report documents trends that emerged as part of the analysis of this community and stakeholder feedback.

While the number of comments in relation to each of the themes in the Move—Northern Beaches Transport Strategy 2038 is relatively low, this process has built upon previous engagement activities including the Move—Northern Beaches Transport Discussion Paper. Engagement on the Discussion Paper enjoyed a good level of community interest and involvement.

### 4.1 Accessible and Liveable Places

As part of the engagement process, Council asked the community for their opinion about accessible and liveable places in the Northern Beaches area. Specifically, Council was interested in community opinion about:

- enhancing existing centres
- planning new urban developments
- integrating transport solutions
- · making sure walking and cycling are the first choice for movement around neighbourhoods.

When people were asked to provide feedback on the accessibility and liveability of the Northern Beaches in relation to integrated transport solutions the following words were most frequently mentioned: cycle, walk, path and off road.

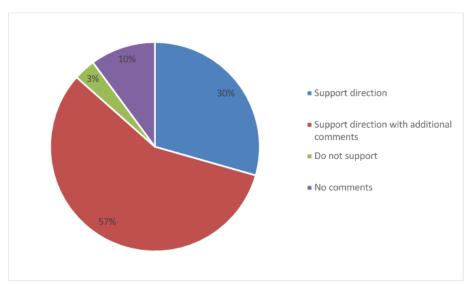


Figure 6: Level of support in relation to Accessibility and Liveable Places

Figure 6 shows the level of support community members and stakeholders indicated in the online form in relation to the accessible and liveable places key theme. When asked to comment about enhancing 'our existing centres and planning our new urban developments with integrated transport solutions, wide footpaths that make walking and cycling the first choice in moving around the neighbourhood', 30% of participants indicated that they supported Council's direction, while another 57% of participants indicated their support and provided additional comments. Only 3 % of participants indicated they did not support the draft Strategy's approach to this key theme, and 10% of participants did not provide comments.



Community members and stakeholders who provided feedback through the 'Your Say' online comment form and through written submissions indicated that they consider the separation of cyclists and pedestrians to be important. Active transport as a first choice to move around neighbourhoods was also acknowledged as an increasing opportunity for all age groups and users. Safety was also frequently mentioned as a priority for Council to focus on.

According to the majority of comments received through both the 'Your Say' online survey and public submissions, walking and cycling should be appropriately separated with infrastructure that caters for these different users. This physical separation was considered important to improve safety for users and to improve accessibility.

Participants also indicated that improved connectivity and end of trip facilities, particularly at commuter hubs, would encourage people to choose walking or cycling as part of their daily activities.

Enjoyment was also mentioned when participants discussed the benefits of having off-road cycling infrastructure, and separated pedestrian and cycling paths. These participants indicated that accessibility was related to the level of pleasure in the activity, and highlighted that this infrastructure could encourage elderly people, school children, and people using mobility devices to use walking and cycling facilities more frequently.

'Wide footpaths are great but separating cycling from pedestrians is much safer for everyone.'—online participant comment on Accessible and Liveable Places.

Some participants indicated that understanding the topography and history of different areas around the Northern Beaches is key to ensuring a successful transport strategy. Case-by-case and location-specific solutions, and approaches that consider the needs, challenges and opportunities of each area were encouraged to be considered as part of an integrated transport strategy.

### 4.2 Active Travel

As part of the engagement process, Council asked the community for their opinion about active transport in the Northern Beaches area. Specifically, Council was interested in community opinion about expanding footpath and shared path networks to improve connectivity, and make walking and cycling attractive alternatives to the private car.

Community members and stakeholders indicated broad support for Council's focus on active transport to improve mobility and provide an additional transport option for the Northern Beaches. When participants were asked to comment on how to better improve connectivity to encourage active travel the following words were mentioned most frequently: cycle, bike, need, road, walk and path.

'Reliable and safe footpaths around the community can definitely encourage more users, especially the elderly people.' — online participant comment on active travel.

Figure 7 shows the level of support community members and stakeholders indicated in the online form in relation to the Active Travel key theme. When asked to comment on the direction to expand 'the footpath and shared path networks to improve connectivity and safety that makes walking and cycling attractive alternatives to the car' 50% of participants indicated they supported Council's direction and provided additional comments. An additional 19% of participants indicated their support for Council's direction, while 9% indicated they do not support the direction, and of 22% of participants did not comment.

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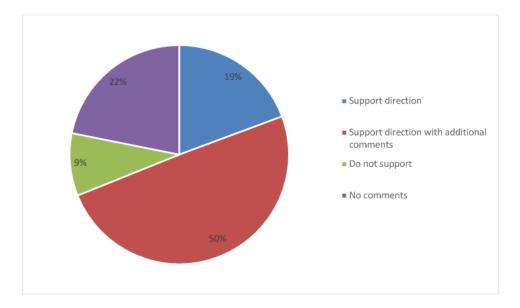


Figure 7: Level of support in relation to Active Travel

Participants repeatedly mentioned that the provision of more end of trip facilities should be a priority for Council. Areas such as the Manly Ferry terminal, B-Line stations, and parks were frequently mentioned as places that need more facilities, such as bike racks to safely lock bicycles.

Improving cycling connectivity was also mentioned by some participants as a way of encouraging different user groups to cycle. Addressing missing links by retrofitting existing infrastructure was highlighted as an option to encourage walking and cycling through areas that people are already familiar with.

A few participants indicated it is important to understand that different bicycle users have different needs. A focus on this difference was identified as a way to approach cycling in the Northern Beaches. For example, acknowledging there is a growing interest in cycling as a group sport would help to identify infrastructure needs and create opportunities to accommodate this cycling group along with those community members who commute by bicycle or who cycle for casual recreational purposes.

Participants also mentioned that safety and accessibility for groups with special needs should be considered in the Move— Northern Beaches Transport Strategy. Elderly people, school children, people pushing prams, or people using mobility devices usually need appropriate infrastructure as well as increased community awareness about their particular needs. Increasing community awareness and understanding of the needs of these particular groups, and providing infrastructure that separates pedestrians and cyclists were mentioned as the most appropriate solutions to address the needs of these groups.

The importance of encouraging active travel from an early age was mentioned by a few participants. Increasing options for school children to safely commute to and from school using cycling infrastructure was considered a priority to reduce the need for parents to use cars to drop-off and pick-up their children from school.



### 4.3 Public Transport

Considering 60% of Northern Beaches residents travel to work by car<sup>3</sup>, Council has presented public transport improvement as a priority of the draft strategy. As part of the engagement process, Council asked the community to comment on what needs to be improved for public transport to be a viable alternative to the private car. As part of this question, Council identified the following characteristics as key to encouraging public transport use:

- frequency
- reliability
- connectivity
- accessibility.

When asked about public transport as a key theme of the draft Move— Northern Beaches Transport Strategy 2038, participants highlighted the need to focus on improving the public transport system.

'Public transport is far and away the most important aspect for the Northern Beaches transport strategy. It needs to be embedded in every stage of planning so that it integrates with all the necessary facilities.' — online participant comment on public transport.

Figure 8 shows the level of support community members and stakeholders indicated in relation to the Public Transport key theme. When asked on the online form to comment on improving 'the quality of the public transport system so it provides an attractive alternative to the car and is frequent, reliable, connected and accessible', 60% of participants indicated their support for Council's approach and provided additional comments on how they considered the public transport system could be improved to discourage private car use. A further 11% of respondents indicated support for Council's directions, while 12% indicated that they do not support Council's approach mainly because of current public transport frequency, availability and reliability. The remaining 17% of participants did not comment.

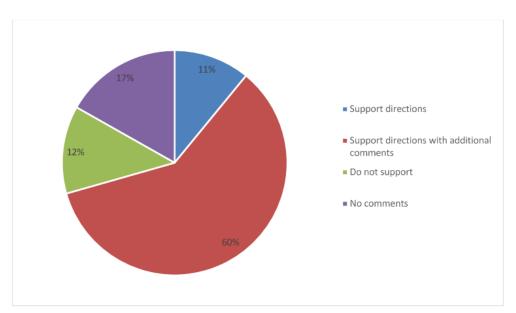


Figure 8: Level of support in relation to Public Transport theme

When asked about the need for a frequent, reliable and accessible public transport system as a commuting alternative to the private car, participants highlighted that this is a priority that Council could focus on.

<sup>&</sup>lt;sup>3</sup>ABS Census, Journey to Work, Northern Beaches Area 2016.



Availability and frequency were the repeatedly mentioned characteristics that community members would like to see improved for public transport in the Northern Beaches.

Faster and more direct routes were also highlighted by participants as being necessary to encourage people to choose public transport over travel by private car. The need for express bus services and clear ways were also mentioned by some participants.

Implementing a Bus Rapid Transit system using existing infrastructure and the opportunities for light rail because of increasing population growth were mentioned by a few participants as ways to address public transport availability in the Northern Beaches. Improving connectivity was repeatedly mentioned as a positive feature that these mass transit options could provide for the area.

The potential to increase 'Park and Ride' facilities as well as organising a permanent Keoride system were mentioned by some participants as ways to increase public transport use for those residents who do not live near major public transport hubs.

Active transport was also mentioned as a way to complement public transport commutes. Providing safe bike storage and parking facilities near transport hubs was identified as a way to potentially increase use of both active and public transport in the Northern Beaches.

In line with comments made about the Active Travel key theme, community members and stakeholders provided feedback in relation to public transport facilities that could accommodate the needs of the elderly population. These comments included providing more frequent routes to and from destinations that the elderly population visit, which could increase public transport use and provide better transport options for this demographic.

When commenting on specific public transport links, community members and stakeholders frequently mentioned that Mona Vale–Macquarie Park link and the Dee Why–Chatswood link be prioritised by Council.

### 4.4 Efficient Road Network

Community members were invited to provide feedback on the development of a road network that supports connectivity for the movement of people and goods within and beyond the Northern Beaches.

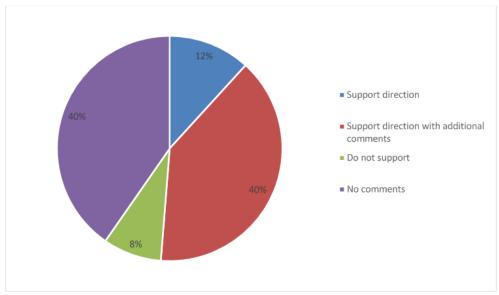


Figure 9: Level of support in relation to Efficient Road Network

Figure 9 shows the level of support 'Your Say' participants indicated in relation to the Efficient Road Network key theme. When asked on the online form to comment on the direction of a 'one network approach that supports connectivity for the movement of people and goods within and beyond the Northern Beaches and that can be safely shared by all users', 40% of participants did not provide any comment, while 40% of participants supported the direction with additional comments, mainly in relation to the proposed Beaches



Link Tunnel. A further 12% of participants indicated they support Council's direction and 8% indicated they did not

Participant comments indicated that while there are contrasting views in the community about the proposed Beaches Link Tunnel, there was consistent concern about the use of the tunnel for private cars. Some participants indicated that the tunnel would encourage private car use, which was considered to conflict with Council's objective to increase active and public transport use. Other participants indicated that while this tunnel will enhance connectivity, it should be used as a public transport link to help manage congestion caused by private car use.

Comments received from online participants and through written submissions highlighted the need for further investment in public transport infrastructure in order to create a more efficient transport network for the Northern Beaches. Some participants indicated that using existing infrastructure for dedicated bus lanes and creating feeder options linking residential areas with train stations, would help to create an efficient road network.

Some participants indicated that making the public transport network more efficient by providing better connectivity with places beyond the Northern Beaches area would help to address the need to provide more frequent, direct and efficient public transport. These participants indicated that improving the public transport network would be better than providing additional road infrastructure for the Northern Beaches.

### 4.5 Smart Parking Management

Participants were asked to provide feedback on car parking management for the Northern Beaches. Council was particularly interested in getting feedback on a smart parking management system that is equitable, supports the economic viability of centres and boosts sustainable public transport and active travel use.

Participants indicated that parking should be carefully managed to provide residents and visitors with appropriate options throughout the Northern Beaches Council area.

'Certainly, parking needs to be more available to support public transport. The park and ride system using Opal cards as evidence of travel should be expanded where possible.' — online participant comment on smart parking management

Figure 14 includes comments made by participants in the online comment form about smart parking management, and illustrates how frequently some of these words were mentioned.

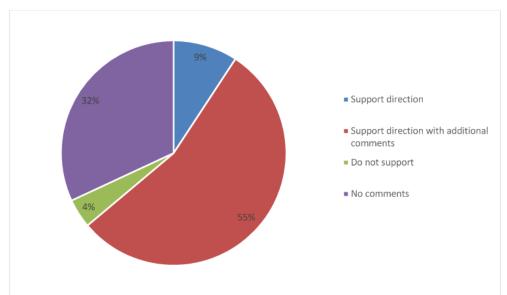


Figure 10: Level of support in relation to Smart Parking Management

Figure 10 shows the level of support 'Your Say' participants indicated in relation to the Smart Parking Management key theme. When asked on the online form to comment on the direction 'to manage car



parking in a way that is equitable and supports the economic viability of centres and boosts sustainable public transport and active travel use', 9% of participants indicated they support Council's direction, and 55% indicated their support and provided additional comments in relation to parking management. A further 4% of participants survey respondents did not support the direction and 32% of participants did not provide any comments.

Providing more park and ride facilities was mentioned by participants as a way to encourage public transport use, particularly for those Northern Beaches residents who do not have access to public transport within walking distance of where they live. Some participants indicated that this park and ride system could be linked to Opal cards, which would provide an efficient way to organise and monitor use.

A few participants indicated that residents and visitors should have different parking rates, as this would encourage people visiting the Northern Beaches area to use public transport. These participants were particularly interested in parking in the Manly area, and wanted to encourage tourists and visitors to the area to use the ferry, as well as walking and cycling options.

Participants also commented on the need to provide alternative parking arrangements for shared vehicles. The need for Council to prioritise the management of parking options for these shared vehicles was mentioned by participants.

Some participants provided contrasting opinions about managing parking for boat trailers, motor homes and caravans around the Northern Beaches area. Some participants acknowledged that these vehicles are part of the lifestyle of Northern Beaches residents and that off-street parking options should be considered as part of the transport strategy. Other participants indicated that providing these vehicles with parking options would negatively impact the management of street space.

Motorcycle and scooter parking was also mentioned by some participants as a potential key priority for Council. These participants proposed providing designated spaces for these vehicles, especially near beaches and in shopping areas where parking is limited.



### Appendix A — 'Your Say' webpage activity

### Project highlights — report period August 22 2018 - October 08 2018

Activity	
Total visits to page	2,305
Document downloads	1,350
Video views	189
Completed online comment form	119
Visited multiple project pages	735
Visited at least one page	2,389

### Document downloads — report period August 22 2018 - October 08 2018

Document name	Visitors	Downloads
Draft Move – Northern Beaches Transport Strategy — August 2018	786	1,107
Move - Northern Beaches Community Engagement Report	48	58
Move - Northern Beaches Transport Discussion Paper — April 2018	31	45
Transport Strategy- Introduction — August 2018	14	16
Transport Strategy – Accessible and Liveable Places — August 2018	10	11
Transport Strategy – Active Travel — August 2018	12	12
Transport Strategy – Public Transport — August 2018	18	19
Transport Strategy – Efficient Road Network — August 2018	10	13
Transport Strategy – Smart Parking Management — August 2018	13	13
Transport Strategy Conclusions — August 2018	15	17
Transport Strategy Smart Parking Management — August 2018	13	13
Council Report - Draft Move Transport Strategy - August 2018	12	13

Northern BeachesTransport Strategy Community Engagement Report November 2018 - Appendices



### Appendix B — Media coverage

### **Manly Daily**

Saturday 25 August 2018 — Article about the Chatswood Challenge











### Council News Page with Mayors Message

Saturday 1 September 2018

### Northern Beaches Weekly News



### A message from the Mayor



There was plenty of passion on display at the Council meeting on Tuesday night as we made some key decisions that will benefit our community.

Regular readers of this column will know how devoted I am to seeing some better outcomes for residents batting

to get around an poor public transport or sitting in traffic gridlock.

This week Council endorsed a comprehensive draft transport strategy, Council's first, which looks at what we need now and for the next 20 years to wean us off our reliance on our cars. The strategy is now on public exhibition and I

encourage you to take a look and make sure you agree with the priorities and strategies outlined.

Affordable housing is another big issue we face on the Beaches not least because the state government's planning policies mean we are inundated by boarding house applications which we have little pow

While we continue our advocacy for a moratorium on boarding houses we are progressing our own affordable housing action plan. This week Council resolved to partner directly with an affordable housing provider on housing stock in our new development.

This means over time we will be able to deliver new affordable housing which will allow our key workers, like our teachers and our nurses, to live near their jobs.

The future of District Park was also a key agenda item for Council this week and will be considered at another Council meeting this coming Tuesday night.

It's important that you know my gool, and that of all of Council, is getting the best outcome for the community. District Park will remain in public ownership and will not include residential development of any kind, it you want to know the full story visit our website

Have a good weekend.

Michael Regan Michael Regan@northembeaches.row.gov.au



### Parking permit renewals

Our Customer Service Centres at Manily, Dee V/hy and Mona Vole will be open 9am - 12pm today for beach parking, Church Point, Rowland Reserve, and Woorak Reserve/fluka parking permit

### Council Meeting (reconvened)

Tue 4 Sep. 7pm Civic Centre, Dee Why Agenda: Items 10.1 and 15.7 (confidential session) not findised on Tue 28 Aug. View the Items online or at our Customer Service Centres or Libraries. No public oddress or forum will take place.

### Council notices

Visit our website for more information and to view documents

Wire working with the Sydney North Vertebrote Pest. Committee and Greater Sydney Level Land Services to can wide rubbit be refearing for either hearing they discuss in (RHDVLKS) cares the Northern Beaches in late October.

We're urging robbit owners to vaccinate their pets against RHDV1-K5 poor to Extremense.

### Warriewood Valley Development Contributions Plan Amondment 16, Revision 3 (2018)

Council adopted the above ornered plan on Tue 28 Aug. The amended plan is now in effect.

Engines Stategic and Place Planning, 1300-634-634

### Extension of the Manly CBD Alcohol Free Zone (AFZ)

Extension of the Mode CRD Assistance or a company of from Sat Bide, with establishing the proposed AFZ extendion for face years in the street command Mondy Deal, bounded by and enduding Ragion St. Fan Ave and Spracy Ratio (Linkley Air APX supply to public mosts, recipitation of public corporate and are in force 24 hours a day, severe days a week.

### Wed 5 Sep, 1pm Civic Centre, Dee Why

Itom 3.1 - DA2018/0584 - 725 Fittewater Rd. Dec Why additions to Dec Why Library (subdoor learning mee). Hem 3.2 - GA2036,0961 - 52 Rogish St, Marky - use of the building as public administration.

Nam 3.3 - DA2028/0540 - 57 Addison Rd, Morely - otherations and patietizans to the existing resistential flat haliding.

Rem 3.4 - DA2018/1026 - 3/1A Queensclift Rs. Queensclift - alterations and additions to a unit within a residential flat

Item 3.6 - DA2017/0591 - 1125-1144 Pittwater Rd, Collaray ction of coastal protection works

Hem 3.7 - 0.420) XV644 - 22 Famsay St. Collamy -Requests to address the Ponel, contact the Ponel Coordinator on 9976 1528 by Tue 4 Sep. 4pm

Find out about projects open for comment, view documents and have your say of northernbeaches new gov.ou. You can also drop in to one of our Customer Service Derdres, email councilignorthembeaches.now.gov.ou. call us on 1300 434 434, or write a letter (marked attention to the project name to Northern Beaches Council, PO BOX 82 Marrly 1655.

### Draft Compliance and Enforcement Policy

We've developed a set of guidelines for consistent application of the above policy which was exhibited list year.

Submissions close: Mon 24 Sep.

### Community Centre Strategy

What do community centres mean to you? Help us identify apportunities so all of our community, your and old, can enjoy them into the future.

# Comments close: Fri 28 Sep.

Under s47A of the Local Covernment Act 1993, we intend to extend the Iconos term by one year for the local of the above address (Lot 3 Deposited Plan 829465).

The licence is for tennis, squash and futsal court management and associated uses.

Submissions close: Mon 1 Oct

### Move - Northern Beaches Transport Strategy

Our draft transport strategy identifies priorities for the next 20 years. It focuses on places for people connected by public transport, improved active travel connections and less vehicle dependency.

Submissions close: Sun 7 Oct

### Allambie Heights Oval - new district playground

We're planning an upgrade at Alambie Heights Oval to include a new district playground, multi-purpose court, pathway and access improvements.

What would you like to see in this space? Comment online or attend our drop-in session at the reserve:

- Sat 15 Sep. 10am 4pm
- Comments close: Sun 14 Oct



### Saturday 8 September 2018

### Northern Beaches Weekly News



### A message from the Mayor



It's incredible to see how far waste technology has come and we're thrilled to announce a new high-tech waste collection service will be rolled out across the Northern Beaches from mid next

This will mean a highly improved level of service for all residents, some great environmental outcomes and cost savings we can pass on to our atepayers.

foull see a fleet of brand new trucks fitted with the latest schnology and safety fleatures. The trucks will also have an enclosed leading happer to prevent plastic or paper scoping and they are even fuelled by recycled plastic

Best of all, along with our new woste processing contract, we'll be able to divert 70 percent of waste from landfill, a huge 40 percent increase on current rates. Stay tuned, we'll have more information for residents when we get doser to rolling out the new service.

The future of District Park at North Manly was secured his week, with Council's decision meaning it will remain n public ownership with an 18-hole golf course and an inhanciel multi-sports facility for the whole community injoy, along with additional community benefits.

We resolved to negotiate with the top-ranked tenderer, thus freeing up some of the existing clubs to be oble to low be at the table in discussions to ensure the best resolved income. These discussions were not previously lossible as the clubs were parties to the tender process.

All along, we've all wanted the same thing - an upgraded nulti-sports facility that is exportly run and onjoyed by a range of sports users, meeting our community's growing femands for better sports facilities.

inally, the Manly Arts Festival marks an incredible 25 pear milestone this year and the program is packed with great art, music and events. It loundhed yesterday and runs until 23 September, so be sure to pick up or fownload a program so you don't miss out.

Michael Regan

MichaelRegan@northembeaches.nsw.gov.au

☑ @ReachesMayor



### Conine Connect

Tomorrow, 8am - 12pm Hinkler Park, North Manly

Bring your dog clong for fun, treats and get your 'doggie' questions answered and registrations updated. Vet talks, giveaways, look-alke and best-dressed comps, and photos with your pooch.



### Have your say

Find out about projects open for comment, view documents and those your say "at northernbeaches, newgos as. You can also drop in to one of our Customer Service Centres, email council@northernbeaches, new govan, call us on 1300,434,434, or wite a letter (marked attention to the project name) to Northern Beaches Council, PO BOX 82 Manly 1655.



### unity Centre Strategy

What do community centres mean to you? Help us identify apportunities so all of our community, young and old, can enjoy them into the future.

I Comments close: Fri 28 Sep.

Our draft transport strategy identifies priorities for the next 20 years. It focuses on places for people connected by public transport. Improved active travel connected and less vehicle dependency.

- Sat 8 Swp. 9.30 11.30 am Mona Vale Library laneway
- Wed 12 Sep. 9.30 = 11.30cm Council's Customer Service Centre, Dee Why
- Sat 15 Sep, 9:30 11:30am Glen Street Library
- Sat 22 Sep. 8.30 10.30am Collaray Beach Surf Life Soving Club
- Sun 23 Sep. 10am 2pm Middle Creek, Wakehurst Parkway
- Tue 25 Sep. 5 7pm Monly Whorf
- I Submissions close: Sun 7 Oct

### Council Notices

### Classification of land - new public amenities, St David Ave, Dee Why

lowing Council resolution (26 jun 2018), we intend to easily the above land (Lat 2 DP 124.18 77 Pritwater Ro invinually Land under the Local Government Act 198 nert Act 1993

Enquiries: Helen Chang, Property Officer Submissions close: Mon 8 Oct

### Development proposals

ation plans and dea

- northernbeaches.ns/w.gov.ou
- Make a submission:
- council@northemboaches.naw.gov.ou

Contact a planner:

- + 1300 434 434
- munc ignorthernbeaches new gov au (mark attention to the planner)

### 14 The Chase, Lovett Bay

DA 2018/1415 (Lot 3, DP 22826) - construction of a dwelling house

The proposal is "Nominated Integrated Development" and a Controlled Activity Approval is required from the Department of Primary Industries Water under 591 of the Water Management Act 2000.

Applicant Edward B.Le Couteur, cl-Youghan Miligan Development Consulting Physiol Consent authority: Northern Beaches Council

Enquiries: Nick Armstrong, Pk Submissions close: Tue 9 Oct

Mod2018/0449 [Lot 1 DP 85945] - modification of Development Consort DA2018/0176 granted for construction of a mixed-use development comprising a registered dub

at ground level and residential accommodation ob basement carpailing and associated landscoping Applicant PBDT Project Services Consent authority: Northern Boaches Council

Enquiries: Claire Ryan, Principal Planner Submissions clase Tue 9 Oct

Mod2018/0456 (Lot 1 DP44547), Lot 1 OP 833365 and Part Lot 211 OP 4889) - modification of Development Consent DA0523/99 gramed for centre-based child care centre.

26

Applicant: Northern Beaches Uniting Church Consent authority: Northern Beaches Council

Enquiries: Benjamin Price, Principal Planner Submissions close: Sun 23 Sep



### Saturday 15 September 2018

### Northern Beaches Weekly News



### A message from the Mayor



I'm loving the feel of spring in the gir this week and seeing all the cricket whites back out on our fields up and down the peninsula. For rugby union fars though, the season gets a bonus extension as Council is proudly supporting a one-off invictus Games

exhibition match between the Manly Marlins and the Australian Navy Rugby toom. It kicks off next Saturday at Brookle Oval at 2pm. Bring a gold coin donation.

It's hard to believe school holidays are rolling around again soon and as always we have plenty on offer for kids big and small.

Loser tag, wildlife visits and science days are just a few of the fun activities planned through our four vocation care centres. Kids can also sign up to become a coostal ranger at North Narrabeen's Coastal Environment Centre, make a collage at Manly Art Gallery & Museum or improve their swimming or diving skills at one of our aquatic centres.

Dur libraries also have lots of great stuff on for primary schoolers including lego and balloon making workshops. The big lids don't miss out though - book in for screen printing or to build your own terrorium. Check out our website for all the details.

If you are lucky enough to have some time off with the kids. let me give a plug for our sister cities Gunnedah and Brewarrina, interesting places to visit at this time of year plus you'd be giving a boost to local economies impacted by the drought.

On the topic of the drought, did you see Wheeler Heights youngster Jack Berne's Fiver for a Farmer campaign has now raised over a million dollars? Thanks to everyone for getting behind him - what an incredible young man who has really made a difference.

And a final shout out to our local Rovers - celebrating 100 years this month. We have four very active crews across the Beaches who fit in lots of local volunteering and service between their extreme sports and other adventures.

Have a great weekend.

Michael Regan Michael Regan@northembeaches.now.gov.au ☑ @BeachesMayor

### Manly Arts Festival Celebrating creativity on Sydney's Northern Beaches 7 - 23 September 2018 Full program of all 60 events northernbeaches.nsw.gov.ou

### School holidays sorted

Your kids won't be bared with a great mix of activities on offer. Visit our website for more information and bookings.

Tue 2 - Fri 12 Oct, 7.30am - 6pm Cromer, Curl Curl, Forestville and Manly Vale Great excursions and heaps of action in all of our centres.

| Cost: \$63 (subsidies available)

### Embrace nature at the Coastal Environment Centre

Tue 2 - Fri 12 Oct, 10am - 3pm North Narrabeen

Ditch the screens with our lam-packed Kids on the Coast program including coastal rangers marine science adventures and more.

Cost: \$61 per activity, ages 6 - 12

### Holiday learn to well

Intensive swimming and strake correction classes are on offer, including a springboard diving clinic at Warringan Aquatic Centre.

Or perhaps teach your kids the skills to survive a life threatening situation in the water with a rip and river simulator program called U-ripper

### Manly Jazz 29 September - 1 October Manly Seach III (#

### Have your say

Flad out about projects open for comment, view documents and "nave your say" at norther/beaches, nive govour You can also drop in to one of our Customer Service Centrex, email council@northembeaches.nsw.gov.ou. call us on 1300 434 434, or well as letter (marked attention to the project name) to Northern Beaches Council, PO BOX 82 Manly 1655.

### Draft Move Northern Beaches Transport Strategy

Our draft transport strategy identifies priorities for the next 20 years. It focuses on places for people connected by public transport, improved active travel connections and less car dependency.

### Information sessions

- Tedoy, 9.30 11.30cm
   Glen Street Library
- Sat 22 Sep. 8.30 10.30cm Collaroy Beach Surf Life Saving Club
- Sun 23 Sep. 10cm 2pm Middle Creek, Wakehurst Parkway
- Tue 25 Sep. 5 7pm Monly Wharf
- Submissions dose: Sun 7 Oct

### Call for nominations - Northern Beaches Thematic History Community Advisory Group

We are preparing a single, comprehensive thematic history of the Northern Beaches.

To assist with this project, we are establishing a Community Advisory Group to work with consultants to identify sources of historical information and available resources.

If you have expert he or knowledge on the history of development on the Northern Beaches, you are liwited to nominate for a position on the Advisory Group.

Read the Terms of Reference and nominate online, by email or in writing

Nominations close: Mon 1 Oct, 5pm

### Council Notices

### Northern Beaches Local Planning Panel Wed 19 Sep, 1pm, Civic Centre, Dee Why

Rem.3.1 - MOD2B18U332 - 120 Pittwater Rd, Monly - modification of Development Consent DA0065/2012 granted for demolition works and construction of a

Rem 3.2 - DA2017/1217 - 25 Filthwater Rd, Maniy -atterations and additions to an existing heritage item and construction of a residential flat building.

construction of a residential flat building.

Bern 3.3 - DA 2012/1229 - 27 Pittwater Rt, Marry construction of a mixed use development including abertations and additions to and use of the existing heritage building as a serviced apartment and construction of a residential flat building.

tem 3.4 - DA2018/0439 - 80 The Corso, Marily

demolition works, alterations and additions to the existing building and use of the building as a commercial premises.

Item 3.5 - DA2017/1287 - 21 Lowrence St. Freshwater demolition works and construction of a shop-top

item 5.1 - PEX2018/0006 - Planning Proposal to reclassify and rezone i reshwater Village carparis

Requests to address the Panel contact the Panel Coordinator on 9976 1528 by Tue 18 Sep. 4pm

View the agenda: northernbeaches.nsw.gov.au

### Manly Jozz road closure Fri 28 Sep. 4pm - Tue 2 Oct, 7am

There will be a temporary road closure in place on Manly beachfront between the corner of South Steyne/ Wentworth St and the corner of North Steyne/Ragian St.

Leisa Prowse Consulting

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### Saturday 29 September 2018

### Northern Beaches Weekly News



### A message from the Mayor



Our internationally acclaimed Manly Jazz Festival rolls across this long weekend bringing great music to numerous beachaide venues, inside and out. Download the map and program so you don't miss a minute.

The long weekend marks the start of the summer swimming season too and you'll be pleased to see the red and yellow flags back on our beaches up and down the coast as iffeguard patrols lack off. Fingers crossed we see some sunshine!

Given double dements are in full force until Monday. there is no better time to get on board with our competition to find Northern Beaches safest driver Get the app, improve your driving and be in the running for \$5000 in prize money.

Lock out for the glant excavators which have just started the job of clearing 45,000 tonners of sand from the entrance to Narrabeen Lagoon. The works will help reduce the risk of flooding and also repletish the beach further down at Narrabeen and Collaroy, it's a big task but we are hoping to have the lagoon reopen for the summer holidays.

I'd encourage you to have a say on some of the great projects we are currently seeking input on. We've just released some lovely concept plans for a new surf club and beach facilities at Long Reef, there is a new lids playground planned for Allambie Heights and you can give us feedback on our Tree Canopy Plan which aims to make the Northern Beaches even greener.

And finally, a shout out to all those year 12 students who graduated this week - we're thinking of you as you sit those big exams over the next month or so,

Have a great, and safe, long weekend.

Michael Regan Michael Regan@northembeaches.now.gov.au ☑ 6 BeachesMayor





### Have your say

Find out about projects open for comment, view documents and 'hove your sey' at northerabeaches, newgovou y You can also drop in to one of our Customer Service Centres, email council@northerabeaches, newgov.au, coll us on 1300 434 434, or write a letter (narked attention to the project name) to Northera Beaches Council, PC BOX R2 Manly 1655.

### Draft Move Northern Beaches Transport Strategy

Are we moving in the right direction for transport priorities over the next 20 years? We'd like to knew what you think. Whe'r inviting comment on our transport strategy which focuses on pieces for people connected by public transport, improved active travel connections and less car dependency.

1 Sutmissions close Sun 7 Oct

### Long Reef Concept Plans Surf Club and Beach Facilities

Concept plans for Long Reef Surf Life Saving Club and beach facilities are now an exhibition for public comment. The concept seeks to belance the needs of

the club and the community while delivering a modern, functional facility that is sympathetic to the local environment. View the plans enline and let us know what you think.

### Learn more at a community drop-in:

- On-site at Long Reef SLSC, Pittwoter Road, Coloray Sat 6 Oct, 9-11am Sat 27 Oct, 12-2pm
- Civic Centre, Dee Why.
   725 Pittwater Rood, Dee Why
   The 18 Oct, 6-8 pm
- Comments close: Sun 11 Nov.

### Council Notices

Northern Beaches Local Planning Panel

Ress 3.2 - MOD 2018/0245 - Kangaroo Street, Manly mod floation of Development Consent DA255/2015 granted for referelispment of the Kangaroo Street Child Cure Centre and Youth Centre.

Rem 3.3 - MOD2015/0098 - 5 Plant Street, Bolgowian - modification of Development Cornent DA0029/2024 granted for demolition works and construction of a dwelling house.

Rem 3.4 - D42018/0.495 - 24 Booch Street, Curl Curl - alterations and additions to a dwelling house. Rem 3.5 - DA2018/0800 - 49 Lauderdale Avenue, Fartight - construction of a dwelling house and a recordary dwelling.

Item 3.6 - DA2018/0723 - 138-139 North Steyne, Manny - damaktion works and the construction of a residential fatbuilding.

Progrests to address the Fune) contact the Funel Coordinator on 9276 1528 by Tue 2 Cot. 4pm.

### Classification of land - new public amenities, St David Ave, Dee Why

Tallowing a Council resolution on 26 Jun 2018, we intend to dissurfy the storre land (Lot 2 DP 1243872 Pittwater Rd):

is Community Land under the Local Government Act 1993.

View the stans and documents or make a submission number than beaches, navegue ou action them beaches, new you as

Enquirier: Council's Property Officer, 9942 2817 Submissions class Mon 8 Oct

### Monly Jacz - Rood Closure Fri 28 Sep, 4pm - Tue 2 Oct, 7om

There will be a temporary mod docure in place on Manly beautifant between the parter of South Stayner Wentworth Strand the corner of North Stryce/Rogian St

### Monly jazz - Suspension of Alcohol Free Zone Sat 29 Sep - Mon 1 Oct. 11am - Spen

The Alcohol Free Zone in Manly's Central Business District will be suspended. Alcohol consumption will only be permitted within the Licensee's Wine Gorden, located on Manly Corco.

### Narrabeen Lagoon Entrance Sand Removal Oct - Dec 2018

Council will be showing the built up wand from the unitence of Norrabeen Logoon to minimise the risk of Rooding to surrounding areas.

Works will take place on the eastern and western aides of the Openin Street Bridge near the unitionis to Natirabaen Lagouri.

### Development proposals

View application plans and docu-northernbeaches.now.gov.au

- Make a submission
- council@vorthambeachesnaw.gov.au
- council@nor0iembeadresnsw.gov.au (mark attention to the planner)

### rringsh Mall. 145 Old Pittwater Rd, Brookvale

DA2OSI/1514 (Let 100 GP 1015283) - major additions to Warningsh Vall-Scopping Centre including retail premises, food premises, backs, alepartment storms and cramma complex with associated corporating and landscaping.

The proposal is integrated Development and approval is required from NDM Poods and Martines under ±18 of the Moods and 1990. The proposal is invarianted integrated Development and a Controlled Activity Approval is required into the Development and a Controlled Activity Approval is required into the Development of Principle Machine Whole invalued at 18th Water Management Act 2000, Concurrence is required from NDM Poods and Martines Devices (Traffic Generating Development under SEEP Infrastructure).

### Applicant: Scentra Group Consent Authority: Sydney North Planning Fonel

Enquiries Luke Perry, Principal Planner Submissions Close: Mon 29 October

northernbeaches.nsw.gov.au

f 📵 🗸 in @beachescouncil

Leisa Prowse Consulting

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### Saturday 6 October 2018

### Northern Beaches Weekly News



### A message from the Mayor



For hundreds of commuters travelling to and from the city every day, a tunnel that reduces travel time sounds like bilss. For others living near the construction zone and entry points, the prospect of the Beaches Link Tunnel may be a cause for conce

If you haven't yet seen the detailed designs for the state government's proposed turner. I'd encourage you to have a look an the RMS website or attend one of the many information sessions. of the many information sessions they are hosting throughout October.

Council is also preparing a submission on the project for the state government and we are keen to include all your thoughts to ensure your voice is heard. You can now register to attend Council's community forum on the tunnel project which will be held at 6pm on 17 October at Balgowich RSL. We are in the early stages of a long process but we have a real chance to influence the design from the beginning.

And on the subject of transport, tomorrow is the lost day to tell us what you think about Council's 20-year strategy to combat the traffic and transport issues facing us all on the Beaches. We have some big target to reduce car usage, improve public transport and get us all out walking and cycling more.

It's NSW Small Dusiness Month and we love to invest in our local community! If you have a local business and would like to work with us, join one of our workshops running throughout the month, det some tips on how to win Council tenders and most our procurement. requirements. We also have a series of free events to get you inspired to start your own business or promote your existing one.

Finally, a massive congratulations to all the staff, principle, a massive congratulations to a line state performers and local businesses who made the Manly Jazz Festival a spectocular success over the long weekend. With visitation pedding at 180,000 over the three days, this event just goes from strength to strength.

Have a great weekend.

Michael Regan Michael Regan@northernbeaches.nsw.gov.au ☐ @GeathesMayor

### Transhed Arts & Community Centre Opensi

### Sat 13 Oct, 10am - 2pm, Berry Reserve, Narrabeen

- · Arts & crofts
- · Seniors clubs
- · Baskethall demos and training · Fundraising sausage sizzle

Get there on the B-line direct to Narrabeen Check out public transport options at transportnsw.info

### Doing Business with Council

October is NSW Small Business Month and we want to make it easier for local businesses to work with us. Vendor Panel Monketplace is a new aniline tool to help Council staff find your small business. To learn more, come along to a free information session

- Newport Community Centre Mon 8 Oct, 6-7.30pm
- Manly Town Hall, Council Chambers Man 15 Oct, 12 -1.30pm
- Glen Street Theatre Mon 15 Oct, 6-7.30pm
- Dee Why Council Chamber Tue 16 Oct, 12-1.30pm
- Register at northernbeaches.nsw.gov.au

### Be a Human Book for a day!

Northern Beaches Council is inviting you to valunteer as a 'Human Book' for our Human Library special event celebrating Social Inclusion Week in December.

Share your stories about overcoming challenges, stereotypes, prejudice and discrimination as people 'borrow' you for a 20 minute conversation.

Apply by 24 Oct: northernbeaches.nsw.gov.au or call 9976 1562

If you would like to attend this event as a 'reader', backings open in early November.

### Have your say.

Find out about projects open for comment, view documents and "trave your say" at northernboarders area goods. You can also drop in to area of our Customer Service Centres, email council@northernboarders. avaignous, call us on 1 300 434 434, or with a letter front led. attention to the project name; to Northern Beaches Council, PO BOX 82 Monly 1655.

Draft Move Northern Beaches Transport Strategy Our draft transport strategy identifies priorities for the next 20 years. It focuses on places for people connected by public transport, improved active travel connections and less car dependency.

Submissions dose: Sun 7 Oct

Allambie Heights Oval - new district playground We are planning an upgrade at Allambie Heights Oval to include a new district playground, a multipurpose half court, pathway and access improvements.

Comments close: Sun 14 Oct

### Urban Tree Canopy Plan (draft)

We have developed an Urban Tree Canopy Flan (draft) as port of our commitment to greening the Northern Beaches.

Visit a drop-in session to learn more:

- Marely Town Holl forecourt Wed 24 Oct, 12 1pm
- Glen Street Theatre
   Thu 1 Nov, 12 1pm
- Mono Vale Library Lone Thu 8 Nov. 12 1pm
- Dee Why Beach, The Strand Wed 14 Nov. 12 1pm
- Submissions dose: Thu 15 Nov

### Council Notices

Sportafield Sproyleg
Council will be conducting preventative pest and weed control appraign an some Northern Beaches sportsfields throughout Catchber.

More information: northern beaches inswigov, au an search 'sportsfield spraying' or call 1300 434 434

In accordance with Section 154 of the Reads Act 1993, Northern Beaches Council hembry gives Public Notice of its intention to consider a lease for a term of the years for a portion of road reserve adjoining 39 Morella Road, Whale Beach (Let 1 Deposited Plan 421104).

The purpose of the proposed lease is for an 85 sq. m fenced landscaped area.

Enquiries: Council's Property Officer, 9976 1517 Submissions dese: Sun 4 Nov

In accordance with Section 154 of the Roads Act 1993, Northern Beaches Council hereby gives Public Notice of its intention to consider a loads for a term of they years for a portion of most merce origining 2 Sunnise Road, Paim Beach (Lot 8 Deposited Plan 14299).

The purpose of the proposed lease is for a 22sqm perking space.

Enquines: Counci's Property Officer, 9976 1517 Submissions closer Sun 4 Nov.

Submissions in relation to beth proposals above may be made online via Have Your Say or in writing addressed for the CEO, Northern Beaches Council, PO Box 82, Marly NSW 1865, marked "Proposed leave 39 Marella Road, Whate Beach", or "Proposed leave 3 Survive Road, Polm Beach".

### Long Reef Concept Plans Surf Club and Beach Facilities

sure state and seath Fadilities. Concept plans for Long Res Saving Club and beach fadilities are now on exhibition for public comment. The concept seeks to bosinate the needs of the data and the commenty while delivering a modern, functional facility that is sympothesis to the lacid servicement. View the plans online and let us know what you think.

Learn more at a community drop-is:

On-site at Long Reef SLSC Pillwater Boad, Callaray Today, 9 - 11am Sat 27 Oct, 12 - 2pm

Civic Centre, Dee Why. 725 Pit I water Road, Dee Why Thu 18 Oct, 6 - 8pm

Comments close: Sun 11 Nov

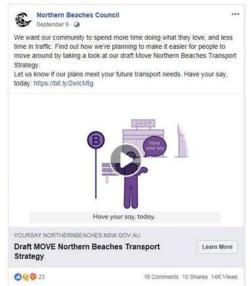


### Northern Beaches Council Facebook page posts

### Chatswood challenge — August 25



### Draft Move - Nothern Beaches Transport Strategy — September 6



### Move - Nothern Beaches - September 18



### Northern Beaches Council — September 21





### Northern Beaches Council — October 4







Library displays







Customer service displays



# Appendix C — 'Your Say' online comment form verbatim comments

## Accessible and Liveable Places

Enhancing our existing centres and planning our new urban developments with integrated transport solutions, wide footpaths that make walking and cycling the first choice in moving around the neighbourhood.

No comment.
Wide footpaths are great but separating cycling from pedestrians is much safer for everyone. Cyclists need their own dedicated off road path.
Cycling is never going to be the first choice of the majority. Sydney, and in particular the Northern Beaches region is far too hilly for all but the most keen cyclists, and the few main thoroughfares are too congested for safe riding.
Agree.
Maureen.
Suburbs like Forestville allow only low-density housing when it should permit medium density on the main road Warringah Road as it could cater for more people as it's directly on main transport has a shopping centre and a number of schools.
What does this mean and how would it work? How would the council mandate this when the state govt can override council planning rules?
No comment
I thoroughly endorse integrating transport solutions into our town and village centres. I believe that if the infrastructure and planning settings are coupled with education programs and activations, there is enormous potential to convert non-walkers.
Good idea.
Shared Paths are NOT the best option to make walking and cycling the first choice. Pedestrians and Cyclists need to be separated. Just as Cyclists need to be separated from motor vehicles. All modes travel at different speeds so each need their own option.
Not that interested in that, however bike baths between suburbs help if they don't affect roads
Great initiative, not as important as public transport though.
See below
Sound great but mostly State Government functions - best of luck.
The focus on accessible and liveable places is good (long overdue) - places for people. Wide footpaths is probably too simple an approach to make walking less enjoyable when the paths are made immediately adjacent to big roads. Walking is the best when people can see the shortcuts that aren't available to cars and when the paths are through nice areas with a natural barrier between the road and pedestrians. Cyclists need to travel faster and so probably need better on-road space as a first option. Make the footpaths shared and wide to go through short-cuts. Making walking and cycling the first choice is absolutely the correct direction.

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he more we remove parking on main streets by providing off-street access, the more people will be forced to use alternates - these disincentives need be real, with penalties attached to abuse. Many areas like village centres of Avalon, Mona Vale, Newport, Dee Why, Warriewood, Freshwater - these should all be car free.

Support this - bike paths must be priority and must be safely separated from cars

9 Sounds like town planner speak, sounds good, but not practical. Explain how people would do their shopping, its not practical to walk or ride t supermarket and then get the shopping home.

Yes, but need to ensure this includes all locality centres such as Cromer Heights etc not just those on Pittwater Rd.

Belrose (Glenrose) is a failure as a village. Just another mall, could be in Mittagong. Forestville is good, if a bit tired.

Canberra has its faults (Civic is dead as a village) but visit Belconnen The new Forest Centre will need a focal point, not just another retail centre like Warringah Mall Forestway (Arndale) is to be demolished, but the new centre needs good planning.

Dee Why has been a basket case for years - but appears to be getting a bit better.

Manly - Love to go there, but I never know if I can get parking.

Absolutely! We have to encourage people to abandon the car. It's not sustainable.

widening on the main road (e.g. between Collaroy and Narrabeen, and on approach to Monavale) has created harsh concrete path from property boundary Yes, this is important, but you also need to make room for street trees and other greening to make the pathways usable and amenable. Recent footpath to kerb. No one will use it in the summer. Too hot

No further comment. Encourage walking.

Sounds positive

The integrated transport solution needs to include a train before you decide to consume all the available land and leave no corridor for a train.

Makes sense to include transport and parking considerations in any further urban development being considered. I really enjoy living near Mona Vale and ootpaths for walking AND cycling - footpaths should be for walking especially in town centres/populated neighbourhoods. It's not even legal to ride a bike on a footpath unless you are a child (and shouldn't be). More cycle paths or dedicated lanes on the road would make more sense than shared footpaths. Warriewood as small, convenient shopping centres - where currently - can always get a car park. Previously living near Lindfield, and shopping there or Gordon was a nightmare and forget about getting to Chatswood on a weekend. Do not want to see Northern Beaches overdeveloped as those centres are... i.e. space for transport hubs/parking should be part of the plan and decision making, not an afterthought. Also, not sure of the comment re wide

Cycle ways and paths that are safe are one of the best ways to move people around the area. I would ride my bike to work from Newport to Manly, and eave my car in the carpark at Manly overnight (I am in Real Estate so need my car for work) but I am too scared to ride my bike on the road!

space and cause less road congestion - all whilst retaining individual autonomy and the capacity to take people directly to the door of their final destination Overall try to accommodate motorcycle and scooter transport and parking to a greater extent. Motorcycles and scooters use less fuel, require less parking unlike buses and trains).

and buses are noisy, emit pollution and are often times a safety hazard to pedestrians and cyclists. Very little is done to enforce road rules in Manly and the While reducing the number of cars is a highlight of this report, I see little in the way of reducing the impact of cars and buses on the local community. Cars cameras). Electric vehicles should be encouraged because they emit less noise and air pollution. Residential roads should be used primarily by residents and not by external trade and tourists to avoid congestion on the main arteries. There should also be a traffic study to forecast the impact of the Tunnel or surrounding neighbourhoods. Speeds should be reduced in high density areas either through traffic calming or better enforcement (e.g. speed Northern Beach neighbourhoods and the impact on existing infrastructure. congested

Centres need to have facilities and services in them or close by so people do not have to travel outside of the area eg shops.

#### All for it

Absolutely support intent for good access around developments, but these should not be at the expense of green space. Widening footpaths often leads removal of mature trees with canopy cover taking extended period of time to replace. Cycling should instead be supported on our roads rather than on footpaths where the shared space is dangerous to commuter cyclists.

bikes prams, pets, Encourage both walking and cycling, make the shared paths wider to accommodate both forms. Need to fit two people side by side,

See my comments under Active travel

#### Great

Great idea. Also do away with mandatory wearing of helmets if you're just going to ths shops or to check the surf.

Sounds great, I would be much more likely to ride a bike if I was able to do it off-road

While the key concepts are good, how to manage the difficulties of today while planning for the future which seems good

painted on the road. Yes, it's faster, but quite dangerous. With the invention of electric bikes we have an exciting opportunity to change the way we are love the concept of walking and cycling. I do it. But all my neighbours have tried it and it's too dangerous even on bike paths and areas where a bike transported. But we need cycle routes that are dedicated, separated lanes. Preferably integrated into infrastructure from the onset rather that put in afterwards. It should be the first type of transport that is factored into planning.

Agreed. We need more safe cycle and walking shared paths, separate from the roads.

am for cycling - but the solution is not only wider footpaths for that is a shared walk and cycling path. We need separate safe bike paths that is not blocked by pedestrians or cars. Bike paths that are not on foot paths that are uneven and require you to go up and down high edges

Great. Would support anything that increases cycling and walking paths.

services within 30 minutes of home is fantastic. I also fully support increasing foot and bike access around the community - as a cyclist it is frustrating that some routes are not very accessible or safe, and if there were safer options planned into new developments and centre upgrades, that would be fantastic education options on the Northern Beaches, this would reduce transport stresses for many tertiary education students. I think the goal for more jobs and The plan looks good, and I hope a lot of these plans will be implemented before 2038. I would love to see more integrated places within the Northern Beaches. For example, I currently have to travel 1.5-2.5 hours by public transport each way to get to university. If there were more integrated tertiary

Need more bike racks to encourage cycling.

new Hospital. Saves changes at DY which will be an oversubscribed 136 with the Hospital Opening. Also, recreation walk, wheelchair access and picnics As a public transport user from Frenchs Forest of over 40 years - I would like to see on the new 4 Iane Wakehurst Parkway a Bus Service to and from the at the Lakes will become accessible for Public Transport users. It would make sense to extend the service to Mona Vale - A hospital 15-20 minute turn around - 3 buses

# Brilliant plan. I fully support this.

I love the idea of wider footpaths and promoting walking and cycling.

to reach a destination. ie. make the experience pleasant not just functional. The Manly Ferry ride is a perfect example of this (noting it's not walking/riding) We have such a rich natural environment it would be great to have footpaths and walking paths as journeys of beauty/amenity and not just functional trips Seperate cycleways are preferable. There's been a trend even on wide streets to change footpaths into cycleways - this presents hazards for pedestrians and increases conflicts between pedestrians and cyclists. It's also a hazard for cyclists traversing driveways. It's also not a pleasant riding experience. often ride to the ferry and catch that to the city, not because it's quicker than the bus (it's not) but it's a spectacular experience.

will encourage people to ride. For example, demonstrating you can easily ride to Manly Wharf, ferry to Circular Quay and ride to city based employment. Or 'd also add that changes should be done in collaboration with neighboring councils. Collaboration around linking bike paths between councils, maps etc mapping bike paths between Manly-Mosman-North Sydney for example. Fragmentation of trips is a turn off and incentive to drive.

spaces and working from home are one form of how this can be supported, what is council's role in such a space? Are there council spaces or community like the idea of encouraging working in the place you live. It supports the local economy and improves well-being by reducing travel time. Co-working buildings that could be harnessed for such purposes?

Finally, supporting community events which have an active component. Bike rides, running events (eg Park Run) are a great way for people to get outside, nove and see possibility of (non car) transport options.

want Active neighbourhoods you need pathways snaking through all surburbs connected to our main transport hubs. Cars should be a distance only option Great idea but with so many cars on the road how will you achieve this with the increase in population density and the multiple issues this raises? but discouraged for local use.

affordable housing), owning multiple cars. Our local streets are now full of cars, e.g. one neighbour has 8 cars associated with his household. In a cul de We face a situation that as public transport is currently so bad on the beaches households, many with multiple generations living under one roof (no sac that means street parking is full every day. We have no footpaths so we walk on the road which is not conducive for active travel and can be dangerous.

it's too dangerous to ride my bike as Active travel pathways located off road and/or through our bushland/green love our local shops but parking is a now a frequent problem and with a heavy load it's difficult to walk back home. spaces as well as along our streets that we could safely use would go a long way to solving the problem. ts located on the local rat run and traffic streams through at high speeds.

Strongly support the theories with an overriding aim of reducing the use of private cars where ever possible.

hat the most efficient (people/time/space combination) vehicles are given priority. That requires bikes to be mandated to use backroads where there is less The reality is that sharing roads between bikes and cars is fraught, particularly in peak hour when the scarce resource that is our road network, requires congestion/road contention, rather than hold up faster and higher passenger load carrying vehicles like buses.

Agree with aspirations here but delivery mechanisms currently lacking. Schools have a major role to play as gridlock around high schools as parents pick up teens who should be well able to use public transport. Share bike, walk paths do not work in dense centres such as middle of Dee Why. Free car parking means no incentive not to use the car.

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Strongly agree, however would think that having the infrastructure keep up with urban developments rather than lag them as seems to occur currently. I realise that at least some of the reason lies with the State government more than the council

when trying to commute. Footpaths cross driveways which is unsafe for cyclists. Where is the commitment to pedestrian only zones to discourage car use? There are disadvantages to having share paths in place of separated cycling routes - pedestrian safety and comfort as well as cyclists being frustrated

Bike paths along Barrenjoey and Pittwater Roads would be great especially to improve cyclist safety on these busy roads. Great idea. I love it.

#### lac

#### Yes!

Happy with this

area. The road works and new hospital in Frenchs Forest is a prime example where transport (public) and long term land uses and permissible densities etc. should have been resolved and implemented prior to the hospital and road works commencing. In this regard the tail is certainly wagging the dog. This is a really important aspiration and there are numerous examples of where integrated transport solutions have not occurred to the detriment of the

## Support this idea.

Being able to walking to everyday shopping & medical amenity enhances the quality of life of all. Congratulations. Sounds good but many people travel further for work these days and walking or cycling is not an option for many.

Make pedestrians a priority in centres by having more pedestrianized roads/ laneways with traffic signals prioritizing pedestrians crossing a road easily.
 Reduce speed in centres (particularly busy roads such as Pittwater Road) to make centres more liveable.

Agree. No detail in the report as to how this is to be achieved.

## Strongly support this.

I am really impressed by all the new footpaths that are being made in the forest area, so thank you for those but it will a few years before my family can ride on some of them as they are joined to the road and if my little ones have a stack and fall, they could fall towards the road. A simple barrier (just like the ones in place between the path and plants) would make this much more functional and used more.

Especially safe cycle crossing over Pittwater Rd bridge at Narrabeen as it's so crowded with pedestrians and cyclists

## Excellent concept

## Good approach!

# Yes, better footpaths and no drive zones in village centres is a great idea.

quote..."...need to re -evaluate the way we plan our communities...."We need the detail on how a retrofit can be achieved. We need to fully understand the with stakeholder engagement. In relation to the purple coloured box "implementing the strategy" are the plans referred to available for viewing? Comment? The object is admirable but the strategy seems to primarily relate to new sub-divisions / new master planned communities where such can be designed in detail and ensure that Council do not adopt a one size fits all approach as each area will have specific interface issues that must be properly considered from the early stages. How can this objective possibly be achieved in the streets of Manly that have basically evolved since the mid 1800's? To

Agree that all new developments should allow for both walking and cycling - remembering that it is illegal for adult cyclists to currently cycle on a footpath unless it is designated as a cycling path or joint-use path. We should also look at retro-fitting this in existing suburbs.

드 the Northern Beaches beyond the obvious mobility hubs like Manly Wharf and B-Line Stops other mobility hubs will likely include shopping centres like developments will be mobility hubs as developers provide mobility infrastructure and services for residents, tenants, customers and their communities. The terminology of Public Transport Hub should be replaced by Mobility Hub as these will not always be around public transport in the future. Property Stockland Balgowlah, Freshwater Village, Warringah Mall, Frenchs Forest, Retirement Villages/Living Areas, etc.

#### Planning

Great Idea. Secure and dry bike storage at key points.

Cycling pathways that link up around Manly, and more bike racks at the wharf allow people to move in and around Manly without bringing cars into central

Consider closing some roads to reduce car traffic (eg: at Avalon). Don't forget wheel chair accessibility etc for the aging population.

Please make separated and safe cycle paths a priority.

Great, fully supportive of cycle infrastructure which should be prioritised for areas up and down the beaches but especially around the dangerous bilgola bends toward Palm beach and connectivity over the Roseville bridge toward chatswood

Yes, Bicycles are needed despirately, the connectivity of the beaches with cycle ways is crucial. See Copenhagen, Denmark for great examples.

desecration of places like Robert Dunn Reserve with an awful slab concrete highway installed which seems to be continuing past Turimetta head. The Paths need to be walking friendly integrated with the environment, not concrete bidirectional highways for racing bikes. I have been saddened by the opportunity for deployment of more aesthetic & pedestrian friendly path materials has obviously been ignored here.

Can we get a clear focus on population increase V employment opportunities V affordable housing...?

think it's a brilliant idea, anything to get cars off the road will have a benefit to the northern beaches community,

## Absolutely necessary

single lane (for either direction). Planted areas are also incorporated. These are already low traffic areas and the change prioritises walking and riding and An subtle approach used in a number of European suburbs is to pave the roads in residential areas, increase footpaths and essentially narrow traffic into social access to the roads and significantly increases the areas as community spaces.

Drivers automatically slow because the paved road naturally guides drivers to lower their speed and also increase their awareness for others in these shared spaces.

In practice it means planning new developments with quietened streets but also retrofitting other urban areas and creating and prioritising these quieter roads. For maintenance, pavers allow easier access to utilities and the ability to implement infrastructure improvements or repairs with less cost and nterruption

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especially if they are profiting from increasing the population density. Is a dedicated cycle-way built into the road plans for the new hospital? Won't that be a cost, For more than 30 years Brisbane has had dedicated cycle-ways where a cyclist can ride for 60 kms or more and rarely share a road way with vehicles or includes a dedicated cycle-way network so that people can safely ride their bike to work in the city. Developers should be required to contribute to the pedestrians. You don't need to make every footpath wider to accommodate pedestrians and cyclists. That is not safe. We need a big picture plan that key employment center? prefer to do my shopping and errands locally when possible, where I can reach by walking. However, the necessary shops, services, etc need to be close other services such as post office, banks, etc. It is also important as you say to have safe and pleasant walking and cycle paths. I love to cycle but do not even own a bike as I do not consider cycling safe as the cycle paths are not separate from cars and the streets too narrow to make street cycling a safe enough to home for that. I am concerned by the closing of shops in Manly Village due to high rents, the lack of medical services, and the risk of losing

The centre of Mona Vale should be pedestrianised, with vehicle access restricted to commercial deliveries etc. Currently it is only a matter of time before a pedestrian is seriously injured or killed as drivers have so many distractions driving through the busy streets. I have seen several incidents of pedestrians on crossings just narrowly being missed by cars that haven't stopped.

Queensland Transport used to run competitions for the design of new road interchanges

#### Good!

We should make sure that there are cycle paths to all the public and private schools in the area. If children can safely ride to school, it will encourage them to continue this form of transport in later life as well as encourage an active life when they are children.

þe On the other hand, easy-to-park areas that are close to shops, medical centres and entertainment venues will With a growing ageing population, cycling may not be an attractive alternative to many people, and walking longer distances could also make journeys crucial. Also, providing stopping zones in nearby locations could be an alternative for non-cyclists to easily access urban centres. longer and uncomfortable for the elderly.

#### lagree

I agree with wide footpaths where possible to allow cyclists a safer alternative than our busy roads.

and Making walking and cycling the first choice in moving around the neighbourhood is impractical, given the realities of topography, of low density housing distances without encouraging additional shopping centres or higher density housing near existing town centres - not all residents would be happy with more Dee Why's.

passengers slowed down to to crawl because the ONE cyclist in front of the bus shares it's lane. It's crazy to have these two modes of transport (one fast & Get rid of the grass on the footpaths (which is mostly dirt and weeds) & replace it with material that's able to be walked or The bikes should be moved off the roads and onto shared footpaths. I've travelled on the B-Line numerous times only to have my bus containing 60+ one slow) share the same lane. cycled on

#### agree

The access at the northern end of manly beach is woeful-with pram DDA and bike access onto and over headland there are thousands of residents who would be encouraged to getOutOf cars-also huge tourists upside most turn southAt end of corso

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Clearways through shopping centres destroy local communities. We don't need "freeways" to further divide us. Fast moving heavy traffic in the kerbside lane make pedestrians feel insecure on the footpath.

make it very difficult for both bikes and prams to navigate. So families in general avoid it and drive around it. The solution is very simple and it will have a a The track from Bridge road to pavilion street is useless for people with Prams as well as bike riders when a simple switchback path system would solve the issue. However, the biggest issue is the section from Queenscliff road to Lower Greycliffe street where the steps l live in Queenscliff and feel that as the walkway from Manly to Freshwater is one of the regions most popular walks for both locals and visitors it really very positive impact on the use of the route. All that is needed is to have a suspended path wrap around the rock face and then cut into it a bit switchback to the crossing over Greycliffe street and onto the bridge. needs to be taken seriously by Council.

Great idea, however, the road corridor must not be diminished to accommodate.

liveable and inviting village centres are destroyed by being converted primarily into transport corridors (as has recently happened in Cremorne and Neutral Theme 1: Accessible and Liveable Places" it is critical that this filter is applied to ALL future transport decisions. It will be anything but an improvement if Bay). Transport must always be a servant to the communities it is designed to enhance and NOT become a foreign invader of these communities The draft strategy has I believe good objectives and an understanding of what is required to achieve these objectives, but it does not have the resources or The over-riding the State Government has in many areas undermines the will and wishes of the community and the ability of the Council to "do the right thing" he authority to develop and implement strategies to allow it to achieve these objectives.

Make commercial and cultural centres more pleasant with more public open space and tree planting with pathways and cycleways that connect with the public plaza and restricted motor vehicle areas.

The best example of this is Baby Health 2 Centres, these were easily walked to by parents with babies in prams and often other children. These services are being closed and provided in areas community. Better to have one or two government employees travel by motor vehicle (or cycle) to the local centre and allow the 50 or so local people to This is entirely the wrong thing to do. It may make the government service cheaper but has major detriment to the And by having those people walk to the local commercial / cultural centre they are more likely to do other activities there to make the local Provide government and other services in each local neighbourhood centre so that people can walk to these. such as the Brookvale health hub. centre viable and vibrant

Encourage cycling by providing separated cycle paths on roads

Provide pedestrian precincts within centres where possible away from busy roads.

Encourage a diversity of uses in centres that provide a convenient hub for the surrounding population.



## Active Travel

Expand the footpath and shared path networks to improve connectivity and safety that makes walking and cycling attractive alternatives to the

The Coastal Walk crosses Pittwater Rd twice between Dee Why and Long Reef. This is dangerous and hazardess. Access from Dee Why to Long Reef should be via a boardwalk along the western shoreline of Dee Why Lagoon or via a pedestrian bridge at the mouth of the lagoon and upgrading the current walking track along the eastern shoreline of the lagoon Having been nearly knocked down far too many times by cyclists I believe that cyclists and pedestrians should never be on the same footpath. The bikes come from behind at sometimes great speed and never both to ring a bell or do anything to announce a warning. what about other personal mobility solutions? Golf buggies, electric scooters, that sort of thing. If you want people out of their cars you need to make the alternative attractive to more than the Lycra set.

Beaches Hospital. Bike paths to Spit Bridge from Northern Beaches need a huge improvement as they are not good especially if travelling in peak hour A bike path is needed to link the North/South with the East/West, say from Dee Why to Chatswood. Bike paths needed feeding into the Northern

Along with the footpath and shared path networks, I look forward to dedicated cycle lanes. I was also pleased to read about end-of-trip improvements. As a parent who drops off children at school and day care on bike, I find that the B line link at Mona Vale is lacking. The provision of safe bike parking, good lighting and even a shower/toilets would be a sweetener! If you're going to do it, then do it properly with fully separated cycleways - separated from motor vehicles and separated from pedestrians. Shared Paths work. They're clogged with pedestrians spread across the whole path, people walking dogs with leashes crossing the path, children wandering across are a half measure. If you have ridden the Pittwater Rd to Dee Why Surf Club path on a weekend then you will understand why Shared Paths do not the path, etc, etc. Not only is it dangerous for pedestrians and cyclists alike, it is not practical - forcing bike riders onto the road so pointless having a "Shared Path" in the first place. This is the same for the new Shared Path aligned along Warringah Rd near the new hospital site which will only get busier once the hospital is open

the Northern Beaches. And the only way to make cycling as attractive an option as possible is to build completely separated high quality cycleways. Not by painting lines on already busy roads or by designating a footpath as a shared path. To make cycling appealing, bike paths need to be safe and need alternative due to the distances needed to travel. Walking is not a practical alternative for the majority of people who hop in a car to get somewhere on If the council is truly trying to reduce our dependence on cars to get around then, between walking and cycling, getting people onto bikes is the only to be easy to use

Yeah, still won't cycle to do chores (shopping eating etc)

Great initiative, not as important as public transport though.

their time going to leisure activities (bowls, golf, curves, yoga etc.), medical appointments, shopping and entertainment venues (pubs, clubs, cinema and acceptable warm and fuzzy statement that there should be more public transport is just nonsense for the vast majority of elderly residents as it would be restaurants). In my own case all the places I go I use a car for the convenience as public transport does not service the venues I attend. The politically As the percentage of people over 60 living in the NBC area will increase well above the current 20%, building shared pedestrian/bike ways is not the answer as elderly people will not want to walk on shared paths knowing they could be hit by a bicycle. Also, the vast majority of this age group spend mpossible to provide such a service to meet their needs.

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Agreed - but not by putting more footpaths alongside roads where a footpath already exists on the other side. Planning and land buybacks / boundary adjustments should be done with pedestrian / active transport shortcuts in mind - connecting between roads in ways that follow natural contours and This helps give people a greater sense of connection to their environment (and helps with their navigation) other geographical features.

regular solo or group-level exercise, most notably on weekends; bike paths are not suited to this kind of riding, which is growing in popularity every year There are many routes highly favoured by cyclists (Manly-Palm Beach return; all routes into and out of Akuna Bay and West Head, Terrey Hills, Church Yes; however please consider that there are many active "road cyclists" that use northern beaches roads not necessarily just for commuting, but for Point etc, as well as all the feeder roads to get on to these routes) which are incredibly dangerous. Attitudes of motorists towards cyclists is still very aggressive and there needs to be a combo of greater education and police enforcement of safe passing rules Please create separate cycle paths for cycling, not shared paths. People tend to walk next to each other (2, 3 or 4 abreast) and travel much more slowly Single walkers often have earphones in and do not hear approaching cyclists (even when ringing a bell). As a result shared paths don't work, but separate walking and cycling paths do.

### Support this

Whole hearted agree. I live in Freshwater, work part time in the city, I drive to Manly and get the fast ferry. If it was safe to do so I would ride a bike to Manly and get the ferry. At present there is no safe bike route to Manly from Freshwater

There are three transport contact points - Mona Vale Road, Warringah Road and Spit Road. These correspond to Ku-ring-gai, Willoughby and Mosman The strategy has failed to put Northern Beaches transport in its physical context. The Beaches centric view (map p6) doesn't show where transports inks lead through.

Park and ride for bikes means secure bike lockers. I'd love to see half a councils. No use the bike paths end when it crosses Roseville Bridge. Northern Beaches Council must engage with these councils to provide cross connectivity for bike travel to transport hubs such as Gordon and Chatswood train stations. You can't ride to the City from the Northern Beaches unless you want to die.

dozen bike lockers at the Crown of the Hill - in fact, they should be standard for all B-line and Bus Rapid Transport bus stops. Make them accessible n Canberra, some buses have bike racks to encourage mixed mode. Reasonable cost recovery. and charged using the Opal cards.

Absolutely. The sooner the better. We rely on walking and public transport.

include tree planting along th paths to make them usable. We don't want concrete everywhere. The best path to walk or cycle along is a tree lined avenue

As long as it is complimentary, not replacing driving options

As above - shared paths are not a great solution unless they are away from busy areas and there is a clear lane for bikes and walkers. otherwise these are confusing and dangerous.

Definitely! This will encourage many more people to use their bikes to get to work.

Shared paths need to be wider than many With shared footpaths we need to ensure cyclists realise it's a "shared" path, not the Tour de France course. existing

Agree this is an important objective

Any footpath/cycling path should also have a similar/alternative public transport offering in the event of bad weather or needing to move heavy items.

#### III for

trips, commuter cyclists continue to be at risk on our roads due to lack of linkages of cycle paths, unsafe roadways where no cyclepaths are present (eg passing distances by police. I want to be able to cycle to work every day, but don't feel safe to do it so instead end up driving my car as public transport Developing cycle lane networks and safe curbs should be higher priority item within the MNBTS. Whilst local shared path networks support short cycle single lane throughfare roads with no overtaking, high vehicle speeds and no curb such as Wakehurst Parkway) and lack of enforecement of safe car does not access my location

Expand the cycle paths around manly and balgowlah. Make it safe to take kids on bikes.

.⊑ considered in some cases. eg Time poor parents getting their kids to/from school and after school activities. Also, I would be interested what is meant practicality need to be Future directions outlined in this and the previous section are admirable. However regarding encouraging more "active" trips, point 5 "Broaden Travel Change Behaviour"

Footpaths will have to be wide enough for both walking and c it cycling. Otherwise a nightmare with cyclists.

### Yes, yes, yes!

This seems to concentrate more on school kids being able to bike to school without regulations on how they need to behave on existing narrow footpaths to widen footpaths in this area. It is insane at the moment how the government has allowed bikes on these narrow footpaths and the bikes using it as if it with rules and consequences) that are every where around the forest and connected suburbs. I would like to understand how the active travel is going right now. This is a tragedy waiting to come. So, while I agree with the future strategy of widening footpaths so walkers can be safe against bikes, just was a mountain bike path. We have laws now that protect cyclist on roads, why is there not the case for people walking along these small now do you cover the current issues.

do note that every time I've gone around Narrabeen Lagoon with the kids it's like peak hour traffic. This excites me. So much demand for flat cycling also love the concept of small laneways and dedicated back paths in public areas through bush and along creeks and lakes. routes even as entertainment.

Cycling on the roads frustrates motorists and is dangerous for cyclists. You also need to make traffic lights like Starkey St and Warringah road sensitive to bicycles with little metal. Or install push buttons that cyclists can easily access. New bicycles have significant amounts of carbon fibre which doesn't Long overdue. When will we see it happen? Need dedicated or shared cycle paths from Manly to Charswood, the city and the northern peninsula. rigger the emf sensors at intersections.

am for cycling - but the solution is not only wider footpaths for that is a shared walk and cycling path. We need separate safe bike paths that is not blocked by pedestrians or cars. Bike paths that are not on foot paths that are uneven and require you to go up and down high edges

# Ditto. Would like to see more concrete plans for these.

This strategy is fantastic, and I love the goal for walking and cycling to be the primary mode of transport for trips up to 8km long and the primary mode of transport at the start and finish of other trips. I currently usually walk and cycle for trips less than about 15km, but I know most people are too scared to do this, as it involves cycling on roads that are often unsafe. It would be fantastic to have interconnected routes that were more accessible. I especially Manly. This would be a great improvement, as I know the majority of people I know that live too far away from their bus stop to walk either drive or are endorse improving access to public transport by providing reliable walking and cycling routes to major public transport hot spots eg B Line stands and

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dropped off to their bus stop. If we could remove all these cars from the road it would greatly reduce traffic, which would in turn help make cycling and walking safer. Furthermore, it would be a great improvement for people's health to undertake active transport options.

ages trying to find a parking space. I know it's hilly and some people have to drive, but I bet there are s lot who could ride and walk, but we've become But I'm in the minority and most people drive around for Again I fully support this. I live in Avalon and cycle to the shops whenever I need something. lazy and too willing to jump into the car.

Great ideal Please make these active paths off road and connect to main transport and shopping

hubs from all suburbs. Bike and scooter parking facilities are essential at these hubs.

Ensure all streets have decent and wide enough multiuse footpaths and take also advantage of our unique natural environment to build pathways along would also envision golf courses and sporting fields providing active travel paths to access our main hubs. Both Warringah and Manly golf Course creeks and through our bushland as per the path along burnt bridge creek in Seaforth.

should have pathways running through them to allow faster commutes to Manly and the Mall from nearby suburbs. This would create a connected active commuter corridor from Brookvale and Manly to Manly Vale, Balgowlah and Seaforth.

See comments above.

t's crazy to see how many parents drive and drop their children to school. I'd love to see Schools brainstorm how to address this locally (with Council assistance)

Support these initiatives. Providing safe cycleways is vital to encouraging better use of bikes.

kids, dogs, strollers etc) because of the lower risk of walking. Bikes, motor vehicles and pedestrians each need their own, dedicated routes. Pedestrians Combining cycling and walking paths is also fraught because of the mismatch in speed and the tendency of pedestrians to not focus (eg. due to phones, alongside motor routes and bikes on lanes in non congested roadways or on dedicated sides of bridges like the Spit.

be replaced by a "shared" roadway where the walkway is now. When paths are widened it is only with the case that it becomes a shared walk, cycle path and where pedestrians then have to dodge bikes. Bikes should have real cycle paths in dense centres. Ok to have share ones like Narrabeen Iagoon or non town centre areas, but not in dense areas. Walking and cycling will only grow if some disincentives to car use come in for beach access. raised by residents both separately and in feedbacks on DAs is ignored and then a fatality occurs. Even the pedstrianised Dee Why Arcade is slated to A great approach but what happens in practice is not in alignment with this aspiration. Pedestrian safety is given scant importance when further density is added into Dee Why. The death of the lady by the garbage truck is a classic example where unsafe environment at that junction, known about and

Strongly agree.

This was incredibly disappointing. Only 5% of people travelling to work in 20 years as the target? That is a very low bar and demonstrates only a passing commitment to what could be a real travel option. Expand on-road network to reduce conflict between traveler modes? That is exactly the problem and what produces conflict - make a separated cycle routes. And why does active travel infrastructure require special funding which sacrifices land? I note the road infrastructure doesn't require a special finding stream - this is not prioritising active travel over cars. There also no mention of building active ravel infrastructure into planning laws and part of new development processes. This would be true systemic change.

Agree especially with the now popularisation of e-bikes, it will make cycling more attractive as a means of transport.

Great target, but I urge you to consider proper lighting along footpaths and cycleways. Currently there are too many dark footpaths which is unsafe for women, children and cyclists. Even the new mixed cycle and footpath along Warringah Rd near the new hospital has currently insufficient lighting. Construction work is still ongoing but I suspect the situation will not improve

also suggest the council learns from countries that have much more experience and expertise in building safe cycle paths. I am cycling into CBD 2-3

4

day every week, and come across many bad solutions which put cyclists at risk. For example on Blackbutts Rd near the Glen Street Theatre. There is a parking lane (barely wide enough for cars) a cycle path (immediately next to the parking lane) and the road. If the cyclist stays on the path and a parked 2 Really bad solution for everyone. It would be better car opens the door the cyclist gets knocked over. It happens a lot that drivers open their doors without looking. To be safe as a cyclist I need to keep take the cycle path away and put up signs for drivers to share. Best solution would be to get rid of the parking lane, as there are plenty of parking some distance to parked cars which means I am riding my bike on the road. That annoys drivers. opportunities from Woollies and the nearby Lionel Watts Oval car park.

#### /es

## Happy with this

We need to differentiate between what I would call proper cyclists, those in Iycra, often in groups that occupy a full lane in a peleton style and those who ike to cycle for convenience, pleasure or because they don't own a private vehicle. I like to cycle but for enjoyment but I absolutely won't cycle on roads as it is just far too dangerous. Widening footpaths and encouraging cycling for all ages, but not for the aforementioned lycra clad cyclists should be

Need new dedicated bike pathways for commuters and between village/town access.

The world health organisation (WHO) has stated the greatest single killer of humans is carbon inhalation.

Motor vehicle pollution is a major contributor. Particularly worse because Australian car exhaust pollution is not strictly regulated like Europe

Bike and walking paths should comply with Aus Road Standards. Most of our paths do not comply. Separation of cyclists from cars is needed. dedicated bike paths are needed (putting a dotted line on a map does not make it a safe and attractive alternative to driving

More

Bikes should not be on the roads. Need to improve cycle ways to ensure that cyclists are not in danger and blocking movement of traffic. Will require each area to have sufficient facilities to make walking/cycling a viable option - ie shops/recreation facilities.

## Strongly support this.

My street (Laurie Rd) and some of those around me don't have footpaths on either side of the road, and therefore we walk on the road. This isn't always a problem but in my street for example, the nature strips in front of the houses are rocky and uneven, and I think this would be a deterrent for those less confident on walking on such ground.

along Kenneth Rd, and then need to turn right up Burchmore Road. The only place to ride off the bike path is near Addiscombe Rd, whereas it would be Also it would be useful to have more places for bikes to get off bike paths and onto the road to turn off. For example, we use the bike path from Manly nelpful if there was a break in the gutter closer to Burchmore Rd where we could ride off, with momentum, and then turn right (when safe of course). Current riding conditions are not safe. I am a very confident rider - formally used to ride from Manly to the city, but now its too dangerous. It's great to see that Sydney rd and Pittwater rd will be tabled for active transport corridors. Current bike paths that are on footpaths are dangerous both for pedestrians and riders as cars reverse from carports quickly. Ideally, bike paths are dedicated on roads, with bollards to block off cars.

Again, the objective is admirable. We need to fully understand the "missing links" and how that will effect stakeholders. Each area will require detailed consideration to ensure there are no unintended consequences. As to implementing the strategy - are these plans available for viewing / comment?

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would highly recommend that whenever new roadworks are done, dedicated cycling paths are put in place to facilitate commuting. It is healthier for the individuals and the environment and will reduce traffic. Unfortunately, because of the intolerance of other road users, I believe the only safe option is to As an adult cyclist who cycles for fitness and leisure, I would love to cycle to work, but I can't because of the lack of dedicated cycling infrastructure, separate out the road users by creating separate bike paths. Perth provides a really good example of where this has been done

The biggest short-term impact will be to provide more, safer and better active transport parking Every business day better systems are available than are currently being used which can more than double capacity in existing spaces. In addition opportunities exist storage and charging stations for commuters. This needs to encompass major wharves, B-Line hubs and other major shopping areas/bus stops. private operators to add paid for superior storage solutions for profit- e.g. car parks for undercover safe bije/scooter storage and charging. Northern Beaches residents and commuters are already good users of active transport despite the less than adequate cycleways. Manly Wharf is littered with more bikes than bike racks.

how council is solving this issue while the plan 2019 is moving ahead. I was under the impression council are responsible for the footpaths and any legal people going their normal walking and causing cracks ribs, medical expenses and costly loss of wages etc. No one has come back on today issues and pedestrians. I would appreciate a more concise response please. As there are many blindspots around corners especially in Frenchs forest and related aspects that go with that responsibility. There has to be some accountability against these under 16's if they collide and cause harm to normal walking have previously emailed what council is doing to provide more safety for pedestrians on footpaths against the ruling where upto 16yrs of children are allowed to run unattended on existing footpaths causing increasingly number of injuries. There have been incidents where children have collided with suburbs, council might mark those areas as off areas for bikes?

rootpath are out of the level and cased many tripping, which to me was a great concern for the safety of our community members, especially those of the Reliable and safe footpath around the community can definitely encourage more users, especially the elderly people. I noticed that some part of the elders.

# Linked Cycling pathways

work with bike share companies and in return request they provide council/TfNSW with bike movement data to help with better planning as other cities need to acknowledge that "casual" and family bike riders have different needs to keen cyclists (for sport or commuting) who do share with other road Wakehurst Parkway, Mona Vale Rd (east of Terrey Hills) and Bilgola Bends are all difficult for cyclists. are doing users.

There is currently a patchy set of cycling paths between Mona Vale and Church Point. Can there please be a priority to complete that link so that cyclists may safely commute between those suburbs. It is an increasingly important connection because the extra parking demand at Church Point will encourage many more people to opt for bike transport.

As above, it is essential that a connected cycle network is built in the northern beaches. There are too many places where cycle lanes or shared paths ust end and cyclists are slung in with the traffic. Places like the warringah road need dedicated lanes the full length between Dee why and Chatswood especially where there are hills hence slower cyclists.

How will expanded footpath interact with the new tree planting program? will you leave enough room for valuable street trees and green spaces?

powered & otherwise) & mobility scooters as well as conventional bicycles fast & slow make walking on pathways more hazardous. Any transportation The future expansion of electrically assisted vehicles on pathways - bikes with electric assistance, segways, electric monowheels/unicycles, scooters corridor that has dramatic differences in the speed of the participants is prone to accidents. Footpaths are better as just that.

Absolute must! Go for it.

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#### Rrillian

# mperative. We have to reduce car journeys

strongly support this theme. For active travel to be attractive these networks should consider the user experience not only in terms of connectivity and safety but also reduced noise and air pollution and attractive surroundings. Having experienced the biking and footpath networks of Canberra and the Netherlands, these networks offered separation from road traffic and beautiful routes through parklands and along landscaped canals/reserves which make them enjoyable to use

going to benefit a great deal from new footpaths built in Cromer. For land sales, there is an intergenerational equity issue, the land sale can happen only Careful consideration is needed for funding options for the active travel network. While I support a special rate variation for transport infrastructure, this should not be applied uniformly but consider how the infrastructure is rolled out and who most benefits. For example, residents of North Manly are not once so the proceeds should be used to provide a high value asset that can be used by current and future generations.

Primary schools also need better footpaths and cycle ways to allow children to safely use these means to get to school. This would alleviate increasing congestion around the schools. While not all primary school aged children are capable of walking or cycling to school, many are capable but safety concerns due to lack of cycleways, footpaths and signage prevent them from doing so.

#### More goget

can be identified and prosecuted when they break the law. Members of the public can then identify the person when they are injured by a cyclist. There is no deterrent otherwise. Road rules should be the same for cyclists, cars and motorbikes. Motorbikes should never be allowed to overtake on the left weave through stopped traffic, which at a moments notice starts moving. You cannot safely combines two types of vehicles moving at different speeds Pedestrians need space to walk or run without fear of being run over by a cyclist. All adult bikes should have (free or at cost \$5) licence plates so they walking and cycling you need it to be safe to use them. Adult cyclists need a simple network of dedicated cycle-ways free of pedestrians and vehicles. pedestrians and cyclists, cyclists and motor vehicles) in the same shared space. Nor can you have two different sets of rules for vehicles sharing the Combining cyclists and pedestrians is dangerous unless it is restricted to small children ambling along with their parents. If you want more people same space (motorbikes need the same rules as cars). It doesn't make the system more efficient. It increases the likelihood of deaths. In planning it needs to be recognised that there are different types of bike riders and requirements. From children who require safer cycling options (from pathways to quiet streeted and smart linkage to schools and shops within neighbourhoods) to recreational cyclists who need access from their homes to recreational areas and need safer cycling options on streets and shared paths, to commuters who require convenient and safe routes to sports cyclists who travel longer distances but need safer passage through congested areas.

A single 'cycle path' is not immediately a solution for all cycle needs unless it specifically meets the needs of all. For example, a commuter cyclists who is forced onto indirect routes or needs to use shared paths and concede to pedestrians means the route becomes inconvenient. Identification and planning for the different needs is crucial.

Connectability of commuting routes is a must and bicycles need to be incorporated into the infrastructure improvements so that they become viable and elderly and children, typically any bike lane is stopped and a cyclist has to navigate these obstacles with cars who attempt to pass - resulting in unsafe A key consideration is to create safer solutions for 'pedestrian' Islands. While these help give safe passage to pedestrians and particularly serve the and illegal) passing. In these cases, bicycle priority needs to be designed so that motor vehicles can pass safely

convenient and are a genuine alternative to a motor vehicle.

See above, I prefer walking and would gladly cycle but the cycle paths are currently not safe enough for me. In European cities everyone cycles but they That's what we need. Our walking paths here in Manly get very congested with all of the visitors and would be nice for some of them to be widened, and perhaps kept cleaner with more recycling bins. have designated and separate cycle paths.

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same intersection - a modest 4-5 story simple structure has been disrupting the crowded intersection for close to 2 years! In this same time the massive development at Dee Why Square has been almost completed. The small project and time taken is ludicrous. The road chaos and construction delays at PM Southbound peak from school close at 1530 hrs is ridiculous. As is the time taken to build public transport infrastructure. The B-Line Carpark at the Attention needs to be paid to the sequencing of traffic lights in bottleneck areas like Manly Vale Condamine Street/Kenneth Road. The tail-back in the the Northern Beaches Hospital are a further example of the inefficiency of public transport infrastructure development. To say nothing of the light-rail project through the CBD!

As above. Keep children out of cars if at all possible. However they need to be safe walking and riding their bikes.

free way to promote cycle travel - BUS LANES. Your ideas are commendable but most will cost. However there is an easy cost

However bus lanes were arranged to ease the traffic flow for buses IN PEAK HOURS. Outside these hours the traffic demand is much less and instead of opening up the bus lane for all traffic - at a time when traffic flow is diminished - then the bus lanes should become dedicated cycle lanes wherever It is desirable to have dedicated on road cycle lanes and these should be installed wherever practical. practical. This would cost nothing but a few signs.

If this is implemented for 24 hours it may inconvenience some of the locals who park in bus lanes overnight. Although I do not agree with all this on street of parking, if it is desired to accommodate this then the use of bus lanes for cyclists could be restricted to daylight hours, or the equivalent, and still penefit to most cycle commuters.

# get cycles off the road

Much of this ignores the reality of living in the Northern Beaches. Many road corridors are too narrow to permit widening of footpaths and many roads are too steep to allow return journeys on bikes. Bikes are not a practicable method of going shopping. The Coastal Walk is not a practicable route to go shopping or commuting because it does not go near shops or employments centres like South Creek.. Sharing of footpaths between pedestrians and cyclists is a recipe for accidents and injuries - they need to be separated.

Get rid of the grass on the footpaths (which is mostly dirt and weeds) & replace it with material that's able to be walked or cycled

Limit and control bike riding in front of shops. It is dangerous. Telling us to call the police about speeding riders does not work.

he solution is very simple and it will have a a very positive impact on the use of the route. All that is needed is to have a suspended path wrap around simple switchback path system would solve the issue. However the biggest issue is the section from Queenscliff road to Lower Greycliffe street where live in Queenscliff and feel that as the walkway from manly to Freshwater is one of the regions most popular walks for both locals and visitors it really needs to be taken seriously by Council. The track from Bridge road to pavilion street is useless for people with Prams as well as bike riders when a the steps make it very difficult for both bikes and prams to navigate. So families in general avoid it and drive around it.

he rock face and then cut into it a bit to switchback to the crossing over Greycliffe street and onto the bridge.

Makes sense

48

PROVIDE PHYSICALLY SEPARATED CYCLE LANES ON MAIN ROADS - JUST LIKE IN COPENHAGEN. Main roads are the most desirable route - as they are direct, and generally follow the easiest topography. Directness, and easy grades are highly valued by cyclists as every metre gained is achieved by personal effort.

Providing separated lanes addresses the other key element to encourage cycling: IMPROVED SAFETY. It also conveys an important message to other Providing anything less (i.e. the usual offering of bike routes that are either rat runs around main roads, up steep hills, sharing with pedestrians, or just painted lines/stencils on busy roads), is frankly just tinkering around the edges and will do little to increase cycling - Council needs to be bold if it really road users about the value that our authorities place on encouraging sustainable transport

There appears to be an error / typo on page 28 of the draft. In "Our Active Travel Future Directions" item 4. should read:

vants to make a difference.

2. Also use other infrastructure than shared wide footpaths. Widening footpaths is difficult in many areas and reduces green nature strip area. "Expand the off - road cycleway network to reduce conflict between road users.

footpath on one side of local roads is enough, do not put concrete footpath on both sides.

Footpaths do not help cycling until laws are changed to allow all ages to cycle on footpaths.

Create more cycleways on road grade with barrier separation from motor vehicles. One way to do this is to create a cycleway between the kerb and the parking 4. Footpaths can be dangerous for cyclists because cars crossing the footpath may not see cyclists due to sight obstruction by boundary fences. lane.

On most cycleways at present, cars have right of way at corners and roundabouts, in fact the cycleways often end at these locations requiring cyclist to compete with cars or to go onto the footpath. Change this to make cycleways continuous with priority over motor vehicles on marked cycleways at intersections. 5.

6. Apply the following design principle to cycleways: it must be safe for an 8 year old unsupervised cyclist to ride. If the typical 8 yo child would be in danger from motor vehicle traffic then it is not an adequate or acceptable cycleway.

7. When the opportunity arises (which was sadly and unacceptably missed with the Warringah Road works at the Frenchs Forest Hospital!) put motor vehicles in tunnels or overhead so that pedestrians and cycles can remain on grade in a parkland setting. Warringah Road should have been undergrounded beside the Frenchs Forest Hospital and Forest High School, with parkland over the top. 8. At the Pittwater Road / Condamine Street intersection at Warringah Mall the road should be undergrounded or elevated to allow level or gentle grade cycleway from Manly to Warringah Mall This could be included as part of proposed redevelopment of Warringah Mall without a road crossing. dentify walking routes and missing links to centres and other destinations from surrounding areas. This includes pedestrian lanes and short cuts across suburban blocks

In Dee Why provide a N-S pedestrian link or walkway between Stony Range and Dee Why Lagoon that avoids busy roads. Separate footpaths from cycleways where possible in high use areas to avoid conflict in terms of speed and safety.



## Public Transport

To improve the quality of the public transport system so it provides an attractive alternative to the car and is frequent, reliable, connected and accessible Public transport will remain a second choice so long as buses are the only option. The Northern Beaches needs a rail, metro or light rail that runs a circle rom existing services at Nth Sydney along the Military Rd corridor through to Manly or Manly Vale, then roughly up Pittwater Rd to Dee Why and then along the Warringah Rd corridor through to Chatswood, where it would connect to the existing services there.

The strategy does not cover this at all well. Having attended all meetings of the Warringah and Lower North Shore Urban Strategy Advisory (Section 22) Committee, I know full well there will be little support for a heavy rail or metro solution that would cause the population to double as outlined in this report's findings

The Strategy should not support a 'pie in the sky' future light rail, metro or train solution and definitely not without putting clear directions to the state government on what the Council and community wants, even if it is 20 years down the track

Warringah has suffered ever since the largely set aside old Sugar Loaf Point and Belrose transport corridors were removed and not replaced with viable alternatives

public transport travel to the new hospital. Build a pedestrian bridge from it over the Parkway. All beaches residents would have ease of access but such Use the RMS Warringah Rd/Wakehurst Pkwy land as a bus routes hub, reaching out like wheel spokes to all corners of the peninsula and enabling easy services to this hub would be greatly appreciated by our older citizens using the hospital. It would also reduce cars on the road network and using the nospital car park

mentions a rapid bus transit system what does it mean? It means nothing without having buses like the B-line that has a dedicated bus lane with only a Who says we don't have Sydney trains near the Northern Beaches? Forestville is a suburb which is very close to trains, 5 km to Chatswood station and handful of bus stops like Dee Why - Frenchs Forest - Forestville - Chatswood. If we had a dedicated bus lane using Warringah Rd through these even less to Roseville station yet we don't have any bus lanes or at least a t3 lane running through to these train stations! The transport strategy suburbs, a lot of the residents in the Northern Beaches could then be able to get to the Sydney train network in quick time OK, sounds good. How ? The Rideshare bus experiment cost taxpayers \$90 per trip. That isn't sustainable. What're you thinking of doing ? ie. a strategy without a plan is nothing more than a dream.

ride a bike from North Curl to Chatswood via Spit Bridge than catch the bus!! The all stop buses discourage the use of the bus service putting more Have a B1 or similar fast bus service from Dee Why to Chatswood with limited stops only. All stop buses such as the 136 are too slow. It is quicker to cars on the road. Have bus lanes on the East/West roads

To expand the public transport to Chatswood and Macquarie would be a boon for our family and community, opening up employment and recreational Our family loves the B-Line. My husband commutes daily to the city, and on the weekend we often travel on the B-Line for fun. opportunities to the west

You have to get a bus to Forestway then wait for a Manly bus that takes you around the world (ie all the way around Dee Why etc), before you get to the Wharf. It takes ages, when all one needs is a bus that could take you straight down Warringah Rd., After all Manly Wharf is not that far form Belrose or Frenchs Forest. Try getting to Manly Wharf from Belrose. Allambie Rd.

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Yes!!!!! A must. Clear ways 7 days a week 6-7

-onger lights from main rd than side streets to flow traffic. More express busses from manly up to chatswood not all stops. Express busses to chatswood rom dee why and mona vale.

3us lanes warringah rd to chatswood.

Public transport is far and away the most important aspect for the Northern Beaches transport strategy. It needs to be embedded in every stage of of planning so that it integrates with all the necessary facilities.

comfortable. Homes are comfortable. Cars are comfortable but bus stops are NOT. Who likes standing in the rain, getting blown about or sweltering in If the Council was Fair Dinkum then it would put money where its words were and allocate funds for the construction of bus stop shelters because the major impediment holding back people from using public transport is having to wait at an uncomfortable bus stop waiting for a bus. Buses are the sun?

Yes - this sounds reasonable. No idea how to do it, though. I think the BLine approach isn't quite right when you consider daily and seasaonal usage transport gives transport users options to change routes based on temporal conditions which naturally spreads peak demand spots/times for a more fluctuations - you create problematic peaks (and troughs) in service usage where commuters have no option / control. A broader mesh network of reliable transport network.

vehicles. Can we also do something about using Pittwater road on weekdays and weekends as used car lots - especially Newport and Long Reef areas! have done so several times very late at night (1230-1am) to get to my home through poorly lit and sketchy areas. These linkages for late night travellers Seaforth on weekends often takes longer on a weekend day than it does during peak hours to get anywhere, whether by car or public transit. It's time Also, getting home late at night from the Sydney CBD is awful; living in Warriewood, I have to walk 25 minutes from the B-line stop at warriewood and Agree; however, we need to do something about cars clogging up kerbside lanes in non peak hours. Pittwater road from Narrabeen to Manly or up to remove parking on weekends from both south and north-bound lanes on this stretch. Central corridor Roads should be for moving traffic, not parked beyond the main corridor are poor at best.

### Support this

Absolutely, but its far from it at the moment although, commuter parking and the B-Line are a move in the right direction.

Please remember that the Northern beaches extends to Palm Beach and doesn't stop at Mona Vale. None of your public sessions are planned to take place north of MV. The section on public transport does not address the serious problems faced by commuters from this area now the L90 has been reduced to an hourly, 9am-3pm service

Some of the biggest remaining drawbacks are:

- 1. The lack of a Last Mile alternative that links to the major public transport routes such as the B1
- Inadequate care being given to make sure that stops on the major public transport routes are attractive and safe

bike path disappears after crossing Roseville Bridge. (Yes, it goes around and under, but none of the cyclists I see on Warringah Road use it, and there You silly video showing four attempts to travel from Newport to Chatswood doesn't show how dangerous it is for a bike rider on the road, and how the sn't a safe link to Chatswood)

Public transport can't compete with a car when it takes 40 minutes from Forestville to the city (yes - in weekday traffic) but it takes over 70 minutes by public transport by the time I include walk to the bus stop, wait for the bus, walk at the other end in the city. That totals an hour per day I can't afford.

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Seriously - public transport needs to be frequent, reliable and FREE. REmember how well it all worked during the Olympics? Thats what we need res, but unfortunately the new big car parks at the bline stops encourage more driving. They should have spent the money on walking and cycle infrastructure to get people to these stops.

Warringah Rd) and to Palm Beach (via Pittwater). Technology improvements will make these more viable. In the long term it is even possible to look at Public transport should seek commitments on light rail/metro and at the minimum, preserve corridors between Beaches Link Tunnel to Chatswood (via connecting to the Central Coast under Brisbane Waters.

The vision for Beaches Link without rail is still flawed and it must be amended to include that option.

Yes please, ASAP

Why are we the only large area of sydney without a train service? The State Govt has allowed a level 5 hospital to be built on the Northern Beaches with no train access?

The B-line service is a great improvement and I use it when I can. More parking at Mona Vale has helped but is full by 7am on a weekday. Not sure if permanent source of travel to/from bus. There are no local buses where I live up the hill at Bayview and no footpaths/tracks to a road where there are there is a plan to expand this, but would be good if it could be. The Keoride services is also good and hope that continues beyond the trial as a buses. I would probably use the ferry more if there was a good long stay parking option at Manly as well

This has improved! we need to be in line with Europe, where nearly everyone uses transport. Transport is still very expensive, its actually cheaper to drive your car unfortunately, and until that changes, people will drive their cars!

There should be a bus lane along Warringah Road from Dee Why all the way to the intersection of Boundary Street and Pacific Highway Chatswood. There should be a bus lane the length of Mona Vale Road/Ryde Road/Lane Cove Road - all the way from Mona Vale Top Ryde and beyond.

We strongly encourage the enhancement and increased use of public transport, especially by non-residents. However, buses are some of the worst offenders when it comes to safety, noise and pollution. What are you doing to ensure public transport has a lower impact on resident quality of life? There should be a stronger push to convert buses to electric or gas to reduce local noise and pollution. Also, buses should be held to higher safety standards

Also, what are the 'Private Transport Operators' going to offer? Are these taxis or are you talking about another bus service like Forest Coachs in which case it is a step back. Less people regular, particularly along Warringah Road, which would vastly improve journey times rather than go all around the houses. There needs to be end to This needs to be what the people on the beaches want and not be governed by what the NSW Government thinks is needed. It needs to be fast and end services, not get on and change halfway. Major destinations would be Macquarie Park, Manly and Chatswood. are working in the city as companies are moving out to business parks, These need transport options.

Question the RMS proposal of making road clear way hours longer and on weekends.

many who have to travel in their cars to reach destinations not served by public transport. Light rail is being implemented in other areas and the Northern Beaches need to be connected to this linking to key areas including NB Hospital, Manly, Dee Why and Mona Vale. Corridors need to be identified and exponentially growing and if we don't plan carefully we will end up with more bottlenecks than ever. This is happening already. My view is that a rapid rom previous mistakes - the termination of the Eastern Suburbs Railway at Bondi Junction instead of the Beach comes to mind. Footnote: My view is I hate to say this but a light rail system is a MUST for future directions. NB Residents must not keep their heads in the sand regarding this. Sydney is bus transit system along Warringah and Mona Vale Roads is a very short term solution. Implementation of this will cause severe short term grief for (A previous council was short sighted enough to dissolve the Dee Why to St Ives corridor approx. 15 years ago) And we must reserved/preserved.

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that the on-road "bus" rapid bus transit system previously proposed by our Mayor some time ago would quickly become a white elephant and divert attention away a more strategic decision such as Light Rail and as a consequence set the Northern Beaches back another 20 years or so.

A lot has to be done here in order for people to take public transport. Our schedules are poor and not frequent enough. Specially on weekends

don't use a car very often and think many people could also leave theirs at home.

These public transport themes are key to usage, I already take six public transport changes to get to work and back, so improved connectivity and reliability would be fantastic.

constantly along specific routes so people don't have to plan. The younger generations just aren't planners. They are into instant decisions so dedicated like the small bus concept that is in place at the moment taking commuters down to the main road. It would be better though to have them running paths better

Public transport from Forestville is pretty good. We need more parking around bus stops to facilitate commuters who have to drive to the nearest convenient bus stop

Yes!

think you should go even further with your plans. More dedicated bus lanes. Compel people to use car share or buses

Definitely need to expand the public transport system. I take public transport to Macquarie University and it takes me 1.5-2.5 hours each way. This is why Why and Macquarie Park well before 2038 - this should be an initial priority in setting up something like a 'B2' service. Definitely support increased transit to major bus depots. I would want a lot of consideration about the impacts of increased ferry services before such services were developed, as I'm quite so many people drive, because it's often twice as fast as public transport on this route. We need to improve this popular transit corridor between Dee concerned about impacts on marine life.

Obviously now that the B Line is not going to Newport bus services north of Mona Vale need an upgrade. Perhaps the L90 could be made a 30 minute service instead of hourly and the 199 cut back to compensate. I was sceptical of the B Line, but it has proved me wrong. It has created problems with parking in places such as Mona Vale however. More transport to reach the B Line stops would be welcome, but also drop-off zones, so you don't park a car all day. I'd also like to see buses which carry bikes on Racks on the front or back. They are well used in other countries.

One particular public transport frustration is the 136 services to the Manly Jazz Weekend. The service is full from the wharf and subsequent bus stops are driven by for often over an hour. Please at least add more bendy doubles to this route in October each year. Why not planning for a train line?? We need a metro train line to northern beaches hospital and Dee why And/or tram or light rail on Pittwater road.

take, and personally, one I want to take slowly. Expansion of this and other ferry services with suitable incentives would be a great idea. Incentives could 've seen other cities which use bike racks on buses to encourage multi mode forms of transport such as ride/bus. Being able to take your bikes onto the ferry is great and an area that could be encouraged. We have such an incredible asset in the harbour and the Manly Ferry. It's a journey you want to be helping people get there easily, ensuring they are priced reasonably (public transport should be affordable), and it's a pleasant journey (both comfortable and one that encourages interaction with people and the environment where relevant).

It's also important concessions for pensioners/students/low income earners are in place (I note Ride Plus doesn't offer concessions in Manly) appreciate the ferry and being, it's something that would encourage me to ride/bus or ride/ferry.



The existing B-Line works well and should be expanded where necessary. Starting some buses at Brookvale in peak times would assist those trying to he East West transport corridor desparately needs a B-Line type service supported by park and ride parking, both Dee Why to Chatswood and Mona get on at Warringah Mall, Manly Vale and Spit Junction. Expand park and ride options where possible.

The Fast Ferriies have demonstrated they provide a viable option and those services should be expanded with "on-demand" services. Why not have B-Vale to Pacific Highway and Macquarie Park line buses to Manly Wharf?

The option of a service from the Spit should be examined

Ride Plus, GoGet and other ride share/short duration car rentals are a great option. Dedicated bays in Opal car park hubs for GoGet etc would be a start.

Strongly agree with Chatswood bus link and beaches tunnel as long as one tunnel lane is dedicated bus lane. Think the on demand trials of uber like service to connect to b line stops is great and should be developed, maintained.

Already use public transport to travel to work outside of the Northern Beaches.

Agree though best solution will be to get the Northern Beaches Tunnel committed and under construction as this will be a huge improvement for the Northern Beaches accessibility to the city, airport etc.

roads. In my view it is a no brainer to connect the business/industrial area at Allambie Heights and the hospital with a light rail or train from Chatswood We definitely need better public transport. In my view that means trains or light railways. Buses are not the solution, as they contribute to congested and/or CBD. We need to get people off the road.

Yes

On page 31 a ferry service at Clontarf is mentioned. Clontarf is totally unsuitable for this, parking and public transports are limited and very difficult augment. I also have serious doubts that patronage would justify a service from this location.

ashioned calculation of every new apartment needs x many parking spaces. Personally I am aghast that Government can invest so much money into a It should be noted that in today's world not everyone wants to own a car or travel in one. In conjunction with medium density and high rise development new hospital and road upgrades but not have yet secured a rapid and frequent east-west public transport service between Dee-Why and Chatswood, I many residents seek public transport for travel, particularly where they can connect to their respective devices. We should stop assuming the old would have thought that would be planning 101. Public transport should be the number 1 priority for Council and the State Government. Frackless trams could utilise the original tram route to Narrabeen and continue further north. Met by mini buses 'on demand' technology at Newport Hotel awards or tax benefits. Public transport using goal of 35% needs to be far more ambitious, for a well educated population who is willing to reduce their loop? http://theconversation.com/why-trackless-trams-are-ready-to-replace-light-rail-103690 Incentivize public transport users with rate reductions, CO2 emissions

Cancelling the proposed 'Northern Beaches Tunnel' would help stop car dependency. Fewer cars means cleaner fresh air for the Northern Beaches communities to breathe. Nothing is more important to life than breathing clean air.

- A rapid bus service is needed between Manly and Brookvale. Manly is the only strategic centre that is poorly connected to the rest of the Northern - The public transport connection between Dee Why and Chatswood should go to Brookvale where we have a large workforce and Warringah Mall Beaches. Better access to Brookvale (jobs and Warringah Mall) and increased access to ferry services in Manly. This is also a missing link for supporting Manly as a tourism and night time economy destination which both require good public transport. Buses and ferries need to be bike capable

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Clearways 24 hours/ no T3 to promote efficient public transport. More fast services to city from different locations. Fast services to Manly to promote ferry usage. B1 style for Dee Why/Chatswood corridor.

Strongly support this.

am more likely to take a bus to work, manly, now the footpaths are designed and smooth, need to ride to get to the bus.

Especially good connections to the west such as Chatswood to access the train

The On Demand service is an excellent initiative and I hope it is expanded

getting people In school holidays, the roads are less congested - indicating too many parents are driving their children to school. Council could work with State Govt to Wharf 2 is unusable, meaning commuters travelling to the city and barangaroo end up waiting in extremely long queues. There is also no shelter in bad assist schools use dedicated buses for their children - this could prevent parents driving children to school every day. Or even better, safe routes for to hubs easily. Ferry travel is becoming more popular, however the wharf facilities are not improving. It takes so long for people to board and often, It's great to see the support of the on demand travel, such as Ride Plus continue - this is an important part of the public transport pictureweather, forcing people to wait under the Manly Wharf hotel. The government run ferry is underutilised, and the faster ones at capacity. parents to walk or bike ride with children to school

The objective is admirable.

BRT is happening and yes an East West one will be great -but drive and influence this - it will ultimately be a TfNSW project. The biggest thing Northern Beaches Council can do is focus on developing and implementing a coordinated and integrated first/last mile strategy which gets more people to mobility hubs without using driver-only private vehicles. This is largely in the Council's direct control, unlike public transport.

Should of listened to Bradfield who had a brilliant plan 100 years ago

very interested in seeing a railroad track to connect the Northern Beach with rest of the Sydney, this will greatly shorten travel time and save people installation of bus tracking screen at the city bound Dee Why Main bus stop just like the one present in opposite road. many precious hours to be more productive and active at work or home.

BLine bus stop-at Seaforth

placed on a metro. The simplest would be connecting the metro in Chatswood to dee why via frenchs forest and connecting rapid buses to the hubs. Or It is unthinkable how public transport patronage can expand by building more roads like the tunnel. Buses are not the answer. More effort needs to be metro from Victoria cross through mosman to manly and up the beaches (obviously more expensive). Metro must be the answer, not roads

Make public transport more accessible late at night and on weekends.

The 136 service is always late, very long, congested, and finishes its service way to early. If I want to travel from Dee Why to Chatswood after 9pm than nave to travel into the city and back out again. making the trip 120minutes compared to a 25minute car drive.

Public Drone transport landing areas considered for both goods & people conveyance? Atternative transport technologies?

So far the B Line is an excellent service, unless you are using it in the morning or evening during rush hour... the manly vale B1 stop is more congested now than it was before.... really need to be honeet about how successful this has been.

such as a permanent rail line connecting the beaches will become essential to ensuring the roads aren't clogged by permanent traffic. This and services ike the B-Line, and an East-West service connecting Dee Why to the rail service would work brilliantly for the population as an alternative to the typical ikely via the Forest area, will become necessary for a population expected to hit 300,000 by only 2036 alone and as such realistic planning proposals believe an analysis of the cost benefits of a train service connecting the northern beaches to the rest of the Sydney Metropolitan Network should be investigated as soon as possible in order to get planning completed as soon as possible. It is inevitable that a train connection to the beaches, most North-South commute.

Also, the root of the northern beaches car inundation issue is that many houses aren't connected to the regular Pittwater Rd public transport services and connector busses and perhaps achieve a 100% connection (of say a 1km radius of bus stops) this would significantly reduce the necessity to use a car distance, conflicting destination, etc. As a result, more cars are forced onto the roads. If a plan could be developed that analyses the reaches of these must take connector buses. This 'connector approach' is fine until the instances in which it isn't realistic to catch a connector bus for reasons such as as opposed to public transport.

Yes, there is a need for effective public transport from east to west. I hope that the new Wakehurst Parkway upgrade will have dedicated bike lanes from Narrabeen to Frenches Forest and Frenches Fores to Seaforth. IT IS CURRENTLY NOT SAFE.

strongly support this theme. The proposed Bus Rapid transit service should link Manly Vale to Chatswood as Manly Vale is likely to become a major transport hub if the northern beaches tunnel proceeds. I strongly support new public transport options such as a metro link to North Sydney and Chatswood.

On demand options such as uber should have easy access to public transport hubs as well as hospitals and public spaces. More public transport options should be available outside peak hours.

# Restrict the tourist perks

The state transport says "if demand increases we will increase services" which is flawed and means that in many areas, public transport is unavailable or imited so it is never an option. In Elanora Heights, buses stopped at 6pm meaning that city workers or young adults can't use public transport to return

would also improve access for tourists and visitors and help local business thrive and most importantly, reduce a 4 hours return commute to the city with Instead, a train line from Mona Vale through to Manly Vale and to the city would provide the single biggest traffic relief for the entire northern beaches. public transport into a 2 hour commute. It will increase mobility for the elderly and for children and also position buses (on roads that have limited capacity) as supporting public transport and enable them to provide transport access to less accessible locations in the Northern Beaches.

Council buses, garbage trucks and other council vehicles should all be electric to reduce pollution and set a good example. It is a no-brainer that they must be reliable, frequent, connected and accessible if you want people to use them. Please include 'safe' and 'not overcrowded' If I can't walk I take public transport, either ferry or bus. I would like to see more ferries to North Sydney and Barangaroo. I get a bit envious of all of the B line buses to the City when we have to stick with the 144 or 143 with a change at Spit Junction. Why doesn't Manly have a few more express services out of peak time? I do prefer ferry but it does not work for all destinations. I utilise the Hop Skip and Jump and hope that will be maintained or better yet expanded I am very disappointed that there is no mention of trains when discussing public transport. It is obvious trains move more people more efficiently than any number of buses. A long term public transport strategy has to include trains.

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B-Line type service from Warringah Mall - Chatswood should be included.

An excellent idea

Older people such as myself cannot cycle or walk to the closest bus stop because of distance and terrain. We need small commuter buses at the northern end of the beaches to connect with villages and bus stops. The B-Line is excellent but fails badly for commuters north of Mona Vale.

Please remove parking spaces on the major roads during the peak periods.

(Traveling on the B\_Line through Manly Vale the bus had to push into traffic to pass the 3 or 4 parked cars.) I suggest that anybody should be able to access 2hrs free parking in ALL the B-Line parking stations to placate business owners who claim the need for oarking on main roads

ᅌ There is no mention of the excellent Keoride service which makes it possible for many more residents in areas where public transport will never reach, get to public transport and the evidence shows that Keoride is being used more and more.

often more expensive than using a car and so there's no incentive for families to put up with the extra inconvenience of using public transport if it's not A Public Transport is getting better but it's still not better than using a car. The cost for two adults and two children to go anywhere on public transport is -OT cheaper

Totally agree with improving public transport so it really is our first option. Make it really cheap!!!

Need flexibility in solutions & constant review for public transport. Our world is changing rapidly. For example employment opportunities and practices may look very different in 20 years. More people are working from home & have more flexible working times. Also many vehicles will be driverless More B-line style routes: to Chatswood to connect with the rail system is a must. Also to Macquarie Park. To stop our reliance on the Spit Bridge route. But need better public transport options than driving our cars to commuter car parks otherwise we will keep our cars & keep using them

Council should support Metro to beaches notWesternHarbour road tunnel quality of life long termIsPublic transportation

When I asked at a community feedback session about a dedicated bus lane in the tunnel, I was told, "Buses can use the tunnel", which didn't answer the question. The latest artist impressions show only buses in the left lane. An attempt to deceive us?

is the bottleneck at the southern end of the Harbour Bridge now fixed. It was the case that cars were given preference over queued buses

work, park their car and not go near it again until the end of the day. Sales reps, some executives, trades all need to use their cars during the day. Public improving the quality of the public transport system is important, but also there needs to be some benefit to use it. Not all workers drive to their place of transport is often not an option.

the consultant-speak weasel words like "partner with the State Government to expand public transport (like the B-Line Bus Service) along the Warringah The draft strategy has Public transport is desirable, but the Council has limited ability to influence public transport decisions by the State Government. Road and Monavale corridors.

Yes, better public transport. But some suggestions:

1. A separate east - west rapid "bus" to Chatswood service to start at Manly and go via Warringah Mall;

Do not push for any rail based public transport (tram, light rail, metro or heavy rail). Begin with more buses with dedicated road lanes and off stopping lanes, then as technology develops replace those with electric or hydrogen powered buses. This is much cheaper than rail and electric infrastructure greater flexibility of routes and emergency response.

Extend the existing B-line by having some buses (suitably marked) going all the way to Palm Beach. Frequency to depend on demand and time of

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day eg every 15 minutes in peak hour and every hour otherwise.

priority for the Mona Vale-Macquarie Park recommendation, if the Pittwater and Narrabeen regions are to be thought of as integrated zones of the NBC. Perhaps even more important to this accessway, is that it will need to have the infrastructure in place to address the proposed uses and densities of the "Theme 3: Public Transport" we acknowledge the 2020 objective of an efficient Dee Why-Chatswood public transport service. However, it is an EQUAL future Ingleside development BEFORE any definitive rezonings are made for that area.

Introduce an underground rail line City - Dee Why via the Spit

One Australian company designs mid-sized modular car parks which might be feasible for NB More park & ride / commuter parking facilities are essential

http://www.parkdgroup.com/sustainable-solutions/

Car parks can be beautified with green walls or design elements.

Also top levels or ground car parks (beach car parks) could have solar panels which also provide shade for cars. Like here:

http://www.vicinity.com.au/campaign/180430\_solar-panels

https://simonhackett.com/2018/02/01/the-base64-redflow-energy-system/

Provide public transport to key destinations, such as beaches and recreation facilities.

Provide public or community transport for regular or special events, such as team sports.



# Efficient Road Network

To develop a one network approach that supports connectivity for the movement of people and goods within and beyond the Northern Beaches and that can be safely shared by all users

The Beachlink Tunnel should remain a priority and get construction underway as soon as possible to avoid a change in govt reversing the decision. The Warringah Expressway should have gone that way but local protests stopped it and its taken 40 years to get a link under consideration again. If its not started now it'll go onto the backburners for another 40 years

Frenchs Forest and Forestville would take a lot of cars off Warringah Rd. Currently, roughly 80% of cars travelling at peak times have only a single A dedicated bus lane using express buses during peak times running on Warringah Rd from Dee Why to Chatswood train Station running through person in the car because the buses aren't frequent or fast enough on Warringah Rd.

This is one of those semantically null statements that sounds good but means nothing. Why do northern beaches residents want an 'efficient road network'? How do we benefit?

weekends. The traffic the strategy is trying to minimise? Won't happen. The gaps will be filled all day Saturday and Sunday during summer, with a never An efficient road network is exactly what we do not want because it encourages road usage. That means more people heading to our beaches on the ending conga line of westie filled cars and buses.

thoroughly support a one-network approach, particularly when integrated with technology and real-time data.

Probably need more commuter car parks. Increasing high density in dee why warriewood etc the 2 car households taking over- regular express busses north south n east west will help.

Collaborate with mosman and north Sydney council to extend clear ways and express transport so traffic flows from n to beaches.

Great initiative. not as important as public transport though.

Obviously.

Not sure on this. Efficiency of roads is largely a factor of how we use them. Prioritising roads as a single network would probably encourage decision makers to create wider, faster roads with less frequent stopping and crossing points. This tends to create divided communities and makes active ransport much harder when you can't easily navigate across large roads

commercial area in Sydney after the Sydney CBD; yet, there are no viable public transit, T2/T3, bicycle/motorbike lanes from Mona Vale to Macquarie Macquarie Park and it takes almost an hour to go 22kms - and this being able to lane filter at slow speeds! If there was a dedicated high speed transit park; Ryde Rd from Gordon to Macquarie Park can take 25 minutes some days for a 4km stretch. I ride a motorbike most days from Warriewood to Yes; I would love to see a solution earlier than 2038 for travel to Macquarie park where I and many other NB residents work; it's the 2nd largest system (bus, but ideally a light rail connection) I'd leave the motorbike at home and use that instead.

"pay I do NOT support the tunnel , I believe it will only lead to MORE CARS and the demand from the state gov will be high rise dense development to "p back" for the money they have spent , we do not need and cannot support the density of development that will be demanded in return for the tunnel

Agree, but our current road system is far from efficient, particularly at peak times. School drop off/pickup times are a nightmare a focus should be on getting school kids on public transport to and from school Waste of time - the next Labor state government will scrap any spending on the Northern Beaches anyway. There will be no Seaforth tunnel in 2038.

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Maybe we will have the Mona Vale Road upgrade we were promised 20 years ago.

well, yes. But roads need to have dedicated bus lanes in peak hours at least. Then people would use public transport

Yes, but all other modes of transport should be the priority, to reduce reliance on the car and unnecessary use.

Any road upgrade from 1 lane should be to 3 lanes for arterials and 2 lanes otherwise. An upgrade for arterials (i.e. Mona Vale) road simply to 2 from ust shifts the need to do it again in 20 yrs. The 'pain' so evident in such construction need only happen every 40 yrs at most not every other decade.

Sounds good

Looking at the time it takes to complete any roadworks or other infrastructure, 20 years is not long enough!!

Few cyclists are actually ocal commuters or students with a travel purpose. The posses on the weekend make McCarr's Creek road and Pittwater Road into Mona Vale Until there are more dedicated cycleways, discourage the weekend joyrider cyclists from other parts of town (not sure how!). dangerous for everyone (overtaking manouvres by frustrated motorists) and at best, annoyingly slow.

That's a difficult one as we are limited by geography and topography of our unique area.

We need to facilitate the use of Motorcycles and scooters instead of cars - they use less fuel, require less parking space and cause less road congestion There should be a bus lane along Warringah Road from Dee Why all the way to the intersection of Boundary Street and Pacific Highway Chatswood. all whilst retaining individual autonomy and the capacity to take people directly to the door of their final destination (unlike buses and trains) There should be a bus lane the length of Mona Vale Road/Ryde Road/Lane Cove Road - all the way from Mona Vale Top Ryde and beyond With the coming tunnel, a study should be undertaken to see how the increased traffic will impact neighbourhoods in the Northern Beaches. An assessment should be made to see how the local infrastructure will be impacted. A plan should be in place to reduce the car traffic moving through local residential streets.

It's not just CO2 that needs to be lowered. Nitrogen Dioxide needs to be properly reduced. Pushing it high into the atmosphere does not negate pollution. A case of smoke and mirrors I think !!!! recently received a draft in the mail from RMS about making the road Condamine street clear on weekdays 6am to 7pm and weekends 9am to 6 pm . I would to know what my council thinks of this , many business and home owners along this road will be effected.

have been approved without consideration of upgrading these arterial roads at the same time. Residents are already experiencing ever increasing traffic Mona Vale and Wakehurst Parkway need to be upgraded NOW. It is criminal that developments like Warriewood and the Northern Beaches Hospital congestion with little hope of this being fixed for some years.

shift focus from cars. Also need focus on safe cycleway to Chatswood. Just not safe anywhere around the Roseville bridge

Yes. First start should be to remove the on street parking on busy roads. The on street parking only makes it unsafe for cyclists and makes our roads more congested This is fine, but prioritise bus lanes and drop the ridiculous and expensive and destructive proposals for a tunnel. This is ridiculous. More bus lanes and greater creative thinking about increasing public transport options is what is needed. Not a tunnel that will only encourage more cars on the roads.

Definitely important to have better shared connectivity pathways.

09

Plateau from Barrenjoey Road is via Seaview Avenue. But the section of Seaview north of Foamcrest Avenue is narrow and vehicles are allowed to park The aim is fine but parking issues need to be addressed. For example - the main way to get access to the north-western area of Newport and Bilgola on both sides of the road. This makes it dangerous and difficult for vehicles travelling in opposite directions to pass one another safely. There will other such roads where parking should be restricted to one side "d love to see this, and hope that the planners provide a shoulder that cyclists can use. Of the rest of the plan is successful, you will increase the number of cyclists significantly, and there will be even greater demand for bike lanes, especially ones where you aren't at risk of being "car doored". I think eBikes will only help to fuel this demand. Not only will it cost a fortune, it will decimate suburbs at the southern end of the beaches without fixing the congestion ssues between Manly and Collaroy. Not to mention high tolls to the city and airport and pollution. No northern beaches tunnel !!!

would question why NBC is supporting such a 20th century initiative. Smart cities like San Francisco and Portland and Seoul in Korea are removing freeways and yet here we are talking about building one. Make the northern beaches a smart city! Focus on active travel, connected local and inter neighbourhood travel linked to

commute at different times if they must use their cars. (app that gives real time traffic info and offers discounted tax and parking outside of peak hour). Use big data to manage traffic flows on our roads. Create a congestion tax for crossing the spit at 7am compared to 11am. Give people incentives to mass public transport in main hubs on the beaches. The B line is fine but it's not the game changer we need.

works well in Singapore.

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Improvements to public transport should come before the Beaches Link Tunnel is considered - other cities are moving away from tunnels and motorways to solve motor vehicle congestion. The Tunnel, as proposed, is likely to encourage commuters to get back in their cars rather than use public transport. Implement clearways through to the Harbour Bridge, improve public transport first. Up grade Mona Vale Road and Wakehurst Parkway but provided efficient bus services as well

snq Agree with beaches link tunnel and the need for more rush hour bus lanes and clearways. Bus lanes need to be camera-ed as due to congestion, lanes are regularly used illegally by cars in Dee Why

Strongly agree. See comment for Accessible and Liveable Places.

Yes, we need the Northern Beaches tunnel.

congestion on the roads. There are many smart solutions to improve traffic flow on the existing roads as well. Like a green way, that would encourage don't think we need more roads. We need better, efficient and affordable public transport, so that more people are using it. This will remove the users to stick to the speed limit so that the next traffic light just turns green before they arrive.

and Tunnel. I assume this is meant to apply to roads other than the tunnel. The buses are capable of moving at the same speed as traffic in the tunnel On page 37 the first dot point in the coloured box refers to a dedicated public transport lane. This can be read to mean a dedicated lane in the NB do not need to stop. If i am correct I suggest this wording be clarified.

the existing network, very little as far as I can see has been done to future proof. I do believe this transport initiative from Council is fantastic but it should suitable east-west public transport is not implemented without further delay) as these upgrades, while well intentioned only cater for private vehicles and the reliance on and volume of private vehicles. The road upgrades on the Northern Beaches, particularly at Frenchs Forest are doomed for failure (if a An efficient road network in my opinion can only achieve efficiency if appropriate and desirable public transport options are available which will reduce have been done a long time ago and all I can say to Council and Government is 'get on with it'.

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Stop the proposed Northern Beaches Tunnel. It will bring more cars & more over development and land clearing. It will bring even more pollution.

Clearways all day. No T3 - buses only in transit Proposed tunnel should be for public transport only. Wakehurst Parkway needs to be weather proof. Bikes should not be on the roads for their safety. I don't agree with cycle lanes on roads. I do not support the Beaches Link Tunnel - a waste of money; it will lead to more cars on the road and more residential development on the Beaches want better public transport.

Wakehurst parkway and MONA Vale road- very unsatisfactory and often dangerous travel.

The objective is admirable. Council's support for the beaches link tunnel must include another "subject to", in that no existing green space is to be taken or reduced to deliver the tunnel, lead in roads or exhaust stacks. The proposal to take Balgowlah Golf Course is disrespecting the past generations, the current generation & future generations. The future direction # 6 should be a priority now - return local streets to local residents, speed limits can be enforced now, restricted street, access times can be planned & implemented now, no right / left turn can be implemented now.

The biggest thing Council can do and control is to develop and implement a strategy around "people pooling" with carpools the biggest opportunity in the There are already vehicles on the road and spare seats in more than 90%. If solutions can encourage these driver-only vehicles to share journeys it can have a dramatic short-term immediate future. A fundamental problem in the Northern Beaches (and most of the world) is driver-only vehicles. impact and "move the needle" quickly on the council's objective to reduce car trips by 30%. The tunnel is important but again will be largely driven as an NSW infrastructure project.

to parking, tolls, other forms of transport or broader community benefits. The focus should be on "people pooling" not just carpooling. Sharing journeys colerances" and by managing trust and safety. Psychology by providing the right incentives and disincentives for people who pool. This can be related The solution requires both technology and psychology. Technology in apps which can help drivers and passengers readily match within "detour by other modes of transport also has major benefits

This suggestion is repeated below in the Shared Mobility section).

The current Pittwater corridor in our neighbourhood is failing to peak hour travel demands, making the journey to and from work unnecessary long and noisy.

Council you see if there anything it can to do the reduce need to travel by incenting companies to be based on Northern beaches and encouraging / supporting shared working spaces etc. Part of the issue is where jobs are. Many have to leave the area altogether to get to and from work.

Agreed that roads need improvement, but getting people off the roads who use them because there is no metro or rapid transit alternative achieves the same thing of reducing congestion.

strongly support the Beaches Link tunnel if mass transit public transport is included and impact to local residents is minimised

The wakehurst parkway should be widened as soon as possible.

Cycle paths should be separated from roads to increase safety and reduce congestion.

Autonomous vehicles have the potential to either decrease or increase congestion depending on how they are used. These vehicles should be supported if they are used in a way that reduces congestion and improves safety

more trees, less car parking spaces

Prioritisation facilities for emergency vehicles throughout network

Sounds great

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2 There is no connectivity from Belrose to Narrabeen. I have to catch a bus from Belrose to Forest Way, another bus from Forest Way to the Mall (or Dee Why) and then another to Narrabeen to get home from my daughters and vice versa to get there.

## -ook after locals

You don't need to build more roads to make them efficient. Have a look around the world in places where they are tearing down flyovers and freeways in painted lane markings and coordinating the traffic lights (flow of green). It is dangerous for traffic to stop for a car turning right or a lane ending on the left. The drivers shouldn't encounter a lane that ends (eg. because of parked cars). You may need to remove one or two road side car spaces in some places efficient too. Queensland Transport used to run competitions for some of the interchanges they were proposing - that way they widened the 'brains trust' Some of these are being improved (thank you, thank you) on Pittwater road. You can easily have two lanes of traffic all the way on each of those roads. but generally not. You wouldn't need bus or T3 type lanes if you thought about it as a type of freeway. Bus stops would be outside those two dedicated anes so that all the traffic kept moving smoothly (even the buses). Buses not having to stop behind other buses in bus lanes would make buses more cities. Arterial roads like Military road, Forest way and Pittwater road north up the beaches could all be made more efficient by simply changing the and it made for far more innovative road designs. Rather than just doing it 'the way we have always done it'.

Private roads (frenches forest tunnel) put infrastructure into the hands of private enterprise and make transport/access a paid privilege. This is a significant disadvantage to people and families on lower incomes and forces a disadvantage on them.

Putting an entrance / exit point for a high volume road next to the Frenches Forest hospital is a major flaw because the increased congestion slows A toll road is a massive failure as all other major highways and toll roads to date result in increase motor vehicle traffic and substantially increased congestion at the entrance and exit points.

instead of a private toll road - build the underground train line that directly connects the peninsula with the city and create a lasting benefit to residents for emergency vehicles and should simply be avoided from the outset as it is common sense. generations to come.

For me car is a last resort. However, more car share services would be helpful and obviate the need for the high rate of care ownership.

## Yes - but how?

Consider the inefficiency of bus travel when the bus must travel behind (and therefore limited to the speed of) cyclists using the bus lane. This is NOT efficient use of the road

nere are too many trailers, boats and vans parked on the streets in the Northern Beaches. This situation is only going to get worse with the increase in population and the decrease of land size/storage room of the average home. The council needs to make it so difficult for the owners of boats, trailers & There are too many trailers, boats and vans parked on the streets in the Northern Beaches. This situation is only going to get worse with the increase vans who park on the street that they will think twice about continuing to own such 'problems'

providing large storage areas for them to be stored (at the owner's expense) & banning them from being parked in School realise that this is a problem that is more widespread than just on the Northern Beaches but it could be addressed by substantially increasing the Zones e.g. near St Augustine's College, Brookvale. registration of these vehicles,

Need flexibility in solutions. Consider local areas needs' too. Don't make 'Parramatta Road conduit" that destroys amenity.

incentives. Do something about the great number of cars carrying just the driver and stop constructing roads which encourage more of this

If the tunnel goes in, keep it for through traffic only, no designated bus lane. The buses should ideally remain on the surface roads to pick up and drop off There will be less traffic on the surface route and the buses will be able to travel unimpeded. Plus there will be no need for pedestrian infrastructure to access the transport in the tunnel. passengers.

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1. Dedicated "bus" lanes. In peak hours on major roads (three lane each way), make the kerb lane dedicated public transport, the centre lane 3-person Yes, but a few suggestions:

private vehicle Transit lane use, and the road median lane for all other vehicles.

2. Make "No Parking" on all major roads during peak hours (in direction of peak hour traffic flow).

Avoid increasing the number or size of heavy vehicles on our roads, as they are intimidating and a potential hazard for other road users. Public transport is the most efficient way to cope with the mass movement of people, including the influx of visitors to the Northern Beaches in summer.



# Smart Parking Management

To manage car parking in a way that is equitable and supports the economic viability of centres and boosts sustainable public transport and active travel use.

The B-line type parking stations should also be built in Frenchs Forest and Forestville for the Dee Why to Chatswood express bus service to run.

have to say, I write strategies for a living and I have no idea what this means.

There's scope for master planning and zoning to test different approaches to parking. For instance, in the case of larger developments might pay into a am delighted that economic viability and the "people experience" is front and centre in the approach to parking management. parking fund for parking to be developed on the periphery of a village rather than adding parking in its heart. People get cars or drive because they have to wait or can't get directly to where they going. Increase direct services frequently, less stops, bus lanes, double deckers

When people live in areas with direct transport links they don't get cars. Chatswood. Hello

Great initiative, not as important as public transport though.

Obviously

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Sounds reasonable - thought the technology can be very expensive to implement if that's your plan. It can make sense to continue paying staff to monitor parking and keep the revenue in the community's hands. Agree with all the suggestions; as an avid cyclist and motorcyclist, there is not enough dedicated, free and safe parking for this mode of transport. Couldn't tell you how many times I've been forced to park a motorbike in a car space at Mona Vale because some inconsiderate motorist parks in the motorbike

peninsular as commuter car parking for the ferry, locals cannot find a park to go to the beach most days now, since the parking was opened up to the full peninsular residents. Where there is a transport hub like the ferry I believe it should be limited to retain day to day amenity for the immediate residents. Also half hour parking currently in PITTWATER road in manly is too short for people to visit local service providers like hairdressers or beauticians or The current car parking at Manly beach is UNFAIR AND INEQUETABLE for the locals as the extended parking is being used by people further up the

Agree. Parking rates for those outside the area should be increased to cover the cost of providing and maintaining parking. We contribute through our rates but visitors do not.

The three top priorities are:

1. Park and Ride

2. Park and Ride 3. Park and Ride

Don't put park and ride at the shopping centres or build in the bus fare so this parking is dedicated for commuters.

Is the council planning to change street lights to LED? Not only will this reduce electricity use, reduce maintenance and increase safety, but can also declare a commercial interest and experience in this area, but as a resident hope it is part of Councils considerations. provide a backbone for smart city applications, including smart parking.

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people who need their cars to work and for people who drive and park because they are too lazy to take a bus! They fill the carparks which workers need. Parking needs to be affordable. To have to pay for hefty parking then an expensive bus is inhibitive to people using transport. Our business- Real Estate uses the council carparks in Manly which costs us thousands of dollars a year per car! We need our cars for our jobs, there should be different rates for ind also that couriers and delivery people hate coming to Manly in particular!

Provide more smaller sized specific parking spaces for Motorcycles and scooters.

Visitors should be strongly incentivised to take public transport

#### No problem

I'm sure council have areas where they could arrange off street parking for a fee. (If this was supposed to be covered Point 5. Off street parking options need to include provision of facilities for recreational craft e.g. Boat trailers, caravans and Motor Homes. After all this part of the Northern Beaches lifestyle - young and old. Residents get upset when these clutter up the roads and I don't see council providing any Point 4 - under "storage solutions" it needs to be clearly articulated) alternatives only more restrictions.

### Fotally needed

Better, bigger and safer bike parking in congested areas.

Agreed. But also keep tge one NB parking permit. As it is Manly residents have special parking priviliges so can't complain about those of us who infrequently go to the Manly beaches. Yes. First start should be to remove the on street parking on busy roads. The on street parking only makes it unsafe for cyclists and makes our roads more congested

streets, searching for a space. Sometimes this can take me up to 30 mins! Not only does this cost me money (both in car hire time and cents per km) and I use the Goget car sharing scheme rather than owning a car as I have done previously. As a result I drive a huge amount less and spend more time walking, sharing rides or using public transport! One big frustration with the situation in the Northern Beaches is the lack of allocated parking pods for GoGet, particularly where I live in Manly. This means that every time I hire a car, I spent a huge amount of time drivnig around the very busy Manly waste my time, it also adds more traffic to Manly's roads. I think car sharing schemes should be encouraged in cities as a great way of helping the environment and easing the traffic, and making it easier for us to use these schemes in the Northern Beaches should be part of your strategy

Great. But also prioritise car share companies like goget. We use goget frequently - it allows us to share one owned car between five people and two households. Without goget, we'd have another two cars on the road. It is essential to encourage more car share and make provisions for them.

There is some indoor bike parking facility but I'm not sure what its purpose is as it's always locked and I've never seen a single bike in there. When I was Definitely need to improve bike parking opportunities. For example, at Warringah mall, there is very limited bike parking and this is almost always full. in Japan, they had designated bike parking facilities similar to car parks, where you took a ticket to get in and out and locked your bike in designated spots. We need bike parking spots like this to effectively support the growing trend of increased cycling to major bus stops.

See comment above. Also the main car park off Foamcrest Avenue on the western side of Barrenjoey Road which is heavily used is in disgraceful condition and needs an upgrade.

but nowhere else to my knowledge. If you This has to happen, and it would be very sad if we just start building more and more car parking in our villages, without trying to get people to adopt alternatives. There needs to be more parking for bicycles also. In Avalon you find bicycle racks at Dunbar Park, get people to cycle, they will want more bicycle parking outside the large shops, the cinema and cafe areas. Agree that small local Shops need parking but no one needs to drive to Manly or the Mall if properly serviced by public transport or ride sharing shuttles/delivery services. Develop a congestion app with real time parking vacancies for these areas. So we are not driving to various car parks to find a spot or can adjust visit time aaccordingly

think parking should be paid. I don't agree with the 'free' Northern Beaches parking stickers given out after the last election. It's an important revenue source for Council that helps maintain our Council

I think dynamic pricing models are a good approach to test.

Certainly parking needs to be more available to support public transport. The park and ride system using Opal cards as evidence of travel should be expanded where possible.

problems in Dee Why corners of all streets need to be marked with no parking signs to ensure pedestrians can see to cross roads. It is supposed to be no holders should not be given free resident parking permits unless they have a business vehicle too big for their garage, such as a tradies ute. Due to the parking within 10m of corners with no traffic lights, this needs to be marked. During busy summer months some sort of park and ride to popular beaches the community i.e it is ok to jump in the car to go short km journeys to the beach. A process to reel it in needs to start, down to 1 free per household and Council are weak on this issue due to the politics involved. Giving 2 beach carparking stickers per household is wrong and sends the wrong message then in 5 years all must be purchased or the pay as you go meters used. Trails need to start in the most congested Dee Why streets with sections for resident parking with permits which have some fee attached. Basically unit holders use their garages for storage and the street for their cars, so unit on weekends needs to be trialled. Every unit block should have a loading only zone out front for deliveries.

Strongly agree. However the use of timing rather than fee charging to differentiate between short term and long term parking

Agree, required especially to leverage the B1 services. Mona Vale parking needs upgrading.

I am all for it.

Happy with this

Smart parking I am sure is great but public transport must be the higher priority.

Providing car amenity is an appalling and avoidable cost. The true cost of the private car is often hidden. Vested interests dictate for private profit and the community suffers a poorer quality of life.

.⊆ - Future parking approach - it is unclear if residential permit areas will be affected and there is no discussion on impacts on Beach Parking areas. Residential areas near centres already have issues with on-street parking for visitors - I object to any changes to the residential permit parking system

extra The locations of B1 stops are at busy intersections already (don't need the Hop on/off style buses to connect to transport hubs rather than parking. cars trying to park)

What about some bike parking at these locations?

All good - agreed.

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Really like the new parking terminals at Warriewood, Brookvale. Narrabeen B1 parking takes away local parking spaces from shops

like the idea of the multi level car parks at B1 stops that are free for commuters. I am especially looking forward to seeing the green wall at the Manly /ale carpark

Great to see a focus on removing trailer and boat parking in suburban streets - this clogs up our streets and turns them into one way streets. If people have enough disposable income to have boats, they should be required to store them on their own property.

The current resident parking permit scheme should be reviewed. People who don't own cars are subsidising those who do. If you really want to encourage active and public transport, financial incentives to do so are important. The current system rewards car owners - maybe non car owners should provided with car share vouchers to use during the year instead of beach parking permits?

One permit per household instead of 2 would be a good incentive for people to reconsider owning a 2nd car Also, I've seen people sell excess parking permits on Facebook and give them away to non-residents.

The objective of eliminating street parking of trailers, caravans & boats is fully supported.

Parking for bicycles is great but this has to be done in conjuction with providing a safe means of commuting by bike. The need is only going to increase with electric bikes becoming more popular. Smarter Parking solutions are available which can address the council's needs and manage every parking space on the Northern Beaches - not just major carparks and shopping strips. In addition, a parking plan for the next 20 years needs to consider alternative use of existing parking as parking needs are likely to reduce significantly within 20 years - due to shared mobility and autonomous vehicles. Other cities around the world are already addressing this and predicting up to 50% reduction in parking needs by 2030. We are on the Urban Mobility Task Force for Smart Cities Australia and New Zealand. is an active topic with trials already occurring.

## contradiction in terms

Due to surge in the new residential developments, I have noticed that it's getting harder and harder to find parking spots. I suggest that the council consider giving "Parking Zone permit" for the residents, allowing the permit holder to park there more than the 1P or 2P designated areas.

PLEASE can we have some dedicated GOget parking in the streets of Manly, Tower Hill etc.

park is busy it After moving to the tower hill area I sold my car. One less car parked in these streets and Goget means I can car share, but the one Goget car that is in these streets, (her name is Portia) does not have a dedicated spot so I never know where to find her. Im sure more people would use this scheme if they The only dedicated spots near me are 2 in the wharf car park, even the 4 in Whistler street car park are not dedicated spots so when the car knew where the car would be parked when they book.

might be hard to park and this is a dis incentive for using the car share scheme. Car sharing has transformed my life and it feels right, better for everyone, but the council could make this easier with more share parking spots.

# Free car Share parking spots in suburbs

In the timeframe of the strategy elecrtic vehicles will become common. integrated car charging in parking spaces and payment systems should be planned for in advance

One of the benefits of the merger of the three councils was beach parking for all residents from Manaly to Palm Beach. This should be retained Nork with other councils and otheer such as ACT government who have been learning about smart parking, apps and technologies The resident parking at Church Point that is used by the offshore communities of Scotland Island and the Western foreshores must give priority to those residents. We are completely dependent on that parking to access our homes

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The provision of

spots via the app. This will reduce people blocking roads driving to look for spots. Ultimately though utilising metro or rapid transit negates the need for Parking can be improved massively by technology. Build an app and some beacons at spaces to tell the app when a space is free. Enable booking of car and therefore parking.

Electric car (tesla) charging stations please

Angled Parking Bays at roadside. Please go with greater safety rather than simple traffic flow & institute rear to kerb parking. Nose to kerb is more dangerous. Quite apart from the increased driving safety it also means that adults & kids are not standing in the traffic flow when loading & unloading the boot of the parked vehicle

as long as it not just a money making scheme..

tradeoff for a car park rate hike for others to deter them from using said carparks? A reward system is proven to work much better than a demerit system Perhaps introduce a reward system for those using public transport often? Reduced car parking rates for those using public transport more often as a in situations such as these - incentivise using public transport, walking or cycling as opposed to driving and you will reduce cars on the road. Electric vehicles will dominate the roads in 2038 and charging of these vehicles will mostly occur at home but charging facilities will also be needed for those living in apartment buildings which do not have access to charging facilities. Council should encourage road side public charging facilities particularly Electric vehicles should be encouraged due to the noise and air pollution benefits and the potential to reduce greenhouse gas emissions when linked to in medium to high density housing areas, charging in commuter car parks and in tourist destinations.

rooftop solar and an electricity grid that will have a lower emissions intensity in the future. There is a circuiting to this role parking

Access to beaches by public transport and ride share services should be increased which would relieve car parking at these locations. There is a significant lack of bicycle parking.

equitable for ALL locals. Locals who spend money in the shops and use the beaches etc. The time on Sundays needs to be long enough to park and take your kids to nippers too. If we want parents to volunteer and contribute and kids to grow into surf-safe adults with life saving skills, they need to be able to The stickers should be given to the residents, anyone who LIVES The beaches parking sticker scheme needs to be more equitable. The out-dated way it is set up only promotes corruption and this crazy situation where the northern beaches council area. Yes, even if that means the tenants (who ultimately pay the rates anyway). The parking is still time-restricted so it is park their car there (full of boards and gear) without incurring a fine or a cost. Aren't we about community building? people 'sell to the highest bidder' their stickers (which they don't use) on social media.

Parking does not really affect me as I seldom take my car on local errands. However, there should be some benefits in parking to local citizens so that they need to take their car on errands they can do so without being squeezed out by tourists. enough parking for commuters in Mona Vale is woeful. Using streets for commuter parking is just not acceptable.

am waiting with anticipation for this to happen. I live in Golf Avenue, Mona Vale, and our street is actually a parking garage in disguise.

car to a specific place at a specific time they should be required to some how restrict other members of the public from parking in that space (boom gate or members of the public park there (without consequence) you would appreciate how it creates a dangerous situation, especially where there is competition Car sharing companies like GOGET should have to pay an annual fee for the car space they take up. If they charge their customers for not returning the pop up pole etc). If you have ever used one of those services and tried to return the vehicle to the correct space at the correct time when some other or parking spaces.

Car use on the Beaches will never diminish. However better frequent public transport links will help.

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Provided the cost of parking is also attractive, especially for short periods of time. However, what often happens in other parts of the world is that car parking fees become excessive as part of this type of 'smart parking management' plan, which could probably boost the use of public transport, but would also hurt people's budgets.

I cannot be guaranteed a parking space when taking the B-Line at either Mona Vale or Warriewood so have to park further north and therefore have the inconvenience of needing to catch 2 buses, in inclement weather this is a very unpleasant experience as the new bus shelters are totally inadequate in keeping out the wind and rain.

If offering parking to encourage use of public transport it must be sufficient and inexpensive enough to make the total cost of parking + fares (for two people) a justifiable alternative to the more comfortable option of driving.

available mid-week to allow use of the playground, surfclub, pool or local businesses. My suggestion is a 7 day/week, 6hr parking limit for ALL (including My personal interest is in sufficient non-commuter parking at Collaroy Beach adjacent to the surf club and playground, Sometimes there are no spaces us with resident stickers) 6am -6pm. This will deter most commuters but will give sufficient time for others to use these facilities

Commuters could continue to use the parking north of the hotel as they do currently Recognise that surf club volunteers do 4 hr shifts so need MORE THAN 4 hrs.

Note too that under current arrangements users with a resident sticker can use this area as permanent parking if they dont have space at their home.

Limitation of parking in town centres to half an hour means that no-one will be able to have lunch or even enjoy a leisurely coffee with friends in a town centre so will reduce social inter-action. Nor is half an hour a sensible time allowance for weekly shopping. Such restrictions will result in a demand for medium-rise housing in town centres - is this what was intended? Make all main roads clearways at ALL TIMES. If people are using public transport because you have made it easy for them then they won't need to use cars to get to the shops and therefore will not need the parking spaces on the main roads.

The more car parking you provide or allow, the more people will be encouraged to use their cars.

Changing the way car parking is paid for is complex and controversial - but we expect our Council to make and implement decisions that are difficult but are in the long term interests of The current system of charging for parking does not make sense - if it has as an objective to limit private cars on the roads. the residents of the Northern Beaches.

## Secure parking that is free is the answer

- 1. Parking controls in commercial centres and other high demand areas is probably needed but the times should not be too short, and should NOT be by Better to have time restriction policed by parking inspectors paid meter parking.
- Greater restriction of parking needs to be introduced in local streets and all areas.
  - Restriction of parking for trailers and boats needs to be introduced ASAP
- Suggested method to control parking is to introduce parking to match the zoning of the adjacent land:
  - "Residential" zones only allow parking for "Non-commercial, motorised passenger vehicles"
    - "Industrial" zones only allow parking for "Motorised trucks and commercial vehicles" from 8 pm to 6 am, and limit other vehicles to max 10 hours outside those times
- "Commercial" zones limit all vehicles to max 12 hours at any time, with further restrictions to suit 8 pm to 6 am, and limit other vehicles to max 10 hours outside those times;
- Beside parkland, bushland, sports fields, recreational land, schools, churches and all areas not

for a otherwise specified, only allow parking for "Non-commercial, motorised passenger vehicles"

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maximum of 10 hours at any time;

Trailers, boats, caravans etc that are not attached to a registered vehicle be prohibited from parking on any street or public land;

Unregistered vehicles be prohibited from parking on any street or public land, and laws made to allow removal of such vehicles by the Council after 7 days from expiry of registration, and at any time if the vehicle has no registration plate.

Encourage the use of car share (such as Goget) - provide dedicated parking spaces.

meandering, casual nature, the motivation to visit being because of the welcoming, more emotional appeals of a village. It is paramount that planning for "Theme 5: Smart Parking Management", it needs to be intrinsic to the planning that "town centres" are very different to "village centres" with consequent very different parking criteria. Visits to a "town centre" are generally more focused and technical in nature, while visits to a "village centre" are of a more village parking does not turn ANY village into a "park & ride" depot. The use of shuttle buses that cater for all users is a more equitable option than park and ride. Facilities for park and ride are limited due to cost and space constraints.



# Additional comments on the draft strategy

Full encouragement should be given to the Government to build the Beaches Tunnel. No parking should be allowed on Pittwater Rd - like in Perth, no parking on main roads

Safe, dedicated cycle paths would make a huge difference towards reducing our dependence on cars for small journeys - shopping, getting kids to school. Roads are not safe for kids on bikes but when there is somewhere safe to cycle everyone uses it. Just look at Narrabeen Lakes! Too much emphasis on cycling. With its terrain, cycling is never going to be considered a mainstream transport option in this area. The continual promotion of buses for public transport is too short sighted.

opportunity to value capture increased land values associated with the development bonanza with towers being built where once only single dwellings were The report, like most government documents, fails to address the need to integrate land use planning with transport. Largely self funded toll roads with road based public transport have no where near the impact on land use densification required with subsidised rail. The state government continues to miss the permitted

Very disappointed there is no effort to provide metro type light rail around the beaches, linking with the new n/w Metro at Chatswood.

defined). I honestly think if you want to focus on ease of movement for residents you will be better served expanding the notions of what is suitable personal There's some good stuff here but I strongly suspect the outcomes will not be what is envisaged (I can't be sure because there are no measurable outcomes It doesn't describe an end game. It's a list of problem focused initiatives but there's no coherency. In some cases the outcomes from one initiative would transport. Electric options like scooters, golf buggies and the like - supported by preferential parking and charging, would enable residents to alter their cancel any presumed benefit from another. This is a symptom of not starting off with a target vision and aligning the themes to deliver to that vision. transport mode while still making it personal and suitable for shopping and the less fit.

If you back the northen beaches tunnel then remembere it's a two way tunnel and be prepared for an influx of squints heading to the beaches every weekend, In terms of the tunnel, it has been identified that public transport modes must be included. I would suggest that targets might be appropriate, to ensure that ikely ruining any benefits residents have gained from other parts of the strategy

As can be seen on Figure 3 from the Community Engagement Report, the second highest key theme for transport improvements around the Northern Beaches was 'Promote active travel by providing dedicated and safe cycleways' - there is clear demand for dedicated cycleways - not Shared Paths.

public transport is not merely included but prioritised.

Why isn't the parkway used for city or chatswood? Few lights.

Parking: trailers, boats and selling cars on street (aka collaroy) make it illegal

Charge people?

Clear ways 7 days week! No point getting bus if takes longer going in and out from parked cars. More car parks for shoppers n residents.

Build the Beaches Link tunnel and integrate public transport capability into all aspects of the planning.

as elderly people will not want to walk on shared paths knowing they could be hit by a bicycle. Also, the vast majority of this age group spend their time going to leisure activities (bowls, golf, curves, yoga etc.), medical appointments, shopping and entertainment venues (bubs, clubs, cinema and restaurants). In my As the percentage of people over 60 living in the NBC area will increase well above the current 20%, building shared pedestrian/bike ways is not the answer leisure activities (bowls, golf, curves, yoga etc.), medical appointments, shopping and entertainment venues (pubs, clubs, cinema and restaurants). In my

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ruzzy statement that there should be more public transport is just nonsense for the vast majority of elderly residents as it would be impossible to provide such own case all the places I go I use a car for the convenience as public transport does not service the venues I attend. The politically acceptable warm and a service to meet their needs

probably better done through opening and planning for more pedestrian and/or cyclist paths that short-cut routes not available to cars to give people more see a lot of pictures and videos of bicycles in your advertising, but not many words about them apart from widening footpaths. It doesn't seem like the commitment is really there - an active transport strategy needs to support both pedestrian AND cyclists - both the casual AND the committed.

Thanks for all your hard work in pulling this together. I appreciate having a voice and am pragmatic enough to realise that not all of my wishes will come to fruition. I remain concerned that the Northern Beaches is a non-marginal seat in both State and Federal electorates and therefore promises made to fund projects can get canned if there's no votes in it. I see this as the biggest risk to the 20 year plan.

Avoid looking at the whole of northern beaches and assume every area wants/needs same thing

Strategy is fine as a goal but real actions, solutions and time lines need to be developed.

people are travelling to, and what type of work they are travelling to. A lot of Northern Beaches commute is into the city for office work, which can be replaced The goal for 2018 should be 40%. The method of travel to work needs more analysis of where The Goals (p15) show "Worked from home" goal as 12%. by telecommuting with the right government policies.

The Transport Strategy needs to include engagement with these three councils to ensure their bike path strategies are interconnected. Ku-ring-gai Willoughby and Mosman councils need to be included in the list of parties on p43. Northern Beaches need to partner with these councils to ensure interconnect of transport services.

The "Hospital Road Upgrade" on the map on p6 shows an upgrade to Fitzpatrick Ave East and Aquatic Drive, but doesn't show the upgrade to Frenchs -orest Road. Is this significant, or an error? How does the metro bus get from Fitzpatrick to Forest Way?

Should have aimed for greater public transport usage

Integrate your transport strategy with your urban forest and other greening strategies, to create a USABLE network for walking and cycling. Laying concrete everywhere does not encourage people to walk and cycle. Creating inviting, green, shady routes that people want to use is the only way you will be successful.

Fix the public transport and road network integration.

What time period is being considered. Transport in next 10 or 20 years will change dramatically once autonomous vechicles become a reality

which will bring more people into the area 3. close down of Mona Vale hospital emergency so people have to travel further and on already congested roads to behind the building schedule and prioritising the wrong section first when most people will be travelling westbound and back for work). 2. the proposed tunnel The draft strategy direction makes common sense. I would also hope that the transport challenges we already have, and anticipate in future, are also being which will create even more havoc on local and through roads and congestion in town centres. (esp Mona Vale road, with the road improvement schedule factored into other infrastructure plans to influence those plans rather than have to react to them. eg.1. why proceed with development plans at Ingleside each critical services

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nto these units, there is no room on the road now! Also, the old rule about people with 3 passengers using the bus lane was a great idea, which encouraged There are thousands of units about to be released in Dee Why, which is now a bottleneck! This area will become a disaster when people buy, rent and move car pooling, since that stopped, there are more single people vehicles on the road Overall try to accommodate motorcycle and scooter transport and parking to a greater extent. Motorcycles and scooters use less fuel, require less parking space and cause less road congestion - all whilst retaining individual autonomy and the capacity to take people directly to the door of their final destination unlike buses and trains).

would like to see a detailed traffic study on how the new tunnel will impact car and bus traffic in Manly and the surrounding suburbs.

Sounds good in theory except for the fact that there is no guarantee of funding - "not intended to be a fully funded strategy". What does that mean? What happens if the funding is not available? am concerned about making the road I live on to have its clear way hours extended this is going to effect my family and friends and the business I visit. Also the increase traffic will create more road noise and pro boy more property structure issue. The RMS need to sort a different plan

Need shared paths in and around manly to allow for kids and parents to ride bikes without having to get on the road! Need more bike paths. Need on road bike options. Make the northern beaches a haven for cycling! Need to accommodate on road cyclists to allow them to be safe and share the road with cars. It seems to me that there is a huge shortfall in requirements made in the current residential building code for parking and thoroughfare. Warriewood is a prime example of where parked cars clutter the road outside residences and traffic flow is restricted to one lane each way. Then many of these vehicles join the ever increasing traffic congestion on the arterial roads.

It also seems to me that unrealistic assumptions have been made to cause a shortfall in the off- street parking provisions outlined in several Affordable Housing schemes that have been proposed on the Northern Beaches thereby adding to on street parking congestion.

I live in Clontarf and the schedules of buses is extremely poor. Weekends basically non existent, evenings after 7 pm poor, Public transport has to improve if you want people to leave cars at home.

Just can't see it happening - cyclists are hated in this community and elsewhere in NSW.

am glad you are doing this, and support any strategy that gets cars off the roads. Cycle paths are key, as are places to store bikes.

Another good thing would be to install electric car charging stations powered by solar, that would incentivise people to use a cleaner car

think we need to understand how the handling of the current situations will be managed better with the move towards the future planning which at the high The classic example of a monumental stuff up is the current northern beach hospital and road works, it just came barreling in with little or no thought for the Only after the fact, did Michael Regan to his credit understand much more planning needed to be done level and direction makes sense, like the bike and walk safety aspects. greater impact of the local residents.

correctly. In case of allowing bikes for kids under 16 to bike on the narrow footpaths in the Frenchs Forest and connected suburbs is a case in point

Not really. It does look nice though!

If we had a train line or light rail Chatswood to Manly it would be great.

More change ASAP!! Shift some goals much closer than 2038. All the ideas are fantastic but we need change now, especially with regard to cycling and public transport infrastructure, and processes such as shuttle buses, cycleways and more frequent local buses to get people to major bus stops.

Only that it's nice to have mission statements but the community will be more impressed by actual policy and procedural changes and public works to meet Those works need to be publicised, linked to the strategy, fully funded and programmed with reasonable time frames. the above goals.

### When can you get started?

Also, when I see the recently completed walkway, from Palm Beach Wharf, over the hill to the beach itself. I wonder whether there was an opportunity missed to make this wide enough for bicycles also? I worry that the council just doesn't have enough cycling advocates and the cause needs a champion if any progress is to be made.

4 Lanes on Wakehurst is well looked forward to.

think it looks progressive and suitably ambitious. Congratulations.

Just stressing again that public transport and active transport should be the priorities. The Tunnel will cause huge disruptions to travel during construction for 5 years or more and is more likely to encourage car use when/if completed. Implement Move, get 30% of cars off the road and you won't need a tunnel.

The sooner we can go to autonomous vehicles with much higher utilisation rates, the better for all. Encouraging that pathway must be the best long term strategy by taking cars off the road and dramatically reducing the need for personal ownership, saving money, parking and road space.

A good document with laudable aspirations. Some areas where an obvious disconnect with councils actual actions, such as parking and liveable places.

We have a beautiful area which could be an exemplar of how to change the environment to support lower car use and higher active travel. this plan does not demonstrate a strong commitment to this through systemic change, but small fixes which will produce only marginal change. Another missed opportunity

More, better bike paths and Northern Beaches Tunnel are the priorities.

Leonards. As a small family with 1 child we didn't need to own a car at all. Everything was accessible by train or bus. And if we needed a car occasionally we used GoGet car sharing. Now, with two kids and living in Frenchs Forest we have only one car. Occasionally we could need a second car for a few hours and would also encourage the availability of a car sharing options in the Northern Beaches. My experience with GoGet was fantastic when I was living in St. would love to use car sharing again. But there is nothing available near by.

Overall I think the plan is excellent.

particularly in relation to public transport between Dee-Why and Chatswood. It is ridiculous that an appropriate solution for this has not been agreed already, This is a terrific initiative and I appreciate you need significant support from the State Government but please move heaven and earth to deliver on it quickly. should have been resolved and implemented prior to the new hospital opening.

The Northern Beaches is such a great place to live but with suitable transport it could be so much better and would in my view significantly reduce the campaign against further population growth which is a view often predicated on the existing traffic congestion in the area. additional population and development if managed well will lead to a boost in the local economy something all residents of the Northern Beaches should welcome. Themes are good, but more attention needs to be given to increasing community awareness of environmental and particularly personal cost benefits of using public transport, considering how expensive car use is. Widespread smart publicity, evidence and encouragement must be a big part of changing attitudes. Keoride is not actually removing cars and is unsustainable because it's expensive.

Happy that the Northern Beaches council are addressing the destructive over-use of the private car.

grows, commuters are travelling further to get to work (removing the option to walk or cycle to work). I live in Terrey Hills and over the past 15 billion from there to the city I have noticed the massive increase in commuters that are taking the Forest Coach buses from Terrey Hills, Belrose, years travelling from there to the city I have noticed the massive increase in commuters that are taking the Forest Coach buses from Terrey Hills, As the city

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Davidson etc into the city. Please don't forget about us in your plans for public transport for this expanding area. The Forest coaches do a great job currently and a direct line from Terrey Hills, through the forest area, to the city is relied on by many.

This may have deterred people from The Your Say page did not work on my mobile phone (a video played every time I tried to write a comment). commenting and renotification should be considered.

- The plan should prioritise future housing development within walking and cycling catchments of local centres and 30min pubic transport catchments of strategic centres (align transport and land use planning)

Excellent strategy (except the bit on the Beaches Tunnel- why on earth are you supporting that!)

Help our kids feel safe riding our streets

think it is a good strategy and I really support a harbour tunnel link

It feels that there's a genuine desire to achieve these goals - well done

A very well thought out strategy. Here's hoping for trouble-free negotiation about implementation! Thank you for all the hard work

Council should be proud of this strategy - you've really listened to the community views and focused on increasing public transport and active travel and reducing reliance on cars. believe this is a plan heading in the right direction but anything that is a retrofit for the active travel component of the plan must be very carefully considered, with real stakeholder engagement, to ensure unintended consequences do not result. An example - Manly Council' trial lighting of Manly Lagoon Park resulted in intense gatherings of youths with anti-social behaviour to the extreme detriment of the adjoining residential properties.

vital opportunity for the Northern Beaches and with a 20-year timeframe, it should demonstrate better vision and awareness of current and emerging mobility Overall I think the Move framework is good but the actions planned look more like 20th Century thinking than future mobility 21st-century solutions. This The ability to get on with returning local streets to local residents is something that can be planned & implemented in advance of "Move" being adopted.

am a mobility expert and have been working around the world in this area for a number of years - as such, I feel I am suitably informed and qualified to make these comments. As a Northern Beaches resident, I would love to help Council craft this plan to be more future proof and incorporate some of the leading trends and capabilities.

thinking from around the world to address some of the gaps.

There are three key themes missing - especially with a 20-year outlook:

Shared Mobility

There are already vehicles on the road and spare seats in more than 90%. If solutions can encourage these driver-only vehicles to share journeys it can have a dramatic short-term People Sharing Mobility Rides - A fundamental problem in the Northern Beaches (and most of the world) is driver-only vehicles. Both encouraging people to travel together to share rides and also to share assets to reduce the number of vehicles required.

The solution requires both technology and psychology. Technology in apps which can help drivers and passengers readily match within "detour tolerances" and by managing trust and safety. Psychology by providing the right incentives and disincentives for people who pool. This can be related to parking, tolls, other forms of transport or broader community benefits. The focus should be on "people pooling" not just carpooling. Sharing journeys by other modes of impact and "move the needle" quickly on the council's objective to reduce car trips by 30%.

Sharing Mobility Assets - Massive investments are being made in shared mobility assets to reduce private ownership while still giving people access to Share bikes, scooters and cars are leading the way and autonomous vehicles will follow ransport also has major benefits. mobility options.

If not is likely local councils will be one of the "fleet owners" of the future and have share bikes, scooters and cars available for residents and visitors.

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issues do not signal the end of bikesharing, simply that a more collaborative model is required - likewise with scooters. This will be a short-term issue and needs priority now. It has huge potential as first and last mile options. council fleets, the council will need to work with fleet owners to establish protocols, rules and locations for shared mobility assets. The recent bikeshare

Semi and fully autonomous vehicles will be on our roads within 5 years and require vision at local, state and federal levels of government. Early versions are likely to be last miles shuttles (like RidePlus) or even local city centre shuttles in areas like Manly, Brookvale, DeeWhy, Mona Vale, Frenchs Forest, etc as an Particularly shared autonomous electric vehicles - this type of theme is particularly required if the council is to move towards its goal of zero road deaths. alternative to providing inner CBD parking.

Within 10 years autonomous vehicles will be common - reducing private car ownership and the need or public parking. Again the fleet owners may include the council. If not Council will be dealing with fleet owners regarding hubs, charging stations and more.

First/Last Mile Management

At the Providing better and integrated first and last mile solutions can reduce private vehicle traffic, increase active transport and public transport usage. moment disparate uncoordinated activities are happening which will not optimise the outcomes. Current activities include:

- RidePlus
- B-Line Car Parks
- Share Bikes
  - Bike Paths
- Activities not being considered include:
- more, safer and better parking and charging stations for bikes, scooters and cars
  - Common sense rules for on and off-road use of share bikes and scooters
- parking incentives for carpoolers
- integrated pricing for first/last mile and public transport
- additional Hop Skip Ride services for commuters

These all need to be brought together in a coordinated and integrated first/last mile strategy which can reduce private vehicles and increase active and public

All there is is planning and no action!

NO ACTION

all i see this as a publicity stunt for the next state and federal elections to get votes in the hope you guys will improve things and all this is going to happen within a long time frame..pipe dreams to get votes the strategies on the variuos areas have merit, its just how does council handle the current issue until you are able to deliver the future plans Great ideas, need solid car sharing altrentives in the area. utes and vans also to help with larger needs

The draft strategy looks like a positive one for the future.

Chatswood Challenge video keeps popping up when trying to use space key

Good - devil will be in the detail and convincing residents of the benefits when there is change.

Car sharing, electric car preparation such as charging and the transition to automated vehicles has not been mentioned but these will all be huge changes to now we move in the next 20 years

Your draft strategy document does not include any references.

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The strategy is good overall, however synchronicity means that the system has to be capable of handling almost all movements in enclosed vehicles at certain times - when cold or too windy for alternative transport or pouring with rain then people default to cars & enclosed public transport options. I reckon it's timely, and I would like to thank the council for the opportunity to have a voice in the future of the beaches. Often it's a catch-up job with these sorts of things but planning for 20 years ahead into the future is a brilliant initiative. You guys definitely do a lot of work in the background, but know that it doesn't go unnoticed :) Keep it up!

Congratulations on a very comprehensive document.

The Australian Government has ratified the Paris Agreement and the NSW Government has an objective to achieve net-zero emissions by 2050. I encourage reduction in carbon emissions by 2038. With accelerated uptake of electric vehicles and increasing use of public transport and active travel this is achievable. Council to increase ambition for the reduction in carbon emissions to align with the goals of the Paris Agreement. This would mean aiming for closer to 80% Council should advocate to the NSW and Commonwealth Governments for policies to support uptake of electric vehicles and transport solutions that lower carbon emissions. For example, priority lane access for electric vehicles.

No more chains.

generational benefits. With the new residential areas, the population and number of cars will increase so without a connected public transport network (buses There is an unhealthy focus on the private Frenches Forest toll road which is the result of politics rather than a solution for the resident that will benefit the The premise of increasing other transport modes is correct and provides a genuine solution to improving mobility and access with the environmental and residents. The city of Sydney is already gridlocked and shifting traffic and putting them into congestion is not a solution trains) and increasing the viability of walking and cycling for mobility, there will be no congestion relief.

sector. Even though that shifts it from Council budgets to State Government budgets it is ultimately a cost to us all through our health, the affect of our health Pollution emitting public vehicles and exhaust stacks from tunnels that allow even more cars on the road only shift the costs of government to the health on our families and through our taxes. Lets look big picture! Lets get innovative.

I applaud the emphasis on transport other than cars and hope that the aspirations can be achieved.

I'm pleased the council has got started on this, but you still have a way to go.

Lets keep an eye on the big picture, safety and livability.

Seems to be a good starting point.

Generally your ambitions are well found. I hope you have the determination to overcome any obstacles and naysayers.

I have concerns about the safety of cyclists. Although the Northern Beaches is more laid-back than other areas in Sydney, the news about cars running over cyclists or a negative mindset towards the cycling community means that there will be a need for perhaps some educational strategies to shift the culture or protect bike riders.

Similarly, cyclists need to be aware of surroundings and be careful of pedestrians when sharing footpaths.

think there needs to be more thought in regard to the safety and ease of movement for older people who are choosing to live in their own homes but do wish to rely on family and friends for their everyday needs such as visiting the library, light shopping, local medical appointments and meeting friends for

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autonomous driving which might be a game-changer. Nothing about encouraging electric cars with charging points, etc. The plan ignores the needs of seniors oo many motherhood statements, even though the intentions are admirable, and not enough in the way of practical solutions. Too little attention to and even implies that they will be a smaller proportion of the population of the future Northern Beaches - what will be done with them?

This stops beach goers & customers of local shops going to the beach and using the shops & playgrounds etc. All parking near beaches (for residents and non-residents) Ensure that the parking areas around the beaches are not used for Northern Beaches residents (who have a sticker) who park all day. should be limited to 4 or 5 hours. This will stop anyone parking at the beach car parks and then going to work for the day.

Lets see Council Staff setting the standard by using public transport for commuting. When it really applies to you, you are motivated to make changes Great Strategy. Great Strategy in theory just hope it can be implemented with constant review and refining

How about round Queenscliff headland make use of tunnel

Making our suburbs liveable should be a top priority. I know I can move around Northern Beaches without using my car.

It is a good start

yes i feel it is a very positive step in the right direction but just needs more consideration on accessibility and usability

perhaps There needs to be an incentive to encourage people to use public transport. Similar to the free Lego for toll expenditure over a certain threshold, rego system based on km travelled would be fairer.

The Newport Residents Association endorses and supports the submission made on behalf of CABPRA.

has been abandoned by TfNSW due to insurmountable technical issues and a spectrum of further practical issues. So all such references (including in maps) Specifically, we wish to emphasise that this Move Northern Beaches Transport Strategy draft still includes reference to a B-Line service to Newport, which

those residents needing an efficient public transport service between their homes and the city and/or the lower north shore.

Of course that in no way removes the need – and the Government commitment – to providing an improved bus service north of Mona Vale, in particular for

Since the curtailment of the proposal to extend the B-Line beyond Mona Vale, the NRA has run an online survey, content & results summarised as follows:

\* Additional Express (E88) buses which are the quickest way to get to the City

Extended hours of operation of these Expresses, to 10am in the morning and commencing at 3pm in the afternoon

L90 needs to be retained with more buses, ie increased to 2 per hour all day

\* Two of the 199 services be replaced by the L90

\* L90 & 199 must continue to service the 'Newport Loop' & run to North Avalon or Palm Beach

Keoride service should link not only to the B-Line but to any E Bus which means Avalon or Newport, not just Mona Vale Participants were invited to "Please complete the following survey" (with the result shown alongside each option):

"Are you in favour of the improved Bus services as suggested above? (Just click your answer)

YES 90.4%

0 3.8%

PREFER A VARIATION TO ABOVE 5.8%

In overall summation, from a community viewpoint the template the NBC is endeavouring to formulate must strive to ENRICH the beautiful natural environment in which we live (and, hopefully, work and study) not lead to its destruction

Council should start the east-west rapid bus service immediately with its own funding for a 12 month period to get it going.

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very little compared to a liability claim on the council.

How about we build a cycle path down the wakhurst parkway fire trail from the new hospital in Frenchs Forest to Seaforth oval. Then a truss bridge from there to Cremorne that is for cyclists and people only. We could also make raised cycle ways to go over the top roads and houses so the bike trip to town would be faster than by car. Having cyclist share paths with pedestrians can lead to collisions. Manly beach shared pathway should be for wheels only. The change of signage will cost



### **Appendix D — Written Submissions (PDF Document)**



Accessible and Liveable Places - Enhancing our existing centres and planning our new urban developments with integrated transport solutions, wide footpaths that make walking and cycling the first choice in moving around the neighbourhood.

The terminology of Public Transport Hub should be replaced by Mobility Hub as these will not always be around public transport in the future. Property developments will be mobility hubs as developers provide mobility infrastructure and services for residents, tenants, customers and their communities. In the Northern Beaches beyond the obvious mobility hubs like Manly Wharf and B-Line Stops other mobility hubs will likely include shopping centres like Stockland Balgowlah, Freshwater Village, Warringah Mall, Frenchs Forest, Retirement Villages/Living Areas, etc.

Active Travel - Expand the footpath and shared path networks to improve connectivity and safety that makes walking and cycling attractive alternatives to the car.

Northern Beaches residents and commuters are already good users of active transport despite the less than adequate cycleways. Every business day Manly Wharf is littered with more bikes than bike racks. The biggest short-term impact will be to provide more, safer and better active transport parking, storage and charging stations for commuters. This needs to encompass major wharves, B-Line hubs and other major shopping areas/bus stops. Much better systems are available than are currently being used which can more than double capacity in existing spaces. In addition opportunities exist for private operators to add paid for superior storage solutions for profit- e.g. car parks for undercover safe bije/scooter storage and charging.

Public Transport - To improve the quality of the public transport system so it provides an attractive alternative to the car and is frequent, reliable, connected and accessible.

BRT is happening and yes an East West one will be great -but drive and influence this - it will ultimately be a TfNSW project. The biggest thing Northern Beaches Council can do is focus on developing and implementing a coordinated and integrated first/last mile strategy which gets more people to mobility hubs without using driver-only private vehicles. This is largely in the Council's direct control, unlike public transport.

Efficient Road Network - To develop a one network approach that supports connectivity for the movement of people and goods within and beyond the Northern Beaches and that can be safely shared by all users.

The tunnel is important but again will be largely driven as an NSW infrastructure project.

The biggest thing Council can do and control is to develop and implement a strategy around "people pooling" with carpools the biggest opportunity in the immediate future. A fundamental problem in the Northern Beaches (and most of the world) is driver-only vehicles. There are already vehicles on the road and spare seats in more than 90%. If solutions can encourage these driver-only vehicles to share journeys it can have a dramatic short-term impact and "move the needle" quickly on the council's objective to reduce car trips by 30%.

The solution requires both technology and psychology. Technology in apps which can help drivers and passengers readily match within "detour tolerances" and by managing trust and safety. Psychology by providing the right incentives and disincentives for people who pool. This can be related to parking, tolls, other forms of transport or broader community benefits. The focus should be on "people pooling" not just carpooling. Sharing journeys by other modes of transport also has major benefits.

(This suggestion is repeated below in the Shared Mobility section)



### Smart Parking Management - To manage car parking in a way that is equitable and supports the economic viability of centres and boosts sustainable public transport and active travel use.

Smarter Parking solutions are available which can address the council's needs and manage every parking space on the Northern Beaches - not just major carparks and shopping strips. In addition, a parking plan for the next 20 years needs to consider alternative use of existing parking as parking needs are likely to reduce significantly within 20 years - due to shared mobility and autonomous vehicles. Other cities around the world are already addressing this and predicting up to 50% reduction in parking needs by 2030. We are on the Urban Mobility Task Force for Smart Cities Australia and New Zealand. This is an active topic with trials already occurring.

### Do you have any other comments on our draft strategy?

Overall I think the Move framework is good but the actions planned look more like 20th Century thinking than future mobility 21st-century solutions. This is a vital opportunity for the Northern Beaches and with a 20-year timeframe, it should demonstrate better vision and awareness of current and emerging mobility trends and capabilities.

I am a mobility expert and have been working around the world in this area for a number of years - as such, I feel I am suitably informed and qualified to make these comments. As a Northern Beaches resident, I would love to help Council craft this plan to be more future proof and incorporate some of the leading thinking from around the world to address some of the gaps.

There are three key themes missing - especially with a 20-year outlook:

### 1. Shared Mobility

Both encouraging people to travel together to share rides and also to share assets to reduce the number of vehicles required.

People Sharing Mobility Rides - A fundamental problem in the Northern Beaches (and most of the world) is driver-only vehicles. There are already vehicles on the road and spare seats in more than 90%. If solutions can encourage these driver-only vehicles to share journeys it can have a dramatic short-term impact and "move the needle" quickly on the council's objective to reduce car trips by 30%.

The solution requires both technology and psychology. Technology in apps which can help drivers and passengers readily match within "detour tolerances" and by managing trust and safety. Psychology by providing the right incentives and disincentives for people who pool. This can be related to parking, tolls, other forms of transport or broader community benefits. The focus should be on "people pooling" not just carpooling. Sharing journeys by other modes of transport also has major benefits.

Sharing Mobility Assets - Massive investments are being made in shared mobility assets to reduce private ownership while still giving people access to mobility options. Share bikes, scooters and cars are leading the way and autonomous vehicles will follow.

It is likely local councils will be one of the "fleet owners" of the future and have share bikes, scooters and cars available for residents and visitors. If not council fleets, the council will need to work with fleet owners to establish protocols, rules and locations for shared mobility assets. The recent bikeshare issues do not signal the end of bikesharing, simply that a more collaborative model is required - likewise with scooters. This will be a short-term issue and needs priority now. It has huge potential as first and last mile options.

### 2. Autonomous Vehicles



Particularly shared autonomous electric vehicles - this type of theme is particularly required if the council is to move towards its goal of zero road deaths. Semi and fully autonomous vehicles will be on our roads within 5 years and require vision at local, state and federal levels of government. Early versions are likely to be last miles shuttles (like RidePlus) or even local city centre shuttles in areas like Manly, Brookvale, DeeWhy, Mona Vale, Frenchs Forest, etc as an alternative to providing inner CBD parking.

Within 10 years autonomous vehicles will be common - reducing private car ownership and the need or public parking. Again the fleet owners may include the council. If not Council will be dealing with fleet owners regarding hubs, charging stations and more.

### 3. First/Last Mile Management

Providing better and integrated first and last mile solutions can reduce private vehicle traffic, increase active transport and public transport usage. At the moment disparate uncoordinated activities are happening which will not optimise the outcomes. Current activities include:

- RidePlus
- · B-Line Car Parks
- · Share Bikes
- Bike Paths

Activities not being considered include:

- · more, safer and better parking and charging stations for bikes, scooters and cars
- · Common sense rules for on and off-road use of share bikes and scooters
- · parking incentives for carpoolers
- · integrated pricing for first/last mile and public transport
- · additional Hop Skip Ride services for commuters

These all need to be brought together in a coordinated and integrated first/last mile strategy which can reduce private vehicles and increase active and public transport usage.





The Hon Brad Hazzard MP Shop 3, 637-641 Pittwater Road DEE WHY NSW 2099

Dear Hon Brad Hazzard MP,

RE: Move Northern Beaches Strategy

Further to our meeting last Friday and our subsequent Moratorium email dated 25 September, we would like to confirm our position in relation to the staging issues surrounding the Northern Beaches Councils' Move Northern Beaches Transport Strategy 2038 (Draft).

The Northern Beaches Strategic Community Group previously provided a response to the Whitepaper produced by Council. It must be re-emphasized that the addition of further infrastructure and other initiatives needs to continue to recognize the predominantly catch up nature of the strategy. The strategy needs to continue to be in support of the related and connected capacity constraints in population, schools, sporting facilities and other soft and hard infrastructure required to support a fully functional and vibrant local community.

Central to the strategy is the Greater Sydney Commission's North District Plan (March 2018) for the Northern Beaches LGA in support of the three connected 30-minute cities. This plan is supported by the NBSCG and we are in alignment with the capacity constraints and limits inherent in the realization of the North District Plan.

Northern Beaches Strategic Community Group 27-Sep-1 Letter to the Hon Brad Hazzard MP re: FF Precinct





Based on the draft Transport strategy, the NBSCG consider that following issues require further emphasis.

- 1. Flood proofing and widening of the Wakehurst parkway by 2023. Given that we will have a fully functional hospital in October 2018, we consider moves are required to fast track the delivery of this upgrade. This may help dispel some of the community concerns north of Narrabeen around gaining quick access to the hospital. When this widening occurs, it is imperative for the safety of both vehicles, cyclists and pedestrians, that the addition of the "Active Travel" corridor for cyclists and pedestrians be kept completely and totally separate from the road. This is critical to ensuring that when Ambulances are trying to navigate a congested road, that cyclists and pedestrians are not put at risk by cars trying to veer to the left fringes of the road to allow ambulances to get through. This could continue directly from where it currently exists on Narrabeen Lakes as a continuation of the Narrabeen Lagoon Trail, all the way to Warringah Road, Frenchs Forest, and on to Seaforth. In addition, it is important to ensure that cyclist lanes are not suddenly cut off at big intersections (such as Wakehurst Parkway with Pittwater Road, and Wakehurst Parkway with Warringah Road) by concrete islands, as has been done on the corner of the Mona Vale Road and Forestway intersection at Terry Hills. A dedicated cyclist lane for going straight ahead and turning should be provided.
- 2. East West Rapid Transit Link Much emphasis is made of the introduction of a BRT between Dee Why, Frenchs Forest and Chatswood. The most important aspect is for an increased capacity bus network with connecting routes and services to better suit diverse start and end of journey destinations. The upgrade of Warringah Road, the future Beaches Link Tunnel, Mona Vale Road and the above capacity and reliability upgrade of Wakehurst Parkway; and clearways are essential short-term enablers to ease chronic traffic congestion.
- 3. **Manly to Frenchs Forest Link** In support of the Frenchs Forest Priority Precinct, further consideration should be given to the important yet somewhat overlooked link between Manly through Seaforth to the hospital. Indeed, with the removal of Manly Hospital, residents of these areas will also require reliable linking routes in emergency situations and for the many other types of journeys required to reach the Precinct.
- 4. **Interchanges** A strengthening of interchange provisions is proposed with:
  - a. an underground interchange provided in the locality of the New Frenchs Forest Hospital so that the
    existing B-Line can provide interchange for a bus link reaching the new hospital from the Sydney Rd
    Burnt Bridge Bypass intersection; with
  - another underground interchange at the golf course construction area for the Northern Beaches Tunnel.
  - c. A further interchange has been proposed by others at the Bus depot in Mona Vale and this is also worthy of further exploration. Especially considering that there will be a need for more buses to reach the new Hospital via Wakehurst Parkway at Narrabeen.
- 5. Metro Rail It is interesting to see that a significant amount of interest has arisen for a metro rail line link to the Northern Beaches. Given the shallow grades necessary for rail lines, the Beaches Link Tunnel could be futureproofed to include provision of rail tunnels within the immersed tube tunnels envisaged for the construction of the link. The immersed tube tunnels constructed in Hong Kong provide a successful example of this type of shared infrastructure. Lack of appropriate long-term planning could effectively build out and quarantine a limited series of corridors appropriate for such a future rail line to link to the Frenchs Forest Priority Precinct, Dee Why (and potentially extending through to Mona Vale).

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Northern Beaches Strategic Community Group 27-Sep-18 Letter to the Hon Brad Hazzard MP re: FF Precinct

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- 6. **Water Transport** The provision of further water transport links including a potential ferry link at Clontarf or the Spit is also supported.
- 7. **Transport Links, Technology & Recreational Areas** Finally, it is worth preparing active transport links and recreational areas with additional capacity to support a potential explosion in use of breakthrough technology for electric bikes, mobility scooters and mountain bikes for extra students; and a population of residents over 85 years which is expected to grow by 85% in the Northern Beaches LGA.

Once again, we thank you for your time and look forward to hearing back from you soon.

Yours sincerely,

President - Northern Beaches Strategic Community Group



Michelle Carter Active Travel Officer

Transport Network

Beaches Council,

GoGet would like to commend Council for the development of the Move – Northern Beaches Transport Strategy. The proposed strategy is a well-considered and forward-thinking approach to the challenges faced on the Northern Beaches.

Refocusing Council's transportation strategy and priorities around people-centred places, active and public transport will go a long way towards achieving the ambitious goal of reducing the modal dominance of the private car.

In fact, we believe that car share, as supported by our experience and substantial independent research, actually represents a powerful lever Council can and should pull to deliver a range of significant community benefits with little to no cost to Council (a calculated 6:1 benefit to cost ratio<sup>1</sup>).

We understand the current approach of positioning car share within the framework of Key Direction (5) – Smart Parking Management. However, evidence shows that car share is much more than an innovative solution to addressing parking congestion and can help create liveable and accessible places (1), promote public and active transport use (2,3) and increase efficiencies in our road networks (4).

This arises from car share's effectiveness in providing an alternative to the private car, which in turn changes the mindset of users around their travel behaviour. As a result, car share members:

- Reduce their ownership of the private car, with each car share vehicle removing 12 private cars, reducing congestion and freeing on-street parking (Key Direction 4, 5)
- Utilise public and active transport more frequently (Key Direction 3)
- Avoid commutes by car, due to presence of car share during the day if a car is needed (Key Direction 2, 3, 4)
- Reduces their total VKT by 50% compared to private ownership creating a more efficient road network (4)
- Live local because car share acts as 'opt-in' road user pricing creating viable local businesses and active communities (1)

As such we strongly encourage Council to adopt as a matter of import the need to introduce a new Northern Beaches Car Share Policy as soon as possible. This will allow both Council and operators to work collaboratively to grow the service responsibly so that it will deliver all the benefits it is capable of delivering, and be reflective of the demand within our communities as evidenced by the over 3,000 plus members across the Northern Beaches who use car share daily, in spite of the lack of a Council-wide policy. Further it will allow the general public, and car share members, the certainty and reliability to further reduce their need to own a private vehicle.

We look forward to working with Council and our membership on the development of a car share policy and once again congratulate Council on the formulation of this Transport Strategy.





Regards,

Chris Vanneste
Head of Locations and Partnerships
GoGet Carshare
Chris@goget.com.au



Josh Brydges
Locations and Transportation Planner
GoGet Carshare
Joshua.b@goget.com.au



<sup>2 –</sup> Austroads (2016) Congestion and Reliability Review

<sup>3 -</sup> AECOM (2015) Transport on Demand



From:
To: Council Mailbox

Subject: Suggestion for bus service at cheaper costs

Date: Monday, 8 October 2018 11:03:32 AM

Attachments: WCCSIG\_EMERGE2019\_62b30bac-cd7c-4286-8cc3-ee3720e832b1.jpg

### Dear Michelle Carter

I wanted to give my suggestion that my sister-in-law who pays for transport i.e. twice a week pick up and return home with a total cost of \$88 a week - from home at Forestville to Hirondelle Hospital and back home. Although she does not pay for physio at the hospital the transport does add up each week. (There is no bus service to Hirondelle Hospital?)

I think there should be a taxi bus service for the over 60s in the northern beaches for taking pensioners to hospitals and back at a cheaper price.









The single most important initiative would be to:

Declare that it is the Councils objective to have Condamine St, Pirrwater Rd and Barenjoey Rd ie from the Spit to Palm Beach declared 24 hour clearways within 5 years.

Advising in advance of the enactment would give all businesses time to adjust.

Council must stop pandering to a small number of people/business and enact policies for the vast majority.

If everyone knows the roads are to be clearways/bus lanes they will quickly adjust. In fact the amenity for all will rapidly improve with not only improved travel and transport time but developers and businesses will adjust and develop with improved access and amenity away from the noise an pollution of these major roads.

For you attention.







From: <u>Avalon Preservation</u>
To: <u>Council Mailbox</u>

Subject: Fwd: Hi all, I need to send this tonight --last minute!! Any comments please ??DRAFT NORTHERN

BEACHES TRANSPORT STRATEGY Sunday, 7 October 2018 10:38:16 PM

DRAFT NORTHERN BEACHES TRANSPORT STRATEGY

### FOR ATTENTION Mr Ray Brownlee

Date:

Chief Executive Officer

We welcome the opportunity to contribute to this draft strategy and offer the following comments and suggestions----

### KEY DIRECTIONS [Pg 5]

We support the need for Dee Why - Chatswood bus services but believe the Mona Vale - Macquarie Park requirement is already being provided by Forest Coach Lines. Map of Bline service [Pg 6] shows termination at Newport instead of Mona Vale

### TRANSPORT CHALLENGES [Pg 10]

Reference is made to a "requirement" for 22,400 more dwellings and we would prefer to see this softened to a "projection"----we believe language is important and although it may be referred to as a requirement we can regard it as a projection.

### ACTIVE TRAVEL [Pg27]

We support the aim to "expand footpath and shared path networks" but believe that at present there is a serious imbalance between expenditure on new footpaths and reconstruction of existing footpaths which seem to have little urgency.

### PUBLIC TRANSPORT [Pg 32]

We of course support the general thrust of reducing car dependency but fear this may be largely thwarted by population growth and needs to be planned accordingly. We are disturbed to see a reference to "Plan for high frequency mass transit service in longer term" and "considerable support for light rail, metro and trains" and strongly believe this needs to expressly exclude the northern [Pittwater] area. In regard to bus services----

- + Avalon Preservation Association, Clareville and Bilgola Plateau Residents Association, Palm Beach and Whale Beach Association and Newport Residents Association have all pressed TptNSW for improved express services north of Mona Vale.
- + We support the need for Dee Why to Chatswood services
- + Call for a service from Mona Vale to Northern Beaches Hospital
- $\pm$  Extend the hours of operation of express [eg , E88] buses to the city and extend the service to Palm Beach.
- + Divert half of the [199] services from Avalon Beach to Manly to the city instead
- + We believe the reference to improving feeder services to the Bline misunderstands the importance of improving direct services to the city from north of Mona Vale as above.

### EFFICIENT ROAD NETWORK [Pg 37]

Reference is made to floodproofing of Wakehurst Parkway by 2023. We understand



engineering solutions are now established and do not understand the lack of priority for this project with the imminent opening of Northern Beaches Hospital. Assurances that ambulances can transit the flooded roadway do not provide for large numbers of private vehicles needing urgent access.

### SMART PARKING MANAGEMENT [Pg 40]

Providing additional park and ride facilities is stated to be a priority but we believe this should not be necessary with improvements to through services from north of Mona Vale and improved feeder services in the Mona Vale locality and further south. We have misgivings about the use of Opal Card data by TptNSW as it measures only current usage and not demand which can be quite different---for example what is the demand for express services from Palm Beach? It cant be measured by Opal card data.

We would welcome any comments on our submission. Regards

President AVALON PRESERVATION TRUST Incorporated as AVALON PRESERVATION ASSOCIATION P.O. Box 1 Avalon Beach 2107

95



From: To:

Council Mailbox

Subject: PUBLIC TRANSPORT TO THE CENTRE OF THE CITY.....

Date: Saturday, 6 October 2018 8:04:11 AM

### TO WHOMEVER THIS CONCERNS -

Dear Sir/Madam,

Would you kindly ensure that commuters/travellers/tourists from the Northern Beaches Council area who choose to take public transport rather than their car are able to stay on a bus ALL THE WAY TO/FROM CENTRAL STATION, as was available as long ago as the year 2000.

Going backwards in our 'Future of Public Transport Plan' is nothing short of discriminatory, seeing we still do not have rail nor any other mode of public transport to get elsewhere.

Sincerely,



?

Virus-free. www.avast.com



From:

To: Council Mailbox

Subject: Re: Thank you for your feedback on the "Draft Move Northern Beaches Transport Strategy"

Date: Friday, 5 October 2018 9:56:42 PM

On Wentworth street, you have let bars open opposite the accomodation for sick kids and their families. (25 South Steyne) It is discraceful the council has allowed this and is a sign Manly is becoming a commercial profit making area who does not care about its residents. Having bars on the Corso is one thing but letting bars open on side streets where nippers come through, sick kids get away from their difficult situations and families live is something which I think the whole of the northern beaches would vote against. The new manly mayor who is young (compared to Baird the new NAB manager) should be made aware of this and do something about it.

If you want manly to become the kings cross of the northern beaches do nothing.

Happy to discuss.



Hi

Thanks for completing the comments form.

Your responses are listed below. If you have nominated to be placed on the project email list, we'll keep you in the loop on this project.

### **Key themes**

Accessible and Liveable Places - Enhancing our existing centres and planning our new urban developments with integrated transport solutions, wide footpaths that make walking and cycling the first choice in moving around the neighbourhood.

Parking is shit

Active Travel - Expand the footpath and shared path networks to improve connectivity and safety that makes walking and cycling attractive alternatives to the

More goget

Public Transport - To improve the quality of the public transport system so it provides an attractive alternative to the car and is frequent, reliable, connected and accessible.

Restrict the tourist perks

Efficient Road Network - To develop a one network approach that supports connectivity for the movement of people and goods within and beyond the Northern



Beaches and that can be safely shared by all users. Look after locals Smart Parking Management - To manage car parking in a way that is equitable and supports the economic viability of centres and boosts sustainable public transport and active travel use. Your UX is horrible Do you have any other comments on our draft strategy? No more chains First name Surname **Email** Suburb MANLY, NSW Would you like to receive email updates on this project? No Would you like to join Council's community engagement email list? No Thanks again

Your Say Northern Beaches





### The Palm Beach & Whale Beach Association Inc.

www.pbwba.org.au | PO Box 2 Palm Beach NSW 2108

### Celebrating our Centenary 1918 - 2018

NORTHERN BEACHES COUNCIL
MICHELLE CARTER
ACTIVE TRAVEL OFFICER TRANSPORT NETWORK
council@northernbeaches.nsw.gov.au
6th October 2018

### COMMENTS: " - NORTHERN BEACHES TRANSPORT STRATEGY"

### PALM BEACH & WHALE BEACH PERSPECTIVE

The Palm Beach & Whale Beach Association supports Council's vision to "enable freedom of movement to, from and within the Northern Beaches using a safe, smart, efficient, integrated and sustainable transport network".

Having read the draft document which provides the basis for future directions, plans and actions that will be implemented during the next 20 years we make the following comments from a Palm Beach and Whale Beach perspective -

With its magnificent beaches, parks, the Lighthouse, environment and the new Coast Walk, Palm Beach is, and will continue to be, a major tourist and visitor drawcard. Visitors arrive by car, bus, ferry, boat, other watercraft, seaplane, bicycle and motor bike. Walking to Palm Beach is almost impossible as there are no footpaths along Barrenjoey Road between Careel Bay and Palm Beach but walking is popular once people have arrived.

Palm Beach must have a parking management plan which is fair, equitable and balanced This would include higher turnover parking in areas of high demand and with regularly reviewed local parking management for the beaches, parks and recreational areas.

Palm Beach Wharf must be acknowledged as a major transport hub. 250 000 plus people use Fantasea Ferries p/a and this is increasing. Planning and provision must be made for efficient public transport links to and from the Wharf to Avalon, Mona Vale and beyond. More and more people are moving to the Central



Coast to live as it is a more affordable option but continue working on the Northern Beaches so Commuter car parking is problematic.

The longest bus trip in Sydney is to/from Palm Beach and provision of a direct <u>express</u> bus service to/from the City with limited stops would provide a fast, efficient, convenient service which ticks all the boxes of the Council's aims for the "Move" strategy by reducing car dependency, helping ease both congestion and parking issues and help reduce carbon emmissions.

### MOVE: TRANSPORT STRATEGY THEMES

### 1. ACCESSIBLE AND LIVEABLE PLACES

With the State Govt's vision of a 30 minute connection between strategic centres or connection to the metropolitan centre, convenient, efficient Express buses (the E88 or a new E90 for example), are essential to commence/terminate at Palm Beach.

### 2. ACTIVE TRAVEL

There are many missing links in the NBC network not least of which is Barrenjoey Rd from North Avalon to Palm Beach. Walking along Barrenjoey Road safely is impossible. Residents can barely access their nearest bus stop. A footpath from North Avalon to Palm Beach is essential.

Council must develop an "Encroachment Policy" to manage the encroachment onto public road reserve by private land holders through plantings, rocks, gardens, stakes, tape etc which prevent people walking safely along the public road reserve and/or legally parking on streets with no kerb and gutter.

The "Walking Pittwater" app developed by Pittwater Council should be reinstated. This encourages walking, is easy to use and provides helpful information about views, history and other interesting sites.

### 3. PUBLIC TRANSPORT

The transport network map provided in the document shows the BLine terminating at Newport. This should be corrected as the BLine terminates at Mona Vale.

On this map we would like to see

- · a direct bus route to the Northern Beaches Hospital at Fenchs Forest via Wakehurst Parkway
- ferry links from the Central Coast to Palm Beach Wharf then to Mona Vale (Bayview) ie. the "Blue Highway"

The 4 Community Groups north of Mona Vale - NRA, PBWBA, APA and CABPRA - have requested the expansion of E-bus services which are express buses to the city. These should run throughout the day on routes that pass close to the user catchment, thus minimizing the need for "park and ride" facilities.

Given the steep topography of Palm beach and Whale Beach the on-demand service, Keoride, should be expanded into the general public transport network, not just to access BLine and hours of operation should be extended particularly on weekends.



### 4. EFFICIENT ROAD NETWORK

Improved management of local roads - especially Bynya Rd, Palm Beach Rd, Pacific Rd and Whale Beach Rd - would help avoid congestion and improve traffic flow. This would involve amongst other things -

- repairing potholes and crumbling road edges
- · auditing of and strategic placement of parking signs to allow better traffic flow
- · removal of trailers and boats which block vision and parking
- thoughtful timetabling of garbage collection services ie. not on Public Holidays as this causes major traffic congestion.

### 5. SMART PARKING MANAGEMENT

We support the following parking strategies -

- · That priority will be given to short term parking in areas of high demand eg Palm Beach Wharf
- Enforcement of compliance is critical
- · Every parking space is critical
- Putting a time/price on parking puts a value on parking and ensures turnover and accessibility.
- Local streets are not to be used to store trailers and boats
- Investment in latest parking meter technology is essential.
- Real time signage for parking options is essential during peak holiday times
- · Long term car parking at Careel Bay playing fields with bus link be promoted at peak times.

Both Council and the National Parks & Wildlife Service must take take responsibility for provision of long term parking and public transport advice for guests at Currawong Cottages and The Basin.

With reference to figure 7 pg 17 Future Parking Approach Diagram we believe Pittwater Park should be 2P and 4P to allow local parking and to remove commuter parking and not 8P which is provided for longer stays and workers. Pittwater Park is Crown Land and not to be used as a long term car storage facility.

Yours sincerely			
President			



From:
To: Michelle Carter
Cc:

Subject: Late submission for The NBC doc "Move" for Greater Manly Residents Forum.

Date: Tuesday, 9 October 2018 9:51:25 PM

### Dear Michelle

Many thanks for allowing us to submit a late response following request on behalf of the Greater Manly Residents Forum.

I submit our comments, as discussed last night, at our monthly residents forum for consideration.

We are keen to continue to have more input in the future especially as many of the proposed changes will occur within our resident community area.

We look forward to meeting with Council officers to discuss further the many issues we see in the document.

Kind regards

Co -Chair Greater Manly Residents Forum.

### Key themes

Accessible and Liveable Places - Enhancing our existing centres and planning our new urban developments with integrated transport solutions, wide footpaths that make walking and cycling the first choice in moving around the neighbourhood.

The object is worthy but the strategy seems to primarily relate to new sub-divisions / new master planned communities where such can be designed in from the early stages. How can this objective possibly be achieved in the streets of Manly that have basically evolved since the mid 1800's? To quote..."....need to re -evaluate the way we plan our communities...." We need the detail on how a retrofit can be achieved. We need to fully understand the detail & ensure that Council do not adopt a one size fits all approach as each area will have specific interface issues that must be properly considered with stakeholder engagement. In relation to the purple coloured box "implementing the strategy" are the plans referred to available for viewing? comment?

Active Travel - Expand the footpath and shared path networks to improve connectivity and safety that makes walking and cycling attractive alternatives to the car.

Again, the objective is worthy, however we need to fully understand the "missing links" and how that will affect stakeholders. We again question the ability to retrofit solutions, for example, the existing shared path through Manly Lagoon Reserve links with a shared path adjacent to Pittwater Road that crosses the bridge to the north is just too narrow for the shared network. Each area will require detailed consideration to ensure there are no unintended consequences. As to implementing the strategy - are these plans available for



viewing / comment?

Public Transport - To improve the quality of the public transport system so it provides an attractive alternative to the car and is frequent, reliable, connected and accessible.

The objective is good, however we are keen to see a regular and frequent bus service from the Manly Suburbs to the new Northern Beaches hospital from early morning to late at night for the staff and the residents .This service would take less than an hour and half and require no changes and travel via the Wakehurst Parkway. If this service has been added recently it should be widely published.

Efficient Road Network - To develop a one network approach that supports connectivity for the movement of people and goods within and beyond the Northern Beaches and that can be safely shared by all users.

The objective is admirable. Council's support for the beaches link tunnel must include another "subject to", in that no existing green space is to be taken or reduced to deliver the tunnel, lead in roads or exhaust stacks. The proposal to take Balgowlah Golf Course is disrespecting the past generations, the current generation & future generations. The future direction # 6 should be a priority now - return local streets to residents, speed limits can be enforced now, restricted street, access times can be planned & implemented now, no right / left turn can be implemented now.

Smart Parking Management - To manage car parking in a way that is equitable and supports the economic viability of centres and boosts sustainable public transport and active travel use.

The objective of eliminating street parking of trailers, caravans & boats is fully supported.

### Do you have any other comments on our draft strategy?

The Greater Manly Residents Forum believe this is a plan heading in the right direction but anything that is a retrofit for the active travel component of the plan must be very carefully considered, with real stakeholder engagement, to ensure unintended consequences do not result. An example - Manly Council' trial lighting of Manly Lagoon Park resulted in intense gatherings of youths with anti-social behaviour to the extreme detriment of the adjoining residential properties. The ability to get on with returning local streets to residents is something that can be planned & implemented in advance of "Move" being adopted.





7<sup>th</sup> October 2018

To: Northern Beaches Council Council@northernbeaches.nsw.gov.au

Draft Move Northern Beaches Transport Strategy

7<sup>th</sup> October 2018

I support a policy to reduce car dependency and carbon dioxide emissions.

To achieve this outcome the sequencing of projects is important.

Public transport initiatives should be given priority.

Address transport issues from the perspective of people who are reliant on public transport.

A range of initiatives can be introduced to reduce car dependency.

Options include feeder buses, intra-urban connections and community transport.

Smaller vehicles are better suited to low density and hilly topography

Services could be partly funded via subsidies from govt. agency or commercial

### **Key Directions**

4: Efficient Road Network

The Beaches Link Tunnel

I do not support the delivery of the Beaches Link Tunnel. The inclusion of public transport is a component, but compared with car travel it is incidental to this project. In the current plan, the bus service will share a lane with other traffic, which will occupy three lanes in each direction. The overall impact of the tunnel will be a substantial increase in traffic. The traffic will derive not only from within the Northern Beaches but well beyond the tunnel entrance.

The Beaches Link Tunnel is a massive project that will overwhelm the other Key Directions. It will overtake and eclipse any laudible attempt to progress towards reduced car dependency.

### **Transport Network Map**

Wakehurst Parkway - Upgrade to 4 lanes!

The upgrade Wakehurst Parkway to 4 lanes would be a major project.

Yet there is no mention of the likely impacts on the environment.

Widening at ground level would have a devastating impact on adjoining bushland.

A four lane road would require extensive clearing and bisect wildlife native habitat.

A raised road should be considered as an alternative for Wakehurst Parkway.

This would mean that low lying areas where flooding occurs can be avoided.

Page 1 of 5



A raised road would also protect the recreation values of the area. Part of the existing road could then be used as a dedicated cycleway.

### **Our Plans**

Protecting "our extraordinary bushland environment" is a key component of the community's vision for the Northern Beaches. Transport Plans should aim to avoid adverse impacts on the environment. A key criterion for the selection of transport infrastructure options should be the protection of our bushland and waterways.

### **Transport Challenges**

Funding

\$10+billion the cost of construction of the Western Harbour Tunnel and Beaches Link. \$7m the estimated annual net cost of the East/West Bus Rapid Transit service. The latter is a far better investment to reduce car dependency. It can also be implemented easily

The latter is a far better investment to reduce car dependency. It can also be implemented easily and will benefit a lot of people in a short time frame. Better public transport is a priority.

### Car dependence

60% of residents travel to work by car;

80% of household trips for social, recreation, education and shopping purposes are by car. Look at public / community transport options to reduce car dependency for these trips. Options include special purpose buses to sporting venues, beaches and recreation facilities. Also on-demand local services with flexible routes.

### Visitors

Tourism is an important part of the Northern Beaches' economy.

Tourism provides an additional economic incentive to protect the natural environment.

Transport Plans should aim to protect the integrity of our bushland reserves.

This will have long term benefits for residents and tourists alike.

### **Transport Vision**

Page 13

Freedom vs Sustainable

A sustainable transport vision means we should be prepared to curtail our personal 'freedom' to drive everywhere and anywhere 24/7. Car travel has an environmental and social cost and it is important to encourage alternative modes of transport that are more sustainable.

### **Aspirations 2038**

1/4 of all trips by public transport

30% reduction in car trips and CO2 emissions

These aspirations are too low for a 20 year time span. Perhaps Council has adopted a conservative targets as it is easier to achieve and avoids controversy. However, the targets adopted do not address the radical shift in transport mode required to achieve is a more liveable, sustainable and healthy environment in the future.

### Trends over time

Page 15

The Aspirational Target for 2038 indicates that cars (driver & passenger) will remain the dominant method of travel to work. Public transport dominance by 2038 is achievable and should be adopted as a target.



### Trends over time

Page 16

The Aspirational Target for 2038 shows only an 8.1% reduction in CO2 for 'car as driver'. This is too low.

### Implementing Move Transport Strategy

Page 19

Costs of implementing the strategy

New transport platforms

Aim to keep public transport in public ownership and affordable.

The viability of the public transport network is reduced if profitable routes are privatised.

### **Funding options**

No fully funded strategy.

Funding requirements for the seven plans should be considered up front.

The comparative cost vs benefit of the seven plans may differ markedly.

Relatively low cost actions, such as a major bus route upgrade, will deliver better outcomes for reducing car dependency than expensive road projects that generate more traffic.

A funding priority for sustainable transport should be investment in projects that substantially reduce car dependency. This achieves an equitable outcome for all residents, including those who do not drive.

I agree with the vision to guide transport policy and prioritise investment in the transport network: reduce car dependency.

### Accessible and Liveable Places

I agree with activating town centres to provide local job opportunities.

This means retaining or consolidating commercial floor space / land use in town centres and villages. Avoid overdevelopment for residential use that diplaces or diminishes commercial use in town centres and villages. (In Dee Why Town Centre and Freshwater Village land / floor space for commercial use has been reduced in recent years.)

Places or centres with a diversity of uses, including commercial and community uses, provide a convenient hub for the surrounding population.

### **Active Travel**

Page 27

I support the expansion of the active travel network and completing the missing links. I do not support the sale of assets to fund these improvements. Funding sources for transport projects should be obtained from other sources.

Increasing population growth is not sustainable and will exacerbate traffic problems.

Page 30

I agree with providing more dedicated cycle-ways and pathways.

I agree with delivery of safe, active travel across all modes of transport for all ages, including older residents.



Provide better separation for on-road cycleways from the vehicle carriageway. The current location of on-road cycleways, without physical separation from moving traffic, is not safe. Locate the cycleway between parked cars and kerb, or between a raised ridge and footpath, as in CBD.

From the Northern Beaches to the CBD, provide alternative routes for cycling that will avoid busy and polluted roads. For example, back streets via Roseville Bridge and through Mosman. This will also reduce car dependency and improve health.

### **Public Transport**

Page 31

I agree with the multiple benefits of increasing public transport patronage.

I agree with the expansion of public water-based transport. Affordable public transport services cater for a wider patronage. Private ferry services have a more limited patronage suited to commuters (with a good income) and tourists.

Park and ride facilities can fill up quickly and do not cater for commuters without cars. A community shuttle bus is a more equitable transport option than park and ride.

Higher density development should not be the trade-off for better public transport. Public transport has existing deficiencies that should be addressed to reduce car dependency.

I agree with expansion of ferry travel – it is a relaxing way to travel.

I agree with integrating local on-demand services into the wider public transport network. A transport link is needed between suburban homes or locations and public transport corridors. The on-demand services should be comparable in price to public transport.

### **Smart Parking Management**

I agree with the provision of more feeder buses as an alternative to park and ride.

Provide public transport and feeder buses to high visitation places such as beaches and recreation area. This will reduce pressure on parking at these venues.

### **Beaches Link Tunnel**

I do not support the Beaches Link Tunnel. It will create a serious imbalance in favour of car travel and will greatly increase car dependency. The tunnel will adversely affect air quality and the environment. The road infrastructure will affect local amenity, alienate active travel options and allow car travel to become an overly dominate transport mode.

The proposal is for three lanes of traffic each way in the tunnel, which will be 7.2km long. No dedicated public transport lane is proposed.

Public transport options should be given priority in terms of investment. This includes public transport options that do not require additional roads.

Issues / concerns include:

- · Traffic congestion on local roads
- Car parking demand, especially at beaches
- Environmental impacts



- Air quality
- Balgowlah Golf Course
- Seaforth temporary depot

# Wakehurst Parkway:

The project would have an extensive environmental impact on adjoining bushland areas and reserves. The long term benefit of protecting the bushland warrants a high rating in any cost/benefit analysis. If the project proceeds, at grade widening should be avoided by extending the tunnel or constructing an elevated road.

#### Conclusion

The draft Strategy will fail to achieve nearly all of the envisioned outcomes. Reason: The Beaches Tunnel project is likely to overwhelm all other transport projects in terms of cost, traffic generation, environmental impacts and quality of life.

This road infrastructure will have a major impact on the Northern Beaches and result in many changes, including negative impacts, over which the Northern Beaches Council and residents will have little control.

The tunnel will bring to closer fruition the nightmare reality depicted in the Manly Daily headline: The Cars that Ate the Northern Beaches.

Residents who support the tunnel appear do so primarily because they want to shorten their driving time to the CBD and across the city. By the same token the tunnel will also provide a wide open passage for a high volume of traffic emerging from 3 lanes. This will result in a significant increase in the number of cars converging on the Northern Beaches, particularly at weekends and in summer.

The consequent increase in traffic is likely to cause congestion in local streets, which in turn will become more hazardous for pedestrians and cyclists.

An increased demand of parking, particularly near the beaches in summer, is inevitable. The existing problem of coping with parking demand will be exacerbated multiple times. This will result in increased hard surfaces and conflict between residents and visitors for limited on-street parking.

The Beaches tunnel will encourage car travel to the Northern Beaches from all Sydney metropolitan areas to the west of the tunnel entrance.

A far better alternative is to invest in public transport, including buses. This will avoid / reduce problems associated with traffic and parking. It will also be more compatible with active travel options.

Public transport is an equitable and sustainable transport option that is strongly aligned with the strategy objectives of reducing car dependency and carbon emissions.

The funding priority for the Northern Beaches should be public transport. Further road expansion, which will encourage car usage and generate more traffic, is inappropriate and will exacerbate existing problems.





7<sup>th</sup> October 2018

To: Northern Beaches Council Council@northernbeaches.nsw.gov.au

Draft Move Northern Beaches Transport Strategy

# **Draft Move Northern Beaches Transport Strategy**

#### KEY ISSUES

Address deficiencies in routes, times and frequency of bus services

Introduce local shuttle / minibus services

Provide a dedicated bus lane for E-W route via Warringah Road

Consider raised road / elevated transport technology for Wakehurst Parkway

Increase network of off-road cycleways and shared paths

Protect pedestrian access routes and short cuts

Abandon Beaches Tunnel proposal

Avoid heavy rail infrastructure; but light rail a possibility in longer term

Freight movement: No increase in the length of freight vehicles permitted on our major roads due to existing road constraints and the increased safety risk to other road users.

# Vision for Northern Beaches

"Northern Beaches being a safe, inclusive and connected community that lives in balance with our extraordinary coastal and bushland environment."

The vision for transport plans on the Northern Beaches should avoid further loss of our bushland environment. The widening of Warringah Road in proximity to the hospital has resulted in the irreplaceable loss of mature native trees and endangered *Duffys Forest* community. The road has also resulted in the annihilation of adjoining public reserves that were part of our heritage.

The environmental and visual impact resulting from this 12 lane road and adjoining infrastructure is devastating. Like so many other people in the community we have been very distressed at witnessing the progressive destruction of this former environmentally significant area. We are disappointed that alternative road designs and transport options to avoid this destruction were not adequately considered.



The protection of our bushland and waterways needs to be considered up front. The SEPP (Infrastructure) legislation allows major projects such as road widening to override the protection of environment. Consequently, the importance of protecting the special bushland environment of the Northern Beaches needs to be considered in advance.

#### **Transport Improvements Planned**

#### **On-Demand Transport Service**

Support

"On-Demand Transport service which takes people from their home to a transport hub." A trial service needs to include simplified and affordable payment options. Opal cards would be useful.

#### **Beaches Tunnel Link: Planned**

Oppose

The planned road tunnel is not compatible with sustainable transport planning.

The tunnel will result in a substantial increase in traffic, congestion on local roads, and demand for car parking facilities in the Northern Beaches.

It will also result in increased dependence on cars and a convergence of traffic entering the CBD. The immense cost of building the tunnel is not justified and funding would be far better spent on new technology and public transport options.

The proposed tunnel construction and road infrastructure would have significant environmental impacts.

If the project were to proceed it would alter the quality of life on the Northern Beaches irrevocably. The tunnel would facilitate travel by car to the Northern Beaches from many areas. This would inevitably have an impact on traffic and car parking. The northern beaches would be a magnet for traffic in the summer months. Car parking to cope with the influx of cars would have a major impact on local areas within the Northern Beaches.

The adverse consequences of the Beaches Tunnel have not been adequately considered. The planned Beaches Tunnel would have multiple lanes that would cater mainly for car travel, not public transport. Priority should be given to public transport improvements rather than road projects that will increase car dependency.

#### Wakehurst Parkway

The location of the new Northern Beaches Private Hospital is likely to increase traffic and therefore put additional pressure on the widening of Wakehurst Parkway. Wakehurst Parkway traverses bushland areas and adjacent reserves, including Manly Dam Reserve, Garigal National Park and bushland in Narrabeen Lagoon Catchment.

Widening of the road would mean the substantial loss of intact bushland, wildlife habitat and connectivity. Widening the road would also result in increased runoff and nutrients. The recreational use of the area would also be adversely affected by loss of bushland, increased traffic and noise.

In Narrabeen Lagoon Catchment, the existing road has low lying sections that are prone to flooding. A raised road would avoid the flood level and reduce the impact on Middle Creek. An elevated road would also protect bushland, habitat connectivity and allow for the passage of wildlife



underneath. An elevated transport system would allow Wakehurst Parkway to become a safer corridor for walking and cycling, with continuity of access at ground level for recreation purposes.

# Public Transport East – West Northern Beaches to Macquarie Park

#### Mona Vale to Macquarie Park:

Improve existing bus service; increase frequency; extend timetable; improve connections with N-S bus services.

Reinstate the Manly to Macquarie Park bus service.

Introduce new service between <u>DY / Brookvale to Macquarie Park</u>: Limited stops for faster trip.

These E-W routes are useful for students travelling to Macquarie University.

#### Sunday bus / ferry / train connections

Few bus services on Sunday morning (early); poor connections with early train services.

For trains in the Metropolitan Area, the timetable for Sunday is the same as for Saturday. For buses on the Northern Beaches there are far fewer services on Sunday morning (early) compared with Saturday. Consequently, connections with trains can be difficult.

#### **Bus Services – Forest Coachlines**

Extended services are required in the evening and early morning.

# **Ferry Services**

Public subsidy for private ferry service between Palm Beach and Ettalong?

Private ferry services are expensive for many people, including families and seniors. Public ferry services or public subsidies are preferable for equitable transport.

#### **Heavy Rail**

Heavy rail is costly infrastructure that is not necessarily suitable for the hilly terrain of the Northern Beaches.

#### Light Rail

Light Rail / Tram is a more realistic prospect for linkages without and within the Northern Beaches. However, investment in this project is premature. The high cost of infrastructure would attract or generate increased development and result in further traffic congestion.

## Local initiatives

Local government has the opportunity to introduce measures to improve local transport, such as the 'hop, skip and jump' service.



## Northern Beaches Council Draft Strategy on Transport - Move

#### **Submission from the North Harbour Community Group**

#### 7 October 2018

The North Harbour Community Group is a resident group registered with the Northern Beaches Council.

The focus of our submission is on the issue of pedestrian safety – and the need (in our view) for the Council to undertake:

- A formal review of the maximum speed limit in local streets which could lead to the
  reduction in the current maximum permissible speed in local streets from 50 km/hour to 40
  km/hour (and possibly 30 km/hour) in high risk areas (eg in the vicinity of schools and child
  care centres). The Council could commence the process in the following stages:
  - a) Formally adopt at a Council Meeting the intention to review the maximum permissible speed limits in local streets.
  - b) Develop a process and a procedure to conduct the formal review to include criteria for decision making and working closely with the community.
  - Seek resident and community groups to nominate and motivate for a formal review be undertaken in their area.
  - d) For each area for which a formal review is requested (and agreed to by Council staff)
    undertake the review and propose decisions for adoption by Council of changes to max
    permissible speed limits
- 2. The Council conduct an audit of the road widths for selected streets to establish whether parking is allowed on both sides of the road. In order for this to be a manageable and a staged process, it is suggested that the Council proceed in the following stages:
  - a) Formally adopt at a Council Meeting the intention to undertake an audit of the road widths (and any other related issues) that allow parking on both sides of the road.
  - b) Develop a process and a procedure to conduct the formal audit starting with Community Consultation Sessions that have the objectives of:
    - i. Informing the community of all technical issues relating to (simultaneous) parking on both sides a road.
    - ii. Raise awareness within the community of the current rules and regulations on relation to permissible parking on both sides of the road.
  - c) Seeking communities and resident groups to request an audit of selected streets in their areas because the community or resident group has credible evidence that there are streets where parking should not be allowed on both sides of the road.





undertake the audit and propose decisions for adoption by Council staff.

d) For each area for which a formal audit is requested (and agreed to by Council staff)

Chairperson, North Harbour Traffic Working Group

Secretary, North Harbour Community Group



# CABPRA

Ray Brownlee CEO Northern Beaches Council PO Box 82 Manly NSW 1655

council@northernbeaches.nsw.gov.au ray.brownlee@northernbeaches.nsw.gov.au

Michelle Carter michelle.carter@northernbeaches.nsw.gov.au

4th October 2018

Dear Ray and Michelle,

# **MOVE Northern Beaches Transport Strategy**

Please accept this letter as the Clareville and Bilgola Plateau Residents Association (CABPRA) submission to the MOVE NBC Transport Strategy currently on display for comment.

# CABPRA generally support the MOVE strategy with the following very important exception:

You will be aware of the decision by Transport NSW to no longer proceed with the extension of B-Line services to Newport but to terminate them at Mona Vale. This decision was as a result of solid community support from the four largest community organizations north of Mona Vale (NRA, PB&WBRA, APA and CABPRA), for an alternative bus transport system based on the popular E-buses (E87, E88, E89 and E90).

The E-buses are not "feeder" buses but **express** buses to the **city** that would run **throughout the day** on routes that pass close to the user catchment, thus minimizing the need for "park and ride" facilities. I.e. E-buses are not "feeder buses" or "minibuses" as characterized in much of the Move report.

The four community organizations north of Mona Vale have for over 18 months supported and negotiated for the E-bus alternative. Each community organization has engaged with its own community on this issue.

CLAREVILLE AND BILGOLA PLATEAU RESIDENTS ASSOCIATION Inc P.O. Box 292 Avalon Beach, 2107

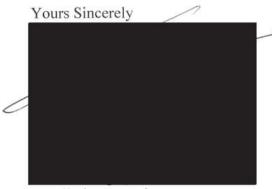


# **CABPRA**

In summary, the E-Bus alternative for North of Mona Vale is supported by NRA, PB&WBRA, APA and CABPRA and deserves a much higher profile than that contained in the Move report.

We therefore request that the main body of the Move document be modified to reflect:

- 1) The B-Line services terminating at Mona Vale
- 2) For bus services north of Mona Vale a transport system based on the popular E-Buses is advocated by NRA, PB&WBRA, APA and CABPRA
- 3) In the short to medium term current services should be altered and improved to reflect:
  - a) Additional E -buses running out of peak hours i.e. throughout the day
  - b) Every other 199 service being renamed E90 and going to the city not Manly. The remaining 199 services to go via the new NB hospital to Manly



http://cabpra.wordpress.com



From: Council Mailbox

Subject: Draft Northern Beaches Transport Strategy
Date: Sunday, 7 October 2018 4:20:37 PM

I commend the Draft plan in most aspects however I believe the following modifications should be considered.

- 1. I believe Council should suggest to the State Government that the money being proposed on the Tunnel be re-allocated to upgrade the existing network of roads, rail and public transport.
  - a. A key method of avoiding congestion is to keep traffic moving. As such we should look at the transport corridors and see how we can remove traffic lights as well as implementing variable speed limits. By implementing underpasses and slip/feeder lanes and variable speed limits just keep the traffic moving. Build bridges/underpasses for pedestrians and cyclists so the whole of Military Road doesn't stop when one pedestrian or cyclist wants to cross the road.
  - b. If a set of traffic lights can't be removed then buses should be fitted with transponders to change the traffic lights as buses approach
- 2. Council should work with the State Govt to enhance and publicise the current Ride Plus initiative. This is a great service that helps commuters cut across traditional transport routes to key transport arteries e.g. from Balgowlah Heights to the B1 stop at Manly Vale. This service is poorly utilised probably because not enough people are aware of how to use it. A simple mail drop could amend this situation. It would be a tragedy if this pilot is cancelled.
- 3. At slack period encourage Transport NSW to run more smaller buses, because buses only run every hour off peak on many routes people end up driving.
- 4. Enhanced school bus services to get kids back on buses and out of cars. Work with Schools and parents to understand why parents feel the need to drop their kids at school.
- 5. Encourage Car Sharing services. Having lived in Europe many cities their run their own car sharing services. We are fortunate to have 2 great providers in GoGet and PopCar as well as the innovative Car Next door service for those occasions when we need a car. Encouraging these services with dedicated bays as they do in other councils would help promote these services and remove some of the frustrations when cars cant be returned due to other cars being parked in the street.

As an aside it's great that the Council is embracing safe cycle paths and so with this in mind I'd really recommend that the work on the Balgowlah to Manly Cycle Path plans be revisited. Years of work were done on this ending with a compromised and ineffectual solution being implemented. Put a good and safe path in and this path would see so much usage.

Keep up the good work





1

Mr Ray Brownlee Chief Executive Officer Northern Beaches Council

Dear Sir

#### **Draft Move Northern Beaches Transport Strategy**

We have read and considered the draft strategy and we now submit the following comments for input into the strategy.

The Strategy makes the assumption that the population densities will increase as a result of the proposed Beaches Link Tunnel.

We consider that this is pre-empting the current development of the Housing Strategy and the Northern Beaches LEP.

The development of the Housing Strategy should commence ahead of the transport so that the community can be engaged in the determination of future densities. The Housing Strategy should present various options and the Council should not accept that the Housing densities must be much higher to accommodate that Tunnel proposal.

If the viability of the Tunnel requires much higher densities, then this needs to be placed on exhibition for community comment and engagement prior to the determination of the transport Strategy.

Under the heading Efficient Road Network, the Key project is the Beaches Link Tunnel.

The draft strategy states 'The current network is congested adding to delays that impact our Quality of life, economic viability and the way we move around.'

We certainly agree with this statement. After living here for nearly 50 years, we are certainly aware that the current network cannot cope with the vehicles associated with the current population.

To improve the Road Network Efficiency, there are many existing problems that need to be addressed ahead of the Beaches Link Tunnel e.g. traffic and parking problems in Brookvale, Dee Why and Manly.

Continuous updated Public information about the road network and public transport is not included in the strategy.

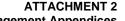
This communication is essential for an efficient road network and should be included.

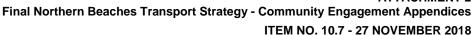
The strategy relies on agreements with the State and Federal Governments. The Strategy should not be finalised until both Governments agree to the strategy.

With regard to funding, the strategy states that alternative funding sources will need to be found, including the levy of a special rate and selling public land.

We disagree with the proposal for a special levy. There are many other alternatives for road funding that need to be considered in conjunction with the State Government without first suggesting that the Northern Beaches residents should pay.

The existing problems are the result of the State Government imposing higher densities through State Environmental Planning Policies and other planning initiatives. The State Government needs to be a major player in providing additional funding.







The suggestion of a special levy should be removed from the draft strategy.

With regard to selling public land this should not be part of a transport strategy and should be removed from the draft strategy.

With the existing housing densities and the current proposals, it is essential that all existing public land be retained and it will be more important to be retained if much higher densities are implemented.

Theme 1 Accessible and Living Places includes a statement,' By shaping the pattern of development in our existing and new centres and influencing the location scale, design and mix of land uses, Council's integrated transport land use planning can help to deliver places that are accessible, liveable, vibrant and environmentally sustainable.'

As mentioned above this transport strategy is not integrated with the development of the Housing Density strategy and cannot be considered integrated until housing densities are decided through community engagement.

In addition we doubt that the Council will have much influence on the outcome of planning. This is evident in the number of SEPPs and other State Government planning determinations e.g. the Northern District Plan and Gateway decisions for rezoning.

Already there are many objections to intense urban development proposals which are approved due to state Government policies.

A further example is the Hospital Precinct where there were Community Workshops arranged by the Council prior to the construction of the hospital. These workshops provided community input into the future planning of the precinct yet the results of these workshops have now been excluded by Council and the State Government.

Until there is improved engagement with the community by the State Government we cannot see how the above statement can be implemented.

We consider that instead of accepting that the Northern Beaches will have much higher densities the Council in conjunction with the Local Government Association, should lobby the state Government to develop a decentralisation policy to provide incentives for businesses to establish or expand into Regional towns.

Theme 2 Active Travel includes a statement, 'being environmentally friendly keeps people healthy and gets cars off the road'.

We agree with this statement which should be expanded to include the preservation of the natural environment and the provision of environmental living areas compatible with a Quality of Life.

In considering 'Quality of Life' it is essential to consider the amenity of housing areas. Homes should be within a peaceful environment where the pressures and stress of daily living are not present.

Feeling safe, stable, and secure is central to our health and wellbeing. How safe we feel at home and in our neighbourhoods can influence our social habits and feeling of freedom. When we feel safe, we find it easier to relax, do all the things that comfort us.

Home is where we spend a large amount of time, so it is important to have peace and quiet.

Therefore it is essential that the provision of major walkways and bike ways are placed away from neighbourhood homes.



#### Theme 3 Public Transport

The priority in this theme is to provide an east west link from Dee Why to Chatswood via Frenchs Forest. We agree with this proposal however it is also important to consider a better link from the suburbs of Belrose, Terrey Hills, Davidson, Frenchs Forest to Manly Wharf.

The future provisions of a light rail, metro of rail line all rely on much higher housing densities. These should be removed from the strategy. The funding of the Beaches link Tunnel and the consideration of rail all rely on much higher housing densities and other funding.

The Council should not accept that much higher housing densities are required due to the provision of the Tunnel or any other future major transport facilities.

There have been many studies to show that high density living causes significantly increased anti-social behaviour.

We are not aware that any of these social costs have been included in any of the estimates for major transport proposals which rely on much higher housing densities;

The existing statements in the draft strategy only appear to address economic issues e.g. the provision of a Tunnel needs more traffic therefore the housing densities need to be much higher.

It is essential that this issue is addressed in the current proposals for the Tunnel and included in the current community engagement.

Even without considering transport, it is essential that the current planning for higher housing densities addresses the potential for increased anti-social behaviour.

#### Theme 4 Efficient Road Network.

As stated above the only Key project in this theme is the beaches Link Tunnel.

This section states, 'what this looks like in 2038;' includes,' Traffic flow is improved and works better coordinated across the network.'

There is nothing in this section that leads to this statement.

To have an efficient system the Council needs to identify the existing problems, prioritise the issues and develop solutions to improve the system. There are many existing problems that need solving before addressing the traffic associated with the Tunnel.

This section needs to be reworked.

# Theme 5 Smart Parking Management.

This section states in part,' Parking needs to compliment strategies to increase public transport and active trips and discourage trips'.

We agree with this premise, however, the cost of these facilities and the proposed funding needs to be addressed.

This section also states in part,' On street parking of boats and campervans needs attention.' It is essential that trailers are also included.

We provide the above comments for your serious consideration.

**Yours Sincerely** 





From: Council Mailbox

Subject: Draft Move Northern Beaches Transport Strategy submission

 Date:
 Wednesday, 3 October 2018 12:54:00 AM

 Attachments:
 Paint and program mass transit.pdf

Dear Northern Beaches Council,

Please find my submission regarding the Draft Move Northern Beaches Transport Strategy, which I am sending via email because I have an attached PDF in addition to my short comments below. I hope you find it useful for implementation of the strategy and am happy to discuss if you have any questions.



Accessible and Liveable Places - Enhancing our existing centres and planning our new urban developments with integrated transport solutions, wide footpaths that make walking and cycling the first choice in moving around the neighbourhood. \*

The strategy is good, but the key is ensuring new land releases actually follow the guidance in a meaningful and equitable way.

From reviewing the Ingleside master plan (<a href="https://www.planning.nsw.gov.au/plans-for-your-area/priority-growth-areas-and-precincts/ingleside">https://www.planning.nsw.gov.au/plans-for-your-area/priority-growth-areas-and-precincts/ingleside</a>) I have grave concerns about this. The presence of medium and large blocks under the objective of "Create a diverse mix of housing types to cater for a range of needs and budgets" basically means that sprawl will continue and you can even have a large country estate if you are super rich! This type of development is not walkable, will contribute to traffic congestion and reduce the amount of rural or wilderness land that could have been buffer between town centres for the collective enjoyment and amenity of the Council's residents. Furthermore, it is immoral to zone low density residential in the Sydney housing market given this simple equation: land supply at a certain distance from the CBD is fixed, so more large blocks necessarily means fewer total number of blocks, which means fewer families will ever achieve the Australian Dream of their own home on their own land and those who do will be under higher financial stress. Sydney is already polarising into those who can afford land and those who are crammed into apartments or relegated to the distant west and current master plans like these will only continue that trend.

The solution is simple: more smaller blocks; no medium & larger blocks. Borrowing a solution from the walkable cities of the past, Terraces with small back yards are a great way to deliver independent homes on a large scale. With meaningful and well-planned public space in town centres within walking distance of all homes, great communities can form and the prospect of living without a car can become more than lip-service. The dividend of this type of development is that more people can move out of apartments into homes and more wilderness area can be preserved between town centres. If one consults principles of New Urbanism, these are not new ideas and I think the Draft Strategy already channels them - it just seems like they are diluted or lost when specific plans are created for land releases. This is my strong concern and I think the Strategy should have some more specific KPIs and 'teeth' to ensure the principles are enforced. Example KPIs for planning could be:

- proportion of households with freehold land
- proportion of households within 10min walk of town centre



- proportion of households within 30min peak hour public transport of Harbour CBD

One more comment on "meaningful and well-planned public space in town centres" is that the Ingleside plan doesn't seem very good. The "town centre" consists of shops clustered around the main vehicle entrance to the suburb, which means that main thing people can do there is spend money in shops whilst trying to shelter from traffic noise. A good town centre has green space and civic facilities at its heart as well as shops and ideally has the traffic to the side. It would be good to look at town squares of European cities and villages to see what a really healthy and vibrant town centre looks like - this might be different to what is common in Australia today but the objective of a long term Strategy should be to raise the bar much higher than what is common today and create a different outcome than what would happen naturally without such a Strategy.

Active Travel - Expand the footpath and shared path networks to improve connectivity and safety that makes walking and cycling attractive alternatives to the car.

The strategy is good - no comment.

Public Transport - To improve the quality of the public transport system so it provides an attractive alternative to the car and is frequent, reliable, connected and accessible.

The strategy is good, but I have grave concerns about effective and timely implementation of the east-west mass transit corridor. Please see my attached PDF for a proposal on how to do something amazing quickly and cheaply.

Efficient Road Network - To develop a one network approach that supports connectivity for the movement of people and goods within and beyond the Northern Beaches and that can be safely shared by all users.

The strategy is good, but please also refer to the attached PDF for a proposal on how to make the east-west corridor effective.

Smart Parking Management - To manage car parking in a way that is equitable and supports the economic viability of centres and boosts sustainable public transport and active travel use.

The strategy is good - no comment.

Do you have any other comments on our draft strategy? \*Required

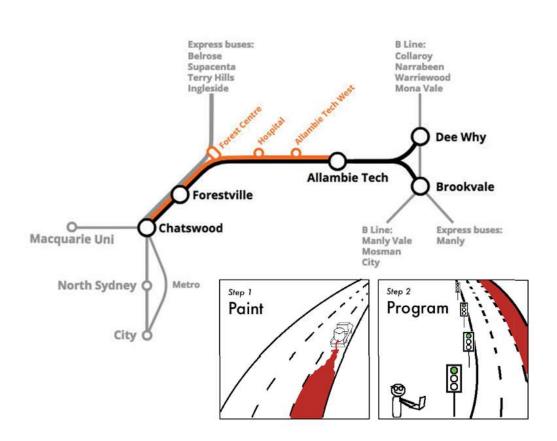
Nothing else.



Would you like to receive email updates on this project? \*Yes

Would you like to join Council's community engagement email list? \*





# Paint and program mass transit

A software solution for amazing public transport, applied to the Northern Beaches east-west corridor

David Nixon

Freshwater, NSW



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# **Background**

The Transport for NSW *Transport 2056* plan identifies the east-west corridor between Chatswood and Dee Why / Brookvale as an important link to be assessed for mass public transport in the next 10 years. This is in the context of the the Greater Sydney Commission *Metropolis of Three Cities* plan, where it issues the goal that most Northern Beaches residents should be able to travel to jobs and the 'Harbour CBD' within 30 minutes. The Northern Beaches Council *Move* white paper also identifies this corridor as an underperforming but vital link both within the Northern Beaches and to jobs outside of the council area and the *Draft Strategy* calls for bus mass transit along it

Any commuter relying on this congested link, or wishing for viable public transport along it, will also have plenty of time (stuck in traffic) to tally up the extra hours they could be spending more productively or happily if it was improved. This wasted time is lost foreveran hour every day that could be better spent at the beach, with your child while they are still a baby, staying fit and healthy or working more (if you chose to).

Because wasted time is lost forever, a solution that delivers an **amazing outcome quickly and cheaply** is so much better than an option which *might* be superior but comes a decade later or remains a dream. This document outlines such a vision and challenges the Council to think creatively and act boldly to return these wasted hours to us with the sense of urgency that we deserve.

## Goals

The goals of this particular plan are to propose a bus mass-transit system that:

- Prioritizes door to door travel time over other goals, so that public transport is desirable compared to cars and makes a real quality of life improvement for Northern Beaches residents
- 2. **Can be delivered in 1-6 months with tiny upfront cost** so that it is politically palatable and does not come with unwanted population density increase obligations
- 3. **Is compatible with a future of autonomous on-demand travel and freight** envisioned in the *Transport 2056* plan

Perhaps most of all, it is designed to present a vision that Northern Beaches residents can get excited about say "just do it" without significant help from State or Federal Governments.

# The idea - a virtual freeway for buses

Have you ever experienced perfectly timed green lights driving along a major road at night? When you are lucky enough to ride this 'green wave', the road becomes a freeway for practical purposes and you can cover a distance like Dee Why to Chatswood (14km) in about 15 minutes. Unfortunately this rarely happens in daylight hours because your car misses the intricate timing programmed into the lights as soon as traffic increases and there are slow-downs between lights.

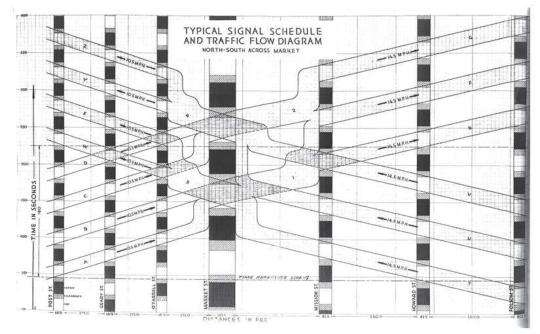


Figure 1. A typical traffic signal timing diagram to create a 'green wave' [1]

Making this 'green wave' work for private cars in peak hour would require an impossibly massive expansion of the road width because it relies on a low density of vehicles, but a truly dedicated bus lane with highly coordinated bus movements could ride the wave perfectly every time, including during peak hour!

The idea is that the existing 'hardware' of our road infrastructure does not need to be dug up and replaced - it simply needs a 'software' upgrade so that more people can move through it faster. Thanks to ubiquitous and cheap smartphone technology in every vehicle, we don't have to wait for autonomous cars to achieve massive improvements. An easy step into the future is to allocate some existing road lanes to be exclusively managed with software and for bus drivers using the lanes to take precise instructions from a

smartphone App. With this simple approach, the lanes would never exceed capacity and buses could stay perfectly aligned with green traffic lights, creating a virtual freeway that functioned perfectly in peak hour as if it were midnight.

Imagine having a *guaranteed* stressless transit to Chatswood in 17 minutes and a seamless transition to trains and the future metro, taking you to the City, North Sydney or Macquarie park in an additional 7-20 minutes! This is what the virtual freeway for buses along Warringah Road, the 'C Line', could deliver quickly and cheaply, unlocking jobs, education and a real quality of life improvement for tens of thousands of Northern Beaches residents.

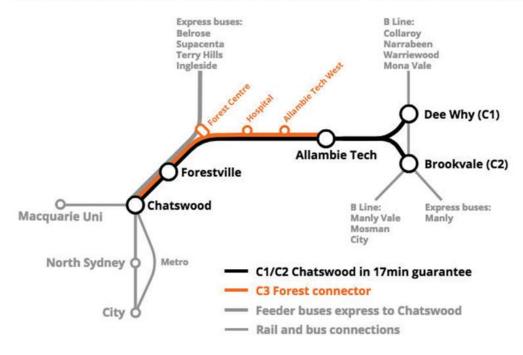


Figure 2. Proposed C Line network map



# Challenges and design responses

# Rapid project delivery and cost constraints

The constraints of a realistic project delivery mean that converting existing road lanes into bus lanes is the best option. It could be done quickly and with minimal cost, perhaps by driving a truck filled with read paint along Warringah Road in a single night - or something similar. The only other works required for an initial phase of the service would be tweaks to existing 'green wave' traffic light programming and some minor changes to kerbs and bus stop bays at a handful of critical places.

Given that there would be anxiousness about converting 2 of 6 Warringah Road lanes into 24 hour bus lanes, it is imperative that residents are treated with respect by completing these minor works and opening the service quickly - ideally in a single weekend. This is an outrageous target considering the painful slowness and idleness of normal road work projects, so it would be advisable to think creatively about how to achieve the goal - not using the normal contractors and project managers would be a good start.

Further improvements to the bus lane separation, bus stops, bus capacity and technology for riding the 'green wave' perfectly could all be added in subsequent phases once the immediate benefit to commuters is delivered.

The other major component of cost for a new bus mass transit system is the buses themselves and the ongoing staff, maintenance and administration costs of running the routes. One way to avoid this upfront taxpayer expense and potentially increase the efficiency of operation is to leverage ride-sharing technology and private sector involvement. It is easy to imagine that instead of spending \$25 million on new buses with ongoing expenses (like the B Line), private bus operators could offer to utilise specific slots in busway timing windows with no taxpayer expense. Just like how Uber summoned unexpected vehicles and drivers in a way that matches supply and demand efficiently, so to could the private sector summon extra buses for the peak periods and smaller ones to match the demand of off-peak. To create brand recognition for the C Line routes, the government could spend \$1000 on massive magnetic stickers for the side of these buses. From a commuter perspective, the only important thing is that buses are perfectly on time, easy to find, seats are available and they cost the same when the Opal card is tapped.



Figure 3. A weekend software project: an app that allocates busway slots to private bus operators so that commuter demand and bus supply are matched and the valuable bus lane is always utilized

# Creating an effective bus lane

# **Best Practices**

Any bus lane can help but not all are equally effective. To make the bus lane into a reliable freeway for buses, it must be as separated as possible from other traffic and other stopping busses. The simplest ways to do this, where possible, are:

- Use central bus lanes on either side of the median strip instead of kerbside lanes
- Use physical separation (such as pegs or raised concrete gutters) from general traffic lanes and vivid no-stopping paint and signage where traffic must cross
- Use modern enforcement technologies, such as video monitoring and number plate recognition to dissuade cars using the lanes
- Minor bus stops (for non-express buses) along the route must have pullover bays or be used outside of the 'green wave' timing windows so they never slow express buses

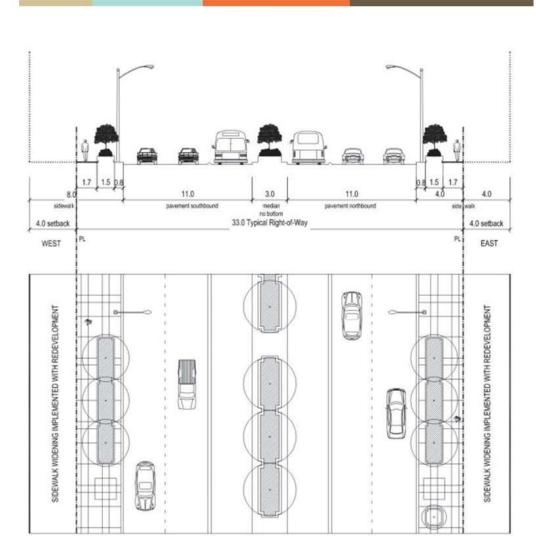


Figure 4. Physically separated central bus lane example [2]

A downside of adopting the central bus lane layout for a section of the route is that traffic lights would be needed to allow buses to transition between kerbside and central lanes, so the cost/benefit of using the central lane should be evaluated for each route section.

Below is a proposed route and lane alignment option that may strike the right balance and is justified further in subsequent sections.

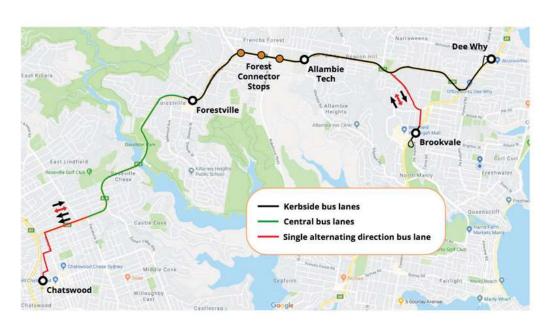


Figure 5. Route map with C1/C2 interchanges (black) and C3 connector (orange) bus stops

# Frenchs Forest challenge

There is a special challenge creating a bus lane through the Frenchs Forest area due to the lack of foresight that saw no bus lanes incorporated in the hospital road upgrade design.

My recommendation for the section from Allambie Road through to Forestville would be to switch bus lanes from the centre to the left kerbside with traffic lights. The converted lanes would be on the surface part of Warringah Road, allowing access to bus stops at the Allambie Tech Park, Hospital and future Frenchs Forest town centre. Furthermore, this section does not suffer from as many cross streets and private home entries so the disadvantage of a kerbside bus lane is less than other sections.

The impact of sacrificing one surface lane in this section will be noticeable, but motorists coming from Forest Way and Wakehurst Parkway should still have a much improved experience to today and they can be beneficiaries of the express bus lane to Chatswood as well.

## Chatswood challenge

The narrow and congested roads from Penshurst Avenue through to Chatswood Station are too small to reasonably allocate 2 lanes for buses. Therefore, a bold and novel solution must be used.



Just like a single railway track uses signals to safely control alternating flow, a single central bus lane with signals along Boundary-Archer-Ashley-Anderson-Help Streets would allow free flowing bus access directly into Chatswood Station. The timing of the directional changes would be synchronized with the timing signals along the entire Warringah Road route so that buses would never have to stop and wait when they arrived at the single lane section.

Chatswood bus station itself must also be organized to allow for rapid set down and pickup of convoys of buses from the busway. Whilst this should be possible with careful allocation and use of existing platforms, creation of extra platforms around the outer kerbside of the loop could be considered to massively increase capacity.

# Pittwater Road Challenge

Terminating the Chatswood rapid bus service at both Dee Why and Warringah Mall presents some particular challenges:

- 1. Splitting the service in two without imposing extra bus transfers on commuters
- 2. Extending the programmed timing windows along congested Pittwater Road bus lanes and congested Dee Why and Warringah Mall areas
- 3. Maintaining good general traffic flow through the Warringah Road Pittwater Road traffic lights

The first challenge can initially be met by simply alternating Chatswood buses between a Dee Why and Brookvale termination Point (C1 and C2 routes). As commuter demands increase, every timing window can contain both a Dee Why and a Brookvale bus.

The second challenge can be addressed by removing all bus stops that obstruct bus lane flow along Pittwater Road from Dee Why to Warringah Mall and applying green wave timing to this section. In Dee Why, a triangular loop along Fisher and David Avenue will allow u-turns for Chatswood buses and some avoidance of congested bus stop areas. In Brookvale, a u-turn loop protruding into the Brookvale golf course will allow relatively smooth entry and exit.



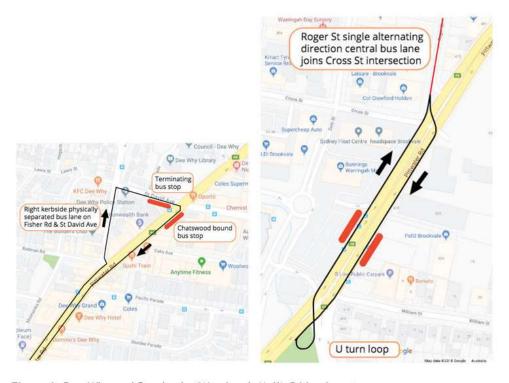


Figure 6. Dee Why and Brookvale (Warringah Mall) C Line bus stop

The third challenge requires special planning of bus lane placement through the critical Pittwater Road traffic lights so that they are aligned with existing general traffic flows as much as possible. For example, using the kerbside bus lane configuration on the eastern half of the Warringah Road corridor would allow buses to flow between the Dee Why bound bus lanes of Pittwater Road at the same time as general traffic is flowing in this direction. Keeping the eastern bus lanes kerbside instead of central for this reason would also eliminate 2 interruptions of general Warringah Road traffic where the lanes would have to transition back and forth from centre. The downside of the kerbside positioning is that the bus lanes have more chance of being interrupted, but careful signage and enforcement to prevent left turning vehicles from ever queuing on the bus lanes could

To relieve pressure on the intersection further and improve travel times to Brookvale, the route map shows an option to branch Brookvale buses along Beacon Hill Road, using the same single lane alternating direction approach as in Chatswood. Another benefit of this options is that it would minimise the impact on Pittwater Road street parking and adjacent businesses in Brookvale.

# Riding the green wave

Planning 'green wave' timing to minimize disruption to private traffic, coordinate with the single lane section and optimize bus travel times will constrain the timing windows for buses and require extreme coordination. The timing windows for buses would likely be 2-5 minutes apart, perhaps 30 second long and would include intervals where the bus convoy is stopped for passenger pickup/dropoff. It would be critical that buses stay within the window or they could be delayed for 2-5 minutes waiting for the next one.

Because the timing is absolutely fixed and predictable, there are simple and creative ways to help bus drivers achieve this perfect timing:

- Lighting signals and count-down timers at bus stops to let drivers and passengers know when doors will be closing and buses must depart
- A smart phone App that could show bus drivers the timing windows and indicate whether to speed up or slow down in real time.

The coordination App could be extended for other purposes in the future, such as dynamic allocation of bus stop bays and even dynamic assignment of timing windows themselves if the lane was congested or opened to other uses (ie. Fright or ride-sharing).

Whilst timing in the managed bus lane would be perfectly predictable, buses entering or leaving the lane would be subject to the unpredictable whims of general traffic. Therefore, at entry and exit points of the 'virtual freeway', there would ideally be pull-over areas to allow necessary waiting without disrupting the 'freeway'. Careful timetable and route planning, along with countdown timers at the entry points, would allow buses to synchronise their arrival at the lane with the beginning of a window and hence minimise waiting time.

# Connectivity, travel time and capacity

Mass transit systems in densely populated cities or strips of development often use a simple linear network design with a line of stops at every suburban hub along its length. The B-Line and new Northwest Metro are examples of this design and it has some pros and cons:

Pros	Cons
Simple for commuters to understand	Slows down the travel time along the length of the route
Simple for centralized transport authorities to organize and run	Limits the capacity of the route based on the platform length of stops



Allows more opportunities for interchange of commuters to different routes (if they exist and are well coordinated)

Will not deliver people within walking distance of their homes

Figure 7. Pros and cons of a linear mass-transit design with many stops

All of the disadvantages are amplified when the area to be serviced is geographically dispersed and lower density, which is the case with the Northern Beaches - ask a Pittwater resident about the B Line and they would rather an express bus to the city. Park and Ride at major bus stops is a good improvement for some people, but that option immediately removes one of the biggest benefits of public transport (no car required) and adds to commuter inconvenience.

The alternative design proposed for the C Line optimizes connectivity, travel time and capacity by modelling the busway as a 'virtual freeway' with only 2 strategically placed interchange stops. The C1/C2 'backbone services' would be simple to understand mass-transit routes perfectly timed with the green wave and optimized for minimum travel time across the east-west corridor. However, feeder buses that pick commuters up close to their homes would also leverage the speed of the busway by either:

- A. Terminating at an interchange for a well-timed transfer to the backbone service, or
- B. Riding the green wave of the backbone service to their ultimate destination

The placement of interchanges at Forestville and Allambie Tech increase connectivity between services in the key directions commuters want to travel. Their specific placement is desirable because:

- They have sufficient space to build long platforms necessary for rapid interchange between buses
- They are well located to allow transfer from suburban feeder buses to 'green wave' buses heading to key commuter destinations (Chatswood & Brookvale)
- They are well located to allow transfer to the C3 Forest connector bus servicing the Frenchs Forest employment and lifestyle corridor (Forest Centre, Hospital & Allambie Tech West)

This design, and especially the option for express buses to ride the green wave but not stop at all, could massively increase the capacity of the overall busway and allow for an amazing express experience catering to the varied demands of travellers. For practical purposes, it would deliver the benefits of light or heavy rail at 1% of the cost and with door-to-door convenience.

Chatswood
-----------

1	-	2400
4	-	9600
4	6	24000

Figure 8. Maximum bus lane capacity per hour with differing number of backbone and express busses. \* Assume 24 windows per hour (starts every 2.5 minutes), 30 second length, double deck buses carrying 100 people, measured in one direction

# Impact on private vehicle congestion

Depending on the speed of travel, converting 100 private car commuters into passengers of a single bus could clear a kilometer of vehicles off the road! If less than half of the potential buslane capacity was used by commuters converting from private car travel, Warringah Road would become less congested even when 2 of 6 lanes are reserved for buses. Creating an amazing public transport experience should be sufficient to prompt this conversion and thereby ease traffic congestion by taking lanes away from cars!

However, the reality of private car usage is that it would increase again as soon as the road conditions improved and then the gains would somewhat reversed. Therefore, it should be remembered that the goal of this proposal is to provide rapid public transport to improve people's quality of life and it is not necessarily to improve travel times for the remaining private car users.

If the goal was to improve travel times for private and commercial vehicle users on the Warringah Road corridor, then the presence of an excellent public transport alternative would make it more morally acceptable to introduce congestion pricing, which is the only effective way to reduce traffic congestion in a large city. This option could be made even more morally justifiable by offering exemptions for people who proved they worked in a location inaccessible by timely public transport. If the method of proving the exemption was to record travel via an App for a period of time, then the data collected would highlight where to target future bus routes and quantify a financial incentive for the government and bus operators to deliver them. Finally, congestion tolling should be dynamically priced so that travel became free whenever the road was not congested, which is very different to the profit motivated pricing on toll roads.

Regarding traffic congestion and this proposal, the goal should be that private vehicle congestion on the remaining lanes is no worse than today, but peak hour travel times for commuters via public transport would be vastly better than any option available today.



# Freight and future uses

Once the bus lane is established and delivering excellent outcomes for commuters, other opportunities for utilising those lanes and timing windows, especially outside of peak hours, should be exploited. All of the governmental plans mentioned in the overview of this document highlighted rapid freight movement as a key priority for economic growth and consumer experience over the coming decades, so it is a prime candidate user.

With an app to sell and co-ordinate unused timing window slots, freight vehicles could purchase them and take advantage of the rapid travel times from Greater Sydney to Northern Beaches residents, whilst simultaneously removing heavy vehicles from other lanes used by private cars.

In the near future, with the rapid advances of autonomous vehicle technology, one could also imagine that freight and public transport vehicles could use this separated and highly controlled Road corridor very efficiently and with fewer human drivers required. One first step might be that a single bus driver could control a convoy of several other unmanned trialing buses, creating an intermediate stepping-stone between human control and the efficiency of an autonomous system. Such an arrangement could put bus mass transit on par with trains in terms of operating costs but without the huge upfront cost of railways.

The key point is that a separated and highly controlled lane like the one in this proposal is far more amenable to early adoption of autonomous or semi autonomous vehicle technology than the open road mixed with private car uses.

# Political consensus and community support

The are at least 3 major obstacles to implementing any bus lane proposal such as this. Whilst this problem is ultimately the domain of the politician, here are some ideas that should help with the likely obstacles:

# Opposition from road users to giving up lanes for buses and converting to public transport

Most people are ultimately rational when it comes to things so important to their everyday lives, so the key to success is to communicate clearly and then actually deliver on the theoretical promise of the plan and not compromise on the outcomes during the project planning and execution. Quantifiable measures like commute times, consistency of service, cost compared to cars and comfort should be calculated in theory and practice for every street in the council area and transparently shared with the public to make sure reality tracks to the vision and people experience the benefits.

The other critical factor is to move quickly through planning and especially construction to minimize the time when people are experiencing pain without gain. I suggest the planning and construction effort is thought of like a military operation - planning must be meticulous and execution furious because it will be done 'under fire' and slow execution could be fatal.

# Opposition from residents and businesses who are negatively impacted by the route

Any new bus lane will be in someone's 'backyard' and have some local negative consequences and this cannot be entirely avoided. The key is to engage with affected people directly and have **genuine** two-way consultation about the best win-win ideas to mitigate effects, which may be different for each individual. Some potential ideas could include:

- Financial compensation
- 'Golden Opal Cards' to provide free public transport for life
- Payment for noise abatement on homes
- Local parking permits to guarantee street parking for residents in nearby streets
- Construction of carport for additional off-street parking
- Ensuring that those on the route benefit from the busway via appropriate bus route planning
- Positioning the busway centrally versus kerbside to allow off-peak parking

Genuine engagement with affected people to creatively mitigate effects and share the benefits of the project will create goodwill and help build a positive and morally legitimate consensus for the project.

# Resistance from government agencies and politicians to implementing innovative solutions quickly

Government agencies and politicians are naturally risk averse and resistant to novel solutions because they can deflect personal responsibility from a bad status quo or a mediocre but well-worn approach. A necessary condition to fight this apathy is political leadership backed community pressure, but there are other factors that can make the battle easier:

- 1. Keep the taxpayer cost of project so low that State Government money is not required. This will make it extremely uncomfortable for the State Government to deny a Local Government from implementing a plan with its own cash.
- 2. Align the plan with State Government objectives, such as supporting ride-share and autonomous transport and improving freight access across Greater Sydney. If the Government wants ambitious application of 21st Century tech, give them an exciting project to get behind!
- 3. Be technically excellent in the project details and planning so that it is practically impossible to raise legitimate objections.
- 4. Apply bottom-up political pressure, perhaps with an online referendum of all Council residents.

# Distraction from the Beaches Tunnel project

There are several reasons why rapid transit to Chatswood should be delivered irrespective of the Beaches Tunnel project:

- 1. There is a real possibility that the Beaches Tunnel project may not happen if State Government political leadership changes.
- 2. It will take so long to construct that I will have already missed many months of cumulative time with my young baby son before my commute to work gets (theoretically) faster
- 3. The door-to-door commute time benefit from the project may not be realized due to traffic congestion. Just observe horrific congestion in the M5 tunnel to see that new freeways can become carparks as soon as they open, and there is no reason to think this tunnel will be any different.
- 4. The tolls of the tunnel (and connecting tunnels to Macquarie Park jobs areas) would make it undesirable for a daily commute so it will not greatly help with the most important consideration.



5. The Chatswood bus mass transit project is so cheap to implement that it should be done anyway to deliver complementary objectives.

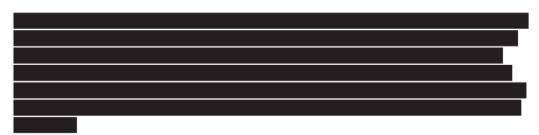
# **Conclusion**

This proposal is an exciting vision to deliver real quality of life improvements through amazing public transport on a shoestring budget in an unthinkably fast time frame. There will surely be details to refine and public consultation to get the balance of costs and benefits right, but the most important messages are to:

- 1. Reject any path that leads to mediocre results in a distant future
- Be ambitious and use technology creatively until the proposal and outcomes are so good that they become internationally renowned as the best model for quickly freeing a city from car congestion and dependance

We may all be let down by the inertia of government processes if we do not speak up and apply pressure for innovation and excellence. The flip side of applying pressure on the Northern Beaches Council to deliver something amazing is empowerment for the Council to be bold and take risks in that pursuit, so consider this proposal more as an earnest and friendly assistance than a cynical complaint.

# About me



The reason I am so passionate about this east-west transport link is that I drive it every day in peak hour and time spent in the traffic congestion takes away from the promised lifestyle of the Northern Beaches and time with our baby in the mornings and evenings, which is the only time I get to see him during the week. I also get regular, expensive car maintenance, insurance, registration and fuel bills and would much prefer a relaxed public transport journey where I could make use of the time better. Without an excellent and rapid implementation of the Transport Strategy for east-west mass transit, the only feasible option I have to better my commute is to remove myself from all the job opportunities of the 'high-tech arc' from North Sydney to Macquarie Park, which is very undesirable.

Whilst I am not a traffic engineer or urban planner, it is my job to use software creatively to solve real world problems. It is this way of thinking combined with my personal motivation to make the daily commute faster for myself and the thousands of others in my situation that inspired me to write this proposal.

# References

[1] https://en.wikipedia.org/wiki/Green\_wave Green wave

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http://conf.tac-atc.ca/english/resourcecentre/readingroom/conference/conf2006/docs/s01 5/shea.pdf Curb Versus Median Bus Lanes: The Yonge Street Case Study



Mr Ray Brownlee Chief Executive Officer Northern Beaches Council PO Box 82 Manly, NSW 1655 council@northernbeaches.nsw.gov.au



26 September 2018

Dear Mr Brownlee

# Re: Move Northern Beaches Transport Strategy 2038 (Draft)

Thank you for the opportunity to comment on Northern Beaches Council's draft *Move Northern Beaches Transport Strategy 2038*. Northern Beaches Council's strategy to prioritise active transport use over private car use is strongly supported by Northern Sydney Local Health District (NSLHD) Health Promotion. As the population of the Northern Beaches increases, active transport i.e. public transport, cycling and walking, will be the key to reducing road congestion, insufficient parking and vehicle pollution. As the *Move-Northern Beaches Transport Strategy 2038* will underpin the seven plans directing delivery of the outcomes, Health Promotion will make recommendations under the appropriate plan.

### **Walking Plan**

Many carers drive children they are responsible for to their local school, even though it is more than likely within walking distance. This not only increases congestion on the roads but deprives children of much needed physical activity.

#### Recommendation:

 NSLHD recommends that Council encourages and supports the introduction of walking to school programs in Northern Beaches schools, to promote walking to and from school.

#### **Bike Plan**

Theme Two (Active Travel) directs 'expanded footpaths and shared path networks' to be created and enhanced, to improve walking and cycling safety. However, separated cycleways are the preferred pathway to separate cyclists, pedestrians and motorists, because 'many people in Sydney choose not to cycle because of fear of and conflict with motor vehicles'<sup>1</sup>.

Again, many carers drive children in their care to their local school, even though it is more than likely within cycling distance. This not only increases congestion on the roads but deprives children of much needed physical activity.

## Recommendations:

- Separated cycleways are built wherever feasible, with special consideration given to all arterial routes for cycling commuters e.g. Pittwater and Warringah Roads.
- Council encourages the introduction of cycling to school programs in Northern Beaches schools, to promote cycling to and from school for age-appropriate children.

#### **Parking Plan**

Allocation of parking is an interesting and contentious subject. Good place making requires parking (with the exception of parking for disabled people and retail deliveries) to be a walkable distance from shops. This encourages residents to walk (or cycle) to shops rather than drive and it also allows 'high streets' to be pedestrianised or have pedestrian priority. This is standard for shopping centres, such as Warringah Mall, that have parking areas on the perimeter of their shopping precincts, but it is unusual in northern beaches suburbs. Walkable town centres lead to greater retail and restaurant patronage<sup>2,3,4</sup> and higher liveability scores<sup>5</sup>.

# Recommendation:

Northern Beaches Council promotes walkability and liveability, by prioritising parking areas on the
perimeter of shopping precincts, while allowing parking for deliveries and disabled people close to
shops.



# **Public Transport Plan**

NSLHD Health Promotion continues to support Northern Beaches Council's advocacy for the introduction of rapid buses on the east – west transport corridors of Dee Why to Chatswood and Mona Vale to Macquarie Park. Health Promotion also recommends Clearways and provision of T3 on Warringah, Pittwater and Military Roads during high congestion periods.

#### **Road Safety Plan**

Please see the recommendation for separated cycleways in the Bike Plan.

Thank you for the opportunity to comment on the *Move Northern Beaches Transport Strategy 2038*. If you have any questions, please do not hesitate to contact me by e-mail.



Northern Beaches Health Promotion I Northern Sydney Local Health District Brookvale Community Health Centre, Level 4, 612-624 Pittwater Rd Brookvale NSW 2100 Tel (02) 9388 5289 David.Morrisey@health.nsw.gov.au

#### References

- 1. Cycling in the City of Sydney. Environmetrics Social and Marketing Research March 2012. http://cdn.sydneycycleways.net/wp-content/uploads/2014/12/2014-218269-Research-Cycling-Social-Research-2012.pdf
- 2. Hass-Klau C: Impact of pedestrianisation and traffic calming on retailing: A review of the evidence from Germany and the UK. Transport Policy. 1: 21-31, 1993. http://publiekeruimte.info/Data/Documents/rc5abtiq/39/Pedestrianization---retailing.pdf (accessed 26 Sep 2018)
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- 5. Shamsuddin, S et al. Procedia Social and Behavioral Sciences 50 (2012) p.167 178 https://ac.els-cdn.com/S1877042812031631/1-s2.0-S1877042812031631-main.pdf?\_tid=10005f72-5e0a-4209-96ad-7e6f4fe8a011&acdnat=1537936875\_ffce21cda8dcb40845519dc7d3eba883





From: To: Subject:

Council Mailbox

Move - Northern Beaches

Date: Sunday, 23 September 2018 8:43:53 PM

Good evening,

I'm writing with a suggestion with regards to the Move - Northern Beaches strategy.

Maybe council can consider something such as SkyTran? <a href="https://www.skytran.com/">https://www.skytran.com/</a>

I work at UTS and we recently had a talk from an international futurist who informed us that a few countries will be rolling out SkyTran in the coming years.

One of the benefits of this system is that it frees up space that was previously dominated by cars, which could be transformed into public space such as parks, cycle-ways, entertainment and social spaces. A future without cars on street level has many, many benefits, so wouldn't it be great to start planning for the inevitable?

Regards,



From: To:

YourSay at Northern Beaches

RE: Northern Beaches Council - Community Engagement - Have Your Say 21 September 2018 Subject:

Saturday, 22 September 2018 8:41:41 PM

Date: Attachments:

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### RE DRAFT MOVE/TRANSPORT STRATEGY

While commending the Council's approach to the subjects involved I'd like to suggest a few glaring omissions or contradictory elements.

Firstly – the Northern Beaches is already overcrowded and becoming more so each day – especially with more and more high rise developments such as at Dee Why. Dee Why alone is a masterpiece of poor or over planning and as a suburb is fast becoming the "poor cousin" of the NBC community. More importantly its over development has led to it becoming one of the worst traffic gridlocks in the area. High rise beyond say five storeys will ultimately destroy our area's character even more as well worsen the traffic problems. The Strategy seems to have overlooked such consequences.

Second – for such a planning exercise not to include rapid transit as opposed to just buses is sheer 'burying the Council head in the sand". No amount of buses – new or improved – can either carry the passenger volumes involved nor persuade residents to forgo their cars. Just two examples:- a) it is manifestly dumb to consider a WHTBL without incorporating some light form of transit system, and b) a rapid transit system for the Warringah corridor from Dee Why to Chatswood or its environs should already be on the drawing board and to be completed within the next 5 years. On a longer term basis – with today's and future technology some blueprinting should be being started for a form of light rail from Mona Vale running South to link up to the Warringah Corridor and West towards Hornsby via the Mona Vale Road corridor.

Third – Ferries! Improved ferry services have so far helped. But NBC should already be pushing NSW Government to plan for replacing the wonderful old Manly Ferries. It is a historic and picturesque service, caters for thousands and is cheap as well as adding to the character of Sydney and the Manly area.



Fourth – the proposed WHTBL is commendable as a concept – but only that! There will only be one go at this for the next say 40 years so its purpose, route and cost need to be seriously reviewed – even at this stage. NBC, on behalf of its communities, should not just accept RMS plans as they stand because this project is supposed to be a required asset for the Northern Suburbs. There are surely alternative routes for instance ( and I can outline some) and of course the final project must include a transit system – linked up to the Warringah Corridor transit system. NSW government has to be blocked from piecemeal infrastructure projects that are not capable of sustaining their value into the future.

I strongly suggest that a vast majority of NB residents would concur with the above – simply because they are just plain common sense in terms of town planning. Unfortunately, we don't get that chance to be consulted at the very early stages of such planning. We are only ever asked to review projects that are "finalised as appropriate" by Government bodies such as RMS.

So if NBC is genuinely serious about the Move strategy why doesn't it ask its communities to envisage how they would like to see the transport issues resolved in the future including how they would prefer population and housing density to be planned for.

I appreciate that none of my suggestions are likely to be acceptable to NBC – let alone canvassed with communities. But one can but hope that somewhere in Council a truly genuine approach to tapping community ideas on solving people movement issues might one day emerge. Council would be the stronger for such an approach. Regards Carlo



From: Community Engagement Team [mailto:yoursay=northernbeaches.nsw.gov.au@cmail19.com]





 From:
 Council Mailbox

 To:
 Council Mailbox

 Subject:
 NB TRANSPORT PLAN

Date: Friday, 21 September 2018 3:33:58 PM

Yes NB Council agree. Where are all the dedicated cycle paths???? We look at the magical cycle paths out west and would like the same on the NB. Less frustration for motorists, more safety for cyclists. I attended an info session and cycling workshop a few years ago about cycling paths from Chatswood to the beavhes. I am pretty sure nothing came of it. I consider it a waste of time making suggestions if none is ever acted upon.

Sent from my Samsung GALAXY S5



### ATTACHMENT 2 Final Northern Beaches Transport Strategy - Community Engagement Appendices ITEM NO. 10.7 - 27 NOVEMBER 2018

From:

Northern Boaches

Subject:

Northrn Beaches Transport

Date: Thursday, 6 September 2018 6:08:16 PM

Hi Michelle,

As I live in the city and my partner in Avalon, I use busses at least twice a week between our homes.

The introduction of the B-line has been attrocious, because

it is mostly late, (going to the city),

and there are less busses driving directly from Wynyard to Palm Beach.

Hope this helps with your planning,



### Northern Beaches Transport Strategy 2038 (draft) - Ku-ring-gai Council comments

Theme	Comments
Accessible and Liveable Places	The 5 future directions proposed in the Accessible and Liveable Places theme are supported, and align with Ku-ring-gai Council's relevant plans and strategies. In particular, the direction to deliver a 30 minute connection between strategic centres or to a metropolitan centre is strongly supported, and aligns with Council's objectives to provide improved connections to Mona Vale, Macquarie Park and to Northern Beaches Hospital Precinct (see further comments in Public Transport theme, below)
2. Active Travel	The active travel directions are sound, and are supported, especially since increases in walking and cycling mode share has the potential to make significant changes to transport patterns by shifting the high number of short trips (under 5km) that are currently undertaken by car to walking and cycling modes. It is still considered that there would be value in strengthening the commentary or directions to deliver cross-LGA and regional walking and cycling network improvements, to broaden the reach of these modes and remove the "boundary effect" of LGA borders.
3. Public Transport	Ku-ring-gai Council supports the public transport future directions, particularly the implementation of Bus Rapid Transit between the strategic centres of Brookvale, Dee Why, Frenchs Forest, Chatswood by 2020. However, we would also contend that mass transit improvements in the Mona Vale to Macquarie Park corridor would also need to be implemented by 2020, given the employment growth currently being experienced and expected in Macquarie Park. Improvements to public transport along these corridors would provide a much needed boost to east-west travel options for residents and employees of both the Northern Beaches and Ku-ring-gai LGAs and beyond and if implemented correctly, would be able to deliver a 30 minute connection between strategic centres or to a metropolitan centre as envisaged in the North District Plan.
Efficient Road     Network	Ku-ring-gai Council supports the majority of the directions in this theme but is unable to comment on the delivery of the Northern Beaches Link Tunnel (Future Direction 1) as Council has not established a position on the Northern Beaches Link.
5. Smart Parking Management	The smart parking direction are sound and are supported. Although parking is generally a local issue, managing the current and future supply of parking is a key consideration when trying to address traffic congestion, and restraining parking supply needs to be undertaken in tandem with improvements to accessibility using other modes of transport, so that users have attractive alternatives to driving and parking. Ku-ring-gai Council also supports additional commuter (park and ride) options around it's transport nodes, but these can be costly to deliver, so other modes of access to transport (including expansion of on-demand bus services) would be more cost efficient and reduce vehicle traffic around transport nodes, where park and ride facilities are typically located.
	Ku-ring-gai Council is in the early stages of considering parking management for town centres including a paid parking strategy. Given the infancy of this, Council is unable to comment directly on the parking fee aspect as Ku-ring-gai has not yet adopted a policy in this regard, except to agree that paid parking fees (if set appropriately) can encourage public transport, walking and cycling and hence manage car parking demand and reduce vehicle congestion in locations of high demand.



From:
To:
Council Mailbox
Subject:
Move Strategy

Date: Tuesday, 16 October 2018 9:45:10 PM

Hello

Apologies that these comments are coming in bit late... we have just purchased a property in Balgowlah a few days ago. It would be great if Council could improve on the following:

- 1. Express services to Chatswood and / or Upper North Shore (I work at Hornsby) would be EXCELLENT
- 2. More safe designated bike paths from Seaforth, Balgowlah, Fairlight etc to South Steyne and Manly Wharf and other frequented routes for example along Lauderdale Ave
- 3. More bike parking storage, racks and infrastructure
- 4. Lockers at the beaches (I would usually take public transport to the beach from the lower north shore and had no place to lock my valuables the Bondi Pavilion has lockers)
- 5. Promote or organise events highlighting Northern beaches' various trails, bike paths, walks, etc. e.g. races, trail walks/runs, bike rides, etc. this is how I've come to know about most of the trails and bike paths that I currently use around Sydney
- 6. Change planning controls (?) or provide businesses with incentives to increase retail and eateries along main roads (e.g. Sydney Rd) so that people don't have to travel as far, for example to Warringah Mall or Stocklands

Just a few thoughts..

Thanks,



### ATTACHMENT 2 Final Northern Beaches Transport Strategy - Community Engagement Appendices ITEM NO. 10.7 - 27 NOVEMBER 2018

From:

To: Council Mailbox

Subject: Late submission on Transport Strategy Move

Date: Sunday, 14 October 2018 3:37:32 PM

Dear Michelle Carter

I know I am a week late and At last I was able o find time to look through the document.

I thought I would make the comments now rather than wait until the plan gets before Council.

I saw fine objectives but no figures on current transport capacity utilisation and future transport capacity.

Could you provide the capacity and utilisation figures provided by the State both on major bus routes and roads.

Without theses figures to see if they match population increase of about 25% the move to greater use of public transport will be not possible and the plan unachievable.

Regards







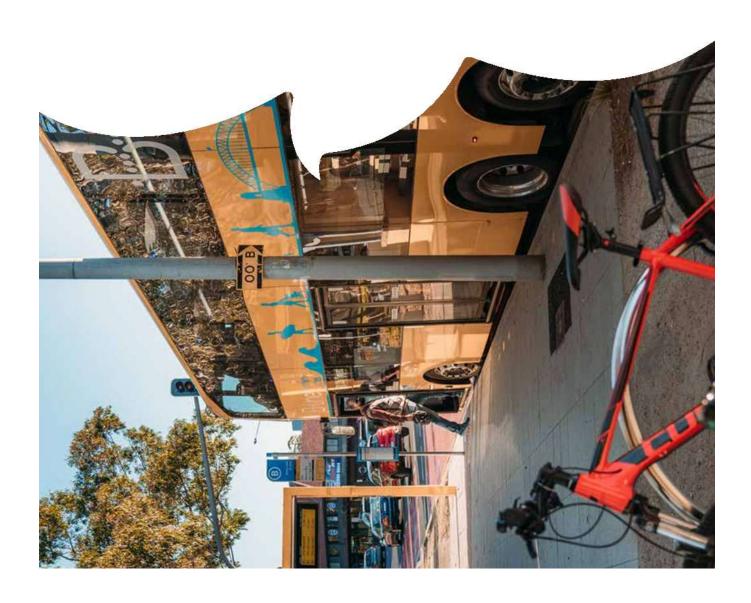


Move Northern Beaches Transport Strategy 2038



### m 10 14 22 26 30 34 38 42 Theme 1. Accessible and Liveable Places Theme 5. Smart Parking Management Theme 4. Efficient Road Network Theme 3. Public Transport Message from the Mayor Key Transport Challenges on the Northern Beaches Theme 2. Active Travel Aspirations by 2038 Transport Vision Conclusion Summary

### Contents



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# Move - Northern Beaches Transport Strategy 2038

# Message from the Mayor

and connect to Greater Sydney. Thanks are due to our local community who helped shape our Move - Northern Beaches Transport Strategy. You wanted less congestion, convenient, fast and reliable options for public transport, and to walk and cycle safely in and around Significant improvement is needed in the way we travel around the Northern Beaches the area.



within the Northern Beaches using and sustainable transport network' freedom of movement to, from and transport during the next 20 years. Our transport vision is to: ...enable a safe, smart, efficient, integrated Transport Strategy 2038 sets our Our Move - Northern Beaches policy directions for improving

The strategy prioritises the use of rapid buses along and parking and congestion are a thing of the past. our east-west and north-south transport corridors. between our homes, centres and recreation areas It supports more options for walking and cycling future where cars no longer dominate our roads, beyond this area to Greater Sydney. Imagine a as well as improving our regional connections

agencies, neighbouring councils, businesses and community groups to deliver these outcomes to radically improve our public transport, network We are working in partnership with key state infrastructure and regional connections.

Strategy 2038, setting the priorities for our related This is Move - Northern Beaches Transport transport plans for the next twenty years.

Michael Regan, Mayor



### Summary

Being able to safely and efficiently move people and goods supports the liveability A well-functioning transport network is vital to the Northern Beaches' future. and economy of the Northern Beaches.

Move - Northern Beaches Transport Strategy 2038 reducing congestion and changing travel behaviour. (The Strategy) is our vision for a safe, sustainable and smart transport network. It outlines our key Future Directions on transport infrastructure,

innovative and reliable transport network and have public and active transport trips; reducing carbon included targets for improved safety; increasing We are committed to delivering an efficient, emissions and trips by car.

Theme, Council has identified one Future Direction to each having up to eight Future Directions. For each The Strategy is structured on five Themes with progress as a matter of priority (see Figure 1).

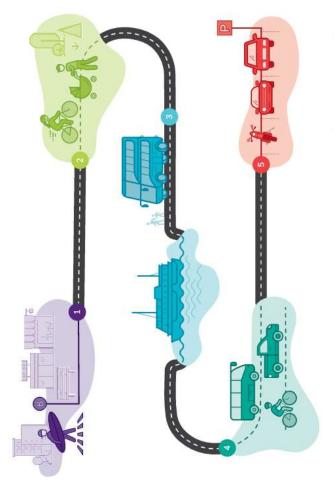


Figure 1: Key Themes and Directions

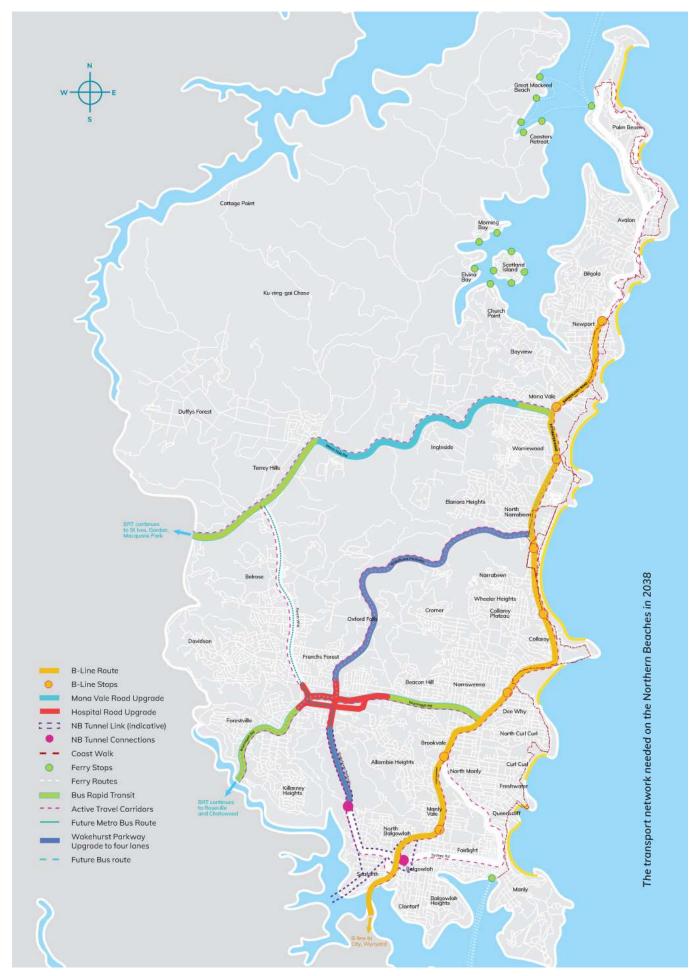
Move - Northern Beaches Transport Strategy 2038

Move - Northern Beaches Transport Strategy 2038

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Theme		Key Directions
-	Accessible and Liveable Places	<ul> <li>Create and enhance "Places for People" that are integrated with public transport, creating vibrant, connected places with wide footpaths, safe cycling options and where the car is not the first option.</li> </ul>
2	Active Travel	<ul> <li>Prioritise smart, active travel network improvements (through technology, end of trip facilities and way-finding signage). Expand footpath and shared path networks to improve connectivity and safety, making walking and cycling attractive alternatives to the car.</li> </ul>
8	Public Transport	<ul> <li>Partner with the NSW Government to implement a Bus Rapid Transit service by 2020 between Dee</li> <li>Why, Frenchs Forest and Chatswood; followed by services between Mona Vale and Macquarie Park.</li> <li>Plan for a high frequency mass transit service on the Northern Beaches in the longer term.</li> </ul>
4	Efficient Road Network	<ul> <li>Support the delivery of the Beaches Link Tunnel subject to the inclusion of public transport and minimise overall impact on our local residents.</li> </ul>
2	Smart Parking Management	<ul> <li>Develop local parking management plans for town and village centres including higher turnover parking in areas of high demand.</li> </ul>





Move - Northern Beaches Transport Strategy 2038

### **Our Plans**

This Strategy provides a long-term vision (20 years) for transport on the Northern Beaches in response to your priorities.

It will be supported by medium-term transport plans (four years) for better integrating land use and transport, and separate plans for walking, cycling, parking, road network, public transport, freight and road safety. These plans are under development with timeframes for completion (see 'Themes').

Our planning framework provides a platform for achieving our community's vision for the Northern Beaches being - 'a safe, inclusive and connected community that lives in balance with our extraordinary coastal and bushland environment'.

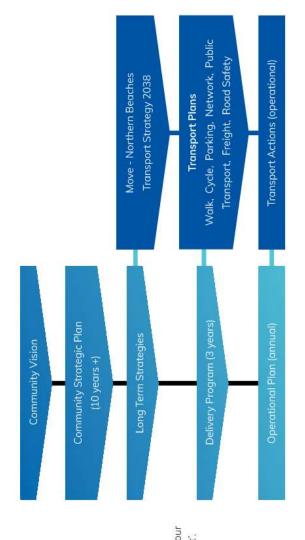


Figure 2: Community Strategic Plan and Move - Northern Beaches Transport Strategy 2038



Move - Northern Beaches Transport Strategy 2038

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# **Transport Challenges**

We face unique challenges in how we move around the Northern Beaches and connect with the rest of Sydney.

## Growing

the Northern Beaches Community 46,250

60% of residents travel

more dwellings are 251,700 in 2011. 22,400

required by 2036<sup>2</sup>. This is

53% of households

compared to 46% in

of people who are and the transport

less mobile.

Climate Change Car Dependence 30% of total carbon

80% of household trips

emissions is good

Congestion

### \$10+billion

was the estimated cost of Northern Beaches' traffic

\$48 million

\$7 million

most congested corridor

in 2011, and predicted

eleventh in 2031.

in the Sydney region

The Northern Beaches' corridor was the tenth

congestion in 2015<sup>6</sup>.

social cost on individuals lust as important is the and families from long commuting times.

12 Northern Beaches Area 2011 to 2036 Analysis, NSW Department of Planning, 2016 NSW Local Government Area Population and Household Projections, and Implied Dwelling Requirements.

3 ABS Census, Journey to Work, Northern Beaches area 2016

NSW Bureau of Transport Research, Northern Beaches Household Travel Trip Key Indicators 2015-16.

Council modelling, Kinesis data 2015-16

Move - Northern Beaches Transport Strategy 2038

### Visitors

### 4.5 million

**56,203** residents

other areas

stays<sup>7</sup> and 1.4 million

20,585 people travel

Over 3.3 Million

# Physical Activity

Local Jobs

## 150 minutes per week

on the Northern Beaches 88,161 people work

with 76% being local residents11. The top

problems (cardiovascular reduce the risk of health disease, diabetes and is the recommended amount of physical

with a sedentary lifestyle active travel trips is good is on the rise. Increasing

## depression).12

social assistance, retail trade and professional, More local jobs,

6 Infrastructure Australia 2018, Infrastructure Priority List, Australian Infrastructure Plan, Project and Initiative Summaries, March 2018, p.66

7/8 Northern Beaches Council, Economic Profile, Tourism Research Australia 9/10/11 Australian Bureau of Statistics, Census of Population and Housing, 2016 (Usual residence data)

12 Australia's Physical Activity and Sedentary Behaviour Guidelines - Fact Sheet: Adults (18-64 years), The Department of Health Australia

19-15 Community Quotations



charging facilities will also mostly occur at home but be needed for those living which do not have access to charging facilities.14 >>> in apartment buildings in 2038 and charging of these vehicles will Electric vehicles will dominate the roads

99

necessary. Starting some peak times would assist those trying to get on at Warringah Mall, Manly works well and should Vale and Spit Junction. buses at Brookvale in Expand park and ride be expanded where The existing B-Line 99

options where possible. 15 yy

but with suitable transport it could be so much better The Northern Beaches is campaign against further population growth which is a view often predicated additional population and such a great place to live development if managed of the Northern Beaches something all residents significantly reduce the well will lead to a boost congestion in the area. and would in my view on the existing traffic should welcome.13 >> in the local economy



## **Transport Vision**

Our Transport Vision is to "enable freedom of movement to, from and within the Northern Beaches using a safe, smart, efficient, integrated and sustainable transport network".

- Freedom having options and choice in modes of transport for all levels of mobility and available 24/7
- Safe personal safety on the roads including whether people feel secure when travelling on the network
- Smart leveraging new technologies to improve network outcomes as well as the adaptability, responsiveness and flexibility of the network
- **Efficient** the network being reliable, convenient, dependable and timely
- Integrated connections between travel modes for users as well as how places are designed with transport in mind
- Sustainable a network that is good for the environment with lower carbon emissions, and for individuals offering incidental exercise as well as value for money

This vision was developed by Council's Transport and Travel Strategic Reference Group from stakeholder and community feedback to the Move - Northern Beaches Transport Discussion Paper.

It provides the basis for future directions, plans and actions that will be implemented during the next 20 years.

# Move - Northern Beaches Transport Strategy 2038

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# Aspirations by 2038

We have worked with our transport stakeholders to develop bold aspirations for our draft transport vision and improve outcomes for our community.

implementation of The Strategy. We also propose Progress towards these targets will drive the years with key data measuring our progress. to report back to the community every five

By 2038 on the Northern Beaches we aim for:

- A quarter of all trips by public transport
- households, commuters and school students Double the active travel trips; especially for
- Thirty percent reduction in trips by cars
- Thirty percent reduction in carbon emissions from transport
- Towards zero deaths on our roads

Reviewing the Strategy and Measuring

how we are changing the way our community

move and connect with Greater Sydney.

transport vision and key directions in It shows progress in achieving our

each of our themes.

These aspirations are important to show

of Statistics' Census information. Key data with the release of the Australian Bureau Council will report progress towards the

Household Travel surveys

Australian Bureau of Statistics, Census

forecast trends and future road network impacts. We will also continue to review RMS crash data.

analysis using Opal Card and traffic data to

To achieve these aspirations we will undertake

and lourney To Work

- Council using Kinesis data

community's vision and the NSW Government's While The Strategy has a long-term planning policy for transport on the Northern Beaches as well as changes in the transport industry horizon to 2038, it will be reviewed every

Trends over time for the Aspirational Targets

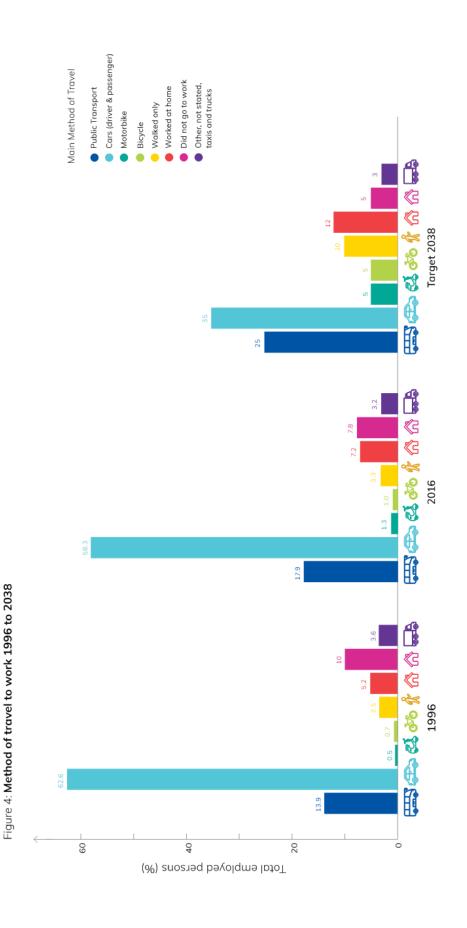




Figure 6: Road Safety 2013-2017

Serious Injuries (average per annum)

Source: TFNSW

Figure 6: Road Safety 2013-2017

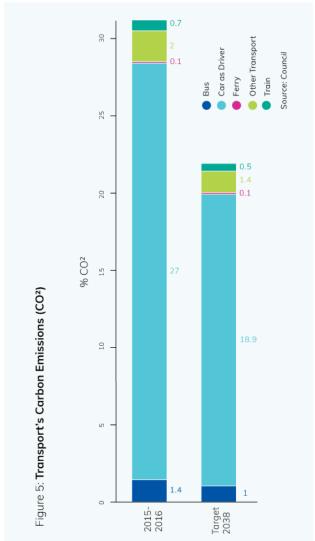
Target

0

Deaths

O

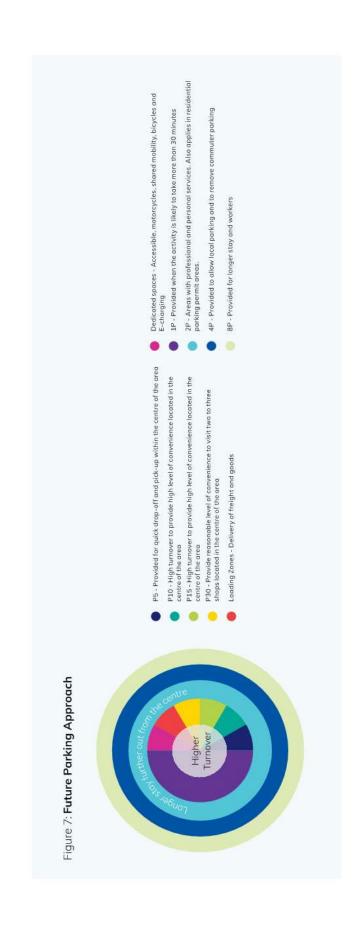
Serious Injuries
(average per annum)



Trends over time for the Aspirational Targets

14

Move - Northern Beaches Transport Strategy 2038







Move - Northern Beaches Transport Strategy 2038

northern beaches council

# Implementing Move Transport Strategy

partnership with the New South Wales Government, the Commonwealth Government Move – Northern Beaches Transport Strategy 2038 will be implemented by Council in and the various industry and community partners.

The Strategy will underpin the seven plans that direct the delivery of the outcomes:

- Walk Walking Plan
- Bike Bike Plan
- Park Parking Plan
- Network Road Network Plan

Transport – Public Transport Plan

Deliver – Freight Plan

for the full integration of traffic management that providers entry into the network, and providing

effectively utilises our existing infrastructure.

Major infrastructure projects (such as new

light rail and metro rail systems and major road upgrades) that require substantial

to footpath and cycle-way networks, allowing as a major bus route upgrade, improvements

Relatively low-cost, short-term actions such

new transport platforms and shared mobility

investment from the State and Commonwealth

Governments in the medium-to-long term.

Safety - Road Safety Plan

"Places for People First" ethos to enhance All these plans will be focused on a the Northern Beaches' lifestyle.

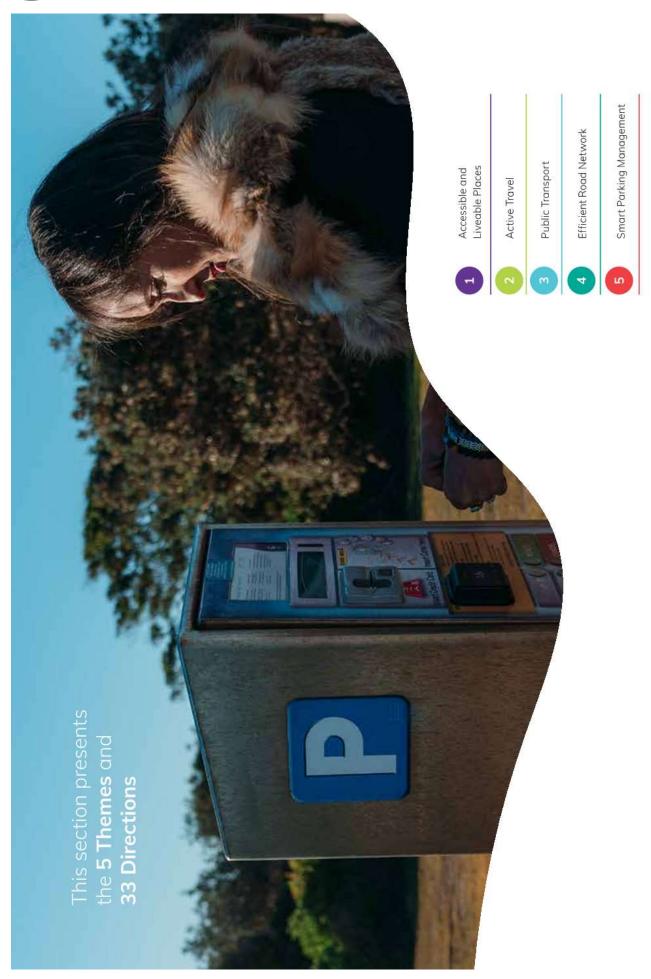
It will be supported by a four-year capital works program of transport projects that will be reviewed annually

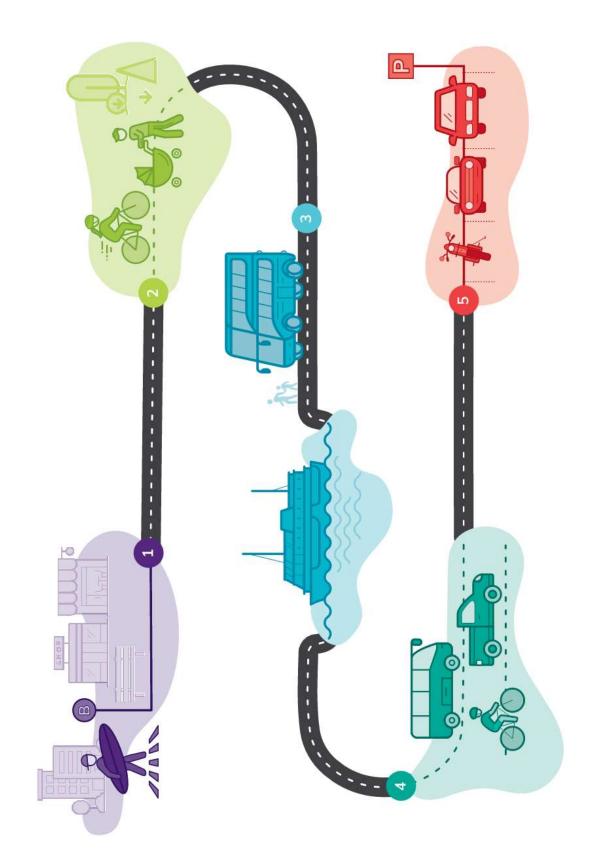
## **Funding options**

Costs of implementing the strategy The Strategy contains a balance of:

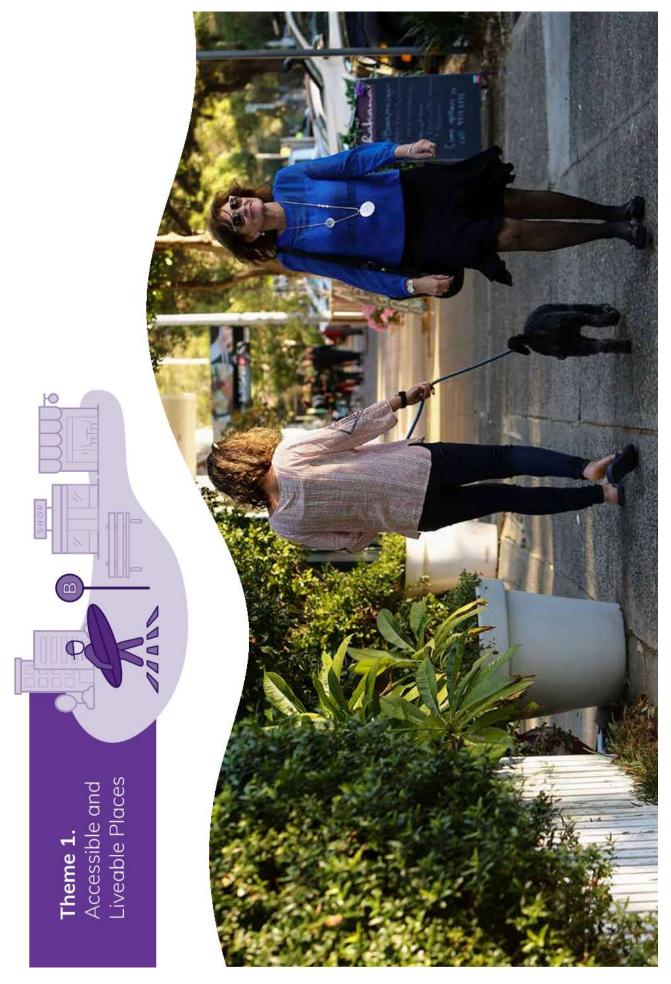
The strategy will be used to assess funding needs 2038 is not intended to be a fully-funded strategy. be required to bridge the gap between available and underpin bids for funding from all levels of government. New funding arrangements may prioritise investment in our transport network. Move – Northern Beaches Transport Strategy revenue and infrastructure investment needs. It is a vision to guide transport policy and











Move - Northern Beaches Transport Strategy 2038 (Draft)

## Our Objective

transport solutions, wide footpaths that make walking and cycling the first choice in moving Enhancing our existing centres and planning our new urban developments with integrated around the neighbourhood, creating vibrant connected places that support sustainable growth and improved quality of life.

### Background

Transport policies are developed by Council together with the State Government and influence the location and distribution of different land uses (e.g. whether residential, commercial, retail, industrial or a combination of all of these land uses occur in a local area).

By shaping the pattern of development in our existing and new centres and influencing the location, scale, design and mix of land uses, Council's integrated transport and land use planning can help deliver places that are accessible, liveable, vibrant and environmentally sustainable.

Our land-use planning decisions strongly influence where and how people live, work and play. These decisions have historically been based on car travel in the Northern Beaches. To make practical improvements we need to re-evaluate the way we plan our communites to think about how they will connect to the local area and to the rest of Sydney to make the most of opportunites in employment, services and recreation.

Through our development controls and broad strategic planning initiatives we can actively contribute to the direction of planning at a local level. Through collaboration with NSW Department of Planning and Environment and Transport for NSW, we can also influence on large scale precincts at a regional level.

## Implementing The Strategy

- Housing Strategy (2020)
- Employment Strategy (2020) New Northern Beaches Local

Environmental Plan (2021)

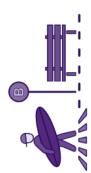
Place Plans for our villages and town centres (various)

Endorse integrating Centre transport solutions into facilitie our town and village in then centres. 16 39

Centres need to have facilities and services in them or close by so people do not have to travel outside of the area eg shops.17 39

16-17 Community Quotes about Accessible and Livable Places





### Community Attitudes about Accessible and Liveable Places

- Perceived 'over development' on the Northern Beaches and that additional housing or commercial developments will stress existing transport corridors.
- Activating town centres will provide greater local job opportunities and reduce the need to commute out of the area for work.
- Well-designed urban development integrated with different transport modes is supported.

### Our Accessible and Liveable Future Directions

- Create and enhance "Places for People" that are integrated with public transport, creating vibrant, connected places with wide footpaths, safe cycling options and where the car is not the first option.
- Implement well designed and sustainable urban development plans for existing places and new centres, to reduce the need to travel and supporting local jobs and the economy.
- Deliver walking links including wider paths to destinations from both residential areas and transport hubs.

- Deliver a 30 minute connection between strategic centres or connection to the metropolitan centre.
- 5. Focus local development controls on supporting public transport and active travel implementation in new developments, including supporting the introduction of new technologies and infrastructure for electric vehicles.



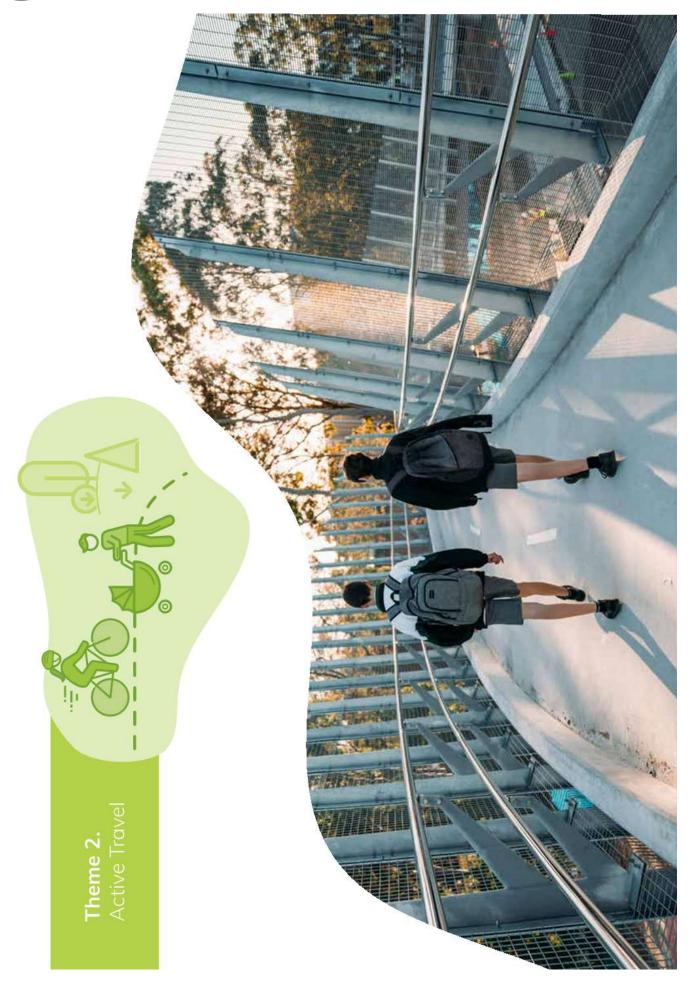
## What will this look like in 2038?

- Our villages and centres are designed for people with frequent public transport and safe walking and cycling opportunities
  - we need is close by and easier to access We are not dependent on cars to enjoy the Northern Beaches lifestyle as what by public transport, walking or cycling
- technology to make it easier to move We are a smart community and use

Well-designed density delivers amenity for the community.<sup>18</sup>

18 Community quote about Accessible and livable places





Move - Northern Beaches Transport Strategy 2038



## Our Objective

makes walking and cycling attractive alternatives to the car. Provide a safe environment, both on and off-road for all users and the end of trip facilities to make it a realistic option Expand the footpath and shared path networks to improve connectivity and safety that for commuting.

### Background

cycle-way networks and limited off-road connections There are many missing links in our footpath and between Northern Beaches communities.

The Coast Walk is more than a recreational or tourist attraction, it will be used by our communities for commuting, shopping and getting to other activities safely.

primary mode for short (1km) to medium (5 Walking and cycling needs to become the to 8 kms) trips and the start and finish of trips made on other transport modes. We need to prioritise improvements to the active travel network and make it safe and easy to

travel from home to places of work, education and to access services and socialise.

Completing missing links in the network, separation Councils to deliver these improvements including of pedestrian and cyclists, expanding end of trip facilities and embracing technology will improve programs targeted at changing travel behaviour. the user experience. We will continue to partner with the NSW Government and neighbouring

may include sale of assets or a special rate the active travel network are needed. This Vew ways of funding the expansion of variation for transport infrastructure.

## Implementing The Strategy

- Northern Beaches Walking Plan (2019)
- Local Pedestrian Access and Mobility Northern Beaches Bike Plan (2019) Plans (various)

ä

transport usage.19 >> reduce private vehicle traffic, increase active Providing better and integrated first and ast mile solutions can transport and public

children and cyclists<sup>20</sup> lighting along footpaths and cycle ways. Currently there footpaths which is Consider proper are too many dark unsafe for women,

19-20 Community Quotes from people supporting safer walking and cycling





# Community Attitudes about Active Travel

- Prioritise active travel options; improve existing cycling and walking networks around the Northern Beaches.
- Improve safety and participation by providing more dedicated cycle-ways and pathways.
- Infrastructure upgrades, particularly end of trip facilities, appropriate signage and accessibility options supporting more active transport.

Deliver safe, active travel across all modes

to the car.

of transport for school aged children and

young people.

- High school students need footpath and cycling path upgrades and bike carriage spaces on buses to support more active transport.
- Targeted community education will encourage active travel and ride sharing.

### Provide a safe environment, both on and off-road for all users and end of trip facilities to make it a realistic option for commuting.

 Expand cycle network to reduce conflict between road users.

Expand footpath and shared path networks to improve connectivity and safety, making walking and cycling attractive alternatives

of trip facilities, and way-finding signage).

improvements (through technology, end

Our Active Travel Future Directions

1. Prioritise smart, active travel network

- . Develop travel change initiatives to encourage active travel and shared mobility use
- Develop new funding models to support the expansion of the active travel network.





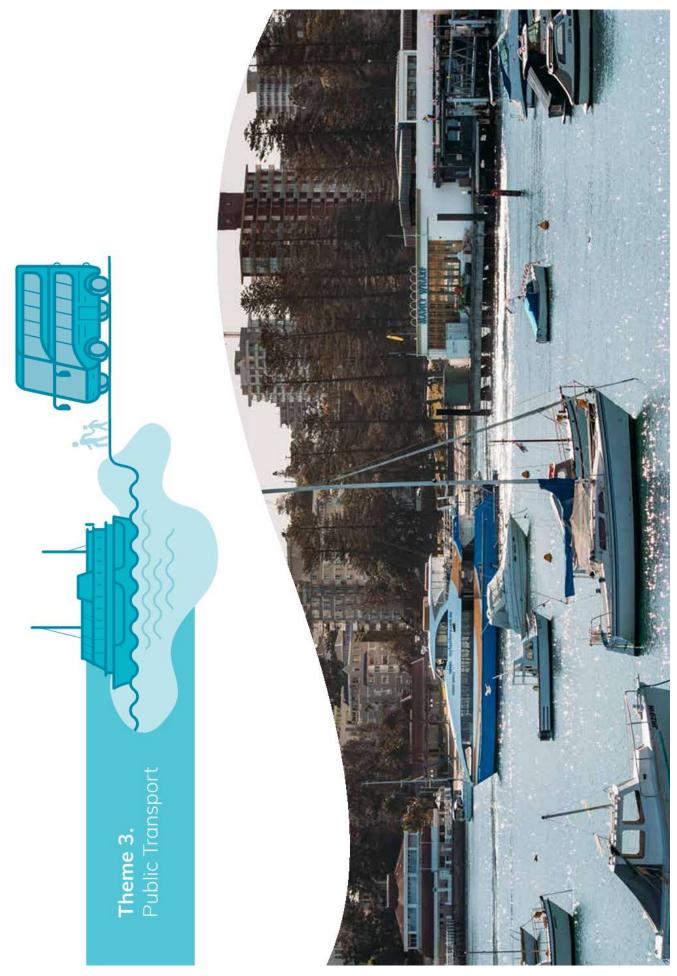
## What will this look like in 2038?

- More people walking and cycling
- More end of trip facilities to park bikes safely, e-chargers, connecting with buses and ferries Reduced air pollution, traffic noise
- and healthier lifestyles
   Increased investment in active travel networks with new funding which may include land sales and a Special Rate Variation for transport infrastructure.

Being environmentally friendly, keeps people healthy and gets cars off the road. 23

21 Community Quate from people supporting safer walking and cycling





Move - Northern Beaches Transport Strategy 2038 (Draft)



## Our Objective

connections to east-west links we provide additional employment opportunities and open up To improve the quality of the public transport system so it provides an attractive alternative to the car and is frequent, reliable, connected and accessible. By shifting the focus from city the rest of Sydney to the Northern Beaches Community

### Background

effectively by public transport and there is no rail line. our road congestion, carbon emissions and deliver Increasing public transport patronage will reduce other environmental benefits. To move people out of their cars, public transport needs to be reliable, Much of the Northern Beaches is not serviced comfortable and affordable.

more efficiently.

initial priority is a bus rapid transit service on the Dee Why, Frenchs Forest and Chatswood road corridors. transport network across the region. Major transpor improve access, including to Greater Sydney. The corridors will be prioritised for public transport to improving the reliability and reach of the public We will partner with the NSW Government on

supported as is a mass transit system (metro or light The expansion of water-based transport options is rail) in the longer term to move people faster and

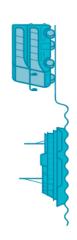
on-demand and shared mobility services for the first mile and last mile of travel will enable journeys to be Improvements in technology and the expansion of more efficient, faster and door to door.

public transport strategy has to include discussing public transport. It is obvious than any number of buses. A long term There is no mention of trains when trains move more people more efficiently Plan (2020) 3

trains. 22 >>

<sup>22</sup> Community Quotes from people supporting public transport





### Community Attitudes about Public Transport

- Public and community transport options were highly supported as the best way to address current traffic congestion.
- The frequency of bus services was a concern, specifically the B-Line services, after-hours (or late night) services and feeder buses for the B-Line services.
- Extending park and ride options near transport hubs would reduce private vehicle commuting.

ts plans.

New ferry services to increase connectivity between the Northern Beaches and the Sydney CBD, particularly Clontarf to CBD and other 'harbour' connections require further investigation.

# Our Public Transport Future Directions

Better use of road infrastructure via clearways and dedicated lanes for public transport during

peak hours were options to consider

Considerable support for new public transport options of light rail, metro and trains, despite

concerns it will result in higher density development. There was a prevailing

- a Bus Rapid Transit service by 2020 between Dee Why, Frenchs Forest and Chatswood; followed by services between Mona Vale and Macquarie Park.
- Plan for a high frequency mass transit service on the Northern Beaches in the longer term.

response that transport needed to "catch up" with population and housing growth already happening and 'get on the front foot' with

- Support the expansion of the public transport network, including its integration with commuter parking and active travel networks.
- Advocate for investment and expansion of ferry travel (the 'Blue Highway').
- Integrate on-demand and shared mobility services into the wider public transport network.
- 6. Support the adoption of innovative technology that improves the efficiency of the public transport network and experience for customers in terms of comfort and navigating the network.
- Use real time public transport travel data to make decisions and deliver better outcomes for the community.





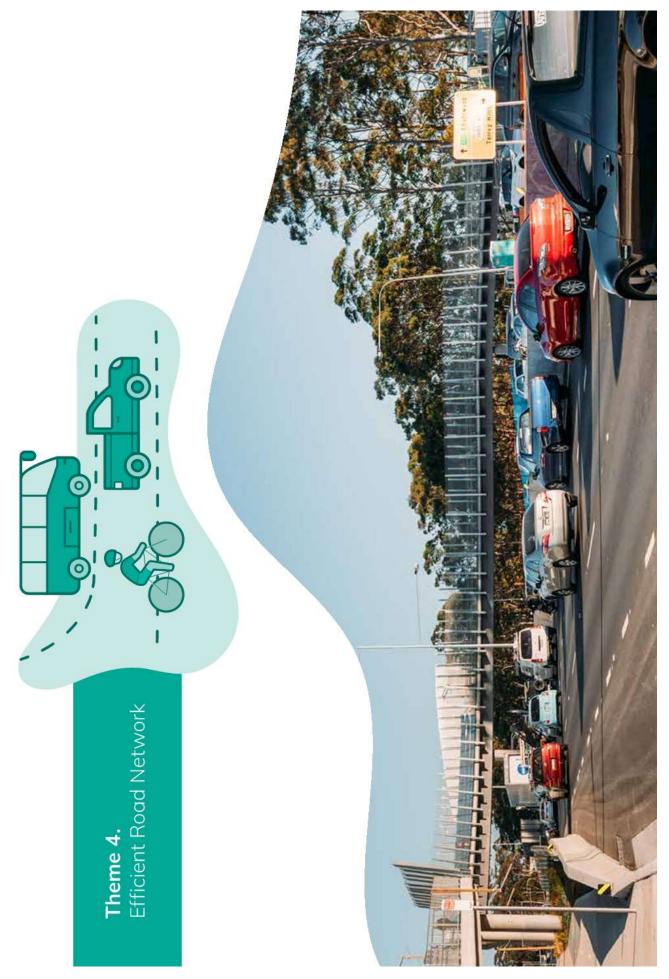
### that will this look like in 2038?

Rapid Transit provides express services to Macquarie Park and Chatswood

More public transport options are available 24/7

More places nave access to on demonstrate to connect to reliable public transport
 Mass transit options are delivered by the State Government for the





33

Move - Northern Beaches Transport Strategy 2038

### Our Objective

To develop a one network approach that supports connectivity for the movement of people and goods within and beyond the Northern Beaches and that can be safely shared by all users.

### Background

Our current road network is congested adding to delays that impact our quality of life, economic viability and the way we move around. Our one network approach complements our public transport and active travel networks. (see Figure 8) Supporting the Beaches Link Tunnel and other road infrastructure for public transport improves the efficiency of the network.

It also gets the balance right across all users, assisting road safety, new autonomous cars and other emerging road technologies.

these directions and improved traffic information, Working with the NSW Government to manage roads as one network is the key to achieving management, signalling and traffic light coordination.

Road Network Plan (2019) Implementing The Strategy

- Freight Plan (2020)

existing roads as well. 23 >> Within 10 years autonomous vehicles will be efficient and affordable public transport, so that more people are using it. This will remove smart solutions to improve traffic flow on the the need for public parking. We need better, common - reducing private car ownership and the congestion on the roads. There are many

ä

23 Community Quotes from people supporting an Efficient Road Network



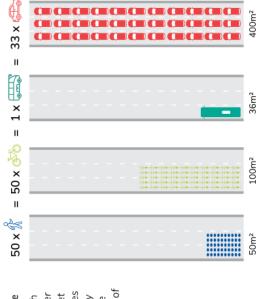


Community Attitudes about an Efficient Road Network

and active travel to reduce congestion on the roads if People were prepared to switch to public transport it was safe, convenient and more efficient.

- Commuting times were a primary concern as a result of congestion and poor management of the road network.
- Build the Beaches Tunnel link and provide access for B-Line buses.
- demonstrates safety and efficiency concerns can Autonomous vehicles were supported if research be addressed.





efficiently to serve the largest number of modes. As land in urban areas becomes space as a car, its carrying capacity per lane is unrivaled among other on-street While a bus needs three times as much increasingly scarce, it will be necessary to use the space within the street more

#### 32

Move - Northern Beaches Transport Strategy 2038

## Our Road Network Future Directions

- transport and minimise the overall impact Support the delivery of the Beaches Link Tunnel subject to the inclusion of public on our local residents.
- Advocate for the full delivery of the Mona Vale road upgrade by 2023. 5.
- Advocate for the widening and flood proofing of the Wakehurst Parkway by 2023.

'n

- reducing the impact on local roads and residents. the efficient movement of people and goods, public transport and active travel to support Prioritise major road corridors for freight,
- behaviour to improve the safety and efficiency Support programs to change road user of the network. <u>ي</u>

## What will this look like in 2038?

Return residential streets to the local residents

9

through better network management,

to identify opportunities to reduce congestion including investment in technology and staff

on the network.

7

- Traffic flow is improved and works are

Keep our community informed with road network

updates

6

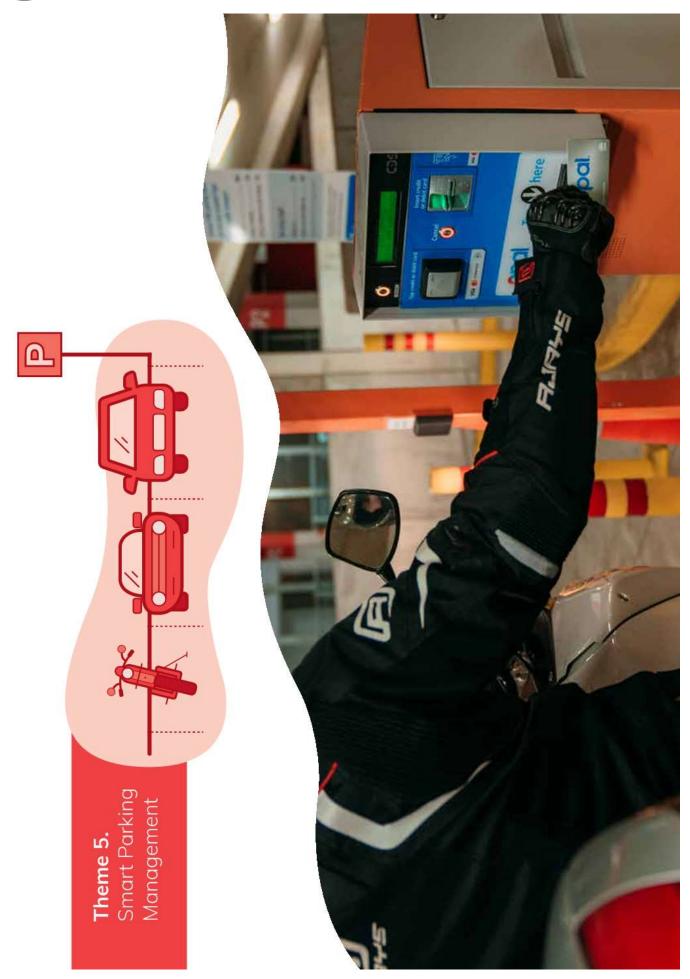
Support smart innovations in vehicle technology

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and alternative car ownership models.

efficiency and resilience of the road network. Use real time traffic data to improve the





# Move - Northern Beaches Transport Strategy 2038

37

### Our Objective

To manage car parking in a way that is equitable and supports the economic viability of centres and boosts sustainable public transport and active travel use.

### Background

The management of parking needs to compliment strategies to increase public transport and active travel trips and discourage car trips.

Parking at town and village centres, as well as high visitation areas such as parks, beaches and recreational areas, need to be managed smarter. These areas are for people and local parking management plans will be developed to equitably balance the needs of all car users.

share schemes and parking for people less mobile.

Priority will be given to short term parking, car

Technology will improve the efficiency of parking for all drivers. This includes providing infrastructure, to on and off street parking to support more fuel efficient vehicles and electric vehicles. We also need to work with the NSW Government to free up local streets so they are not used to store trailers, boats and caravans.

Implementing The Strategy

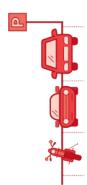
Northern Beaches Parking Plan (2020) Accessible Parking provided

means of commuting by electric bikes becoming be done in conjunction going to increase with Parking for bicycles is bike. The need is only with providing a safe great but this has to more popular.25 >> a car as I have done result I drive a huge rather than owning use the GoGet car spend more time previously. As a amount less and walking, sharing sharing scheme rides or using

public transport!24 >>

24-25 Community Quotes from people supporting better Smart Parking Managment





### Community Attitudes about Parking Management

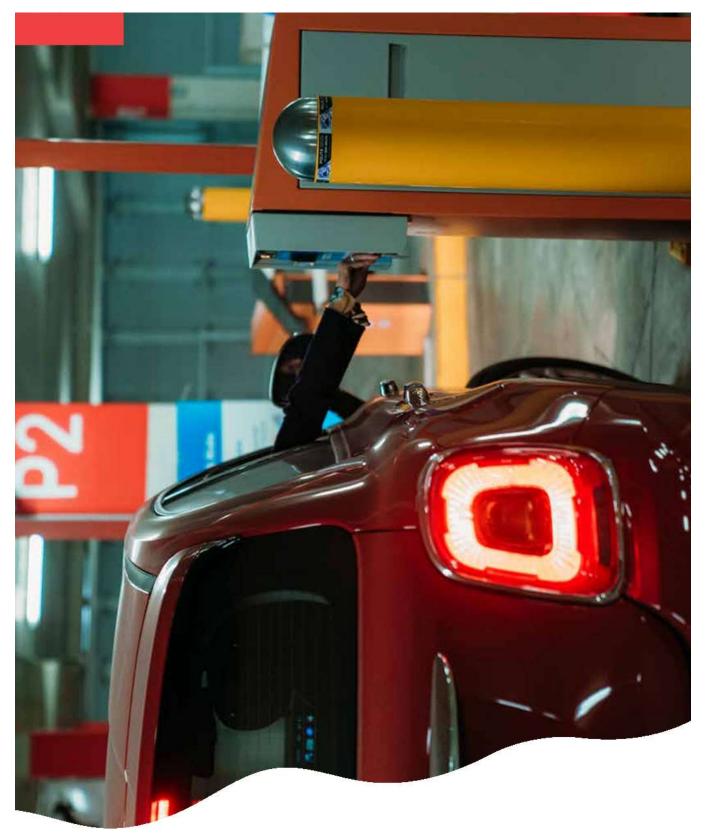
- Differentiating pricing and parking schemes are required for residents and visitors.
- Mis-use of on-street parking, particularly the parking of boats, trailers and caravans is an issue and policies should be tightened to address this.
- Providing additional Park and Ride facilities is a priority. Concerns were raised that the current B-Line carparks were at capacity during peak vehicle. The provision of more feeder buses hours, leaving residents using their private would address this.
- Supporting a shift in travel modes and car parking demand in the Northern Beaches. sharing is a potential way to manage high
- Cycle and motorcycle parking options were also highlighted as a priority.

## What will this look like in 2038?

Our Smart Parking Future Directions

- for town and village centres including higher Develop local parking management plans turnover parking in areas of high demand.
- Regularly review local parking management for high visitations places such as beaches, parks and recreational areas. 2
  - Ensure parking management approach is balanced, fair and equitable. mi
- solutions and technology to improve information Deliver new and innovative parking, storage and experiences.
- parking for shared mobility providers, cycling, Provide on-street and off-street dedicated motorcycles and charging stations for electric vehicles. <u>ي</u>
- Basing parking fees and charges to encourage public transport use and walking and cycling to reduce road congestion 9







### Conclusions

The future directions outlined in Move – Northern Beaches Transport Strategy 2038 will support additional job growth across the Northern Beaches.

It will also decrease the impact of congestion on the regional economic output strengthening the Northern Beaches economy and benefiting future generations.

Directions defined within this strategy will positively deliver a resilient transport system that adequately caters for the projected increase in daily trips by 2038. It will provide a fairer and more equitable transport system for all residents and visitors by protecting our quality of life, assist in making our residents healthier and protecting our unique natural environment.

By doing this we will make it easy for people to move around the Northern Beaches, now and into the future.

For more information please visit northernbeaches.nsw.gov.au



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Commonwealth Government	٠	Funding roads and other infrastructure improvements
		Public transport infrastructure (buses, trains, ferries and interchanges) Planning of public transport networks including contracts with private
		transport providers, timetabling, information and service provision
	•	Operation of the road network including traffic signals
	•	Maintaining State and classified roads (e.g. Warringah Road, Pittwater Road, Barrenjoey Road,
		Condamine Street, Mona Vale Road, Forest Way, Wakehurst Parkway, Sydney Road and Manly Road)
	•	Vehicle licensing and registration
NSW Government	•	Funding of road safety programs
	•	Manage local roads
	•	Traffic management on local roads
	•	Provision of footpaths and cycle ways and associated infrastructure such as bike parking
	•	Provision and regulation of on and off-street parking, including parking schemes
	•	Approving the location of transport stops and providing infrastructure (e.g. seating and shelters)
	•	Delivery of road safety programs
Northern Beaches Council	•	Advocating on behalf of the community for improvements to the network
	•	Delivering services safely in accordance with NSW Government requirements
Private Transport Operators	•	Improving the safety, reach, reliability and frequency of services
	•	Using the road network safely
Community	•	Making sustainable choices in modes of transport when moving around







