

Appendix 1 — Media coverage

Manly Daily

- Saturday 14 April 2018 <http://newslocal.smedia.com.au/manly-daily/>

Northern Beaches News



A message from the Mayor



Traffic congestion in and out of the Northern Beaches ranks among the worst in the Sydney area.

On the Warringah Road corridor, traffic averages between 30 and 40 km/h throughout the week. Traffic speeds on the Spit Bridge and Military Road are typically below 13 km/h during afternoon peak periods.

Each day, we all struggle with long commutes, traffic jams and bottlenecks. Yet, because alternatives are limited, many residents are left with little choice but to use cars.

In fact, sixty percent of the Northern Beaches' commuting trips in 2016 were made in a car.

This all impacts terribly on our health and safety, the environment, the local economy and our quality of life.

So, this week, Council released our first Transport Discussion Paper to stimulate public discussion on what we can do to improve the traffic situation on the Northern Beaches now and over the next 20 years.

Traffic will only get worse unless we improve public and active transport options to give us all good reason to get out of our cars.

Is light rail or a train from Dee Why via Frenchs Forest to Chatswood worth exploring? Are hybrid trams, capable of double the capacity of a bus, to Chatswood, or connecting Mona Vale and Maccquarie Park, an option?

What do you think?

Move - Northern Beaches Transport Discussion Paper gives you a chance to guide Council's advocacy with the NSW Government and commercial transport providers to improve the Northern Beaches' transport network.

Council is hosting a number of public events where you can have your say - including drop-in sessions, listening posts and an online survey.

Visit 'have your say' at northernbeaches.nsw.gov.au

Your input is essential to ensure we develop a Transport Strategy that reflects your priorities.

Have a good weekend.

Michael Beggs
Michael.Beggs@northernbeaches.nsw.gov.au

Anzac Day Centenary

Wed 25 Apr

Dawn Services

- 4.25am, Manly War Memorial, The Corso
- 5.15am for a 5.30am service, Manly Dam, King St, Manly Vale. Hosted by Council and Manly Warringah War Memorial Park Remembrance Trust

Commemoration Service

- 11am, Manly War Memorial, The Corso

Contributions of cut rosemary (the symbol of Remembrance) will be gratefully accepted at our Manly Customer Service Centre by 10am Tue 24 Apr for the ANZAC Day Memorial Service.

Enquiries: 9942 2603

See council notices below for road closure information

Council Meeting

Tue 17 Apr, 6.30pm

Council Chambers, Dee Why

View the agenda online or at any of our Customer Service Centres or Libraries.

Requests to address Council or speak at the public forum: complete the form online or call 9942 2193 by Tue 17 Apr, 12pm

Have your say

Find out about projects open for comment, view relevant documents and 'have your say' at northernbeaches.nsw.gov.au. You can also drop in to one of our Customer Service Centres, email council@northernbeaches.nsw.gov.au, call us on 1300 434 434, or write a letter (marked attention to the project name) to Northern Beaches Council, 775 Pittwater Rd, Dee Why 2099.

Move - Northern Beaches Transport Discussion Paper

Imagine a future transport network that allows everyone to move around in a way that's good for us and the environment, and one that lets you get to where you need to be with ease. Be part of the conversation that will help us get the Northern Beaches moving.

Share your thoughts, complete the survey, comment online or come to one of five drop-ins being held late April and early May.

Comments close: Sun 13 May

Narrabeen Lagoon aquatic boardwalk

We've developed plans for an aquatic boardwalk for the northern side of the Narrabeen Lagoon trail, adjacent to the Wakehurst Parkway, to improve safety and protect the environment.

Comments close: Sun 6 May

Bilgola Beach upgrades

We're upgrading Bilgola beachfront to make it safer, more accessible and user-friendly, and easier to maintain.

Enquiries: Senior Asset Management Officer

Comments close: Sun 13 May

Council notices

Northern Beaches Local Planning Panel meeting

Wed 18 Apr, 1pm
Civic Centre, Dee Why

Item 3.1 DA201701952 - 9 Laura St, Seaforth - construction of a new dwelling

Item 3.2 DA201701219 - 8A Archibuter St, Manly - alterations and additions to the existing building

Item 3.3 DA201701312 - 40 Augusta Rd, Fairlight - alterations and additions to the existing dwelling house

Item 3.4 DA201706662 - 44 Rose Ave, Whistler Heights - demolition works, construction of a seniors housing development and strata subdivision

Item 3.5 DA201701137 - 22-24 Lagoon St, Narrabeen

- demolition works and construction of a seniors housing development

Requests to address the Panel: contact the Panel Coordinator on 9942 2360 by Tue 17 Apr, 4pm

View the agenda: northernbeaches.nsw.gov.au

Special event road closures - ANZAC Day

Wed 25 Apr
4.30 - 6.30am

- Restricted traffic at King St (Manly Dam entrance), Manly Vale, for the Dawn Service

7am - 12.30pm

- No stopping along Darley Rd from Wentworth St and along The Corso onto Whistler St, Manly, for the Commemoration Service at the Manly War Memorial

10am - 12.30pm

- Darley Rd North will be closed from Wentworth St, preventing access to The Corso
- Access from Whistler St into The Corso will be closed
- Entry to the Whistler St carpark via Sydney Rd

Enquiries 9942 2603

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How we can get a Move on

Robbie Patterson

CARS are killing us. That is the message from Northern Beaches Council as it releases its transport discussion paper, titled *Move*.

Among a number of options to be considered to get people out of their cars and into public transport is expansion of the Manly area's Hop Skip & Jump buses across the peninsula.

Another vital link and a key focus for the council is to lobby the State Government for an east-west rapid transport, whether that be a metro rail line, B-Line type buses or the tram-style electric buses known as GRTS.

The Guided Electric Transit Systems have been long touted as a viable solution by Mayor Michael Regan but he said he would not rule anything in or out until the community had to say.

He said traffic congestion was crippling the northern beaches, with the Pittwater/Sydney Military Rd corridor the most congested in Sydney and Warringah Rd already exceeding capacity.

"More than half our households have more than two motor vehicles and three out of five local residents use a car to get to work," Cr Regan said.

The council's 80-page report highlights the impact traffic has on not only the northern beaches but Australia's economy.

"According to a 2015 Infrastructure Australia report, northern beaches' traffic congestion costs the national economy more than \$48 million," the report said.

It said freight movements

The discussion points

• A metro rail line from Chateauwood to Dee Why is one of many options discussed, along with light rail.

• Road-based solutions to east-west congestion could include electric tram-style buses or a rapid bus system similar to the B-Line.

• Expansion of Manly's Hop Skip & Jump bus or a similar model across the entire northern beaches.

• Most plans hinge on promised infrastructure improvements including the Beaches Link tunnel and Mona Vale Rd widening.

• The report points to a move away from cars by building better walking and cycle paths — partly achieved by the under-construction Manly to Palm Beach walkway.

• The 30-minute city concept raised by the Greater Sydney Planning Commission would mean people live within a 30 minute journey of their workplace. The council has raised Frenchs Forest, Dee Why and Brookvale as sites for more job development.

• Increased online delivery will mean more trucks on the northern beaches. It is a challenge given the 15m height limits on The Spit Bridge and Warringah Rd.

• A review of parking would include but not be limited to better carshare platforms and ensuring parking permit schemes are fair and balanced.



Future transport options put forward as a 20-year plan takes shape

on the beaches were constrained due to the state of our major roads, hindering business growth.

Cr Regan said the main focus for the council was an east-west mode of transport between Chateauwood and Dee Why via the new Northern Beaches Hospital at Frenchs Forest.

"Macquarie Park is a major employment centre the fastest-growing in Sydney — but it takes an hour and 20 minutes on the 150 bus to travel 20km from Mona Vale," he said.

"The Dee Why to Chateauwood route is a major transport corridor and home to the Northern Beaches Hospital but it takes over an hour on the 130 bus to travel 14km.

"Traffic will only get worse unless we improve public and active transport options and links so the community has a reason to get out of their cars."

The average afternoon peak traffic speed on The Spit Bridge is 13km/h and Warringah Rd traffic averages 30 to 40km/h during the week.

About 60 per cent of northern beaches residents use their car to get to work. And forecasts show that by 2036 the number of residents

will increase by 41,850, meaning a public transport solution is vital.

"In the school holidays there is six per cent less people driving but look how much of a difference that makes," Cr Regan said.

"If we can convert just six per cent of the car users into public transport that makes a huge difference."

"If it's quick, cheap and efficient and roughly the same as using a car, why wouldn't you?"

Among some of the plans to ease the traffic burden is a bus that goes express between Warringah Mall and

Manly Wharf. It would allow people to get off the B-Line and straight to Manly Wharf to get to Circular Quay.

"If we could get that going it might free up seats on the bus for passengers further beyond Manly Vale," Cr Regan said.

He said the Hop Skip & Jump bus — a free service that moves people around the former Manly council area — could be used by the government as a model for expansion.

The on-demand bus trials in Manly and Pittwater to get to and from the B-Line was another example.

YOU'VE GOT THE POWER

THE power is in the hands of residents to make transport network that suits them.

The council's transport discussion paper aims to stimulate input into a 20-year strategy for the region.

"We are open to all options and suggestions," Mayor Michael Regan said.

"I am not going to rule anything in or out. I don't want to commit council without more discussion."

In a bid to get people out of cars a number of ideas have been put forward, including rail, more rapid buses, light rail or electric buses.

"This discussion paper is an opportunity for our residents to help guide council's advocacy of both the NSW Government and commercial transport providers to improve the northern beaches transport network," Cr Regan said.

"The council's new and strategic mobility plan as a leading partner with the NSW Government, agencies and transport providers and enables us to have a strong voice for our community."

He said community input was essential to ensure a future transport strategy that reflected local priorities.

From resident feedback over the next two months the council will form a strategy to then go on public exhibition. Plans would be finalised by August.

A number of activities where residents can have their say will take place, including drop-in sessions, listening posts and an online survey.

Have your say at northernbeaches.nsw.gov.au

No tunnel vision but rail debate back on track

RAIL has been put back on the table by Northern Beaches Council as one of the best solutions to traffic congestion.

But it comes with a warning that any costly infrastructure project, including a metro line connecting Dee Why to Chateauwood, would come at the expense of highways.

"New light rail and metro options to Chateauwood could provide faster connections," the council's transport discussion paper said.

"Densities of the area surrounding stations would likely be required to justify government investment."

Mayor Michael Regan

said: "We would have a non road-based solution in an ideal world but the reality is we are not going to get one without all the problems that come with it."

A transport corridor will be needed in Frenchs Forest to cope with increased density around Northern Beaches Hospital. Road upgrades under way would allow for 3000 more dwellings.

But Cr Regan said meeting the 10,000 dwellings hoped for by the State Government would not happen without better infrastructure. He suggested another mode of public transport could be

trans-style electric buses.

"Warringah Rd is quite wide, there is potential to alter it sufficiently so there is a saddle lane down the road," he said. "The majority of that road has that potential opportunity, from Dee Why to Frenchs Forest and to the Roseville Bridge."

Swim all Year Round...

Dual Zone Heating System Pictured

Considered a Heated Spa or Swim Spa?

Now's the time to extend your swimming season with a heated spa or swim spa from Splashes...Set and forget and when you are ready just throw back the childproof cover and jump right in...

<p>Fun4Five 2m x 2m save \$2000 \$4990</p>	<p>6m Dual Swim Spa 2 pump swim system 2 pump spa sys Fully insulated Lockable cover 6m x 2.3m \$23490</p>
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New Store Marsden Park
879 Richmond Rd
Opposite McDonalds

Hills District
Inside Flower Power
609 Old Northern Rd
Glenhaven 9680 8444

North Shore
Inside Flower Power
277 Mona Vale Rd
Torrey Hills 9450 0500

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"Part of your backyard since 1995"

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Northern Beaches News



A message from the Mayor



Wednesday marks 103 years since Australian and New Zealand troops forever etched the name 'Gallipoli' in all our minds.

Since the day the ANZACs went ashore at Gallipoli in 1915, more than 102,000 Australians have died in battle - a vast 'lost battalion' of future teachers, farmers, doctors, parents and of missing sons and daughters who would never return.

Anzac Day reminds us that these men and women who volunteered to serve our Nation, and continue to do so to leave the world a better and safer place, risk their lives on a daily basis.

For those who have family or friends on active duty in Iraq, Afghanistan or elsewhere - I extend to you my deepest appreciation. I express hope for their timely and safe return... We Will Remember Them.

A Northern Beaches University is on the cards with Council inviting universities to establish a campus here in a Council-owned building. A university could support a number of academic disciplines and would provide significant economic and social benefits.

Council will be inviting expressions of interest from the higher education sector to set up a satellite campus of an existing university.

Some proposed sites could include the Seaford Village Community Centre (within the former Seaford TAFE site), the Dee Why Library, the existing Civic Centre and Council-owned administration offices at Vaucluse Place in Warriewood among other possibilities. There is also the future potential for a campus near the new Northern Beaches Hospital, as part of the Frenchs Forest 'Planned Precinct'.

The Northern Beaches is already home to the popular International College of Management Studies and this is an opportunity to expand the tertiary education offering and increase opportunities for our local students.

Finally, don't forget to 'Have your say' on **Move: Northern Beaches Transport Discussion Paper** which outlines a 20-year transport strategy for the region.

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

Council notices

Expression of interest - Northern Beaches Council Audit, Risk and Improvement Committee

Council is seeking expressions of interest for an independent and external member to join the Audit, Risk and Improvement Committee.

The Committee has been established to promote open and transparent governance at Northern Beaches Council and to provide independent assurance, oversight and assistance to Council in fulfilling its governance objectives.

Visit our website for more information and to apply. Applications close: Fri 11 May 5pm

Anzac Day

Wed 25 Apr

Dawn Services

- 4.25am, Manly War Memorial, The Corso
- 5.15am for a 5.30am service, Manly Dam, King St, Manly Vale. Hosted by Council and Manly Warringah War Memorial Park Remembrance Trust

Commemoration Service

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Enquiries: 9942 2603

Visit our website for information on services in your local area and road closure details



Open day: Heritage listed surf clubs

Sat 5 May, 10am - 2pm
North Smeys, Freshwater and Newport

Take a guided tour of heritage listed surf clubhouses and see historical displays as part of the Australian Heritage Festival.

Visit our website for more information



Creative Made at the Glen

Sun 6 May, 10am - 2pm
Glen Street Theatre

Find unique and locally made gifts for family and friends - or just something for yourself - with 30 contemporary craft and design stalls under the one roof.

Visit our website for more information

Extraordinary Council Meeting

Tue 24 Apr, 7pm, Civic Centre, Dee Why

View the agenda online or at any of our Customer Service Centres or Libraries.

Have your say

Find out about projects open for comment, view relevant documents and 'have your say' at northernbeaches.nsw.gov.au. You can also drop in to one of our Customer Service Centres, email council@northernbeaches.nsw.gov.au, call us on 1300 434 434, or write a letter (marked attention to the project name) to Northern Beaches Council, 725 Pittwater Rd, Dee Why 2099.

Planning proposal 114-120 Old Pittwater Rd, Brookvale

We've received a planning proposal that seeks to amend Warringah Local Environmental Plan 2011 to allow 'business premises' and 'office premises' as additional permitted uses on the subject site.

Make a comment online, or in writing marked 'PEX2018/0004'. Comments will be available on request.

Enquiries: Strategic and Place Planning
Comments close: Tue 8 May

Move - Northern Beaches Transport Discussion Paper

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Comments close: Sun 13 May

Instagram Facebook LinkedIn Twitter @beachescouncil

northernbeaches.nsw.gov.au

Northern Beaches Have Your Say

Continued

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Drop-in sessions:

Today, Sat - 12pm, Civic Centre, Dee Why
Tue 8 May, 6.30 - 8pm, Cromer Community Centre
Comments close: Sun 13 May

Draft Budget and Delivery Program 2018-2021

We're seeking feedback on our draft Delivery Program, which outlines Council's finances and priority actions over the next three years.

View the documents online or at one of our Customer Service Centres or libraries.

The following roadshows will be held 6 - 7.30pm on:

Mon 7 May, Glen Street Library, Belrose
Wed 9 May, Council Chambers, Dee Why
Mon 14 May, Council Chambers, Manly Town Hall
Thu 17 May, Newport Community Centre
Thu 24 May, Coastal Environment Centre, North Narrabeen
Submissions close: Sun 27 May

Mono Vale Cemetery Memorial Gardens

We're in the final stage of landscape design for the new memorial gardens at Mono Vale Cemetery, which will be located under the trees on the eastern side of the cemetery. We invite comment on the proposed plans.

Learn more and share your thoughts at a drop-in session on-site:

Tue 15 May, 9 - 11am
Comments close: Sun 3 Jun

Mono Vale Surf Life Saving Club renewal

We're renewing Mono Vale Surf Life Saving Club and have worked closely with the working group and architects to develop draft concept plans which are now on exhibition for community feedback.

Drop-in sessions on-site:

Sat 12 May, 9 - 11am
Sat 19 May, 9 - 11am
Exhibition period:
Mon 7 May - Mon 4 Jun
Comments close: Mon 4 Jun



@beachescouncil
northernbeaches.nsw.gov.au



northern
beaches
council

- Saturday 12 May 2018 <http://newslocal.smedia.com.au/manly-daily/>

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Move - Northern Beaches Transport Discussion Paper

Last chance to have your say!

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Drop-in sessions on-site:

- Today, 9 - 11am
- Sat 19 May, 9 - 11am

■ Comments close: Mon 4 Jun

Gambling and Poker Machine Harm Management Strategy

We have developed a draft Gambling and Poker Machine Harm Management Strategy, and are seeking community input.

■ Comments close: Sun 1 Jul

Northern Beaches News — May edition

News



Help us plan the Northern Beaches transport network

Comments close: Sun 13 May

Bus, bike, train, ferry? [Have your say](#) and inform the Beaches' 20-year transport strategy. Come along to one of our upcoming drop-in sessions!

[Read more](#)



Seven local traffic facts that might just shock you...

The newly released Northern Beaches Council draft discussion paper reveals seven shocking facts...

[Read more](#)

Appendix 2 — Drop-in sessions details

Date	Ward	Venue	Time	Attendees
Monday 30 April 2018	Manly	Manly Library Meeting Room	6.30–8pm	17
Wednesday 2 May 2018	Pittwater	Newport Community Centre	6.30–8pm	32
Thursday 3 May 2018	Forestville	Forestville Memorial Hall	6.30–8pm	9
Saturday 5 May 2018	Curl Curl	Civic Centre	9am–12pm	12
Tuesday 8 May 2018	Narrabeen	Cromer Community Centre	6.30–8pm	3

Appendix 3 — Drop-in session comments

The following appendix collates de-identified drop-in session comments as submitted by participants.

suggestions for better connections of future town centres to other Sydney metropolitan area	Develop a high level public transport plan and long term actions for implementation and then build highways and tunnels
	Affordable housing for critical service workers(teachers/nurses), 15% new property development
	Mona vale rd and Wakehurst parkway dual in both directions asap
	Widden wakhurst parkway from narrabeen to warringah rd
	Regular bus sevice up mona vale rd to the pacific hw or Roseville hospital ,
	No more 40 min waiting times for b-line bus in peak hours
	Extend central coast ferry to mona vale
	Buses from mona vale to chatswood via new hospital
	East-west buses
	We need really good buses to the bew hospital and chastwood , more busses along mona vale rd
	Bus direct to central as it was years ago
	Opal card saving, bus to manly ferry to sydney , bus cost \$1 *
	Ferry from roseville chasy to city
	Consider no right turn into simth st from Eastern valley way in morning overflow of the slip lane reduces eastern valley way to 1 way effectively and results in back pressure for back along warringha road *
	Safer cycling inside major centres and between them
	B-line from hospital to chatstwood with parking and dedicated bus lane
	Stop spending all the money for connections to the city, focus on sideways connections (east-west)
	Better access by public transport to manly
suggestions for better transport in and around existing areas	Village identities should be taken into consideration while enhancing public tranposrt between centres *
	Flexible small buses to connect centres
	Remove parking incentives (e.g. Expensive parking for large cars)*
	Extens express 88 bus service from north avalon
	Hope skip jump withh payment for avalon, clareville, bilgola, palm beach
	Have mini buses that go up to the various plateau , keoride is a good start
	Extend hop skip jump to have avalon as a hub user pays
	Local buses , 24hrs a day

	Hope skip n jump bus , willing to pay a reasonable price but dotn make it optional
	More manly ferries
	Designated bus transit lanes
	Remove smith st , bottleneck *
	Uber/ola, easy pick up and drop off points
suggestions for any other transit system options to be pursued	More go get promotion
	Ride plus increase promotion
	East west light rail, have chatswood hornsby connect to Dee Why
	B-line to run to mona vale and then macquarie not to Newport*
	Develop innovation in place plannign to create new industry locally (reduce need to travel)
	Ferries on pittwater
	No to light rail too disruptive and no where to go to after warringah mall
	Yes to metro *
	No to central coast bridge don't want extra traffic
	External ferries in many different areas of pittwater , we are not using the water enough for transport
	No tunnel
	No light rail ,
	No to light rail,
	Let bline stop at mona vale *
	No to b-line to newport *
	New Railway: Chatswood, roseville, forestville, frenchs forest, beacon hill , western end of warringah mall...
	Metro system from chatswood to western side warringah mall *
	Railway
	Railway line from north shore line to coast with branches to manly and avalon
	Nothing that involves any type of infrastructure construction after experience of the last 2 years
	Dedicated and safe cycleways (4)
What would help you choose to walk or cycle more?	Ample bike racks(1)
	Traffic calming (1)*
	Cycle lane from Judith st to BNPS Seaforth
	Footpath on kirkwood st seaforth
	Safe pedestrian pathways (2)

	Footpaths
	Better surfaces and more shared pathways
	Safe surfaces, paving in some places in avalon is unsafe
	Better surfaces on shred pathways, more off road cycle pathways to avoid roads with intolerant drivers
	Cycle lanes and footpath
	Better pavements and roads
	Cycling safe area along palm beach
	Footpaths on barrenjoey rd from north avalon to palm beach
	Bike racks on front of buses, as in other citites to link with ferries or trains which people can take
	More footpaths in palm beach, dangerour to walk on roads
	Too dangerous to ride
	Designated lanes
	Police commitment to cyclist safety *
	Lighting through Burnt Bridge Creef shared path *
	Safer divided cycleways could have one footpath for cycling and one for pedestrian
	Enforce cctv on cycle lanes so that cars are more aware of cyclist safety *
	Provide cycling path maps at centres
	Better shared path education *
	Need more mountain bike trails connecting
	Allambie Hieghts road cylce way going down hill, remove ! Keep uphill one - but move centre line , NB not compulsory to use "shoulder way"
	Grooves in bumps on road is a hazzard for cyclists *
	Ebikes
	More cycle lanes on more roads
	Community buses for aged
suggestion for better infrastructure for an ageing population?	Kerb ramps
	Shelter and seating arrangements
	Expanding ride plus and teaching seniors how to use it
	Safe pathways
	Less requirement to change vehicles e.g. More services which start where they live , then start and finish where they need to go

	Need to have safer cycling routes for school children
	More ground level entry and single level modes of transport
	Hop on hop off bus like manly
	More feeder buses to main roads
	Footpaths
	Expand hop shik n jump where user can pay
	Promote kioride more
	User friendly infrastructure
	Better pedestrian crossing signage
Suggestions for achieving a walkable community	Have lots of footpaths
	Get rid of cars, check out many of the towns in frace , italy *
	More footpaths Prince Alfred Parade footpath
	Safe footpath to bus stops
	Flexible surburban public transport service to be expanded , e.g. More hop-skip busses that are connected to the b-line (4)
What elements of future transport are most important to you?	Suburban mini bus service to run longer and more often
	Small busses for feeder
	North Balgowlah to Manly takes too long No Hop skip at Nth Balgowlah
	Hop skip jump from Nth Balgowlah to B1 Manly Vale
	An integrated transport network that respect the identity of each centre (3)*
	Ride share (2)
	East west Public transport needs to be priority, maybe light rail
	Do not create a another traffic problem by expanding the B-line to Newport *
	Use additional express buses from palm beach
	To provide for exixting needs and issues *
	B-line to manly vale*
	Exdending keoride
	Hop skip jump bus wih payment around avalon carrenville newport etc
	Bus - b-line to chastwood via hospital

	Focus on public transport and taking cars off the road*
	Adequate parking at transport hubs
	Greater provision for feeder busses to transport hub
	No b-line to Newport, communities north of Mona Vale can be serviced by more express 88 and 89 buses or hop skip
	B-line is good
	Good efficient public transport*
	Consistency, Wheelchair access, no automatic ramps on b-line
	No b-line to Newport, stop it at industrial / commercial Mona Vale
	Dedicated bus lane
	Trains
	No trains
	Forget rail concentrate on buses
	Travelling to centres other than the CBD
	Improvement of public transport to Manly should be explored
Other transport links to be explored ?	Extend 170 Bus Route to 7 days a week
	Light rail (4)
	Train (1)
	Direct routes
	Address Limitation to Northern End due to b-line reducing frequency of buses locals normally use
	Explore feeder lines option such as hop-skip to supplement buses on major roads (3)
	E 88 to Palm Beach all day everyday
	Ferries on Pittwater
	Keoride on the water *
	Local mini buses- like free hop skip and jump
	Connection to train line should be explored
	Local bus or links to b-line to reduce parking demands at shops
	E88 all day
	Express E88 busses from Palm Beach to city
	E88 and E89

	Stop b-line at Mona Vale
	No B-line North of Mona Vale , instead E88 from Avalon or Palm Beach
	Ferry TO Mona Vale and then bus to the hub at Mona Vale
	Expand Keoride : very good service encouraging people towards public transport
	Location of bus stops to be explored
	Need bus service from mona vale to chastwood via hospital
	More local buses 24hrs to avoid likelihood of drink driving
	Not rail but buses, rail is too invasiive to country side
	No b-line to newport, bline to mana vale and then maqaurie uni
	No b-line to newport
	Improve 199 to avalon and palm beach
	Need busses to new hospital and notonly from dee why , mona vale to chastwood via mona vale rd and forest way
	No bline to newport
	Keoride
	Hop skip jump user paid
	Don't rely just on opal data *
	Let bline stop at mona vale not newport
	No b-line to newport
	E88
	Trial options outside historical data. You cant know if something works if hasn't been trialled and promoted *
	Terminate b-line to mona vale and increase E88 and E89 to communities north of mona vale
	Yes, metro rail
	Dedicated bus lane (doubled)
	Blime for mona vale road and forest way
	To chatswood
	Faster routes
	Better connections to maquarie park and homebush
	Free transport*
Who should fund public and community transport	Review of pricing Structure *
	Taxi should be toll free*

improvements	Federal or State government (2)
	Property developers (2)
	Shopping centres
	State gov
	Whoever can deliver what is needed gov or private e.g. Forest coachline*
	The user pays to travel with a ticket but the infrastructure must come out of consolidated revenue (our taxes), 2.6 billion on stadiums could pay a lot of trams or transport development *
	The user pays to travel with a ticket but the infrastructure must come out of consolidated revenue (our taxes), 2.6 billion on stadiums could pay a lot of trams or transport development *
	Government
	Major improvements by state gov
	Smaller improvements by council*
	Federal or State government (3)
	Tax car users
	Promote Public Transport with better feeder buses running frequently from suburbs to B1 Service (2)
How do we believe we can reduce car travel and congestion	Promote active travel (2)
	Clearways, restrict parking on Sydney Rd
	Promote public transport hubs *
	Prioritise Public Transport over tunnels (4)*
	Provide incentives to public to shift from cars to other services e.g. Better rates for car share, tax incentive for public transport users (2)
	Cap Population around northern beaches (Manly)
	Upgrade Spit Bridge
	In support of tunnel
	*General safety comments : Manly Vale b1 I see a risk of someone getting run over, as lights to cross take ages - tempting to cross over to catch the bus (2)
	Not building a roundabout on main road through Newport *
	Good local bus service: add more bus stops not less as with B-line s
	Promote Kioride more
	E88 City all day everyday
	Clearways

	Cprrect phasing of traffic lights
	Community buss - Hop skip
	Build up Keoride
	Extend reach of ferries
	Encourage car share and make sure they can use bus share
	Future looking stratify to develop new industry within NB, better opportunities locally
	More incentives for car sharing
	Electric car and charging stations *
	Encourage cycling with safer options
	Encourage car pooling
	Make all mainn roads clearways into town and clearway all the way from the city in PM
	Better transport links, upgrade Keoride concept with regular local buses
	Adequate public parking at transport hubs
	Better feeder bus network
	Limiting the population increase in NB
	Better east west service
	More frequent/accessible public transport
	Clearways on both directions on barrenjoey rd , extend houts 6am-9pm everyday
	Designated spots for car pooling
	A good frequent bus service all day in and out of city
	Slow population growth, stop imigration
	Through better public transport *
	Comercial depot , western side of warringah mall
	Increase cost of petrol *
	Increase public transport reliability and frequency keeping the costs down *
	Building more roads will lead to more congestion *
	Public transport priority*
	Implementation of no right turn into simuth st from Eastern valley way in morning overflow of the slip lane reduces eastern valley way to 1 way effectively and results in back pressure for back along warringha road *
	Park and ride
	Commuter parking

	More education to encourage walking to schools
	Bike racks on buses
	Safer bike routes to city
	Have a train lin
	*Blockage on Howard Ave travelling west at intersection with Pittwater rd , traffic turning left held buy pedestrians, turning right by cars coming form other direction. So cars wanting to go staright are blocked
	Develop employment locally
	Innovative public transport option
	More parking stations, elevate multi levels to get commuters to bus stops
	Driverless busses could improve traffic and congesion
what do you think are impacts of driverless or autonomous vehicles on our traffic network	Planning should be mindful of innovative options that could come in future
	Don't over estimate time to real introduction when developing an integarting system for northern beaches
	Scary
	Nightmare
	Irrelevant
	More pressing issues then this
	Hopefully fewer cars on road
	Use pittwater as an area of alternative transport
	Unproven as yet
	Good for defined route or movement between transport hubs. Concerned with safety elsewhere
	Bad just adds more traffic
	Tighter controls on permit , avoid over allocation
How do we better manage our high demand for parking in towns, villages and beaches ?	Mini buses so no need of car
	Promote use of small footprint vehicle e.g. Motorcyle *
	Parking should integrate with road and transport*
	Offer more charging stations for electric vehicles *
	Individual parking strategies for each village as they each have their own needs*
	Compliance is esseintial more managing *
	Way finding and real time infor is important*
	Dedicated ranger at palm beach wharf for parking and wayfinding at peak
	24/7 clearances on major roads

	Better connecting public transport ,smaller local buses
	Stop population growth
	Move boats and trailers of the roads into driveways where they are registered *
	Return permit system to ward based only, .e..g manly, pittwater, warringah
	Parking on one side only on residential streets*
	More park and ride'
	Cap Population growth
	More Local parking Permits and restricted parking e.g. 2p
	Reduce vehicles parkign on both sides of roads and increase traffic flow & safety*
	Encourage car sharing
	Local permit for residents
	Parking metres for residnets
	Balance between 12 p fro commuters and 4 p for locals e.g. Newport surf club *
	Days 1-14 park on left of road, Days 15-30 park on right *
	No to New-port for being a hub to b-line *
	Extend b-line to Palm Beach *
	Build new carpark on southern avalon golf course near roundabout *
	Critical parking areas such as palm beach should have Parking
	Satellite parking park and ride scheme
	Keoride are great - used to drive to city now get bline
	Greater use of local park and ride schemes
	Offshore residents have too much priority , Central Coast residents should have a Northern Beaches Parking Permit *
	Northern beaches parking permit does not work - back to permits for areas *
	Utilise parking aorund sporting facilites in peak hrs but not when in use example weekends*
	Parking for bline Mona vale *
	Better communicayion about Keoride , call and book
	Leave car at home
	More parking at shops possibly underground
	Higher priority for residents

	Parking stations and shuttle buses
	Better cycleways so people ride more
	Provide more commuter parking
	Off shore not to have equitable parking
Who should we prioritise parking for ? Residents, businesses, visitors, commuters, clubs, and schools?	Balance conflicting interests
	Prioritise residents
	Prevent boat trailers and caravans clogging up streets
	Prioritise residents
	Residents and commuters priority
	Balance parking needs of various groups
	Consider parking for all parking , if possible residents shopping centres
	All have to be considered but not one at the expense of another,
	Don't need priority parking for school, promote active travel for kids
	Parking for all, not enough parking in many areas

Appendix 4 — Listening Post details

Date	Location	Time
Monday April 16	Dee Why—outside Dee Why Grand	10am–11.30am
Wednesday April 18	Stocklands Balgowlah	9am–12pm
Thursday April 19	Avalon—outside Rec Centre	10am–11.30am
Saturday April 21	Warriewood Square	9am–3pm
Monday April 23	Newport	10am–11.30am
Tuesday April 24	Mona Vale	2pm–3.30pm
Friday April 27	Manly Town Hall	10am–11.30am
Saturday April 28	Forestway	9am–12pm
Friday May 04	The Beaches Market, Warriewood	8am–1pm

Appendix 5 — Youth engagement

Cromer High School 8/05/18

- Walking cycling to be on a higher priority then parking, as the youth and their families are more likely to ride to places if they had safe cycle lanes (4)
- Make riding on footpaths legal upto high school students
- Specified lanes for cyclists
- More Bike facilities, cages and bike racks around the area
- B-line to Manly
- Buses directly to central
- Direct mode of transport to central
- No clearways at beacon hill it becomes too dangerous with cars speeding down and too hard to get out of the driveway
- Light rail or train from northern beaches to chatswood to maqaurie
- More school buses
- Improvement needed for timetable of buses so that there is few mins between each bus instead of all coming at ones
- Need better frequency of buses
- 155 usually filled with students and workers have to wait to catch another one
- Opal cards should be integrated with phone
- Skateboard/scooter parking options to be explored

Barrenjoey High School : 7/05/18

- Better travel to UNSW
- Newport Loop takes time
- Better bus to neutral bay
- More school buses
- More bike lanes and attention to cyclist safety
- Direct buses to sydney uni
- Provide parking at trainline for sydney
- Make it more desirable and safe to use public transport and cycling
- More footpaths
- Integrate bikes on buses

Appendix 6 — Pop-up commuter session details

Date	Location	Time	Estimated numbers
Monday April 16	Mona Vale B-Line and local bus stops	7am–8am	500 people
Tuesday April 17	Narrabeen B-Line	7am–8am	150 people
Tuesday April 17	Narrabeen B-Line	8am–9am	100 people
Wednesday April 18	Manly Vale B-Line	7.45am–8.45am	200 people
Wednesday April 18	Carrington Street, Wynard	5.30–6.30pm	70 people
Thursday April 19	Collaroy B-Line	7am–8am	200 people
Thursday April 19	Dee Why B-Line	7am–8am	300 people
Thursday April 19	Manly Wharf	7.45am–8.45am	200 people
Thursday April 19	Forest Coach Line stop from CBD	5pm–6pm	250 people

Appendix 7 — Written comments

Appendix 8 — Online survey comments

The following appendix collates de-identified participant comments as they were submitted on the online survey. These comments have been reported within this document as received by members of our community and comments have only been edited to remove personal and identifying information.

Vision — In 25 words or less, please tell us your vision for an integrated transport system on the Northern Beaches.

I look forward to a decision and the action afterward. Stop talking and get on with it.
Improved public transport, dedicated bus lanes/T 3 lanes and encouragement for less car use, especially for short, local journeys.
In the future, the northern beaches would have a dedicated metro rail network. All suburbs would be linked to these hubs with walking distance bus/light rail. There would be dedicated foot paths and bicycle lanes. Go to Munich. They do public transport amazingly there.
Expansion of the metro system to cover the northern beaches supplemented by more buses or light rail. No to the beaches link!
Some type of improved public transport from Dee Why to Chatswood and from Mona Vale to Macquarie via Gordon train station. I would prefer any type of rail network to get cars off the road.
Mono rail linking Mona Vale, neutral bay, and Chatswood
Better system offering more services. Reducing travel time allowing more living time rather than transit time
Cheaper and more convenient public transport, safer cycling infrastructure, and disincentives for drivers.
Well planned & connected routes, employing free public electric trams or light rail, to hubs like Mona Vale, Dee Why, French's Forest, Chatswood, Mosman. Supplemented by rapid bus services where needed. No new private tollways. Active transport infrastructure strengthened and very popular, with individual car use reduced because it's more expensive. Taxpayers proud of their public transport services.
We want to be able to get to more places in a single mode of transport, not more inflexible routes. Encourage walking always.
A public transport system that is faster than driving a car. Buses do not offer this.
Cheaper, weekly travel passes that include the weekend - to encourage continued use.
Underground train network or rapid bus to get residents to new work destinations - darling Harbour, Barangaroo, Ryde, Chatswood and Macquarie Park.
Widen footpaths for walkers, prams and bike use.
Efficient, reliable and integrated system to move people in all directions around and through the Northern Beaches
Reduce car use , increase public transport use, increase bicycle use ,increase awareness of residents for personal responsibility of transport mode choice and impact on community and individual.
Seeing less cars on Pittwater Road.

Well designed active town centres containing jobs, community services, restaurants and a choice of housing, including larger housing for families, clustered around metro stations. For the metro line to run along military road and then Condamine to Pittwater as far as Dee Why or Collaroy, with a branch to the hospital. On demand buses or ride sharing options to connect stations with lower density areas. Pedestrian and cycle networks to connect Metro with attractors eg beaches and parks
Smart, efficient system that serves all members whilst promoting an easy, safe way to access active transport like cycling.
Easy, fast, frequent, all day and night, safe, and leading edge technology
better cycling infrastructure
The Northern Beaches where cycling and walking is so easy, safe and pleasurable that everyone actually wants to partake
Fast, clean public transport, safe roads, dedicated and integrated cycling infrastructure
Improved public transport links between Dee Why and Chatswood, and shared paths where possible to encourage walking and cycling. Council set an example by encouraging active travel internally.
Aim for smaller population, less development, remember what's good about the beaches. Need good commuting links and better bike/walk ability.
higher density centres connected by TUAG mass transit services, with feeder bus routes to major centres.
A train line, and a tunnel.
Develop a hierarchy of road users and stick to it: prioritise active transport and public transport over cars. Recognise that business traffic (vans and tradespeople) are stimulating the economy and when they are held up in congestion it costs the economy. Getting commuters and school-run traffic out of their cars and on public transport (or active) will benefit everyone.
Fast door to door bus services that may utilise the harbour for faster connections to the CBD. Safer door to door active transport options (bikes, walking, running).
Transport systems that support connected, healthy and prosperous Northern Beaches communities.
More connected cycleways. Better public transport, building on B-Line network.
Major routes serviced by B-Line coaches; multiple local feeders on same non-timetable; TaaS options encouraged; all to replace the 2nd car.
...3 words spare!
STOP DESTROYING OUR HOME WITH OVER-DEVELOPMENT. Say no to new units, no to new suburbs. Over-development is the cause of traffic gridlock on the NB.
Rail loop as its backbone and connection to Chatswood and North Sydney, supported by a mix of active transport modes, buses and shared electric cars.
A network of paths, shortcuts, and footpaths integrated into buses stops and other transport options that feed local people into local hubs with quick connections between hubs and across Sydney.

Bus lanes, bike lanes, T3 only during peak times
Connected transport modes across the Northern Beaches and to major business hubs.
Wider arterial roads that do not pass through town centres, using alternative means to traffic lights to ensure flow. Light rail linking the NB to major centres. Off-street parking and cycleways/walking tracks independent of existing roads linking town centres and public transport stations.
Rail and alternative fast travel for employees to major economic centres
Stop high density development, reduce cyclist issues etc
A system that is designed by listening and giving effect to the expressed wants of local residents.
Underground train network, tunnel to the city, free park and ride car parks with enough parking for everyone
A system that works for all ages and times in life. That connects communities with safe well looked after roads and foot paths
Cycling should be separated and safe. Trucks off roads. More clearways. get empty stationary cars off roads. Ban all boats, trailers and advertising from road space.
Light rail and efficient buses on major transit routes, connected by separated bike and walking paths. Parking for car share and bikes at transportation hubs.
Roads configured for high frequency public transport, emergency/service and active transport first, private vehicles second.
CITY BOUND AND OUTBOUND PEAK HOUR BUS/BIKE LANES ON MAJOR ARTERIAL ROADS - PITTWATER RD AND WARRINGAH ROAD, MASS TRANSIT AND ENCOURAGEMENT TO WALK/ RIDE BIKES
Dedicate bike lanes.
Dee Why , Newport and Manly accesible by underground rail.
LESS CARS
vastly less cars and street parking. More cycles, buses, and pedestrians
Forget the road tunnel! We need and electric train from preferably Mona Vale or at least Dee Why to the city within a reasonable time frame and another going from Dee Why to Chatswood/Macquarie Park. We also need an urgent move to support electric vehicles. Light electric rail to connect Manly to the main line at Warringah Mall. Cycleways and footpaths need solar electric lights. Recharge ports for e-vehicles.
A combination of active and mass transit working well together to reduce the need for space hungry car use. Cars should be given lower priority as they are less space efficient and expensive to cater for.
Fewer cars on the road. Less congestion along the way. Better public transport.
Excellent public transport and car journey sharing and ownership sharing to reduce car use with no changes to the existing at capacity road network so that development is constrained and N Beaches only changes slowly for everything we take for granted living in this beautiful spot.

please see my previous survey answers
One where on any given day I have the full range of options to get to my destination using either public transport, car, cycling, walking or a combination of some or all with ease making the best use of current and future technologies as an enabler
My highest priority is to keep the low-density, low-development feel of the Northern Beaches. We only have this now because we have been protected by poor transport options. We should focus on improving bus services providing infrequent services from poorly connected suburban areas to the City and North Sydney. Mass transit equals over-development unfortunately.
Well-connected, no more than 30 mins to reach important destination, eg hospitals, beaches, city., and sidewalks everywhere to encourage walking
Light rail, more parking in Manly, clearways until 8pm, not 7pm.
Trains
Regular and reliable transport services that encourages cars off the roads together with a system that integrates walking, bike riding and buses.
community and town centres which are walkable and prioritise pedestrians and cyclists. an efficient public transport system to move from town to town and to the beach. An online platform which is reliable as far timetables and the best connections utilising all services available. i.e ride share / PT / ride plus
Increased sustainable transport options, such as public transport and active transport, resulting in a move away from cars.
Proper public transport, rather than a piecemeal approach, at least in the bus service (forest coaches and state transit). Trains and light rail are also necessary but get the buses going first.
Simply facilitating safe active transport and using existing infrastructure and services in a better managed and coordinated way resulting in a travel shift from the car to active and sustainable modes of travel.
to have a transport system that meets the needs of all who live in the community. Ensuring easily accessible public transport and road sharing. A tunnel would allow further lanes for public transport thereby reducing road congestion further. Safe journeys to and from key public transport hubs are also very important.
Rapid express bus from local hubs Mona vale, dee why, Warringah Mall to CBD, Chatswood and Gordon and Manly Ferry. Supported by local mini bus network around village centres. Commuter carparks. No Tunnel. Priority to public transport to make it the quickest and cheapest option.
That I can choose not to use a car (even sell my car) and get to work in under an hour with shared car, public transport or safe cycle paths.
Active travel for those who are able.
Public Transport for the majority.
a rail as we already had ending in Narrabeen at the tramshed.
A seamless, fast and efficient transport system incorporates easy access to safe walking and cycle paths and incentives for no car and one car households.
Convenient, effective and innovative.

Charge residents if they don't have off street parking
A system that equitably addresses the needs of residents and visitors for the purposes of work, recreation, commercial and school while meeting present and future needs
NB will have a bright and fluid transport system based on 2 core road rings and 2 tunnels to connect the beaches, through our heart and to the 2030 new world on the West.
Good fast public transport. Speedy cycleways. Cars left at home. People not wanting cars any more?!
Build the Northern Beaches / City train line and make public transport, cycling and walking safe, viable and convenient.
Cycle lanes, parking for commuters, clearways, more buses and no more roads. This isn't rocket science.
Transparent planning, well-considered planning, sustainable
Free, frequent and safe public transport at all hours of the day and night. Community buses to take you to nearest large bus stop. get rid of cars
No need to drive.
Need to separate motorised vehicles and non motorised. Provide parking off main roads and police the decisions. Provide free travel. Dependable bus service.
Access to a fast rail system with adequate parking
More buses on priority lanes, less cars clogging up the roads
interconnected rail across all of Sydney from Northern beaches to the south and West and every where in between
Coordinate transport to city
Address transport before any more developments proceed and develop a plan for northern beaches metro line
A bus service which reduces the distance people need to walk to reach a bus stop especially in hilly terrain.
A system that is efficient and can get me from A to B with one bus or train
I would like a system that minimises the reliance on car transport. Improved buses including the ability to dial up a small bus to take you to a main transport link (bus or train) that run frequently without the need for timetables. This, plus excellent walking and bike paths and bike parking facilities at transport hubs and shopping centres.
convenient, pleasant and well connected multimodal system for moving people
An integrated plan which combines the needs of the community with the changing face of our place/precinct.
Separated bike lanes connecting all NB centres. Efficient, safe bus system day and night that caters to demand
separated cycle pathways (Not shared use paths) and connected pedestrian pathways and crossings.

An integrated transport system where everyone lives walking distance to a public transport node that can get them to the beaches, to the shops and to work.
Less congested roads where residents can go about their life easily, taking part in healthy lifestyle and not spending stressful hours behind the wheel.
Better rail transport options that are not reliant on a road! Get people off the road!
A plan which demonstrates a genuine commitment to public transport, walking and cycling through its commitments and priorities.
Take the B Line to Palm Beach
I just want to get around easily and safely. I want to be able to cycle around. I want to be able to ride with my family. I want to be able to go to othe communities nearby easily. I want roads works to finish
I can walk to a public transport link that connects me to where I need to go in a time efficient and environmentally friendly way
Fast, frequent bus services between major centres, with adequate parking for their users at the centres.
Create a network that connects across all modes and lines of transport.
Mass transit commuter hubs serviced by high frequency autonomous vehicles and riding walking options with secure bike facilities, rather than Hugh density housing at the transit hub. We are already a spread out community and need to leverage that rather than jam everyone closer together to be able to get the benefit of transport options.
one that focuses on reducing population growth, whilst simultaneously improving existing public transport and active transport links
Heavy Rail from Chatswood to Narabeen via Dee Why along Warringah Road. More fast ferries from Manly with more no cost parking at parking stations for residents that work - only. Two bridges over middle harbor to reduce the choke points of Roseville and Spit Bridge. They could go into a tunnel and not onto the roads so as to not affect residents on the other side of the harbour but reduce the length of the tunnel.
greater use of cycling and pedestrian infrastructure, improved public transport via light rail, secure bike parking at transport hubs and more efficient and helpful signage
More community buses to connect all resident to the wider public transport network within a 5 minute walk from home. And no Northern Beaches tunnel!
An environmentally green friendly public transport system including rail that is affordable and makes people rely on public transport over cars. BIKES EVERYWHERE.!
First and foremost I believe there should be more jobs and a University on the Northern Beaches to reduce the amount locals have to travel Secondly Instead of car tunnel from Northern Beaches/ Frenches Forest connecting to North Sydney would prefer rail. Gradually extend from Frenches Forest to Chatswood and towards Brookvale or Dee Why, eventually extending to Mona Vale Manly doesnt need rail as much as they have the ferries to the city hop on/off extended To Manly Wharf direct ie. Clontarf

All options on the table looking at current and future needs based on the most cost effective outcome.
less congestion, easier parking and easier travel
An affordable, safe, efficient, resilient and integrated multimodal community system prioritising public transport fully integrated with dedicated cycleways and local streets for people above cars.
More parking near transport hubs with incentives. Increase timetable to Manly, RNSH and Chatswood. Express bus to new hospital in French Forrest.
Development of underwater tunnel under Spit Bridge
Better roads such as the northern beaches link helping to ease congestion and take pressure off public transport
Better access to public transport, walk and cycle paths.
A rail or light rail link to Chatswood
High capacity train network to city and Chatswood, with dedicated cycleways to the city, spit ferry and manly ferry
Well used and cheap public transport to encourage less traffic. More bike and walking paths. Saturday morning clearways!
A viable alternative to car use on convenient public transport so economic outcomes for local businesses can be optimised from out of area visitors.
Better roads, light rail, better more frequent buses
Rail infrastructure, safe cycleways, better links to ferries
Rapid buses north south and across to chatswood. Smaller local shuttle buses connecting to main hubs. All info on smartphones. Peak periods of beach weather covered by park and ride schemes and buses from western sydney centres.
More active transport, more public transport, less single occupant cars, more efficient roads for commercial vehicles. Less space given over to cars, with back streets returned to community space rather than cars speeding through them
Find out where people need to go and then set up the public transport system to suit.
Address travel disadvantage in the northern beaches by allowing commuters, (uni) students and others to access Sydney's full opportunities (work, study, culture) without distressingly long car-centred travel times.
A fast and integrated bus system that is easy to understand. Quick connection times. Reduced travel times to the city and other large centres. Also buses that connect easily to trains and ferries.
A system that motivates people to choose public transport, walking or cycling instead of using their car.
no real need to use a car, a system where the infrastructure is designed/built with long term vision, where public transport runs on time.
less congestion

A safe, eco-friendly, fresh place where people can feel proud of their environment and arrive at their destination on-time, stress free.
Dedicated safe bicycle lanes. Well maintained walking pathways.
Reduce car numbers per household. Stop boats etc.being parked in streets.More E & L 88s and 90s north of Newport
Improved cycling routes.
Better public transport.
People on the Northern Beaches are able to move between work, recreation and home easily without the need for cars!
Ride Plus style shuttle buses, on demand, accessing major town centres and transport hubs light rail to CBD and Chatswood. Options for travel to airport, Olympic stadium a etc.
I have no expertise so wont answer this, get transport experts to advise you
<ol style="list-style-type: none"> 1. Eliminate uncoordinated traffic lights 2. Review traffic circulation in town centres 3. Establish priority routes with limited access points 4. Investigate rail alternatives for future proofing
System such as Singapore
Rail connections to North Shore. Wide main roads, all trunk roads to be three usable lanes. Maintain B-line services to city.
Trains to city and Chatswood.
Frequent public transport - buses and trains - at a cap of \$2 a day for everyone. No Trams.
Dedicated bus lanes on Warringah Road.
A system that helps people have a closer community life and where their daily activities outside of their homes keep them healthy and happy
Easier access to public transport. Some of the changes made for B line parking are a good start. Please extend this to Chatswood.
Rebalance car dependency with improved walking and public transport options
Rail access to the northern beaches
Tunnel under Military road (rail & car)

park &n ride stations at public transport nodes like manly ferry wharf
Rail or light rail, a tunnel for buses, more buses.
Rapid bus transport that connects to and integrates with light rail or tram services travelling in east west and north south direction with 24 hour services seven days a week.
A train line running from Mona Vale south to the city and west to Hornsby. Bus services supporting and supplementing the train services.
improve commute time to the city. Improve bus system so people use public transport instead of their cars.
It should be systematic, transparent for public, with real results. It's actually not that complicated...small steps forward. For example b-line was a good direction.
Dedicated walking and cycle paths and fast, frequent public transport to a variety of locations.
From home to car park. Car park to bus. Fast bus to key destinations and train lines.
Frequent and affordable transport connections to hubs such as the manly ferry. Free motorcycle and bike parking at hubs to encourage less car use.
People get to where they want with minimum fuss and complaint allowing us to focus on other issues! No more snail trips
Frequent and connected public transport
A transport system that enables reliance on personal cars to be minimal and champions cycling, walking and energy efficient public transport.
A metro passing through Frenchs Forest Hospital and then down either towards Brookvale and then Dee Why with the option to go further north and a light rail from Manly to Brookvale to Dee Why
<p>A viable fast bus service is essential on the Northern Beaches.</p> <p>We should be realistic that rail, light rail etc will in all likelihood not be built on the Northern Beaches for a variety of reasons included but not limited to POLITICS, local preferences for road and car usage, topography, history (how long has this been mooted).</p> <p>THE ESSENTIAL TRANSPORT IMPROVEMENT WE REQUIRE ON THE NORTHERN BEACHES IS A VIABLE AND EFFICIENT ROAD CORRIDOR TO THE CITY VIA A SPIT TUNNEL AND HABOUR CROSSING.</p>
<p>Rapid transit tunnels.</p> <p>Light rail corridors.</p> <p>Bicycle tracks & lanes on roads.</p> <p>Electronic lane marking based on peak use.</p>
I DO NOY HAVE THE EXPERTISE
More minibuses

The priority - roads are for public transport first. The goal - remove all cars from road that don't need to be there.
Light rail from palm beach to north sydney with 24 hour frequency. Proper dedicated bike paths to it everywhere, bikes have priority over cars
No more accommodation on the beaches upgrade mona vale road. Raised Pittwater road from DEE why to Longreef and collaroy to mona vale when the ocean rises 1-5 Meters in 80 years
Somewhere I can live and get around easily. this may be expensive, so I should be prepared to pay more for my public transport.
Buses to a rail station. Buses that cross the peninsula but connect on timing.
A place where people choosing any mode of transport feel safe, respected and free to make the choice that suits them and benefits society.
A system which minimises personal auto use, emphasises public transport, biking, walking and car share options.
The vision should be that everyone has accessible transport options and leave their car at home. No one should have to have a car.
Frequent, automated mass transport with hubs at Mona vale, dee why, Frenchs forest, manly and Seaforth. No one should need to spend more than 30 minutes to get to work - city or northern employment centre.
An efficient and fast way to travel to the city
A heavy rail system linking with the greater Sydney rail network ideally at Chatswood, supported by a secondary public transport linkages that reduce pressure on the existing and proposed road system.
Rail. Mass transit. Enough with the roads, it's proven expanding roads expands traffic.
The option of catching a bus to Wynyard to link up to Chatswood shouldn't be an option now we need more seamless links
A system that is aligned to our community-oriented way of life which provides user-friendly, stress-free solutions to connecting us from beach-to-beach, bush-to-beach and to the larger centres of Sydney [Syd Harbour/CBD, St Leonards, Chatswood, Macq Park, Hornsby]
User pays trailer compounds. Limited no of parking permits to residents, but very expensive for trailers. Timed parking to limit parking within 24hrs in residential areas - allows commuters to park, but makes residents consider whether they need extra car or trailer.
Rail link centre to Sydney with good public and community transport connections to rail link centre and to beaches. Less pollution, fewer cars.
We need a train line. Our transport system will never be adequate with it
Light Rail and trams integration into public transport network, as long as the ferry services don't get affected.
Public transport never be more than 5 minutes away with less than 3 minute wait between modes.
For people to be able to get where they want to go in a safe and time efficient manner.
Public transport system that is seen by residents as a 'must -use'

I think we need fewer cars, restricted vehicle access to high density areas, more encouragement to cyclists through the construction of dedicated bike tracks and an expansion of the B Line bus idea to other routes
Strong backbone along key routes, probably heavy rail, with feeders going within walkable distance to bulk of population, and fall-back vehicle parking at hubs.
light rail, busses and faster roads
Making Brookvale bus depot a Train Bus Hub with car parking
Integrated transport system should be extended to Warriewood and further. Not from Dee Why, Brookvale only. These suburbs deserve a better and direct connection to city and universities via SUBWAYS/ Underground trains.
A frequent rail service to the city and Chatswood with integrated feeder transport from suburban areas into them. We should not have to plan my travel around an infrequent hourly service
The transport system should have extensive and reliable public transport options and include options for cycling and walking.
A greater focus on public transport including considering a rail link. Improvement of foot paths and cycle network. A shift in attitude.
My overall impression is that the transport system initiatives already happening are going in the right direction. More could be done to improve the cycleways and public transport options to enable healthy and community-based options.
I would love to see more people cycling safely to work and school on an integrated and well linked system of cycle pathways which are for walkers and cyclists only and not to be shared with or be accessible to cars! I would like to see more use of electric bikes (electric bike charging stations and parking stations too) to encourage cycling despite the hilly region.
A system which makes me want to use it, and results in a healthier happier community and environment.
A safe bicycle track Manly to Palm Beach. SECURE parking at Manly Wharf. At present, something will be stolen with a high level of certainty.
Autonomous light vehicles feeding very large high productivity vehicles on main corridors for passengers and freight or vice versa
Inclusive of all community members,/affordable and sustainable/ sensible transport corridors/frequent transport
Better cycling capabilities everywhere, continuous, linked cycle paths preferably separated from roads and footpaths wherever feasible.
Cars encouraged onto major arterials and off 'rat routes', improved parking at key destinations but encouragement in various ways to use public transport or cycling.
Park and ride capabilities that cater for cars and cycles (secure cycle parking, change facilities) providing public transport hubs with frequent, reliable services to key destinations.
To have a reliable means of getting around
I think that protected cycle lanes where people can ride to local shopping centre and lock their bikes in safe covered parking to take the fast bus to the city mcq pk Chatswood or Manly would be great

Let's promote healthy living! Get the infrastructure to have people walking, running and cycling , get people out of their cars!!! Promote safety and road awareness so cyclists feel encouraged and celebrated
Put in bike only cycle lanes
Creating better travel times and options into the city
Mixed mode transport - park and ride / cycle and ride, plus high frequency Warringah Road services
Note bus routes more bus services have shuttle buses to transport people in non bus route areas to main suburb bus stops widen Mona vale rd have more clearway restricted lanes ie no parking on main roads even outside clearway hours have multi storey carparks at footy grounds near bus routes
Commuting cyclist's paradise; convenient, sustainable public transport gets me where I need to go; car sharing option is around the corner.
Multiple transport options for all trips which are both convenient and fast
don't waste anymore time coming up with a vision statement because you risk this being seen as a token gesture action beats talk spend your time investigating the deficiencies in the existing system and how best to rectify
Less cars, more waking and cycling
Improved bicycle lanes (safer, exclusive, clearly marked), better (more frequent) public transport and incentives to use either over cars (or disincentives to use cars, e.g. no free parking in centres or shorter)
A transport system that provide access to all people of different economic and ability groups. Reducing congestion and encourages active transport for better health and well being is sustainable and better for the environment. Think Scandinavia!
Safe bicycle routes to encourage more cycling trips. Easily accessible and efficient public transport.
I would welcome a system where you could cycle anywhere and among all points in the Northern Beaches. Bike parking stands need to be installed in order to lock your bike to them. I would also welcome a system where you can travel from parts like Narrabeen and further away places to the CBD in half an hour to go to work. Plus, I'd welcome if as a council resident you can park for free everywhere or at least for a reduced rate, especially when wanting to go to a each or park.
Residential Transport Hubs providing for local active transport people (pedestrians, cyclists, etc) with regional community transport (mini-buses etc) feeding more distant Public Transport Hubs.
Copenhagen, Amsterdam, Utrecht, Strasbourg, Eindhoven, Nantes, Malmö, Bordeaux, Berlin, Dublin, Vienna, Paris, London, Montreal
Great safe cycle paths away from traffic. Good direct fast buses to areas we want to visit. Free parking for residents. More parks around schools and sports grounds and the ability to drive from Forestville to Allambie in 10 minutes again!

As stated already, frequent, easily accessible light rail/trams or metro moves far greater numbers. Car dependence will drop as alternatives become available. We are car dependent now as there are no other options.
North-South and East-West light rail that is easily accessible and almost totally separated from cars and given priority.
A transition from private cars to public transport, maximising efficiency through technology, and reducing carbon emissions
A system based on efficient public transport and active travel, which encourages the community to use alternatives to cars
A system that takes you where you want to go. Taxi's are scarce and a shuttle bus and Keoride system to travel to other areas in the Council area would be great eg: Church Point to palm Beach.
No congestion and make driving a pleasurable experience.
Better bus routes that travel further, better bus links so changing from bus to bus requires less waiting.
An underground train line, ferries, electric cars, community buses
Improved road quality, better bus services in and between ALL suburbs (frequency is a real issue in Seaforth). We don't all just travel to the city you know!
Discourage car use; focus on a very efficient and convenient public transport system; facilitate the upcoming electric bike revolution.
Less population means less cars, more parking, less road congestion, more seats on buses, easier for everyone to enjoy a quality life without the stress every time you leave the house.
One that focuses on non-car options, is easy, accessible and affordable and one that promotes active transport backed up with shuttle buses - (free, or with fares that reward constant users.) And is pet friendly!
Freedom to carry out all daily activities with the family without reliance on a car, in under 30 mins
More free high frequency circular services between centres so leaving the car at home more viable reducing congestion improving travel times
Green corridors connecting residents to community hubs and public transport options, that include safe and inclusive bike paths and walkways. The public transport hubs would offer service such as bike stations and undercover shelter, and the public transport would be reliable, frequent, comfortable and inclusive (through design).
Efficient public transport combined with a comprehensive network of safe active transport routes within and interconnecting all urban centres, while discouraging unnecessary car use.
A seamless fully integrated transport network encompassing all modes and hierarchies will ensure both the sustainability and prosperity of the Northern Beaches.
Cars & community vehicles for local travel, integrated public transport system for ALL other travel, 5.00am - 2.00am.
Build the Beaches Tunnel link and provide Access for BLine buses
On demand public services that are accessible and reasonably priced. A resident parking scheme in Church Point that prioritises offshore resident needs over visitors wants!

Where public transport runs to Chatswood every 10 minutes and every 20 minutes to Sydney CBD and North Sydney.
A plan aimed at providing guidance for local initiatives consistent with councils budgetary constraints but providing regional recommendations where appropriate to 'feed' state government criteria
Good choice and ease of use of public transport integrated with walking and cycling possibilities, to include all forms of mobility. Adequate car parking.
A good enough public system & bike parking so I rarely need a car & when I do available goget/carnextdoor/car hire/Keoride/taxi
If we live in have single dwellings areas then more provide more park and ride facilities, in high density get rid of cars except for disabled, elderly etc and have good public transport and cycleways in all areas
The northern beaches needs an integrated transport system that caters for all road users not just cars. Unless the northern beaches put some serious effort into resolving these car problems the whole area will be deleteriously affected.
Metro lines or light rail from the city to Dee Why, from Dee Why to Chatswood, from the city to Belrose, and from 'somewhere' on the Northern Beaches to Macquarie Park (at least all of these!), plus high-frequency bus connections between these points and other major centres (e.g. Manly, Mona Vale). All of this as the 'backbone', then add buses for anything in between, plus lots of Active Transport. Car use only from each centre/village to one's nearby home (if Active Transport not sufficient).
Active transport facilitated and supported by the NBC and State government that looks beyond the short election cycle.
An integrated transport system would focus primarily on public transport initiatives and look at alternatives to widening of roads that traverse bushland areas.

Chapter 1 — Integrated transport and landuse

Objective: To support well-designed urban development, integrating transport and land use that reduces the need to travel and is easy to access via frequent public transport, walking and cycling Do you support this objective?

Please tell us the main reasons why you support this objective?

We need to reduce reliance on the car by providing good alternative means of transportation.
We need less congestion. There is too many cars on the roads.
Less reliance on cars
I would like frequent public transport
Improves the environment and if we walk/cycle promotes our health and public transport can promote social networks and therefore social wellbeing.
Make it easier for our region to grow
We live locally and traffic on the northern beaches is ridiculous. Be all accounts it's quicker to get from the city ro the central coast on a train that it is to drive from the city to the beaches.
The traffic congestion in my area, Elanora Heights, has increased dramatically over the past 10 years and soon 3,500 new homes at Ingleside will be adding to the

congestion
Easy access to public transport is desperately needed.
Necessary to create car-free spaces, improve community culture and reduce reliability on cars
Well designed urban development (not developer-driven projects) must retain and build on canopy cover, with strong legislation to protect established trees for active transport to be viable and for climate change adaptation. Public transport plan must be integral before urban growth is considered.
I support the use of public transport over cars. However, frequency of transport is far too emphasised when the real issue for people using cars is actually duration. We didn't even own a car for 15 years but when our children started school it coincided with the light rail construction and we had to drive to work in the city because our 2.5 hour daily commute became 3.5. It means we cannot drop our kids at care AND do an 8 hour day in the office...and that's also impacted the time we have to get up to go to work, so by starting at 7:30am in the city we have to leave earlier but it's impossible to make it to work if you leave later. 5 minutes delay at the north of the peninsula can add half an hour or more at the other end.
Sydney is growing - this is inevitable to become a truly global city. I believe everything should be able to access work via public infrastructure within an hour of their home, and this is becoming increasingly impossible in the Northern Beaches. We can't ignore the growth that is happening and we need to put infrastructure in place that realistically should have started 20 years ago (given I'm nearly 40 year old and grew up here and the Chatswood - DY rail link has been discussed as long as I can remember!)
We need more parks and green areas closer to where families live
It is taking longer and longer to get places from the beaches and I definitely feel we have been neglected with transport options until recently however I would like to see the Bline extended to go to other areas eg chatswood
Northern Beaches has lagged behind other Sydney areas in public transport since it list it trams at the end of the 1950s. The government has consistently ignored the region's needs and the population has remained largely insular from the rest of Sydney.
Until now there was no clear integrations of traffic needs/alternatives and land use
Comprehensive and open planning is essential for achieving successful outcomes
Better for all if public transport more efficient and better utilised
Well designed density delivers amenity for the community and mixed uses have the opportunity for employment and housing to be co-located.
well designed density offers increased amenity for residents and visitors.
Density is required to make real infrastructure like metro work.
Reduction in individual car use where public transport, cycling or walking is absolutely crucial to the environment and to reduce traffic. Uplifting cycling, public transport and walkway infrastructure is the first step towards this future.
This should be the normal. Everything should be available by public transport.
Reduced environmental impact, prevent overdevelopment, health reasons (pollution, travel time, stress), protect local ecology, community feel
transport options and infrastructure today is not sufficient, so thought needs to go into planning for the future and the inevitable growth that is going to come to the region.
The car is far too dominant, and there are currently very limited alternative options. It would be great to be able to move about the northern beaches without using a car
It is an acceptable policy
Making it easy and convenient to get around without a car is good for the environment, stress levels, timing (less congestion) and cheaper (less money spent on cars). If cycling is only allowed on a busy car filled road, no one will do it. If buses are infrequent, don't go the way people want, or take longer than a car no one will take them.
More cycling means less cars on the road
With extensive development on the Northern Beaches we have reached a crux point where action needs to be taken to improve transport on, out and into the Northern Beaches to improve the livability of this wonderful area.
There are too many journeys taken by car that could be done if walking, cycling and public transport was easier, cheaper and safer

I hate getting stuck in traffic and believe that incorporating activity (whether that be walking to catch public transport, or getting yourself to your destination by bike or walking) into your day where possible improves your health and productivity.
We need fewer cars on the road. We need our people to exercise more, and walking and cycling is an important part of that. We have wonderful weather, let's help people have the opportunity to enjoy it. Noting that we must make cycling more user friendly - remove the need for helmets, and provide bike parking infrastructure that is secure and easy to use.
It is a sustainable form of urban development that will improve the liveability of the Northern Beaches now and into the future by reducing dependence on private vehicles, including the cost of fuel, storage and vehicle maintenance. Integrated transport and land use planning ensure equitable outcomes for all members of the community by allowing everyone to have easy and quick access to services and destinations, regardless of social or economic status..
Better public transport is needed
Getting around the Northern Beaches is not easy at the moment. The bus ride to the city takes over 1 hour. Getting to work (Macquarie Park) takes more than that often, because there is no public transport.
We're close to our urban centres and villages, but residents often take a car for quick trips to the shops and beach - there has to be a way to fix this
Going around by car is unpleasant and being able to access most service and retail by bike/foot/public transport increases quality of life (and health). Density is what make a place appropriate to avoid car use and I think densifying the Northern Beaches is important so that more people have the opportunity to enjoy the great environment of this area.
We need better quality public spaces that are nice and interesting to visit, has vibrant street life and a welcome feel. You don't get that when there's too many cars and traffic - we need to get people out of cars. Walking and cycling is healthier, public transport is more efficient - we are all better off if we plan for these priorities.
Cars are clogging our beaches and the alternatives (bikes, walking, public transport) need well thought-out design and development to fix the issue
Minimising travel demand by creating walkable mixed use centres that promote high levels trip containment and providing high quality connected public transport systems for those regional trips that can not be accommodated locally is the most efficient way to accommodate future population/travel demand growth without losing those things that we value about the Northern Beaches: safety, healthy lifestyles, connected communities, sustainability, and a vibrant business community.
Physical limitations on space in urban centres means that walkable centres with highly connected regional mass transit network links are the most efficient way of accommodating existing travel demand let alone expected population led travel demand growth.
It highlights the need for integrated transport solutions including active transport such as wallowing and cycling.
Over development with poor planning has resulted in inadequate off street parking thereby clogging roads and inadequate public transport, public transport OR bike and walking tracks needs to be increased rather than move private cars
Travel costs time, money, and has an ecological impact far beyond the trip itself. Encouraging fewer, shorter trips saves all three.
Travelling anywhere on the northern beaches has become far too difficult due to traffic congestion which is due to more infrastructure being developed and increased population. Something has to change.
We can't continue to be so dependent on individual cars for transport. We need to multiple ways to connect the members of our community with the great Sydney community
Traffic congestion, parking availability and cost are increasing. Reliable public transport with dedicated bus lanes that allow smooth flow and consistent travel times will increase usage of public transport. At the moment the only transport to run on time reliably is MFF
Because it makes sense.
Infrastructure has failed to keep pace with traffic volume. The northern beaches community has always had limited choices for public transport with a high reliance on personal vehicles.
Sustainable transport. People feel better when they don,t need to get int their car and battle for parking everywhere they go. Makes a city lovable and one of the main reasons we moved to manly
Because of the traffic. Also people see this area as a sacred place but something has to give now. The world has been changing at fast pace, there are more people these people need to get places and live in places that includes the northern beaches. That includes more unit blocks but only when the traffic and transport is fit to

support these extra people.
Traffic is a nightmare we need regular and on time public transport
public transport has been not frequent enough in the past and so too many cars on the Northern Beaches. Traffic has become very congested.
Apple pie statement, like 'do you support free beer?' Pretty dumb.
Because we desperately need change and improvements to transport infrastructure. We have been forgotten for so long and innovation has been lacking in our areas
If there are real choices the residents may change their behaviours
The traffic on the beaches has become too crowded with cars and trucks. I want a beaches community where cycling and walking are the norm, not driving. I want my kids to be active and safe on bikes and foot
I think it's the only smart way forward. It's no secret that driving in the Northern Beaches is ineffective, congested and time intensive. In my opinion cycling would be a fantastic alternative. However shared car and pedestrian lanes and an inconsistent network mean that it feels dangerous and frightening to most people who are looking at alternative travel options. Only separate bike only lanes will provide a long lasting, future proof, safe. Socially beneficial transportation solution — not too mentions the positive effects for health and lowering pollution.
I want to see a reduction in traffic and car use for environmental reasons. I don't want to have the expense of running a vehicle.
It is essential to decrease the environmental impact of our transport infrastructure. We should steadily deter the use of personal petrol/diesel vehicles for daily transport by privileging public transport's access to the transport network.
To get people out of cars, to spread the population.
We need to get cars off the road. It is too congested and more importantly damaging for our plant. Better public transport is essential if people are to make this huge leap. Coming from London I know what great public transport is. We need this.
better for everybody and the environment
Transport blockages have substantial economic and environmental costs. People should be encouraged to work and shop local, reducing reliance on single occupancy transportation.
I support an emphasis on public transport, primarily a train. Cycleways are a good way to exercise but not really suitable for commuting, given weather and time issues, particularly for those of us commuting from the top half of the Peninsula. There is too much emphasis is on Manly and the CBD. Dee Why to Chatswood, Pittwater suburbs to everywhere and travel to RNSH are currently forgotten priorities. Those of us needing public hospitals will still often be referred to RNSH after Frenchs Forest Hosp opens, so don't forget how many people work in St Leonards area. It is now massive!
single occupant cars take up too much space and ruin the urban environment
Too obvious - of course
Increasing access of public transport and walkability of northern beaches
Enhance air quality and reduce the burning of fossil fuel due to car use dependency
Already use norther beaches public transport and am an active cyclist and walker in area so enhancement in these areas enhance my lifestyle
This objective sums my my feelings exactly
It will improve the quality of life if we walk more instead of driving short distances, and take public transport instead of using cars to get to work centres from home. The roads would be safer to walk with walkways and cycle lanes, encouraging us to exercise and move. I also need to go to work 5 days a week and do not want to be stuck in traffic along the spit bridge and military road - the public transport linking the northern beaches to the city and other work centres need to improve.
hopefull to get a light rail
As a mother of two boys who are very active and involved in weekend sport, it is absolutely crazy that there is no safe way to ride bikes with our kids to sporting venues. Or that there is no possible way to send them on public transport as it is next to non-existent on weekends.
public transport integrated with effective public use is key to a healthy, sustainable, efficient transport system
Environmental benefits
Has associated health benefits

Active transport networks encourages active lifestyles
Active transport networks provide safer alternatives to the existing road network
To reduce excessive car dependence
Reduced traffic congestion and improved environmental outcomes
We need to reduce our dependence on the car to reduce the environmental impact on the environment and improve society's health and wellbeing.
People won't want to be spending as much time and money commuting.
Environmental benefits
Health benefits
social benefits of reducing congestion
For residents to have a balanced lifestyle it is important to meet all needs, both work and leisure. By integrating transport and land use that reduces the need to travel and is easy to access via frequent public transport, walking and cycling is very sensible
Too much car traffic, probably because there is too little public transport options. E.g. B-line goes to city but what those of us who work in Chatswood, North Ryde, etc? The bus is very slow and infrequent.
Many of the issues we have are exist because of either bad planning or pre-car planning. So any new developments need to consider not just how we want people to move but how they actually do, and incorporate underground parking, and off road cycle and walking routes that create short cuts to where people want to go.
people don't have to use there car
Access to safe walking paths, crossings and bike paths is key to reducing car use. However, the main issue is the growing population, both the influx of people and people having children who are then needing a car each in the Northern Beaches. The high rate of car use in the Northern Beaches is astounding.
It is essential that urban develop is supported by appropriate infrastructure to ensure liveable places.
Decrease congestion on our streets
Integrated is the main focus
The current transport options are too limited and traffic is out of control
With the increasing density (OK Madness) that is happening from Manly to Palm Beach, residents and visitors alike need a comprehensive transport plan to reduce congestion, aggravation, improve healthier and safer options and preserve our pristine environment
Believe that Sydney and specially the Northern Beaches road design, maintenance and enhancement is really poor or non existing. You can't connect from A to any point B in less than an hour.
At the end, these roads are not future proof - no capacity today and little space to enlarge them - and no proper time has been set aside to brainstorm end to end on what can be the impacts of doing nothing.
We also need more and better transports to reduce cars.
This is the opportunity to plan all.
I'm a perfect example of whom is using public transports to do 15kms from Frenchs Forest to Macquarie Park everyday. But now I'm considering to buy a car because you removed buses that I used to use (incl. 1 express bus) and there's no chance you'll be building a rail or train on the short term.
I cycle to work each day and it is a struggle. The infrastructure isn't supportive- I cycle from Frenchs forest to North Sydney and used to cycle Narrabeen to North Sydney. It is quite dangerous as vehicles do not respect the 1 m distance form cyclists, do not allow for their longer stopping time and don't understand the difficult rules for cyclists. Such as areas where cyclists are able to turn left or cycle contrary to traffic on one way streets.
Only if public transport is well funded and is MORE than the development needs. We have to stop putting in the bare minimum and start improving public transport options. I commend the B-Line as this is one step in that direction that has to be continued.
Transport is key
It makes sense. We do not need more cars on the road travelling more distance.
Reduces use of cars, meaning better environment sustainability. Makes area more 'liveable' for residents and pleasant for visitors.

I support a focus on behest public transport and making it easier for people to cycle.
Better for the enviroment
Less cars on the roads will be better. People need to walk more and use public transport
Traffic is due to people needing to move from their place of residence to various places: work, shopping, leisure. If these places are spread more evenly and arranged according to the transport network, people can travel shorter distances and the traffic (in all its forms) can be spread across the network.
too much traffic no consideration from developments of the impact on an already congested roads
Development that facilitates easier access to public transport / walking / cycling should take priority over developments which are done to accomodate the use of cars as a mode of transport.
it makes sense as long as public transport etc is available
Action need to be take now to address the complete mess in transport planning and management as a result of political complacency to government incompetence in planning for the future need of the community.
Public transport to city
Ease of transport into Avalon in the morning.Should be no parking southbound in BARRENJOEY Rd between 7.30 to 9.30 am on schooldays on the northern approach to Avalon. Traffic banks up to Careel bay most mornings
We need to provide better transport access at high density areas (that said we have missed some big opportunities here.
To provide opportunities for the working people to live closer to their place of work. To provide a series of village centres which promote local services, amenities and shopping, support and paces to meet.
Since I can't drive and both my parents work, efficient transport is important to me.
Walking and bike riding are good for your health and will help to reduce people's use of the car (and hence reduce traffic congestion and improve air quality)
to ease congestion and reduce greenhouse gases
we can't continue to be so car dependent, however to have effective planning we need to be focussed on place and precinct.
The Northern Beaches is a valuable and unique area of Sydney which needs careful and measured development. It is a peninsular with wonderful features and we want to maintain those without destroying what makes it so wonderful.
Ensuring liveability in increasing congestion should underpin this. Reducing car useage is better for the environment, better for health, better for hip-pocket
To reduce the use of cars and get people cycling, walking and using public transport is a good thing.
All new developments should be well designed, sustainable, reduce the need to travel far, and provide frequent public transport, walking and cycling options. These options need to be integrated and add to the existing transport network to close transport gaps and connect currently poorly serviced areas.
commute to city from collaroy daily for work - painful
Too much reliance on cars and everyone seems to travel outside the area for work.
Too many cars on the toad, we need other options. More jobs in the area would reduce the need to commute so far
Being self sufficient on beaches and having frequent cheap reliable transport needed to stop people driving
With increased number of residents to the northern beaches which in turn increases traffic it makes sense to make it as easy as possible for companies to have affordable premises for people to work locally to reduce traffic on the major roads.
Reduced congestion, improved air quality, build a sense of community
The notion of some people travelling less might make travel for work through the city via public transport a shorter trip.
Because it places public transport as a priority.
We need to be able to move quickly and easily from A to B
Sound ideas, but shouldn't compromise the aesthetics of the region
Building sustainable communities by supporting local activity, active transport choices and a healthier environment
I have lived here for 45 years and see the Northern Beaches roads getting busier each year. We need to do some planning, especially public transport.

The more we can do on foot or via public transport the more liveable this part of the world will be and the less traffic there will be.
Because been able to get around easily and comfortably is important both in terms of work and socialising
Always support anything that does good for the environment and community
We need to be conscious of the needs as the population expands and to facilitate service and infrastructure development accordingly to accommodate the need
Current land use doesn't match transport needs, e.g. allowing aged care development in outlying areas with no public transport.
As Sydney (and the Northern Beaches) population grows, the reliance on the automobile will only exacerbate the already clogged roadways of the beaches. This objective will, in part, future proof the Beaches and ensure that it will always be a great place to live and work.
Because I am an older person and I am frustrated by the infrequency of public transport
Growing population into an already congested area
passionately believe we need better infrastructure to promote more eco friendly transport such as improved cycle paths / lanes by providing safe alternatives
More public transport - and especially excellent walking access to that public transport - is essential, and is realistically the only way to reduce congestion.
As it needs improvement and an integrated approach is essential for a good & successful outcome
Development needs to be coordinated with longer term objectives in mind that benefit the entire community , not undertaken in a piecemeal, reactive fashion; or for short term political gain, or to pander to vocal minority/influential groups.
More people should be encouraged to live near the town centres and transport nodes
Reduce pollution, reduce use of cars, better work life balance
Any urban planning proposal for Sydney definitely needs to address increasing numbers of recreational and commuter cyclists
more environmentally friendly and healthy. also cars are of the past - shared transport is the future
Minimising car usage is a benefit to all - bring greater sense of community, meeting your neighbours, active transport for health, lower emissions and cleaner air for both the local environment and for the globe as a whole
Integration of transport options and emphasis on not travelling by car.
We need to get more cars off the road. More people on bikes and more affordable public transport... Unlike how it is now.
Northern Beaches needs a rail. It is the only section of Sydney without rail.
Instead of the car tunnel from Northern Beaches/Frenches Forest to North Sydney it should be rail instead.
Eventually extending from Frenches Forest to Chatswood and Brookvale/Dee Why and eventually Mona Vale
We need an integrated approach including all options to improve transport within the Northern Beaches.
Reduced car traffic
making it easier to travel is a good idea for parents and the elderly
I have commuted over the Harbour Bridge for 40 years and realise traffic congestion (travel time to work) cannot be resolved by additional roads due to the phenomena of induced traffic.
To get more cars off the road, less stress for commuters and better for environment.
Congestion and impact on the environment is getting worse across the northern beaches
Improve transport to and from the city where my husband and i work. We live in Balgowlah.
Reduce the number of cars on roads.
Enables those who don't drive to get around.
Faster commute into CBD with less cars on road. Better public transport will make commute more enjoyable.
Reduction of cars on the road and thus eliminate traffic jam
We need to ease road congestion and make use of public transport easier and more attractive.
Need to reduce the dependence on cars which are choking the beaches
More alternative transport than car and bus is a must on the Northern Beaches. If I could safely cycle to the city I would. We need to get people on trains and off the

roads. Currently 50mins to travel 18km
Having amenities close to homes reduces traffic congestion, encourages active travel, reduces pollution and reduces noise.
It is a logical and efficient way to plan, unfortunately this intent has not been adopted previously.
Development around the new hospital and increased density is substantially changing the whole Northern Beaches area.
It's unsustainable to continue growing the population in the area if cars remain the priority
I am one of the walkers in Dee Why and very aware of the increase in traffic and how it feels less safe - particularly at pedestrian crossings where there is not a defined red light holding traffic back. So I am hoping that better design will make for a safer walk as well as less traffic in the first place.
We need to reduce reliance on car use as parking is hard to provide as density increases, and we need to get more people out of cars as the traffic is becoming an increasing impediment
I support this objective as more people need to use public transport rather than drive. It is also good to plan for more businesses and industry in the area so that people don't have to travel so far.
Community related, health & wellbeing
The northern beaches is not that easy to get around and the roads have too much traffic on them.
Historically cars have been very useful, but with increasing development/population we need to reduce this dependence. Public transport is crucial for this.
The traffic & congestion in the Northern Beaches is out of control
We need to get more cars off the roads. Traffic congestion to major business centres is worsening. Bad for the environment. A good system for public transport is needed. Also, a safer system for bikes. Planning new developments where shops and access to transport are easy to walk to.
Travel time is unproductive and not fun , a better serviced local are which includes jobs car alternative transport links will increase quality of life in the beaches
Get cars off our local roads by making public transport, walking and cycling easier and more convenient
It just makes sense to work on something with a sustainable and holistic approach rather than looking at things separately and then trying to integrate them.
It is extremely beneficial for not only the environment but also one's personal health and wellbeing when they walk, ride or use extra transport, especially in the outdoors.
Because it would benefit everyone and the environment
We are committed to a healthy life and placing the smallest 'footprint 'on planet Earth's resources.
We refuse to own a polluting car.
Public transport from Avalon to anywhere except Manly is now worse under the current structure. If council truly wants to create better infrastructure they'll address this.
It is better to deal with population growth in a planned, integrated manner than attempting to fix transport bottlenecks only when they get to breaking point.
I believe that we need to reduce the reliance and use of cars on the northern beaches. Traffic congestion has become unmanageable, frustrating and impacting on the quality of life on the beaches. Better public transport - aka a train- and access to cycle paths is necessary.
Traffic jams all over the area. Car parking in streets blocking traffic.
I typically cycle to work.
I would prefer to be able to walk to local destinations.
We've recently moved from Balgowlah to beacon hill where the transport links are not great. The negative effects on my ability to freely move between home and work have been very noticeable and the absolute necessity of good alternatives to the car are obvious.
Urban growth will continue, therefore a larger population will need transport. Car and road transport is choked when trying to access the CBD, we need alternatives to this. The B line is good but limited by accessibility to the route, ferries are better but there is no commuter parking in Manly.
public transport improvement to assist ageing population who cease to drive and need reliable accessible services. Other users are mothers with young children.
We cannot continue as we are ... the ability to easily or to readily move around the Peninsula (most notably by vehicle) is hampered by the significant increase in traffic and the lack of prioritised traffic signalling in the main shopping hubs - DY et al, Wakehurst Parkway at Narrabeen.

Personally owning a bicycle to use on the roads is fraught with danger - apart from the other health risks such as fumes. The answer is not more traffic lights but perhaps better consideration of the traffic flow and direction, if this continued medium density development is going to continue unabated e.g. Ingleside
Get from the northern beaches to the city and airport
Health and environmental benefits of reduced car use Better living environment
Not enough pedestrians walk / cycle
Easy access to public transport and less travel time due to having to take 2 buses to get to work in North Sydney
Decrease pollution, increase motivation and general health in the locals and environment for the future
Need to marry the needs of all residents, which covers public, private and bicycle transport
It takes me 1 hour 15 minutes to get to work in the morning from Dee Why to Chatswood. The bus is not frequent. If I miss the L60, I have to wait another half hour or use the slower 136 with overcrowded school children. And what is more infuriating is the bus stops for the 2 services are 2 blocks away! Yet, the buses to the city are frequent and much quicker. It's really quite insulting.
There are too many cars. Public transport could be greatly improved. I cycle to work and dread it because it is dangerous due to the attitude of drivers to cyclists, illogical alleged 'cycle paths' on the roads that are directed onto footpaths and don't link up.
Better for the community, better for individuals, socially and health, better for environment
alternative means of transport are necessary
reducing the need for travel and reducing the cost, inconvenience and energy consumption of travel will help the whole community (less congestion & hassle)
I want to live in an area that has my everyday needs and wants close by, and a transport solution that makes the beaches accessible and gives me an incentive to leave the car at home.
We need to encourage safer bike riding opportunities as well as walking.
Need to be more sustainable and reduce congestion
I cycle from Manly to the city and back and catch the ferry. Public transport and dedicated cycle ways should be encouraged. There are too many cars clogging our streets and illegally parking.
It would appear self-evident that it is desirable to reduce motorised transport.
It's a no-brainer. If we continue to grow without these kinds of strategies we end up like the M25 or Bangkok = gridlock
Cuts out unnecessary travel = less traffic = less fuel used etc
Cars seem to be eating our society. The increase in vehicles causes strain on street parking with the proportion of off-street parking not keeping up, street parking helps clog roads when they should be used for traffic, bike lanes and wider footpaths. An example of cycling and walking being popular in conjunction with a transport hub is Manly wharf where the number of bicycles often vastly outnumbers the availability of bicycle parking. Encouraging this in other areas of the community is a challenge but not impossible. People use their cars because it is easy and may not use public transport, walk or ride because it is hard. Change the balance to make using a car harder (bus lanes, bike paths, footpaths at the expense of passenger car lanes) and make other forms of transport easier (access to transport hubs, less dangerous for cyclists).
Forward planning and integrated strategies are essential to cope with a growing population. Dee Why is currently suffering from overdevelopment and poor planning.
Currently our travel options are limited and none have good outcomes in terms of time taken and convenience to make regular trips.
Traffic and public transport in the northern beaches is horrible
Once land is bought and new houses are built, there is no way back to widen current roads. Statically more people live on NB and use more cars. It's not sustainable in a long term. Thus there need to be the opposite approach to it - transport first.
Climate change, liveability of cities, healthier living

Transport links to major hubs (ferry/b-line) in Nth Beaches are uncoordinated, infrequent and costly. The express buses via military road to commute to the city is a disaster, frequently greater than an hour from freshwater. Free Hub parking for bikes and scooters in Manly need to be improved.
Less cars on road the better for environment, faster travel times for all get where you go faster.
Reduces need for car travel
To bring back less cars on the road . To cut down on the time to get to work using public transport. To give freedom to young people to get places without needing a car or taxi.
To be able to reduce our reliance on cars as transport due to the greenhouse effect.
Obvious
It makes sense the living and shopping, leisure should be reasonably within walking or cycling distance. We need more outdoor cafes, parks etc. - more trees and more parkbenches
I want to be able to get to work, home and other amenities safely, quickly and without the stress of heavy traffic
Too many cars on the road because that is often the only viable option for transport.
Better public transport is essential in any city. Single occupant vehicles are clogging the roads.
WHY WOULDNT YOU DO THAT
Current significant traffic delays. Cycling has health benefits.
We all need to work towards a sustainable future using less energy, share more, live more local
Australians use cars mainly because they are lazy, but they have also been living for years with a public transport system that lets them down all the time.
Because it's a no nonsense statement
Because there are too many cars on the roads and it's a nightmare to get around or park anywhere.
I do because it will mean less cars on the road. However there needs to be a limit on how many humans can live on the norther beaches. STOP cutting down our trees PLEASE!!!!
Walking and cycling have dual benefits - health and reducing traffic congestion. The provision of dedicated cycling paths separate from cars that link parts of the Northern Beaches would offer a huge incentive to cycling. The B Line with very frequent services has shown the potential good public transport has to offer a real alternative to cars and reduce traffic congestion and green house gas emissions.
Want to see our community provide affordable alternative to cars
Currently development is done with no regard to transport and the impact that additional residents will have on the limited roads and public transport. In our area growing schools are creating a massive traffic impact at start and end of school time. Also large over 55 developments are being built with no regards as to how the residents will travel and the impact that will have on the already over crowded roads. Some plan that considers these issues and does something before the development would be a great step forward.
Very keen to see a shift of focus to public transport
common sence efficient pubic transport will encourage people to use
Cars are dominating the roads, leading to increased congestion, parking problems, worsening health and expensive road projects. Better public transport and more active options have many benefits for society.
Less need to travel will help the environment, save time, and improve the quality of life on the Northern Beaches.
Apart from negative impact on the environment, travelling by car on the lower northern beaches is not practical - parking is limited and traffic is congested. The lower northern beaches in particular can't just create more space on the narrow peninsula. It takes me to cycle to Manly downtown 15mins, by bus (assuming no waiting time) 10 mins and by car incl. to find parking 20-30mins. More people should have the opportunity to opt for walking, cycling or public transport as opposed the council 'needing' to open the Manly Lagoon Park to create additional parking spots. It would be most beneficial in my view if the council would make walking and cycling SAFER. And would allow pedestrians, cyclists and motorists to co-exist. Current road conditions don't allow that.
I commute to city everyday and join the conga line of buses at a snails pace due to a single cyclists rights to use the bus lane. this needs to change and common

sense prevailing in transport infrastructure design b
Makes sense
It's important to ensure sustainable means of transport as well as efficiently getting people to where they need to be.
Because it's a motherhood statement
Activities bases
Transited oriented development enhances communities and reduces traffic.
We need to integrate public transport options into our environment to improve liveability
It aligns with the culture I want to see on the Northern Beaches where wants and needs are local, accessible and connected.
Environment - reduces transport carbon emissions
Personal - means less time lost in travelling
Better to integrate transport and land use than respond with upgrades only after consistent bottlenecks form.
Traffic is a joke. I drive to work every day because it is currently my best option. I love 20km away from the city and my commute takes an hour each way. Ridiculous
It is important to have reliable and safe transport options.
I'm sick and tired of the public transport and infrastructure limited the Northern Beaches. I've been to third world countries that have better public transport and infrastructure than we do.
We have bus lanes that are filled with cars, bus lanes that allow cars to be parked. That leads to busses using the other two lanes and having to stop at every stop. As a result, for most people it's quicker and easier to jump in their cars. All the bus lanes should be 24/7, 365 for busses and taxis only with no parking. That will make it much more attractive to travel by bus when you know the busses can use the bus lane as it's intended without delays.
The peak hour traffic is terrible but it's still either a half hour drive or over an hour public transport for me to get from Manly to Bradleys Head (work).
Make it easier to get public transport, so I don't have to drive everywhere.
less cars on the road. Reduce congestion. Make it safer to cycle on roads which is a healthier alternative.
Need to be able to move around
With increasing population and car use, roads are very crowded and transit time is taking longer.
The Northern Beaches is already very crowded therefore we need an integrated transport system, preferably focused on public transport
Less travel time
The motor vehicle is already strangling us, as it has done in other cities (eg, LA)
past development has not taken infrastructure into account
With the building of hundred of unit in Dee why and other areas of Northern Beaches we need to have a firm direction of ours traffic plan and implement them asap
To facilitate mobility and reduce time consuming.
To facilitate mobility and reduce time consuming.
Too many people are dependent on their cars, so in the end no one get's anywhere because the roads are gridlocked. As a result Cycling is not safe. Public transport is great if you live on the main roads but outside of that it's so infrequent throughout the day you just end up driving.
I would like to see increased opportunities to use public transport within the region.
Public transport needs to improve as population grows
Congestion, health, and pollution are some of the major factors. Reducing the number of cars on the road is a positive for congestion and pollution. Improving health by supporting healthy activities such as cycling is another positive outcome
There are too many cars causing congestion and pollution. It is hard to park when one does need the car. I would like to raise profile of cycling and cyclists. Make cycling become viewed in more positive light.
To reduce carbon footprint, reduce traffic congestion, to allow easy and safe bike riding facilitates. Obviously population is continually growing and suburbs are becoming more and more dense and sorting traffic, green space and allowing pets are 3 key crucial city requirements to pleasant city living

Because it makes for a healthier, environmentally friendly and sustainable future - one that it is pleasant to live in
reduce use of cars and make the area better accessible for bicycles as a mean of transport (not just as a sports vehicle)
The academic urbanist Richard Florida in his latest book, The New Urban Crisis points out the importance for real estate values of WALKABILITY and sports opportunities, and public transport.
Rapid public transport options allow the sustainable growth of the communities without sacrificing local amenity
private car use clogging existing roads
big populations require a variety of transport modes - cycle way and well lit walking paths are necessary
It's responsible, balancing the need for urban development with transportation needs away from our dependence on cars.
its great to see the multi use transport options being incorporated
As a community we need to be less reliant on cars, which means better access to alternates including self powered transport(walking, cycling) and public transport
Reduction in car usage and increased in public transport is a reasonable objective. Walking + cycling should be encouraged wherever possible.
A more integrated transport solution is needed one that is less car centric
Private transport is unsustainable we need better public transport and active transport options with integration between them so you can switch between bus car bicycle etc
Increase infrastructure for cycling. Get people off their backsides and moving, reduce traffic and pollution. Create a great environment to encourage physical activity and make it safe.
Cycle laneS are needed. You need to do SOMETHING !
To attract more people and jobs in Northern Beaches area
Car transport is almost mandatory in Northern Beaches. An INTEGRATED plan should provide options other than car use and therefore counteract the significant increase in car traffic experienced on the Northern Beaches roads.
The easier transport is for people in the northern beaches, the less congestion we will all experience and the more we can enjoy all that the area has to offer
It may lead to better transport times getting to work etc
May lead to better transport options SBD times getting to work etc
I like cycling and I think we should all drive less
Common sense. Development designed for people and their communities is the only logical way forward.
More choice for transport, hopefully faster commutes for all
Absence of regulations for air quality and noise levels, minimal traffic law enforcement and increasing levels of new developments introducing even more cars make the northern beaches a less livable place.
Anything that reduces the need to travel long distances (e.g. diverse centres which service the surrounding population, opportunities to work locally and good pedestrian/cycle paths) will add to quality of life and reduce emissions and energy consumption.
However, it must be based on comprehensive, reliable and effective public transport options. Currently Northern Beaches public transport is substandard (particularly north of Newport where bus services were reduced when the Bline came, while the Bline will not extend north of Newport - so the public transport service to areas north of Newport is actually worse). There can be no basis for integrating land use where the actual public transport options are inadequate.
Less cars on the road and ease of travel will cause less congestion in the NB. Upgrades of roads and paths are essential due to the growth in the area, we haven't kept up and now travel and commuting sucks.
Traffic gridlock is increasing, people need public transport and safe walking and cycling options
I travel across Spit Bridge into the city on a daily basis and any productive discussion that aims to reduce traffic on our roads is a good thing.
Objectively there is a need to get people out of their cars. Health wise and economically we are killing ourselves. Personally as a cyclist the lack of dedicated or shared spaces reduces options to hardcore sport riders which does nothing to reduce congestion or encourage active people.
As a cyclist and public transport user, I find that too much focus is being put on car use.

Providing road safety and especially bicycle paths and segregated lanes will increase the uptake of bicycles, and reduce car use, and need for parking, congestion, etc.
I am a multi transport user and believe that changes are required to improve and diversify the way we move and commute. I live in the N beaches and work in the city. I also have kids and believe we need to invest for their benefit in the future.
Access via all forms of transport, particularly self-propelled and public transportation, must be incorporated to make a project sustainable.
I'd like to help improve the infrastructure and hence life for the Northern Beaches community members.
To help improve infrastructure developments and cycling to work opportunities in the northern beaches community.
It represents efficient use of resources, and convenience and less stress for residents and visitors.
To reduce road traffic
Environmental reasons and improves quality of life to be able to travel by foot/bike where possible and safely
I think this could reduce overall traffic and pollution.
To reduce emissions and to make walking and bike riding safer
Many issues of over crowded roads are due to commuters having little public transport options. Choosing to drive can give commuters greater flexibility. For tradies and construction workers this is the only option. A stronger focus on AFFORDABLE public transport that offer direct routes is crucial
To ensure easy and flowing public transport, reduce single car use and promote cycling, public transport and walking
Cycling routes need to be improved in the area. It is the simplest way to commute for me these days but every day you take your life in your hand due to dangerous drivers that think they are quicker
Transport needs are multiple and variable. We need to meet these challenges and provide sustainable movement options for all. Reliance on substantially on car use has had the opposite effect.
Hopefully easier access and more efficient transport
Growth in population and dwellings should occur only if transport and roads will be in place to handle the additional journeys, as congestion is already bad
Overdevelopment is a major cause of traffic congestion
I believe less cars on the road is a worthy objective
Too many cars. Fewer cyclists please as they clog the roads, otherwise give them dedicated cycle ways in addition to four lane roads so we don't have to swerve to avoid them under new road rules.
Economy of time, stress levels, safety & cost of petrol
The amount of traffic is overwhelming and is only going to increase in the future
It's just common sense
Reduce cars on the roads and give more options for travel to the city
Because it's very clear we need to reduce motor vehicles on our roads due to the congestion. We simply need to change the way we think about transport.
Congestion is impacting on our quality of life
If we cannot enjoy living on the Northern Beaches because of population increase, over development and traffic congestion, the only alternative is to relocate - hardly seems fair when we are not the decision makers that have caused this problem
Reduce reliance on car
The Northern Beaches can't sustain increased population without access to modes of transport other than the car.
Better for environment
Prefer no to need transport to access services
People love outdoors. If you can make commuting more enjoyable by incorporating green corridors, bike lanes and frequent, reliable and connected public transport people would stop depending in their cars
Because it's perfect. Sustainably designed urban centres focused on active & public transport are fundamental if we are to even begin to solve the social and economic

burdens of congestion, climate change and health.
Just forgot one (critical) thing: actively discourage unnecessary car use. There needs to be a driver to get people out of their cars and onto public transport, walking or cycling.
The way forward to address serious congestion and pollution issues in the Northern beaches.
I support a Northern Beaches Tunnel and improved roads to alleviate traffic congestion.
I support anything that will encourage people to use public transport to free up parking in my area. Eg , keo, bus.
less congestion of roads
Active transport makes places to live much more appealing and improves health.
Need to provide transport infrastructure consistent with the wider community needs
Recently moved to Manly in retirement.
Keen to see the area develop but keep its character and reduce the numbers of cars on the roads.
Reducing the need to use a car is a part of tackling climate change which is now urgent!
People are too car dependent and the cars both moving and parked are clogging up our suburbs. The northern beaches lacks cross connectivity of pedestrian access and public transport
Cycling and walking make people healthier
This is why we need to get people out of cars and walking or cycling
It's the only sustainable approach.
Makes sense in a congested city like Sydney that has become too car dependent.
Reduced emissions, creates social contact, reduced dependence on cars overall impacts on less parking needed, less drink driving, fewer accidents.

Please tell us the main reasons why you don't support this objective?

Simply unachievable, pie-in-the-sky stuff. The Northern Beaches is increasingly a commuter area for people working in Sydney City or North Sydney. Employment options within the Northern Beaches that will be suitable for Northern Beaches residents (considering cost of property vs. available employment options) is reducing and has been over at least the last generation.
Implies higher density land uses are required for better public transport.
<p>Silly idea of town planners with their feet firmly planted in the air.</p> <p>Households today have at least 4 cars because :</p> <p>Dad's job is at Blacktown, because that's where the company he works for moved to ! - but he wouldn't want to live there..</p> <p>Mum's job is at Hunters Hill and she has a good job but it's too expensive to live there.</p> <p>Kid one is just starting work at North Sydney but he can't afford to rent or buy anywhere so he lives at home</p> <p>Kid two is going to Macquarie Uni and ditto.</p> <p>They all need cars.</p> <p>Public transport from where they live to where they go each day and their personal schedules and convenience considerations mean Public Transport or riding bikes etc is a complete nonsense!.</p> <p>They all need cars.</p> <p>There is no way they want to or can live close to their destinations.</p> <p>Unless NBC wants to promote building more freeways (!) this exercise is a complete waste of ratepayers' money. Stop it now and leave such 'planning exercises' to the State Government. Not NBC's role.</p>

The reality is land uses surrounding residential doesn't support people being able to survive without a motor vehicle, especially if you have children!
It is too late to retrospectively slot public transport systems
I believe the priority should be to limit development until services catch up with existing demand. The priority starts with the development, which is wrong, the infrastructure needs to come first. Eg keeping Mona Vale Hospital seems essential, before over-developing Warriewood.
Fix up the spit bridge
Govenment's of all levels want to force people from their preferred method of transport, their Cars. Whilst I agree that we obviously need a viable and efficient public transport solution, we also need efficient and modern road infrastructure to accommodate our community and their wants and needs.
The road network around the Northern Beaches has not been upgraded to cope with the rapid rate of development. Residents shouldn't have to rely on public transport/walking etc because the roads haven't been upgraded.
Fix up the traffic problem, less lights. People want to use their cars as the bus takes too long and there are long queues
The wording doesn't make sense. You must travel to work, shopping, doctors, schools, playing fields. Walking and cycling is not the answer for young families and the older generation.

Please add any other integrating transport and landuse priorities you feel Council should focus on

I definitely support integrated strategies but am worried that these will then be seen as carte blanche for excessive urban development with a population density that negates the proposed transport solution.
Monorail
Making travel times better and easier
Better connection by public transport between existing dormitory suburbs and the main transport arteries.
Retaining bushland with stronger legislation to ensure that any new development is integrated with healthy enviro and sustainability features. Need to concentrate on and prioritize existing communities transport problems with better public transport before building any new communities like Ingleside. Would prefer light rail or return of tram system to Narrabeen or Mona Vale - not tollways.
This is hard to believe. Developers build in environmentally sensitive areas, the state government builds schools into areas where threatened species live when there were other solutions, and the state government closes TWO public hospitals and replaces it with a private hospital. The community knows that the council merger was a means to bypass councils on development solutions to build a bigger Sydney but the community doesn't believe its best interests are at heart, but rather an economy based on big business employing people leading to fear should that system collapse. People would rather be poorer but live in greener spaces, the popularity of apartments is not because they are desired by more but because that's all people can afford. We need trees, animals and to stop making money off something that should be a basic human right: shelter. Make us believe you want to make life better where we live by not destroying what we have but by preserving MORE green space and then apartments will feel less oppressive and transport needs to match the existing population not some forced overpopulation.

The region need to grow and contribute to the population targets of Sydney through high density living along the transport corridors
Make certain that new land use will only go ahead simultaneously with integrated public transport systems.
Focus on and preference strategies how to get motorists out of their cars.
A mix of dwelling types in centres. Dwellings large enough for families- eg 4 bedrooms with 2nd living area/ rumpus room. This way denser areas dont' become considered as 'ghettos for the poor.'
Provide choice of houseing, particularly large dwellings for families- eg 4 bedroom plus rumpus room apartments or town houses. This way town centres dont become the '2nd rate choice or ghetto for poor people' but an attractive choice for professional families who want high amenity lifestyle
When road upgrade is designed, eg. Mona Vale Rd widening, there should be place designed for future development of public transport.
I feel that council should have its own plans, not react to state and federal government agendas. I feel that we need to make the current centres work better, not plan new ones. I don't support big new developments at Warriewood or Ingleside.
Bicycle sharing, with stations located in many places around transport hubs, but also in places where transport hubs don't exist, but are a short bike ride away. Link them with cycle paths, and work with government to relax helmet laws on these safe cycle paths
Dedicated bike lanes
Well designed and built pedestrian and cycling infrastructure between all Northern Beaches centres and along major corridors to adjoining councils should be a priority.
Transport options needs to be designed with the bigger picture in mind. Too many bike lanes that are put in just because they are easy rather than being put in where they are needed. Bike lanes that go nowhere and are not continuous are no help.
We must stop future urban development until we have a real, working and sustainable transport system. Dee Why is a case in point, with 600 new apartments soon to be complete, bringing 1000 more cars to Pittwater road, yet no improvements have been made to the infrastructure to cope with this.
Increase densities, reduce the amount of space devoted to cars (ban on street parking) to build a continuous network of segregated cycleways.
Focus on design of high streets to prioritise walking and cycling by providing generous footpaths (with shade and shelter where possible) and segregated bike paths that prevent motorists from illegally parking in them.
The harbour option (Ferry/Fast Ferry) use to be equal in price per week to use as buses. For a daily commuter, they are now nearly double. Subsidising their use would probably be far cheaper than building infrastructure using the roads (or a tunnel)
Connected Communities, Active Health, Travel Safety, local Environments, Sustainability, Business Activity
Travel Safety, Active Health, Connected Communities, Local Environments, Sustainability and Business Activity.
Bus line from Mona Vale to Strathfield Train station to remove cars from Mona Vale Road and link to the train station

<p>Integrating multiple transport options into all existing and future urban plans is essential. Reducing reliance on private car use is the only way we will maintain the amenity we have come to enjoy on the Beaches.</p> <p>Increasing density along major corridors may be inevitable (given State Govt's asymmetric power relationship with local government), but even small increases along the Peninsula will make getting around untenable without fully integrated transport options.</p> <p>Some of these are currently beyond Council's remit and ability to unilaterally execute, but with sufficient community pressure on local members etc, we can do stuff!</p> <p>We got the B-Line - that's a start. KeoRide is another element.</p> <p>we are currently missing the middle - the constantly looping shuttles replacing 80% of vehicle movements to local shops, schools etc.</p>
Footpaths, shortcuts for pedestrians,
Despite the verbiage above, any improvement to public transport or safe cycle ways is welcome
<p>The train is desperately needed to Frenches, Dee Why and even extended.</p> <p>So is a better solution to get busses over the spit especially on the weekend with cars parked all through the bus lanes it's a nightmare</p> <p>Cycle lanes on road i.e. on the spit all the way to city</p>
B line from DY to Chatswood
too many cars not enough parking roads too narrow in new developments so not enough space to park cars. Too much emphasis on more homes and not enough on quality of living
Respecting the natural environment, ie not planning for or approving over- or inappropriate development!! More motherhood statements - beige vanilla survey so far.
Please pursue the tunnel to the city. Why isn't this an option on this list? You want to put a walking track to the city?
The on demand local buses. My elderly mother feels trapped in her home. There is an on demand mini bus in Manly I would like to see an expansion.
OFF ROAD AND ON ROAD CYCLING PATHS
<p>The only realistic solution is an electric train run on renewable energy and its urgent!!! B-lines are already too full, too slow and stop at every traffic light. Get real!! We need small electric cars that can be recharged from our solar panels and batteries and we need plug in ports in public places to recharge as needed. Statements are too vague. I don't trust how you will interpret this information. What is integrated transport? Cycling is great for exercise and leisure but not for commuting by all ages in wet weather. Does 'development in centres' mean more massive Meriton millions?</p>
Properly separated cycle paths, not the rubbish shared paths that are currently being implemented
<p>Folk want to live in N Beaches BECAUSE of the lifestyle of beaches, communities, beauty and some exclusiveness. Improved transport may seem an improvement but MEANS increased population and development which WILL change the character of the N Beaches in ways that folk might not find they like as it progresses.</p> <p>Older folk already think it's gone too far and they will make up increasing proportions of the population. A deeper think about what folk want the N Beaches to become is needed first!</p>
Integrate with rail line, either metro or currently existing lines. The ferry service needs upgrading. Loading and unloading passengers take too long.
When developing new centres and infrastructure include dedicated cycle ways (not just token paths that meander round parked cars). I'd love to ride my bike more,

but terrified of sharing the road with Sydney drivers.
landuse should be prioritised for walking and cycling, creating safe walkable and cycling environments.
Dedicated, segregated cycle paths 24/7 clearways
I agree with locating future development in areas that have good public transport but at the same time we should limit development until we can provide adequate public transport options.
Introduce 24/7 clearways on all RMS roads to avoid lane sterilisation Encouraging work from home practices Encouraging NSW Education Department to include more sport / PE sessions in the school curriculum so that families are not as reliant on Saturday sports which doesn't allow for integrated travel to events via school bus
A train line from Dee Why to new hospital connecting to North Shore line.
The State government will dictate where development will happen in the Northern Beaches. Council has to work very closely with them to ensure developments like Ingleside are not purely reliant on the car and that adequate public transport is provided within the northern beaches to hubs. The only issues with prioritising urban development in centres, is that quaint village centres like Seaforth and Fairlight may change for the worse forever like Balgowlah has. However, keeping the development very restricted to main roads like Brookvale and Dee Why would be ideal.
We do not need further development
Cycling needs more focus
1. More space for scooters/motorbikes to park 2. Clearway times extended each way on Pittwater/Barrenjoey roads to include weekends 3. Eliminate the use of any on-road parking being used for people to sell cards, boats, bikes, caravans 4. Eliminate on-street parking of boats, caravans, trailers - owners should be required to purchase private parking/storage of these
Sidewalks - is a nightmare to walk in Frenchs Forest. There's no sidewalks. So dangerous to walk my baby in her pram to daycare everyday. This makes me consider more and more that I need a car to do 500m everyday x 4 to take her. If you do these improvements to sidewalks and cycleways people will use less cars. Car bridges - crossings across main arteries like Warringah Rd need urgently to be replaced by aerial passages/ bridges for cars and lights to be removed. Removall of lights can also be done by restricting/reducing entry points to neighbourhoods. End points of major arteries - eg Warringah Rd can't end on a light as it does on the West side. Should flow into a road, preferably with an acceleration lane.
Areas like Frenchs Forest and northern beaches to Chatswood have poor public transport.
Do not waste money on roads or on car parking. Car parking should only be supported for residents or to improve public transport.
Build the tunnel
I am suspicious of these statements as I have moved from another area of Sydney where this was just rhetoric. It became an excuse for excessive development which transport services were unable to match. The result was public transport struggling to meet need, especially at peak hour periods. Needs to be done with

transparency and so that it works for the community, not just greedy developers.
To much growth in an area that cannot and do not want all this growth
I would support initiatives which financially incentivised rate payers to not use their cars (like the London congestion charge) and to use public transport (like offering reduced Opal card charges if you use public transport more than 3 days a week).
I think in the long-term heavy rail is essential
Develop integrated rail/subway networks across all of Sydney interconnecting with business centres and hubs.
All we seem to do is constantly add more traffic lights to Pittwater Rd which only adds to the traffic issues. We did we not use the merit development at DY to get a bus stop out of the bus lane? Why did we not include overhead or underground pedestrian access at all the new B-line stops to avoid pedestrians crossing the road and only slowing traffic further. We don't we extend the clearway hours on Warringah Rd and Pittwater Rd to 24/7 or at the very least 8pm at night and on weekends. (Business will cope!) We should be working to remove lights and keep our traffic lanes flowing - any more traffic lights should be banned!!!!
Consider the release of green field sites for development of housing of density matching adjacent the adjacent urban area. Locate medium density to the village centres.
Have buses being able to carry bikes
Developing separated and connected bicycle paths. This is proven to be the main way to encourage new commuter cyclists.
Linking cycle paths and increasing separated cycle paths (not shared use paths - these are dangerous for both cyclists and pedestrians).
Gaps in existing public transport need to be addressed as a matter of urgency before new centres are developed and the burden on the transport system increased. We have mayor transport issues NOW. Fixing these should be prioritised. I don't support waiting until new developments are planned and designed to fix existing problems.
transport now into centres that already exist
Need to fix infrastructure, better roads and put on more buses before any more development is considered. The roads are at full capacity now.
Shortening the travel time to major employment centres
Enclave local communities. Avoid mass centres and over scale infrastructure. Promote non-vehicular access across the area, not just along the beaches themselves
Identifying and reserving available (or potentially available) land corridors to support walking (shortcuts) and cycling (continuous journeys) routes in built up areas to encourage walking and cycling.
We should stop cyclist during peak hours on bus lanes. Off peak is ok but not during peak hour. The buses find it difficult to maneuver around them.
focus on existing centres, don't push to create new ones just to get upgraded transport funded.
Some areas like Davidson have very poor public transport. If there were small buses to take us to Forestway to catch transport to larger centres then we could reduce

car use
I don't support the planning for any new communities on the northern beaches. The beaches area is already full, any new communities or further development of centres will only increase the burden on our current ineffectual transport infrastructure
Effective and efficient links to other existing or evolving infrastructure networks, both within and outside the area, so as to add to the improvement of the whole system/network rather than having multiple parallel/disjointed systems
I would like to see incentives to employ people locally possibly tax incentives this would reduce the need for new roads to be build. I think a proper plan for the employment of locals would then allow a better plan for bikes over cars. I say this because building bike lanes to travel long distances is useless.
Cycling and pedestrian infrastructure are essential. The motor vehicle is not the sole solution for moving people to from and through our suburbs
An electric transport bike initiative like in Sweden encourages people to bike electric motor bikes, bicycles and such with a 25% rebate. Bike storage stations. Solar powered transport including a train service that runs to Warringah and all the way to Bondi beach.
Northern Beaches needs a university Seems strange to me most of Sydneys Universities are located in a similar area Yet the Government is saying they are trying to teduce the amount people have to travel Northern Beaches needs more jobs and Industry Northern Beaches needs rail
Ensure that by creating well designed urban centres there is a absolute moratorium on any new land release e.g.. the area of the proposed Gai-mariagal National Park, Middle Harbour catchments etc. This will ensure protection of the existing habitats and ecologies of the Northern Beaches while still allowing the provision of local affordable housing for our youth and downsizing opportunities for over 55's.
Ensuring the northern beaches link is completed
Think ahead and plan for public transport and parking for future growth and development. Bear in mind not everyone drives.
Public transport with park and ride facilities. Rail network to northern beaches.
Desperately need to improve road congestion and choke points around Mona Vale, Forest Way, Dee Why and Manly/Seaforth. Much of this requires additional road lanes (either through road widening or over/underpasses or new corridors) - as well as better public transport. Public transport along is not the answer as there will always be cars/trucks on the roads.
High density Urban Development without a metro or train with the capacity to move large amounts of people cloggs the roads i.e Dee Why where the B-Line is already full and the bus queue snakes around the corner onto Howard Ave.
Council should look at short term and long term as the long term solutions, whilst offering the best outcomes will, by definition take time to deliver and we need relief now. It is quite appalling that we are only now talking about this when the new Hospital is nearly complete, this planning should have happened years ago and delivery should be concurrent with the hospital. We should all take collective responsibility for this failure but we must now deliver, not just talk.
The environment, water table and ecology must be considered properly - not just money for politicians and developers

Unfortunately Sydney in general has poor track record on points 2 and 4 above - where new communities are put in places with limited public transport links. So only put 'support' as somewhat sceptical of those questions.
We need to better utilise the infrastructure we have by making better use of it. Buses over single occupant cars etc. Business is becoming more inefficient as commercial drivers are sitting in rows of traffic. At the same time we need to make residential streets have less traffic by the use of one way streets, cul de sacs etc to stop rat runners. I would propose the major 3 lane corridors have less parking so basically 12 hour clearways. Then, one lane for buses, one lane for T3, commercial vehicles etc, and 1 lane for single occupant cars.
Instead of a tunnel to the city, they should focus on faster and better public transport.
These are all great motherhood statements but what do they actually mean?
I don't think we should open the door to more development by investing more in infrastructure. We should invest more in infrastructure to a level that doesn't trigger population growth.
I would further prioritise a strong sense of safety and community feel within these areas of urban development.
Proposed Beaches new road link will bring high density unit development to the Northern Beaches. More cars. More destruction of the environment eg. air pollution and Land clearing.
Who wouldn't support this?
Development should not be too dense or highrise.
Train line- rapid public transport networks that can take volumes of passengers. This could potabgwilly be underground and just to key hubs- dee why, Mona vale and manly vale.
The priorities defined are too vague. Public transport needs improvement I would like to see better regard for cycling routes to the CBD
No new communities, leave the remaining bushland and low level density as it is. Focus on enabling people to get the last 3 kms , to and from home to transport hubs
local mini buses to link key Council areas with hospitals and shopping malls
A refocus to connect Chatswood to the Northern Beches with alternative transport options to gain better access to the CBD. Note sure of the extent to which Local employment will only partially satisfy a desire to create 'viable centres'.
Direct links to North Sydney available other than from just Pittwater road
Transport first, develop to follow. NOT the other way round
If cars are going to dominate, push use onlf electric cars to reduce noise. Excessively loud motor bikes need to be removed from roads due to the noise.

Remove traffic lights from Pittwater Road so it's more a free way than a giant parking lot.
The wording of the above questions biases the answers to support development. The questions are worded that if you answer you support sustainable improved transport, you also support development, I want transport systems that fix the existing situation, not support development.
On the last point above, I support engaging with the State and Federal Governments whether or not that engagement is related to future urban development
This is the Northern Beaches - the Council should not be focussing on creating another series of centres that has occurred on rail corridors and the like. People live and come to this area of Sydney to escape that high-density urban feel. Create an environment that releases that tension and instils that feeling of relaxation.
Faster transport between Dee Why and Chatswood with only a couple of stops such as Beacon Hill and the new hospital.
More focus on footpaths, cycleways and priority public transport
We can't all own a house on the Northern Beaches. Much of the strata development is focussed on housing more people in less space. We need some more innovative medium density housing solutions, that develop a sense of community. Shared transport, reduced reliance on transport (kids walking to school together) and improved recycling rates would probably ensue too.
Transport from Dee Why/Brookvale to Chatswood via new hospital.
For current population concentrations, improved public transport is a must. Trains should be part of the system whatever the cost.
Plentiful parking next to public transportation
Please allocate some space and provide support for startup incubators , office spaces so that more IT companies can operate from northern beaches . The commute to city is excruciatingly painful and getting worse day by day. Please work on alternate route to spit bridge and the traffic bottlenecks after that. How long should a 15km journey take from dee why to wynyard !
We definitely need a metro on the nth beaches. Either east-west from Dee Why to Macquarie or from Mona Vale over Manly connecting to the eastern suburbs to Bondi Junction
Allocate land use to cycleways, including parts of the road network.
same as before: more sustainability - less traffic!!!
Infrastructure first.
It all sounds good but too vague as a statement. What do all of the above mean? Meriton is not going to build a train line, so you're simply saying "let's limit development" in other words? Not against that either, just would love clearer statements to agree to
LEAVE OUR LAND ALONE!!!!!! WE NEED GREEN SPACE. WILDLIFE NEED HOMES TOO. WITHOUT THOSE THINGS THE NORTHERN BEACHES IS NOTHING!!!!
Our area is popular with recreational cyclist. But our roads do not have bike lanes, so frustration and anger is the result when motorists are forced to crawl at 20kmp and cyclists are endangered when overtaken. Also large groups of cyclists (eg 10 or more) are impossible to get by on our roads. The roads are just not wide enough.

The roads need to be widened to include space for cyclists.
Get off their backside and do something positive
Increased bike parking, more protected bicycle routes, less space devoted to car parking, more priority for bikes and buses on our roads.
I am not sure where 'new communities' could be developed on the beaches, without major disruption of already disappearing bushland.
On the northern beaches there are many roads that are quite wide, however the second lane is usually used as car parking, i.e. Pittwater Road between Warringah Mall and Manly has 'unused' lanes for parking on both sides. One of those lanes can be transformed into cycling only lanes. It's a very busy cycling area in particular for people working at the mall. The current condition of cycling on the pedestrian way is very dangerous because bus stop areas are narrow and it's hard to see any upcoming traffic (other cyclists, pedestrians, mums with prams) with the bus stop advertising it the way. Further cyclists are often overlooked in particular at Corrie Road and Girard Street from cars from the opposite side of the road entering. Almost all residents on that part of the road have their own parking off-street and worst case could still park on the other side of the road. Another example is Oliver St/Bennett St/Adam St. It's to be noted that those cycle ways need to be maintained by council. Many current cycle ways are often unusable/dangerous with gravel on the side of the road or even glass. After council clean-ups the situation is particularly hard.
Connecting employment centres
It's important to realise that the northern beaches is not an insular peninsula. That most people that live here are tied to other areas for work. Until Sydney, or even Australia can decentralise the financial and corporate industries away from the 'cbd' then a northern beaches where people travel only locally is utopia.
Improving accessibility between existing centres at peak periods
Integrated transport and effective urban development does not equal high density residential and radically overhauling the feel of the beaches.
Need good design, not too highrise or dense and reduce car use as much as possible.
Light rail should be a priority. Having a light rail system that stretched from Manly to Newport would totally transform the place. More so if you also added a light rail system from Chatswood to Dee Why. That would provide a much tightly integrated transport hub which would make transport more efficient and useful.
Cycle ways, allowing buses to have priority
Tunnel to north sydney
Local shopping centre hubs for local transport. Encourage us to shop locally without reliance on cars. Similarly, with local schools. Reduce the need for so many children driven to schools.
Making Brookvale bus depot a transport hub including rail
I would love to have subways in the Northern Beaches - NOT train stations!
Subways connecting people to universities, including USYD and UNSW.
We need more open spaces. I don't support holistic land clearing. We have to support wildlife as well as population growth. Population growth can occur in existing

areas with better design rather than just opening up more areas
Creating more cycle paths that link the various urban centers would be a positive change. Whilst there have been some additions to paths, more could be done to improve access and safety.
Improving public transport for existing communities before building new communities. Overdevelopment concerns me as I believe it is already part of the problem.
It should be enshrined in planning law to include active commuting infrastructure that is acceptable to cyclists and pedestrians
Without increased density growth is unachievable but transport must be managed and invested in
must make provision for the elderly to actively engage in 'moving about' the northern beaches. Like the idea of 'on demand transport' for this group
I support strong centres that have public transport connections. I don't support centres that have Meriton banners everywhere and only appear to be built to line the pockets of a few developers and not wider community
Private vehicle and secure cycle parking needs to be made available so people can switch to public easily
Cycle lanes are needed. I don't want to be scared for my life trying to simply commute to work on my bike.
I know the state government is leaning on local councils to create 'new communities' but nearly 50% of employment for Northern Beaches residents is only accessed over 3 roads. No more new communities until these bottlenecks have been removed.
It is really important to maintain the current green spaces and national park in and around the northern beaches. These should be protected at all costs and none of the transport plans should jeopardise this.
A corridor like Rockdale/Banksia is most unappealing. Difficult to comment without knowing the definition of a transport corridor.
Additional housing needs to come with increased public transport immediately, we have too much delay between population increase and public transport/infrastructure increases
Separated cycle lane to the CBD from Warringah mall via Pittwater Rd, Balgowlah, down the spit, Parriwi Rd for the 50% of the residents who work there but don't have a way to actively commute there without risking their lives twice a day. That would have many more benefits like fighting obesity, pollution and foster healthy happy lifestyle for the future of our rate payers and their children. Cycling reduces the risk of death by any cause by 41%.
Council should support local buses and ride share to assist residents who can not easily access the main public transport corridors to connect to the services.
Encourage people to work from home that can, keeps cars off the road in peak periods.
Not building roads but bus lanes, cycle paths and footpaths
Ferry from Clontarf to city
Make use of bicycles as friendly as possible, by providing lanes, sufficient bicycle racks in key locations and promoting and encouraging its use as an alternative

transport mode.
Transport hubs shouldn't just be car parks for public transport, but should more importantly accommodate sustainable transport to those locations. 'Residential Transport Hubs' for pedestrians and cyclists at local/residential locations could feed into more distant public transport hubs.
Don't support increased development until improved public transport infrastructure is in place. Currently there is not enough bus capacity in peak hours as evidenced by the ridiculous peak hour queues at Dee Why and Wynyard
Urban development should be done with the community not too it. Development of buildings should only come after the transport is upgraded to allow for extra capacity. Right now council should focus on fixing the transport mess at Frenchs Forest
The northern beaches are a sanctuary away from the hustle and bustle. Any transport infrastructure changes must be carefully considered to maintain the natural, ecologically precious environment. Current plans to develop Ingleside for example will put pressure on environment, road and transport facilities and will destroy the beauty of the area. WE HAVE HUBS like Dee Why already, eroding natural bush isn't the answer. PRESERVE it.
Cycling is mentioned above, but I would like more emphasis on promoting this as a transport alternative and not just a recreational activity
Trains & no new developments until public transport is established
Creating local hubs is great, but this must go hand-in-hand with greater scale investment that connects the NB to the city and surrounding areas. For uni students or people that work in the Inner West, Western Sydney, North Shore, etc., there are not enough reliable and easy transport options. Sydney is an interconnected region and making the 'insular peninsula' more insular will not fix this.
These new and existing urban areas require interconnectivity (not just north-south or east-west, but a completed web network) of safe and direct cycling infrastructure. It's unrealistic to demand this of public transport, but cycling is the key to reducing the 0-5km (and of course to a lesser degree longer) unnecessary car trips. Schools: All Northern Beaches schools should have safe, separated cycling and walking infrastructure throughout their catchment. If separated infrastructure is not viable, then bicycle boulevard treatments should be implemented through quieter streets.
Develop different modes and ensure diversity of transport options (both private and public) for the community.
Norther Beaches Tunnel. No parking at all on Pittwater Rd.
No more residential developments like Warriewood.
Develop areas that are not in the way of the new hospital, for example the plateau between Frenchs Forest Road East and Iris Street.
Prioritising rail and active transport over cars
Also need to review current inadequacies from both a land use and transport perspective. For example the three amalgamated councils never in the past looked past their own local needs
Better use of schemes like Hop Skip & Jump and 'request' buses. Most of the larger timetabled buses run almost empty most of the time.

Focus on needs rather than wants - eg where local residents need to park but encourage visitors to use public transport Be imaginative in what is considered part of the 'transport' plan. Eg at Church Point, the offshore community might partly use their car to store things, so lockers might encourage some people to get rid of their car altogether! Or the local internet connections or available offices to rent might encourage people not to commute into town
Make all road reserves into cycle and walk way. Make all new housing developments have more on site parking as there is never enough
Get people out of cars and into effective public transport Have public transport that is so efficient and cheaper than driving that everyone uses it (like they do in London. Hardly anyone drives to work in greater London) Put in a graduated consumption tax for road use by cars: Free to drive within one's suburb, moderate-expense between localised suburbs, seriously expensive across multiple suburbs.
Strong public transport connections not only to the city but also in east-west direction!
Focus on facilitating active transport so that not only can people easily get to where they need to be, but they can become healthier in the process and contribute less to pollution and global warming.

How do we better provide transport for our existing centres?

Better public transport solutions with dedicated bus lanes.
Non-road services. An Underground Metro Rail is the future for the Northern Beaches.
Extend metro to northern beaches
Rail or better bus services
Better cycle paths (and lighting) within suburbs, more public transport options and routes within suburbs.
Provide monorail down middle of existing roadways. Look at Japan, Malaysia and Bangkok
Trains
Light rail from Dee Why, better public transport between the major centres and the smaller centres, better bike lanes, more bus lanes eg on Mona Vale Rd and Warringah Rd
Providing easy thoroughfare for vehicles transiting through centres, provide viable park and ride options for all commuters
Make public transport a preferred alternative, ie make it cheap/free, on time, reliable.
Public transport should be free. Ultimately a cheaper and healthier option than more tollways and given the reluctance in Beaches people to use public transport, the incentive must be worthwhile to encourage a shift.
The system used to work really well, travel times CLEARLY show that. Comparing the B-Line introduction to the stunted Wynyard stopping times is not fair. More

<p>buses doesn't solve the problem which is time spent commuting. Have you considered that dividing the northern beaches up into much smaller transport needs as an answer. City services that are less regular but have less stops could be the answer. Having buses that are straight to the city starting in sectors such as Palm Beach - Newport then straight to the city. Mona Vale to Collaroy and then straight to the city. Dee Why to Manly Vale and then straight to the city. And then there could also be room for buses that are limited stops or expresses to Manly, Gordon, North Sydney and Chatswood. Sydney is not London, we are not a flat city around a river - changing transport options increasing travel times immensely, especially if the connecting bus is late and you have to wait for a later connection (always the way with the M30s in the city to cross Sydney). And an express bus, not all stops 199, from Palm Beach to Manly that then doesn't charge you to connect to the ferries to get to the city and the trains. Transport should be considered one and so changing modes of transport penalises those who can't afford to pay more by its very nature. Get people to Manly, avoid the Spit and don't charge them for it. Tax EVERYONE more, use rates, do what you can but if it's good and cheap then we'll use it but if people think they're being charged and the commute is still long why would they use it? We now have to drive to work and coming home there is no bus that could get us home faster than driving - that's a problem. Have some FREE public transport, funded by tax or rates, and you'd see people using it. We now can't even go to the city to go out at night and get home north of Mona Vale - we're isolating communities and stopping their ability to socialise, be with their family and not be stressed. Do something FOR us and prove that you actually aren't afraid to offer bold solutions for everyone, not just the rich.</p>
<p>Drastically need a better public transport link between dee why and Chatswood. Rail might be too costly, but electric buses sound like a good option, or at least dedicated bus lanes. Forest coach lines are excellent, but are impeded but the volume of cars on the road.</p>
<p>As said previously I think there is a real opportunity to extend the B line to places like Chatswood and Macquarie park, I work in Chatswood and if you live in Mina Vale you have to go to Dee why and change buses to get to Chatswood at present it is quicker for me to drive.</p>
<p>The B Line adds little value except relief from passenger congestion. More routes more often, especially in peak periods. More routes within the region are needed</p>
<p>Introduce measures that can be introduced quickly and efficiently, i.e the introduction of Forest Coach Lines 270 Express buses has been very successful.</p>
<p>Better map and timetable info on manly skip and ride</p>
<p>Metro. Nothing road based is worth doing</p>
<p>Fully integrated and dedicated cycleways. Extensive light rail or trams. Maintain ferry routes. More bus lanes.</p>
<p>There should be a tram line between Palm Beach and Manly. There should be a bus or train or tram line between Narrabeen and Frenchs Forest. There is no public transport on this route despite that the new hospital surely a reason to have a direct link from Narrabeen direction. Also, there is no public transport to the Sport Academy on Wakehurst Parkway. There are overseas visitors all the time and they have no option to go there but taxi or car rental. It's ridiculous. Public transport is generally very poorly designed on the Northern Beaches.</p>
<p>Having a B Line bus route from Dee Why to Chatswood including the hospital. Having maximum car parking amounts not minimum amounts, incentives for developments providing Go Get car spaces, good bike parking and facilities. Limiting parking permits given to new developments, Look at City of Sydney planning controls.</p>
<p>Don't build more parking. Build more open spaces, bus stops and cycle lanes. Make car choked streets through centres (like Bungan St in Mona Vale) car free, only allowing buses, bikes and pedestrians.</p>

Dedicated bike lanes and better cycling infrastructure
Our reliance on cars on the Northern Beaches is very much to our detriment. We need to get people out of cars and promote active transport options to enjoy our beautiful surrounds whilst transiting for whatever reason. To do this we need to make active transport as attractive as possible – and safety is absolutely paramount to how desirable a form of transport is. Completely separated pedestrian and cycle paths are needed.
A train might be a good idea - Dee Why could be a good place
strong links between centres - express buses or trains. Why is there no link between Dee Why and Chatswood for example. We could get more people onto the Sydney Trains system, and off Pittwater and Military roads if we could get them across. More roads, and more buses for the roads is not the only answer. Find ways to get people off the road. Trains and Ferries...
Improve public transport coverage and service quality. Higher frequency services throughout the day and into the night on all routes. Priority for active travel or public transport modes. A reduction in available parking spaces to encourage people to consider using public transport.
light rail/electric tram buses
New bus routes linking centres. EG, it's actually quite difficult to go Dee Why -> Freshwater -> Manly despite them all being key urban centres
<ol style="list-style-type: none"> 1. Lobby the NSW state to get a Sydney Metro line go to Manly/Freshwater/Newport (long term) 2. Increase densities, reduce the amount of space devoted to cars (ban on street parking) to build a continuous network of segregated cycleways (medium term) 3. Build a continuous network of segregated cycleways to reach the B-Line stops, high capacity sheltered bike racks at these stops. 4. Limit car speed to 30km/h with traffic calming measures 5. Provide protected pedestrian crossings at all intersections 6. Provide continuous quality footpath
Reallocate road space away from parking and traffic - start by creating linked network of bike lanes that protect bike riders from aggressive motorists, reduce speeds of vehicles where pedestrian activity is encouraged and make crossing time at signals a bigger priority.
cheaper ferries, better and safer cycleways, reduce car usage
Build connected walking, cycling and public transport networks including a Dee-Why/Brookvale to Chatswood Metro rail spur to connect the Northern Beaches and Northern Beaches Hospital Precinct with Sydney Metro. Stop building multi-story car parks and prioritizing traffic movement on Northern Beaches roads.
Create more connected walking, cycling and public transport networks (investigate a Metro connection between Dee Why/Brookvale and Chatswood). Stop building higher capacity roads and multi-deck parking lots.
Ensure cycle paths are well connected. Have more frequent buses and more cross city buses e.g from northern beaches to Chatswood. Recalibrate opal pricing to encourage public transport use. Expand shuttle bus network based on the manly council model.
24 hour bus clearways along main roads
bus way's and bike paths
Endless looping shuttles - e.g. replacing the 182 Mona-Narrabeen-Elanora service that comes too regularly to be useful, and covers too little of each suburb.

<p>Replace it with three or four smaller buses (cheaper to run, more manoeuvrable - even electric for ZE) that run untimetabled during day and early evening. This should be seen as a replacement for the second family car - another tier of transport as a service (TaaS, like KeoRide is). That's easy.</p> <p>The challenge is to fund it by identifying the true cost of the alternative - hundreds of private vehicle trips - and allocating it such that it's a shared user-pays deal. Higher rego on second cars within areas serviced might be one way...?</p>
Footpaths in local communities that connect homes to bus stops and public transport
Link services, improve reliability with timetables and route times. I don't catch the E65 because one day it takes 45 minutes to reach the city and the next day 1:20; but you never know which it will be
More direct services. Many of the services to the centres are very 'around the world'
Modifying existing road infrastructure to cope with increased traffic volume. Restrict heavy vehicle traffic. Look at alternative means to increase traffic flow, ie. reducing traffic lights in favour of roundabouts or flyovers or tunnels, road widening.
Need safe cycle ways. Frequent transport along main corridors (in dedicated lanes to make it faster than driving) and small busses or safe cycleways to get to the main corridors
By building it and adding cycle lanes
B line from DY to Charswood
connect new development eg Warriewood to bus routes.
Listen to the community affected. No government at any level seems able to do this simple thing, eg there was no need to blow \$600M on yellow double-deckers, just improve the former timetable in terms of increased frequency on some routes. We told the Bline team all that, but of course their Minister had already decided differently.
Build a tunnel to the city
Continue the B line further to Palm Beach
An on demand mini bus using technology. I have friends who rave about the Manly one connected to the B Line. Please expand successful B Line across northern beaches and connect with on demand buses
It's no secret that driving in the Northern Beaches is ineffective, congested and time intensive. In my opinion cycling would be a fantastic alternative. However shared car and pedestrian lanes and an inconsistent network mean that it feels dangerous and frightening to most people who are looking at alternative travel options. Only separate bike only lanes will provide a long lasting, future proof, safe, socially beneficial transportation solution — not too mention the positive effects for health and lowering pollution.
Consider smaller buses running different routes. Allow bikes on buses as in Canberra.
Decrease amenities for private non-commercial vehicles while providing high frequency public transport options.

ENCOURAGE PEOPLE TO NOT USE THEIR CAR , PARTICULARLY FOR SMALL TRIPS
Stop building roads and start building train tracks. Create proper cycle highways.
more bike racks close up in centres
implement more clearways! 24hr bus lanes with no street parking.
An electric train. Recharge outlets for parked small electric vehicles.
stop catering for cars
No simple answer possible here - only simplistic answers with almost certainly perverse outcomes likely. listen to the experts here not us amateurs who will get it wrong.
Increase services and offer more options
by ensuring these centres can be easily reached by public transport
More local and frequent busses and extent public transport on demand with more options not just for b line
Maybe extending the Hop Skip Jump buses & also working closely with current State Gov MPs
<ol style="list-style-type: none"> 1. The B Line buses could do better. It's too crowded when it reaches Manly Vale from the north from 7 am onwards. Need to increase capacity. 2. B line buses going north from the city - needs to increase frequency. Bus drivers deliberately drive slow to meet scheduled times and this is very frustrating for commuters who time the travelling time based on the usual driving speed . 3. The loading of commuters at Wynyard station is frankly a shocker. There has to be improvement with the signs and length of line so that there's no dispute regarding queue jumpers. 4. the Hop, skip and Jump (?) shuttle service is under utilised. The schedule is top secret and if you eventually gets on the shuttle, not quite sure where it will go. 5. Rename all the E buses that goes to the city. Not sure if they stop at certain bus stops. Also, I had the unfortunate experience of going up an E bus that went along Condamine road, all stops along Sydney and Military Rd. That should not be called an E bus.
Make safe, reliable and regular bus services available on the weekend. Offer services that go deeper into the suburbs. I live in North Balgowlah and if I want to get a bus to Manly beach, which is just down the road, I have to walk 18mins to get a bus, even though there is actually a bus stop on my street.
Provide a fast, cheap, light rail option. Create safe cycling lanes Incentivise use of public transport over automobiles. It should be quicker and cheaper to travel by public transport.
Provide more public transport links. Currently the majority of the public transport only runs north to south along the beaches. There needs to be links to other places e.g. to smaller centres and strong public transport links east to west along Warringah and Mona Vale roads.
Trains! Proper public transport, properly integrate Forest Coaches and State Transit buses, proper cycle ways and bicycle parking

<p>24/7 clearways</p> <p>Bus priority lane during peak travel</p> <p>dedicated, segregated cycle lanes to facilitate commuter cycle (you don't need to encourage this, just facilitate it as the desire is already there but is restricted due to significant safety considerations).</p>
<p>Continue to improve and encourage use of public transport ensuring it is timely and reliable, supporting all areas of the beaches, not just the main corridors. Feeder services to the main corridor connections is a great idea</p>
<p>More bus lanes. Smarter routes. Eg north-south along Pittwater road is well covered but it's hard to go east-west between e.g. Queenscliff/Harbord and Manly Vale. At night I need to go all the way to Warringah mall and then come back via zig zag bus through Curl Curl, Freebie etc.</p>
<p>remove cars from the immediate centres, make places work for active transport options.</p> <p>Ensure public transport regularly connects residential areas with our centres not just the main routes.</p>
<p>A 24 hours bus line. No cars should be allowed to park on MAIN ROADS. Main roads should be a road only and not used for parking. It would free up an extra line..</p>
<p>Better transport can be provided by reducing the number of cars in the centre so that buses – public, community and on-demand buses can easily access the centre without getting stuck in traffic.</p>
<p>Smarter road upgrades and more active transport. Dedicated bus lanes and remove parking on arterial roads.</p>
<p>Parking at hubs</p>
<p>Cycling options off roads, better public transport options</p>
<p>Introduce 'small bus' services, almost like a shuttle, which connect from Manly to Palm beach (buses like the Hop Skip and Jump in Manly area) and run frequently all day long; these could be electric or hybrid vehicles to reduce environmental impact</p>
<p>You get 20-30 people from your office and drop them on a week day at 7-7.30am in the existing centres and ask them to take a journey to the major business centres - CBD, Macquarie Park, Chatswood, North Sydney. Then collect feedback.</p> <p>B-Line can be a great service and huge improvement but is serving ONLY the people right on the beaches.</p> <p>I live in the frenchs forest and closer to a train (Chatswood) then someone in Dee Why and probably take more time to get to Wynyard in the morning if I need to go to the city.</p> <p>Also, you should look to build an express 'ring' of roads around northern beaches - probably 2: manly - north Sydney - Chatswood - Macquarie Park - Mona Vale - Dee Why - Chatswood (like an 8 format).</p>
<p>Limit number of cars.</p>
<p>Clearways. Continue to introduce more clearways on major through roads and at more times to give public transport the free flow it deserves.</p>
<p>Keep the hop skip and jump bus to Balgowlah Stockland</p>
<p>Provide rail/light rail links that do not utilise already overloaded roads.</p>
<p>The B line and use of transport hubs is a good start. I heard that NBC is planning to phase out the Hop Skip Jump bus. Please don't! It serves the community well</p>

and reduces car use and parking problems. Seems to be used by a wide range of ages but for many older people it is a necessity
Regular buses in their own bus lanes that don't require lots of transferring from one bus to another. Plus good quality, separated bike lanes.
more buses, more frequent, more express buses even in off peak times
Bus/transit lanes hours of operation should be reduced to allow maximum use of available roadways. Tidal flow should be better managed through the spit/mosman/cremorne areas. Build the middle harbour tunnel as a priority to reduce loads on the spit.
Consider smaller buses around the outer communities connecting to larger services. Provide ample parking for bus users. I believe the current parking lots being built or completed are not sufficient to hold the amount of cars you are trying to get off the road. Consider this 1 double decker can take 100 people. Do the parking garages hold that many cars? I believe it is a feeble attempt without much commitment from the government/ council to really to address the problem. Hard decisions must be made like limiting cars into the city and where they park. Have a dedicated bus lane in and out of the city at peak times all the way, no taxis, cycles only buses.
<p>You need to provide larger park-and-ride arrangements. For example, the Brookvale commuter carpark is full by 7.40am which is puts households off from even trying to use the B-line.</p> <p>You can also make it easier for city commuters to make use of the ferries (in addition to using the B-line) by providing more regular bus services which are dedicated to transporting commuters to Manly from further up the coast. This would also require more park-and-ride facilities (as per my first point above).</p>
<ol style="list-style-type: none"> 1. Fix Mona Vale Road 2. Widen Wakehurst Parkway 3. Replace Spit Bridge with tunnel or new bridge 4. Provide access to heavy rail
Build interconnecting rail networks in preference to road and bus networks
See previous comment. B line buses should go further north
Make it faster which means that you need to keep the roads and lanes flowing which means removing traffic lights and having overhead or under road pedestrian crossings.
Provide a circular bus route that links the existing centres by a route that passes along streets that are not currently within walking distance of an existing bus route.
Have an easier to read timetable
Good walking and cycling paths that DO NOT end in 'no-mans-land' as many bike paths currently do.
<p>extend B line to Newport Avalon and Palm Beach</p> <p>havemarked, preferably separated cycle routes into the centres such as Mona Vale and Avalon</p>
Extend hop skip jump bus route to Warringah Mall.
more cycle racks near shops and beaches.

Advocate for a rail corridor rather than a northern beaches car tunnel. Better connections between modes: eg: ferry to bus and bus to bus. Extended the community hop on hop off bus to the west and north o the LGA. Better public transport connections to Chatswood, North Sydney and the city.
express bus routes between collaroy and wynyard like there used to be before B1
Long term requirement for public transport system other than bus Standing on a bus for a min of an hour each day is exhausting and driving is quicker, find a way to flip this Create solutions for people who live off the main roads or who have to drop children at daycare or school. Eg. We live in Mona Vale and I drop my son at daycare I Warriewood at 7 and then drive to work at St leonards. This trip would be near impossible or take over 2hrs if I weren't using a car.
More direct buses from hub to hub. For example the Mona vale to Macquarie park bus takes an hour and 40 mins at peak times. A direct limited stop bus could take half this time and enable people to use it for their commute which isn't possible currently.
Need light rail along warringah rd and pittwater rd
Recognize that people work in locations other than the city CBD. Until more viable transport options are available people will continue to drive their cars.
Express buses from Dee Why to Wynyard, bus lanes during peak hours for the entire distance. Rethinking the B line which has created extra stops and a longer journey than the L90 it replaced
Prioritise public and active transport over private vehicle travel.
speed and frequency of dual public transport system to all locations
Clean up road works to allow public transport to flow. Provide safe and continuous alternative access other than roads or alongside roads.
In places like Dee Why, connecting and highlighting the pedestrian path through the shopping district (that was done 2-3 years ago?) was a fantastic way of encouraging walking and reducing driving in the suburb. Looking for potential shortcut routes like this for pedestrians through busy areas and connected routes between other areas that allows pedestrians or cyclists to avoid busy roads is a great way of supporting active transport options. The earlier these potential routes are identified, the easier and cheaper it is to implement them. An example opportunity is to connect the Brookvale BLine carpark opposite Warringah Mall to the pedestrian/cycle way that leads from the almost-adjacent back street Grosvenor Place.
Light rail is the best option. Buses just take up room on the already crowded roads.
Light rail, better bus connections and deprioritising car traffic and parking.
I think the transport facilities are quite good.
Improve fast connecting services like the b-line.
Invest in rail. Take buses off the roads.

By using small electric buses to take people to larger centres. Also more cycleways.
More frequent and reliable public transport.
through introduction of more cycle and walking paths, away from main traffic routes
Improve walking paths through these centres radiating in all directions from the transport stops.
The most vibrant centres are pedestrian/ cycle friendly at their core, with good access to public transport for both local & longer trips. Cars are best kept to the periphery/ adjacent to the central hub
Provide a 'shotgun' (golf term) start to the B-line bus services at every stop during peak hours especially between 8am to 9am on weekdays ie. there should be an empty bus at all the stops starting from at 8am to 9am
Employ people that live locally! Have bus terminals at major business parks. We need a train line on the northern beaches, may be lite rail or a monorail.
By introducing more cycling infrastructure thus encouraging people to commute by bike and cycle for recreation in these busy street
trains
Linking all residences to local centres/public transport corridors via smaller public transport - would like to see Hop Skip Jump bus (or similar) integrated with Opal system to link all residences to the larger transport network with a maximum of 5 minute walk to access.
Build on existing bus services and make dedicated bus lanes all the way to city. Regular services to city.
<p>*Build bike lanes everywhere... on main roads and along side motorways and over main freeways. *Prioritise public transport over building more roads for cars.</p> <p>*Branch out the train lines. Create free bus loops in centres or \$2 tickets.</p> <p>*NO TAP OFF system. It is the most inconvenient thing about transport in NSW and it detrimental to flow of passengers getting off buses especially. It makes using public transport very unattractive and the latter choice over private modes of transport. *Create an affordable MONTHLY pass with unlimited access to transport</p>
<p>Instead of car tunnel from Northern Beaches/ Frenches Forest connecting to North Sydney would prefer rail.</p> <p>Gradually extend from Frenches Forest to Chatswood and towards Brookvale or Dee Why, and eventually to Mona Vale.</p> <p>Manly doesnt need rail as much as they have the ferries to the city</p> <p>Would like to see the hop on hop off extended, for example, direct service from Clontarf to Manly etc etc</p> <p>This would provide another option for locals to get to the city for work</p>
Integrated transport based on current and future population growth. Include all options on the table such as light rail alongside tunnels etc
make sure buses and trains run on time
Simplify existing network complexity to allow for more high frequency service. Plan now for the near future opportunities to employ ultra low cost autonomous shared shuttle services for last mile / first mile connections along with vastly improved bicycle infrastructure that is safe enough to allow helmet free cycling.
B1 bus great to city but need to look at bus routes to RNSH and Chatswood. The 143 and 144 bus timetable has been reduced to cater for B1. Need to review

timetable and increase frequency in peak hour. Elderly get bus to RNSH and workers from Northern Beaches but now need to drive due to poor timetable and frequency of buses. I know focus to city and North Sydney but need to consider other routes. I have experienced the 144 which is full and frequently cancelled routes in peak hour. The elderly and physically impaired have suffered no seats due to school kids filling the bus to Redlands. I feel the council and local member are focusing on B1 only.
Slow down investment in higher density housing until transport is sorted out.
We ensure significant projects such as northern beaches link are supported and given the green light.
Improve public transport - speak to those who use it and find out what they really need. Understand better how and when public transport is used.
Service with rail network would be the most efficient.
Invest in further B line growth - this has been a success. Widen Mona Vale road and allow side streets to be used during peak hour around seaforth and Frenches Forest.
Ensure transport links are efficient. Longer distances need less stops
Need to get people off the roads. Train and Metro. The Northern Beaches are becoming more and more dense with population, and the roads are not coping now. Dedicated bike ways to commute to work, shared bike and pedestrian paths are unsafe (driveways and unpredictable pedestrians) and too slow to commute to work on. You could bike directly to the Manly ferry Ferry from Spit to Circular Quay. Take commuters out of Mosman. You could bike to the spit ferry
Not much that Council can do apart from building bike and walking paths.
Immediate bus improvements would help. E.g. why can't we make the inside lane on Warringah Road from Dee Why to Chatswood (am) and Chatswood to Dee Why (pm) a bus lane from 0600-1000 and 1600-1900 respectively and run a B line service now. Yes that would only leave 2 lanes for cars but it seems to work on the Burnt Creek Deviation and Pittwater Road but as long as people know they'll get in the right lanes early. I am sure there are lots of reasons why this can't happen but unlike our predecessors we should focus on 'can' not 'can't'.
Cycleways, end of trip facilities, rail
The beaches is bus and car dependent and for now buses is what we need to work with. Proper bus lanes and all day clearways with indented spacious bus stops are needed - so stop the parking in buslanes. All buses need tracking on them - so people can easily see on smartphones when they are coming - there are still non B lines without tracking and this is a major flaw. A B line between Chatswood and Dee Why or Warringah Mall is needed. Long term a metro style driverless train a la North West Rail link should replace the Chatswood to Dee Why B line. Overhead or underground walkways are needed across Pittwater road in Dee Why and Brookvale near B line bus stops to enable pedestrians to get to the stops without constantly activating the pedestrian crossings.
We need to make the major roads clearways, but make the back roads available for parking, wider footpaths, and create village community areas. I would like to see a train line to Dee Why from Chatswood, and Dee Why to become a transport hub.
1. Dedicated bus lane on Warringah road. 2. Find out where people are driving too and put on more buses to those areas. Eg. there are currently no buses to Macquarie Park. 3. 24/7 Clearways on major roads. 4. More buses on weekends.

<p>5. More local bus services. A lot of drives are only driving locally because of a lack of local buses.</p> <p>6. More hop skip jump buses. Eg. between Manly Vale & Manly</p> <p>7. Buses that go to other areas besides the city. Eg. Chatswood, Macquarie Park, Airport etc</p>
Current steps on the right track with B-Line style BRT and localised pickup services. Need further E/W PT connections. Construction of the BEaches link road would be a mistake as it will increase local traffic congestion.
Dedicated bus lanes 24hrs a day, no parking on main thoroughfares
Make sure that bus connections are frequent and easy to access.
Build links and infrastructure for the "last mile" so people can access B line and ferry or access other major hubs . Public transport needs to be seamless to the end of your street in order to replace the car
Better access for bikes to existing centres. Make riding along roads safer and put bike parking close to shops and cafes.
With clear bike paths on every road/footpath and knowledge of where bus stops etc are.
Increase public transport on the outskirts
Persist with public transport solutions. Stop providing infrastructure for private car use,
Look at putting very regular mini buses from Newport north down to B line so that services meet up with each other. Also look at express services to Macquarie Park because this traffic is only going to get worse with time. Currently it takes me one hour to drive there and two hours to get public transport one way.
There needs to be a rail link to the Northern Beaches, perhaps to Brookvale and good bus connections to the rail link. Now that Manly is losing its hospital, there needs to be better, more frequent bus connections to Frenchs Forest hospital.
You need a better hub and spoke model. Rapid transport networks with hubs in key locations along the beaches that connect to other transport networks: buses, ferries, bike networks.
No B line to Newport- add more E88s L88s E90s L90s so people north of Newport can catch a bus without using their cars
Better cycling routes.
Train links.....better bus links to places that are not just coastal
We paid Ride Plus
by maintaining and supporting government services as at present
Better interconnectivity with other major employment hubs e.g. Chatswood, North Sydney. However selecting the most appropriate means of connecting - light rail, bus, train, tunnel requires commitment and planning isolated from political whim

A tram Line
Increase quality and quantity of cycling infrastructure including end of trip parking.
Don't just focus on City links
Safer cycleways and pedestrian areas
Widen choke points eg Narrabeen Bridge. Extend clearways. Run a rail spur from Chatswood to Dee Why or from Gordon to Mona Vale
Remove traffic lights from Pittwater Road. More frequent buses at ALL hours of day and night to reduce car usage. More bus services to streets not on the main roads ie Pittwater Rd. Dedicated bus lanes it T3 lane on Warringah Road. Encourage parents to let children take public transport to school instead of being chauffeured.
Hoe about transport that better supports the whole area. We do not all live near the B line bus stops. We don't only travel to existing 'centers' along the pittwater road corridor.
More local public transport, more safe bike riding, more footpaths
frequent easy to use public transport, support emerging transport technologies, aim to separate through traffic from local traffic
Frequent, connecting modes of transport and invest in council-sponsored versions of 'Uber' that brings the transport to the person.
more bike paths. Get bikes out of bus lanes.
By encouraging people to stop driving. Automated ticketing systems to stop illegals parking.
Safe accessibility via walking or cycling
Keep preferencing bus lanes over car lanes; they will get the message eventually. Dedicated cycle ways work too; but high speed commuter cyclists must be separated from walkers. Electric bikes could factor - as many commuters don't cycle as they'd get too hot and sweaty. People will walk - so long as they're not walking along busy roads. Analyse the data from Opal cards - you must know who's going where. Look for the holes in the data: there will be Opal journeys that are not made because the routes & connections don't yet exist - but you could implement them if you find that need.
By getting the State & Federal governments to provide better infrastructure
B-line and associated local pickup loops sound like a great step and receives positive feedback from all i have spoken to - more of the same. Little attention has been paid to cycling - many cyclists I speak to would commute by bike if riding was safer. Separation from moving and parked cars opening doors would help.
Seriously investigate Viability of light rail or tram systems between DY, Brookvale, French is forest and Chatswood.
Trains, dedicated bus lanes and no parking allowed on arterial roads eg Pittwater Road.

have more express buses going straight to city and manly rather than stopping tons of places along the way. make Spit Rd and Military Road through ways at all times - NO PARKING ON STREET.
No parking in bus lanes, more reliable buses, better paths for cyclists. Decentralise existing business places (bring more business offices to NB).
Dedicated cycling paths that get you everywhere without having to be on the roads. Kid safe and community-friendly. Frequent buses to more destinations.
Coordinated and frequent links to major hubs eg ferry. A tunnel to the city is essential
More city routes in off peak times and or to b line connections
More reliable bus timetables state transport
Shuttles that run often until late. Plenty public parking close to transport
Have express or L series buses from dee why to chatswood. A multi level commuter car park near dee why library would be very useful. nobody ever uses pcyc car park for commute, it seems it was just put on the brochure or website to meet the b-line related promises made to public. Also B-line doesnt take any less time than say L90.
Metro, forget light rail, busses etc. Only a system separated from the Roads will cater for fast and reliable mass transport
Better cycling and walking access and public transport
Decrease dependency on private motor vehicle usage
Use new technologies in the major road network for better use of lanes - lane lights built into the roads that change according to peak demand.
LIGHT RAIL AND OR METRO
More separated bike paths.
more cycling paths, lower the speed on major roads to 40/kmh.
The electronic timetables at Warringah Mall should be rolled out throughout the beaches. OR an app like Uber that shows where the transport is on a map. Improve connections between services. Put clocks on buses so drivers leave on time.
It's a joke that the public transport solutions we get are still road based. Light rail connecting the NB with North Sydney station and proper secure bike paths to it sounds about a serious solution
More incentives for people to use public transport over driving. More free parking. Less paid parking.
Don anything to reduce cars on our roads
Allow Forest Coachlines somewhere local to park their buses in Terrey Hills. Currently all DA applications to give that company more parking space are refused. Bus companies need to make a living so they can continue to provide a good service and not have to park their buses a long way from their depot. We need such

companies to survive so they can provide more frequent and additional services.
Improved public transport options: more frequent; run later; integrate with other services (buses meet the ferry for eg); more route options (bus to Macquarie Park or Rhodes for eg).
Be a good idea if you listen to what people need so they can use public transport and then do something about it rather than buck pass
Remove cars from places with public transport hubs eg Pittwater Rd in Dee Why, Warringah Mall, Manly Wharf. These places should have better access for walkers and cyclists and less access for cars.
Improve bicycle lanes (e.g. make them off road), provide more free and local transport (such as Hop Skip and Jump), improve quality of walking paths, including lighting such as lighting from Manly Ferry up to Eastern Hill.
<ul style="list-style-type: none"> - Review common cycle ways (look at Strava it shows a lot of the popularity of roads for cyclists) for hazardous obstacles i.e. bus stops on the middle of cycle ways, round-about and refuges where cycleways just disappear (going around is not practical and dangerous). Where I had most accidents on a bicycle (yes reported to police but they never followed up on the drivers) on Oliver St at the round abouts, on Oliver St cycling up the hill into Freshwater, Pittwater Road crossing Girard St, entering Corrie Road from Pittwater Road (coming from Manly), Griffith Road round-about. Due to risk to unborn Baby (because of the high risk and likelihood of accidents on the northern beaches) I stopped cycling and take the bus or the car. - Review end to end trips of cyclists. The most common I'm aware of is Warringah Mall - Manly, Manly/Freshwater/Allambie Heights/Balgowlah to the City - Review casual hobby cycling with kids vs. commuter cycling, i.e. it's not practical for a commuter to take detours. - Review connection of cycle ways. They often suddenly disappear - Review where cycleways are infringed by cars, i.e. Manly Village School, often parts of cars, in particular tradie UTEs are parking on the cycle way - Allow submitting of cycling or pedestrians hazards. The Manly Police gets a lot of reports but they leave them unactioned. I almost lost my baby because of an unsafe road situation and a car overlook my neon orange bike. Despite giving through the number plate the police does not action it. Create a heat map - Give priority to pedestrians at traffic lights. Often the lights disappear in a fraction of a second though the stopping cars are not getting green for another minute. i.e. Manly Belgrave Road bus stop traffic light to the Wharf, Pittwater Road crossing Kentwell Road - Lower speed limits. No European city with that amount of pedestrian and cycling activity allows 60kmh. Realistically most cars in particular on Pittwater Road are going 70kmh. - Disadvantage car usage, i.e. one day per month 'no cars' allowed on Manly downtown roads (except disabled or emergency to the hospital (as long as there still is a hospital)) and make public transport for free that day. People are habitual and comfortable. Even cities as Paris have that. - Offer free park & ride from the Mall to Manly. There is a gigantic new car park which is mostly empty on the weekend. Buses to Manly are going every few mins. Motivate people to leave their car there to go to the beach - Encourage parents to ride with their kids to school or let them ride alone (granted you provided safe cycle ways by then). In Europe (NOT UK) it's uncommon for any parent to drive their kids to school. Kids walk or ride their bike from age 6 alone to school. - Create 'cycling groups' for kids at hot spots, i.e. a traffic instructor could ride together with kids to school to explain to them traffic rules and also give them more confidence in traffic. Parents would only need to bring their kid to such 'hot spots'/collection spots' where the instructor would pick up the kids and ride with them the rest of the way to and from school. Eventually this would motivate parents to 'skip' the car perhaps on the weekend to go to the beach. - Offer cycling stations 'Brisbane Style'. Along the Brisbane river there are fixed cycling stations for renting bikes. The first 30 mins where for free and only a membership fee was payable per day/week/month. EVERYONE within 30mins radius was using this offering and it was incredible popular. Over 4 days we didn't take a single time our rental car into the city and cycled 20mins each way instead. The current rental bikes without stations are rubbish. Each has a different system, They are expensive and not well maintained. They also often encourage people to break road rules (though not much enforced from the police in Manly) about wearing a helmet since the helmet is often gone. Stationary bikes keeps people more accountable. - Review co-shared cycle pedestrian ways. The only at Manly beach is frankly not working. People getting out of their cars walk straight towards the beach with their

surfboards without looking and often collide with pedestrians/pram/cyclists.
Remove cyclists from bus lanes in peak hour. Create not pull in bus stops particularly the one on spit near Clontarf.
Buses don't really cut it. The time it takes to get a bus from the bridge to Wynyard can sometimes be half the trip. There's no long term solution for this. We need some proper mass transport.
Realistically evaluating the lives of the people that live on the northern beaches. Bline has been entirely marketed towards young childless hipsters. It's not possible to live in this area without two incomes, but where are the family integrated opal cards, the family integrated parking. There also needs to be direct link, a tunnel the gets people out of the area as quickly as possible. People need to get either west, or South of the bridge as quickly as possible, this must bypass Mosman to be a success.
Some form of dedicated or semi dedicated track mass transit that reduces demand on the existing and proposed road networks
Rail. A branch to the chatswood line, with only a few stops - Frenchs Forest, Beacon Hill, & Dee Why - is the only LONG term solution for the beaches. Look how over capacity the B-line is already.
I feel the parking is still a major issue. I live near a b line by stop but already every morning the collaroy carpark is full by 7.30am and the Warringah mall B line carpark is also full by 8am. How is this "building tomorrow's future"?
Effective redevelopment to create park & ride that are frequently serviced. Increase loop bus routes to connect people to the centres - potentially even using smaller buses.
Need safe bicycling corridors; more access to good public transport (eg more B1s) and priority for public transport - bus lanes, to encourage people to leave cars at home. Comprehensive schools (not selective) so students attend nearest school rather than clock up millions of km travelling across the city.
Need rail link centre to rest of Sydney's rail network and good public transport to rail link centre.
We need a train or at least light rail to mona vale at a minimum
There should be Small shuttle style busses that run frequently from the major hubs to the suburbs to reduce the cars on the road
Light rail. More frequent busses, especially the B-Line, it's already full when it gets to Dee Why and with 1000s of apartments being built in Dee Why right now it's only going to get worse. There needs to be a B-Line bus every 2 mins to cope with current rush hour demand after these apartments are built. Also the bus lanes along Pittwater Rd to the spit bridge should be 24/7 Bus and Taxi only. The current busses don't use the bus lanes because of cars parked in them sporadically along the route. The bus lane is useless in its current form.
Looks at areas that have no public transport or safe walkways to public transport.
cycle lanes that are connected and do not just end on a road with no where to go. more frequent bus services
Cycle ways, bus only lanes

Buses stick to schedule. More encouragement to take public transport. Better bicycle parking.
I think the B Line bus is a step in the right direction especially the park and ride concept. This could be extended to get rid of cars from the major shopping areas such as Manly and Dee Why
Transport routes in some areas haven't changed for many years - just the frequency. There are still people with infrequent public transport who see no benefit in using it.
more comprehensive transport time tables,
Dual lane train
By including SUBWAY trains that connect Northern Beaches to universities- including Kensington suburbs.
Building SUBWAYS.
Need to provide more frequent and reasonably cost buses. or cycling routes that take you off the roads
Provide options such as bus rapid transport between Chatswood and Dee Why, which would be a comparatively easy system to implement.
We need a better train network. Buses will not be enough if population grows further!
Parking at public transport hubs.
More transparency with local community. What do people really need? What would encourage them to use their cars less? Ask them talk to them. Find out WHY they DRIVE everywhere. In my view the B-line is a disaster because I now drive to the bus stop, which seems insane. When I tried catching two busses to avoid driving, it added half an hour of waiting at bus stops to my journey!
Wherever possible build in cycling and walkways which are faster - don't just follow roads, use bushland to create pleasant, fast, usable commuting routes
more frequent, B-Line compared to L90 was a poor move, because now cars need to be driven to B-Line stops
Provide buses that run on time and on schedule, with reliability, and timetables at every stop.
Improve bus priority and frequency
provide adequate all day car parking - which may encourage people to take the bus Provide creative incentives for people to use public transport Provide creative solutions to engage the elderly with connectivity to place
Look to successful models elsewhere and follow their lead. Drive cultural acceptance of alternatives - especially cycling - and reduce friction between transport users.
Separated bike lanes and secure bike parking locations;
The only solution appears to be privatisation in comparing forest coach lines to the public bus service. I would sooner walk than get a public bus

mix of small free loop type public transport in main centres linking to inter suburb and city public services. Private car parking and access reduced in city centre and corridors but more provided at interchanges. Parkride style
Remove all car lanes from the road and replace with cycle lanes.
more parking, and more cycle paths
Northern Beaches Council need to collaborate with Willoughby council to provide a off-road cycle path between Chatswood and Brookvale / Dee Why.
By adding more routes and buses
See previous comment
Buses should link up better eg: if I want to go to Macquarie park from manly the route shouldn't be via the city! A train line would also be a very good idea!
Trams, minibus (and more of them), expand on-demand options, dedicated bus lanes. Re-think interchanges to make them more accessible/appealing. 'new mass transit systems' do not need much higher densities if they are replacing (even if only in part) existing, surely.
We need to prioritize public transport and making it faster and more convenient. Reduce the military rd and Warringah rd bottlenecks by having dedicated bus lanes with bus stops that are off the road. Create better links to the existing B Line services and run more of them, and work out solutions for parents that are managing daycare and before school care drop offs so they can access the park and rides, which are generally full by the time daycare centers open each day. Lobby for a metro line for the northern beaches before any more density is approved, so the development of density is accompanied by more appropriate transport options for existing and new residents. Metro lines are needed to go to CBD as well as Ryde/Parramatta.
Make them car free like other modern city's across the world. Replace the old bus fleet with modern buses with less emission.
Encourage the State Government to allow overlap of STA and Forest bus routes to reduce the need to change buses (having to change buses to get all the way home or to a destination adds to the trip length and is inconvenient which can be the main factor in a decision to drive instead of bus. Lobby for more priority lanes for buses and cheaper bus fares. People will only chose public transport when it is faster and cheaper than their car.
Living in Dee Why we are spoilt for access to public transport. The B Line was a fantastic initiative. Where we live at this point, I am happy with the accessibility to public transport. On a side note... I feel part of the trouble is living the Australian dream is owning a car. They are not a necessity for some of us but we have been conditioned this way in the last 20 years.
Cycle paths and walking paths having priority over roads.
Regular ferry services from centres such as Clontarf that would effectively reduce the congestion and bottleneck that Spit Road, Mosman through and along Military Road to Neutral Bay.
Bicycle lanes and bicycle racks in key locations Enforcement of bad parking behavior, specific to cars parking in or obstructing bike lanes.
Continue developing public transport and cycling options. Encourage and educate.

Public transport hubs and expanded services. Enable safe access via foot or bicycle.
More 'only-bus' lanes, so buses don't get caught in traffic. Especially into the CBD. Create more cycling paths, so that people can cycle to work and get there safely. Improve public transport between the centres on the outskirts, without having to go through the centre of Sydney.
Less attention and space allocation for private motor vehicles.
More buses at peak hours, streamline queuing system for loading buses at b line stops and Wynyard. More bike lanes, dedicated cycle paths to the city and bike parking facilities
Encourage active transport options
Plan with the community. Do the job on time. Get extra workers to fix the road mess faster.
B1 is a good start. But for those of us who now have to get a bus to reach the Line there is little option but to drive. Reduce fees for public transport or give us an incentive - one free return ride per week. Loyalty points or something to encourage public transportation use. Express buses are reduced - give us that open back. Cycle lanes and improved cycle 'laws'. Too many cycling clubs use the northern beaches as a chance to practise peloton formation and that's not right. Give them space to ride two abreast without causing potential for accidents.
Freshwater seems to be in a pocket of worst public transport options to the city, North Sydney and Chatswood where many people actually commute to for work. B-lines does not serve Freshwater in any way. Manly got many new bus lines, so did Dee Why. Freshwater got none.
More buses in the area and better cycling infrastructure. Also keep bus lanes throughout the weekend when the traffic is as bad as during the week
We need to be more flexible with the range and type of alternatives, designed in response to each situation. (i.e. not just build another car park and hope that somehow the rest of the logistics will fall into place.
Have routes that people actually use
Bi question. The path must be to provide public transport which is efficient enough to persuade people to use it in preference to cars. Assuming no major change such as metro or light rail, the only solution will lie in technology to manage the traffic and provide the on demand feeder services to even more frequent major bus routes.
provide more public transport and more off road cycleways
More roads and fewer traffic lights and calming devices.
Electric buses or trains
Ferry service from Clontarf. Pedestrianise more suburb centres. Better bus service from Seaforth to Manly
Separated cycle paths; light rail/tram/metro

More fast ferries , smaller local buses
Shuttle buses. Three could greatly impact the number of small trips people make. Also, with our hilly topography, it could enhance people's ability to walk if the hilly bits were taken care of.
Increase smaller bus services - more routes, higher frequency
Some free public transport such as the Hop Skip and Bus service but in other areas like avalon to Monavale so we can access Bline
Frequent free services
Providing infrastructure for green corridors, bike paths and reliable, efficient and connected public transport. There is a great need to create one mode of transport for NB residents to get from A to B, rather than getting multiple ferries, buses and trains. It's exhausting and uncomfortable.
Provide better and more frequent public transport options and safe, direct and connected cycling & walking infrastructure. The cycling infra needs to interconnect with all surrounding urban centres. At the same time, actively discourage unnecessary car use, e.g. reduce vehicle thoroughfares in urban centres, reduce speed limits (30km/hr <10% chance of ped/cyclist death), reduce car parking, increase cost of car parking. Provide allowances (access, parking) for commercial vehicles, couriers etc. Incentivise use of public & active transport or lower vehicle ownership/usage - tax/rate reductions, Council coordinated workplace incentives Schools: All Northern Beaches schools should have safe, separated cycling and walking infrastructure throughout their catchment. If separated infrastructure is not viable, then bicycle boulevard treatments should be implemented through quieter streets.
Develop all public transport connections further (including rail and Bus) as well as community transport options (Manly Hop Skip & Jump/ Mosman Rider)
Provide a Norther Beaches Tunnel with BLine access. Disallow any parking anywhere on Pittwater Road.
increase 136 frequency, city and North Sydney bound services. Express bus to Chatswood via Warringah Road/Boundary Street.
Ensure bike lanes connect, and don't disappear when bike riders really need them, such as at roundabouts and intersections. Reduce speed limits to make it safer and more attractive to walk
State public transport is the key.
Please see previous comments.
Offer good facilities for cyclists & public transport users. Eg the bike racks at the Bline stop should be covered. The 156 should be available in the evening. BTW the more frequent 156 is a very good start! Make sure there are always good connections even if they seem underused Make Church Point a Keoride hub
More cross connections rather the an just major roads. Use Wakehurst Parkway as a bus route to connect Narrabeen, Oxford Falls and Frenchs Forest
Have small uber-like buses like the Keo that take people from their door to the bus routes for the low density suburbs like Bilgola Have all buses run so frequently that you don't need a timetable (like B1)that is the buses within/between suburbs. Surely from opal card use, the council can optimise bus runs

Strong public transport connections not only to the city but also in east-west direction! Consider rail from the city to Dee Why and from Dee Why to Chatswood; then, bus services radiating from there.
See comment above.
Need to enable transport from residential areas into transport hubs with good cycling, walking, or bus, shuttle connections to hubs. Also better parking in hubs.

Additional comments

Improve use of current roads before adding to the number of residents in the area.
Bus lanes, B-lines, T2 or T3 lanes, cycle paths.
What rubbish, make them viable by taxing us more. Overpopulation anywhere in the driest continent on earth should never be a solution for the better good. All the best countries in the world that have all these solutions in place tax highly and have very small populations that don't grow. It can be done.
Train Dee why chatswood ok
More buses and bus routes. Fully integrated and segregated cycleways.
It's a very unfair question. Build a metro line and higher density might follow it. A simple metro line cannot be a reason for higher density if there are no supporting public transport. You simply cannot increase the density without improving the existing (?) public transport.
BLine upgrades to add B3 B4 to chatswood and macquarie.
Buses, frequent and fast
Active Transport
Dee Why is higher density
Don't overpopulate the beaches! Strong bus links to centres (Chatswood etc) are essential. Make major roads clearways at all times, bus lanes on all major arteries etc.
active transport
Active transport
there is only one road
Topography makes them too costly. Electric B-Lines are a better option in the hear and now.
footpaths, buses
Don't do anything that relies on higher density

Road widening, light rail, tunnels or similar
Active transport. Let's be a leader and show how it can be done. Electric bikes can be a game changer
B line
Any other option is preferable.
Tunnel
Is Dee Why not a high density suburb?
Transport improvement should be more about modal change (more public./active use) rather than a focus on volume - quality not quantity
That is a deceitful trick question. You are attempting to gain permission for more development in return for a train. There are enough people for trains already.
active transport
Bus systems provide greater level of flexibility - I strongly support the use of electric buses
More buses and active transport options
light rail
Remove incentives for people to own cars.
Active transport, B-line and other public infrastructure
The area is full no more development
Better bus routes especially to Cromer Heights
The area is dense enough; we don't need to add any more housing
We should not increase any density without so
Higher density is not the only option, growth is fine but sustainable long term growth. We do not need thousands more people on the beaches.
Build the tunnel
I don't agree that mass transit relies on higher densities.
dedicated bus lane for buses only
Lower density and remove not add traffic lights
Difficult question to answer. Don't want to have decent transport then result in changing our environment with high density.

Why would we want higher density just to get a rail line?? Thats a dangerous two way street!
cycling & buses
current buses
This is a poor question that insists on higher density to provide better public transport but better public transport options are required now not contingencies for trading off density
Similar transport outcomes to light rail can be achieved with a properly implemented priority bus network for a fraction of the cost - consider how these would be applied before jumping to the expensive solution of a light rail. Upgrading to a light rail can be undertaken in the future when the travel demand is established.
Free up space for the busses
We shouldn't build new high density purely to support mass transit. We should choose mass transit if we need high density living. The living should be the driver of the choice, not the transport.
Improve the existing schemes, like the b-line.
small bus
Doesnt meet the needs of the many existing residents
Control population growth
B line
bike paths
light rail seems slow, trains will be quicker - put them underground
Metro lines and light rail should be done anyway. It doesn't have to rely of higher density than it is now.
Already have enough people on Northern Beaches to support rail
Allow higher densities to be well planned and not rushed. Rapid Bus Transit should be designed to be converted to Light rail as densities increase
Express bus to St Leonard's then Chatswood
Improve current system and reduce number of cars on road
B line and road widening
bike travel and walking should be made easier before mass transit and the inevitable density increase that comes with it
Active transport

We actually do have enough density currently for light rail
Use B line and links to Blind as is being trialed in Manly now
I am unsure. It's hard to provide an opinion without having an idea of what higher densities would look like or their impact on our local communities an the local environment. If higher densities means getting rid of social housing or taking over reserves I much rather just using the Bline.
Express type bus service
density ok now
Better bus routes. More lay bys at bus stops.
road tunnel, better allocation of bus resources
Cycleways
Mass transit is a cost centre. It should never be a profit centre.
Existing density justifies light rail/metro.
emerging technologies will enable lower cost high capacity transport systems - trackless rail etc
B-Lines
Rail
As previous box. Develop better cycleways, allow encourage electric bikes and possible allow motorised scooters and segways etc
Get the infrastructure first
small number of mass transit hubs gathering large area low density catchment
B-line could be a good beginning
Cycling
Ferry, light rail and motor/scooter subsidies
Improve existing bus services bus lanes etc
Lower density
Try to work around the bottleneck from spitt bridge to neutral bay
I believe that the current density levels in the northern beaches are more than adequate to support a mass transit system,

Cycling, bus
Please leave the northern beaches as they are!!!!
Yes, but infrastructure first before higher density. I don't trust the government to do what they say.
NO MORE POEPLER!! ENOUGH ALREADY!!
Density is quite high enough here, should pursue options which do not require significant growth
B-Line
Small shuttle buses from major hubs
Don' increase population
More dedicated pushbike lanes from Palm Beach to the city
We have the density in alot of areas now
improve busses and cycle paths. Many cycle paths, end abruptly forcing cyclists into the busy traffic. create more interconnected cycle paths and make cycling a safer, easier option for people.
Bicycle
more bus routes (utilise Wakehurst Parkway)
Improve bus services (not B Line - more sensible, better designed). Provide proper shared facilities to encourage cycling.
Have more dedicated bus lanes and cycleways
B-Line
Bike paths everywhere
Higher density living sucks. Cycle lanes everywhere please.
B-Line for Dee Why / Brookvale to Chatswood / City (via Warringah Rd)
More bus routes and buses
Sorry, do not understand why higher densities are essential. See also https://ac.els-cdn.com/S2352146517305343/1-s2.0-S2352146517305343-main.pdf?_tid=b665a8fc-a186-4b4a-98dd-99b14211772d&acdnat=1525782788_2189fab8a6a6f9cab8533a08cd8d5e4a - 'a realistic case for which population density has a very weak causal relationship with the viability of a public transport service'
Active transport options

one word - CHARACTER
I don't think light rail is the answer. It's not just about getting people put of the NB... think of the additional people it will bring into the area
Safe cycle routes, Ebikes are a viable option for short trips
Ferry from Clontarf
Integrate metro option with existing transport system as hubs, this doesnt require higher density, just improve access to a subway hub.
Active transport and invest and improve existing public transport
Cycle ways, bus services
Upgrade existing peak hour bus services and add new routes to Chatswood and Mac park
Active transport
make what we've already got work better. Don't increase population size without fixing the existing problem
enough density in the beaches as it is
Use of technology to drive down car use and replace it with innovative bus networks
what an ambiguous question
Road upgrades
not sure
Beaches Tunnel with BLine access and improved roads with no parking on Pittwater Road.
Have to be pragmatic at this point in time
The area is so dense now that its becoming an economic liability to live and work in the NB
Active healthy transport separated and prioritised compared to cars
Not sure of the connection but if there was rail different people would be able to live and work here so supply would increase demand

Chapter 2 – Walking and cycling

Objective: *We need to move away from our dependency on cars and embrace active travel - walking and cycling. This requires a significant change in travel behaviour as well as the provision of more accessible centres, villages and job opportunities. Good, safe and separate walking and cycling routes are important to provide active travel alternatives to cars and public transport. Active travel brings health, well-being and liveability benefits to our community.*

Please tell us the main reasons why you support this objective?

Environmentally friendly, keeps people healthy, gets cars off the road
It will not only improve traffic congestion but have health benefits as the population become more physically active.
Designated cycle lanes are safer for all road users
I cycle a lot and would like to see better infrastructure for this
The traffic is so bad in local centres that it takes forever to drive locally. If people could walk or cycle it would ease local traffic.
Gets cars off the road and promotes health and well-being.
Exercise is important
To reduce the number of cars and to increase physical activity but it has to be within practical travel distances
When I ride my bike around the beaches it has too many danger zones, road crossings and poor links.
I'm from Melbourne and lived overseas for a few years before moving to Sydney two years ago. I'm constantly blown away by how bad the infrastructure for cyclists is AND how bad drivers' attitudes are to cyclists. Cycling to work would be my preference but I feel unsafe riding in many areas in Sydney. Some bike paths have been put in where it was easy to do so, not where it will be practical for cyclists to use to commute to work.
Have experienced the health benefits of safe designated bike paths. Not keen on a bike lane alongside traffic unless really well articulated. Infrastructure such as this should be mandatory in all new urban planning.
Riding is excellent. Once people know how quick and easy it is they would realise cars aren't that efficient for commuting. HOWEVER, we cannot be riding on the road, it's dangerous and that's why many don't do it. A cycle path to Manly where you could then get on a ferry would be amazing if it was off the road.
I am a big advocate of walkability and would love the Northern beaches to offer employment and retail hubs that encourage this. However having moved from the inner west, when this was achievable, I am shocked to be back in the 'burbs' and realised how reliant on the car we are north of the bridge.
I believe if people had better transport options they would walk or cycle to the transport and from where they get off.
I have ridden my bike a few times to work (with my child sitting on my bike too) the junctions I need to cross are so busy, the roads unsafe, footpath in need of repair or too small. Feels very unsafe. Some underground footpaths at busy junctions like in London could be good.

There is still little connectivity for cyclists. I ride my bike and find it conflicts regularly with traffic and pedestrians. There are too many safety issues
Hopefully helps to get residents out of their cars for short trips to do shopping.
Cycling is dangerous on roads with cars, need to have dedicated cycle routes
It helps people enjoy our natural environment
My kids could cycle to school or ferry more
Cycling in Sydney is dangerous due to the amount cyclists need to share the road with motor vehicles. Due to the topology, it can put general public off cycling, so more direct cycleways are needed.
This objective sounds really nice but you cannot avoid improving public transport and saving money this way.
It's healthy, and takes people off the roads; however this should not be done at the expense of the road network.
Currently difficult and dangerous to walk anywhere with a pram, meaning we end up driving everywhere rather than walking. Would love to be able to cycle as a leisure activity but too dangerous on the roads. Impossible to cross Pittwater Road without waiting ages.
I ride to work Manly to CBD (via ferry) and use the bike for short distances where possible - better infrastructure would get more people on bikes especially with e-bikes becoming increasingly popular
Cycling is healthy, good for the environment and removes cars from the road. Everyone wins
healthy transport less cars on the road less pollution
It has been shown in numerous studies around the world that well designed and high quality pedestrian and cycling infrastructure most definitely encourages active transport. http://www.pedbikeinfo.org/data/library/details.cfm?id=4414 The number one reason that people (especially women) do not cycle for transport is subjective risk perceptions. High quality completely separated cycleways will encourage people into active transport. And when the median benefit-cost ratio (BCR) for walking and cycling projects is 5 (that is, you get five dollars in benefits for every dollar spent - https://www.sciencedirect.com/science/article/pii/S0967070X08000450) why wouldn't you invest in active transport?
Current infrastructure for bicycle commuting is terrible. 'Bike lanes' that allow pedestrians to walk on are useless and are more dangerous for cyclist to ride on than the road. Dedicated bicycles paths (with priority through traffic lights, if the paths run along existing road corridors) are crucial to increase active commuting.
I cycle to work but recently have become too scared because of the attitudes of motorists and also badly designed roads that encourage unsafe overtaking. More people would ride if it was safe!
Well known benefits of physical activity, reduced pressure on roads, safer environment for active travel
Walking and cycling are very enjoyable ways of travel, but without correct infrastructure can be dangerous. Between cars, bike and walkers we have 3 very different speeds of travel, so mixed use lanes don't solve the issue. Dedicated routes, maximising the freedom of movement are important. With bikes particularly, we need to

make it easy to use a bike. Remove the need for helmets unless on a major road, and also provide safe and secure bike parking at major hubs points, particularly Manly wharf.
Get cars off the road, encourage better health and make cycling safer.
Great quality of life, amazing health benefits, freedom of movement by bike and foot, improved road safety (cars are killers not pedestrians and bike riders)
Everyone hates shared paths which makes both pedestrians and bike riders cranky. Ditto for the bike lane that goes for 400 metres - or one that is used to park cars in. A proper linked cycling network is useful where it is easy to follow. (Ever tried to read a map while cycling, its impossible!)
easy and cheaper to implement, many other benefits such as population health. Provides 24x7 unlike other services that are timetabled
Health, connected communities, local environments, sustainability, parking and traffic demand management.
I already cycle but would like to see safer infrastructure (e.g Wakehurst parkway)
I support it only if the cycle paths are separate
active and healthy - but it also needs to link with existing rail/ ferry or B line networks
Coz we're turning into fat lazy bastards who will die horrible premature deaths through inactivity! Oh, and it's better for the planet.
Improve lifestyle. Option for travelling to work.
It is more sustainable with population growth, cheaper than insanely expensive road upgrade, better for our health in terms of pollution and exercise, better for our environment with less space wasted for road and more nature for us to enjoy.
walking is very precarious where I live as there is no footpath - this is the case across much of the community.
I would like to cycle to Manly and other local areas but the traffic/roads make it dangerous and when you arrive where do you park your bike safely
Because it makes sense.
Fitter active more engaged communities. But it needs to be safe and not on a road. Electric bikes could be a game changer for a lot of journeys. Need more education around it to make people realise it is feasible.
I support the objective, however as a cyclist the cycle lanes just aren't there and even new development such as the northern beaches road upgrades doesn't integrate cycle lanes....you need continuity in cycle lanes, not just a short stretch then push cyclists to share a road with cars
I support it IF there are new centres created and more corporate jobs locally. Active transport to the city is unrealistic, unless there's bike paths built to Manly wharf to connect with ferry services. If this is the option, there should also be end of trip facilities at destinations, with showers and change rooms.
Because I ride a bike and it's better for the environment
Better for the environment and promotes exercise

too many people driving short distances. bikes are a viable alternative where safe bike paths exist. Not useful if one has to cycle in the traffic.
More motherhood stuff. I also support World Peace. Do I get a biscuit?
The more places where cycling is safe will get more residents using this mean of transport
I love cycling and now look at a city that is openly hostile to cycling. What a shame! It is because drivers on roads are frustrated. get bike paths separated from roads and make it a safe, enjoyable option for everyone
I think it's the only smart way forward. It's no secret that driving in the Northern Beaches is ineffective, congested and time intensive. In my opinion cycling would be a fantastic alternative. However shared car and pedestrian lanes and an inconsistent network mean that it feels dangerous and frightening to most people who are looking at alternative travel options. Only separate bike only lanes will provide a long lasting, future proof, safe. socially beneficial transportation solution — not too mention the positive effects for health and lowering pollution.
I'm a cyclist! Seriously though, I think it is essential to make active forms of transport easy to undertake (dedicated bike lanes on all major roads, naturally shaded footpaths on every street, public spaces that encourage walking, etc) - and less active, private motorized transport, less desirable, less practical and more expensive.
WALKING/CYCLING INCREASES WELL BEING AND IS OFTEN MORE EFFICIENT
Cycling is brilliant not just for physical health but mental well being. I would love to cycle in Sydney but I don't trust car drivers, they are aggressive and non supportive of cyclists. We need dedicated cycle lanes so that people feel safe and consider it as a viable option. Cycling on the footpath is crazy.
I felt much safer cycling through London CBD than I would on the northern beaches.
more vibrant community. People are nicer when riding a bike than they are when driving in a car
cycling is the most sustainable form of travel while delivering health benefits. I am a firm supporter of dramatically increasing cycleship on roads
in particular cycle access to public transport makes mass transit effective without high density ...because the travel time to a transport hub is significantly shortened
If cycling were safer I'd definitely get on my bike
climate change and health issues such as obesity
I am an active cyclist and more options not only enhance lifestyle but also health of community. It is a wonderful to get around if made easy but needs to be separate and reduced inclines on paths for mass use
You've said it all - Active travel brings health, well-being and liveability benefits to our community.
Should prioritise local walking/cycling, with walkers separated from cyclists separated from cars/buses (get the cyclists out of the bus lanes). Long distance cycling to work on the roads is insanely dangerous and should be discouraged.
Coming from North Sydney council where there's sidewalks, parents feel safe pushing prams, young family cycle together, school children are trusted to walk home safely.
I strongly support the use of the bike. I am not a road bike rider, but I would love to use my bike for transportation, however, I am utterly terrified of sharing roads with

cars. In terms of integrating bikes with existing transport infrastructure, I have seen a fantastic solution in Park City, Utah, USA, where they use electric buses (free by the way) and they have bus racks fitted to the front of buses. The bike rider can signal the driver, he lowers the rack and up to five (I think) bikes can be easily placed on the rack. I would love to see this in the Northern Beaches.
Creating safe environments for walking and cycling is more than just about transport is the best sustainable option as far as health, well-being and social connections. It's good for local business too.
Overall reduction on greenhouse gases and particulates as well as an increase in peoples health from exercise.
Safety is important and we should be encouraging active commuting
Good weather supports more active travel; There are additional health and lifestyle benefits to active travel; There are recreational benefits to active travel; If safe cycle paths are provided for commuter cycling there will be a high take up given the number of recreational cycling groups in the area. The only reason that there are less commuter cyclists is due to the safety of the cyclist. Recreational cycling is made safer by the peloton, this is hard to organise for commuter. North Sydney do try and use cycle trains (commuter cycle peloton).
It is faster to access public transport by foot or bike and better for the health of the community and environment.
We have to realize why we live here. It is the beauty of nature and the unique culture. Walking and cycling is supporting this. I can't expect if I live in Avalon (I live in Avalon and work in the CBD) a short commute. But I made the decision to live here - don't destroy this with Tunnel, Metro and over-development.
I do not cycle because I think it's too dangerous with the volume and aggressiveness of cars. Separate bicycle lanes would make it safer.
I do cycle, and prefer to use off road shared routes wherever possible. However even on a short journey you have to stop a dozen times at crossings and intersections which prioritise cars...it ruins a ride! in addition if our cycling and walking routes were better more children could 'active travel' to school leading to a school holiday like state on the roads.
get away from using the car
I used to ride my bike to work (City) from Manly, but it has become way too dangerous due to inadequate bike paths and aggressive drivers. I now only ride locally - e.g. to the mall, but even then, the bike paths are shared with pedestrians and this is dangerous and makes the trip slower. Council is doing a great job of cleaning up personal bikes which are left at Manly Wharf for weeks at a time.
Get cars off the road.
Decrease obesity,decrease pollution
I cycle to the city most days and it dangerous
I love to cycle; I do this as my main form of exercise utilising existing roads all across the northern beaches when road-riding with groups of friends or solo; I also ride recreationally to the beach and shops. My biggest concern is that as we add more and more housing, we get more and more cars and drivers are very aggressive towards cyclists at all times of the day.

<p>Healthy option to help keeping our population active and reduce healthcare costs</p> <p>Reduce number of cars in the roads.</p> <p>Enhancement and increase of paved sidewalks across neighbourhoods in the council.</p>
<p>There is no more room for more cars on the roads here. Short journeys by bike should be made legal without helmets - and bikes provided so that you do not need: helmet, lock, bike etc.</p>
<p>Walking and bike riding for transport needs to be safe and viable - currently, particularly bike riding can be unsafe and inconvenient which forces people into private vehicles or denies them access to travel.</p> <p>Drivers benefit when there are fewer motor vehicles and all benefit when the infrastructure is safe and convenient.</p> <p>The most convincing proof already comes from European cities and nations which have much higher population densities but are creating thriving town centers, creating connectability. Very specifically, when elderly people find it easier to ride to town on their bicycle, this is a sign that the transport policy is moving in the right direction because kids will also be riding, young people and professionals will resort to cycle travel and towns will thrive.</p>
<p>Electric bicycles will become more and more common and are a very useful option for any journey under 20kms considering our climate most of the year. Cycle lanes can take a lot of cars off the road.</p>
<p>Health and environmental benefits. Need to separate cyclists from traffic and high pedestrian areas though</p>
<p>Cycling is healthy with very low environmental impact and lots of fun.</p>
<p>Cycles not allowed on single lane road. Palm Beach to Avalon held in gridlock because of a bicycle in the road casually riding. There is only one road out, it's ridiculous.</p>
<p>we need less cars on the roads. there should be cycleways and footpaths separated from roads for safety reasons. These should be well lit.</p>
<p>It is self-evident.</p>
<p>If cycle ways were available which were genuinely safe (i.e. off the roads and safe from passing traffic) I would cycle to work. But I feel threatened by buses, taxis and cars so do not use the cycle ways.</p>
<p>I think walking paths in all areas are good for healthy activity</p>
<p>Exercise</p>
<p>Health and environmental benefits</p>
<p>The need to drive the car long distances needs to be reduced by providing incentives to use the bus , mini- bus, car pooling, cycle.</p>
<p>Otherwise people wouldnt excersise</p>
<p>It helps people of all ages to be active. At the moment far too many parents drive their children to school. There should be a priority to make safe bike paths/shared paths to all schools to encourage children to ride to school.</p>
<p>active purposeful exercise = health benefits</p>

reduces congestion and greenhouse gases it's fun!
Active transport makes so much sense for health reasons as much as movement. While our terrain is more challenging than the Netherlands, there's a lot we can learn from them in regards to the active transport model that they fully embrace. Having spent some time over there, it's amazing the way the entire family sees active transport as the 1st option for a way to travel.
Until you have had the opportunity of commuter cycling in a safe way - you cannot appreciate the massive joy of travelling this way. Its cheap, its good for the environment, its easy to park, its great fitness and fun.
Activeness encourages better health
to get cars off the road, improve safety for cyclists and less road rage, encourage fitness, less need for infrastructure for heavy vehicles such as parking stations.
We rely to much on cars to get around. I would love to leave the car at home and ride my bike more but don't feel safe navigating busy roads filled with angry drivers. We need separated bike paths, not lines and bicycles painted on the roads.
If people want to walk or cycle, and we want to encourage them and others, the system has to support them and keep them safe
The current situation of grips of cyclists on busy roads is very dangerous they need safe alternatives to avoid more tragedies
If we can have designated cycle lanes nth sth n east west that don't clog up bus lanes I'm all for cycling
I support any objective that will facilitate work closer to home
Because these are the most sustainable methods of travel, both for individuals and more broadly for the entire region and country.
Parking will be a problem especially as the density increases
I feel it is difficult to work out where we can ride with the family safely. I can't get to places from home without driving as there are too many road works and too many gaps in connecting safe pathways. It is just too dangerous to get places without using a car and public transport is held up by the congestion made so much worse for never ending road works that may end up dividing (physically) communities
Active transport is healthier, more enjoyable and more sustainable in the long term for the community. Developing a culture that leans closer to active rather than passive transport makes communities safer, more vibrant, more economically active and more enjoyable. It's a no-brainer.
Better for the environment and our health.
Makes the area easier and more pleasant to navigate
To improve lifestyle, and travel times, without adding huge costs or needing massive road projects.
To increase health and community cohesiveness
Cycling is frankly dangerous right now. Most people avoid because it's simply not safe

promoting a more active lifestyle and only benefit our communities - assuming of course that public transport options exist for those members of the community who are less mobile
To reduce traffic congestion, and improve travel times for all people in both public and private transport.
Walking is great, cycling is great, cars are ruining us! The first two encourage our humanity & connectivity to the world around us (society and environment) where the latter isolates & disconnects us
Existing facilities for pedestrians and cyclists are second class.
It will encourage walking and cycling as a form of transportation not just recreation
as stated earlier = our dependence on motor vehicles leads to greater congestion and pollution in our suburbs. Accommodating extra vehicles on our roads in our car parks is not the most sensible approach
better for community
I walk everywhere
Health reasons are obvious, but it would also build a greater sense of community and sense of safety in our neighbourhoods - where we know the people around us. It terrifies me to think of a future where most people drive their cars everywhere and never get to know their neighbours because they never see them, and as a result think that their neighbours are less trustworthy, or might even hurt them.
It makes us less dependent on cars and is better for the environment. Less cars in the world the better, clean air and physical health is better for everyone.
We need more jobs and a University in the Northern Beaches So residents don't have to travel so much
A cycle path from Northern Beaches to CBD will provide a great alternative transport option for local residents.
Generally the evidence confirms that the healthiest communities are walkable communities.
Less pollution and increase fitness and well being.
A more active population benefits all of society
We live in a beautiful part of the world - there is no better way to see and experience this than walking or cycling. And of course the health benefits. Reducing number of cars on the road.
Too much reliance on cars. Better bike infrastructure needed to reduce the fear barriers preventing people using bikes. Imagine if just 20% used bikes for Saturday sport how much less traffic there would be
If I had a dedicated cycleway, I would cycle to the city. Current not safe to cycle Military Rd, and either side of Military Rd is slow, windy and not made for commuting.

Encourages active travel, reduces traffic, pollution and noise.
I would ride a bike far more frequently if bike lanes were provided. I am not prepared to cycle on the road. We also need a sustainable and focussed campaign on getting car drivers to be more considerate of cyclists rather than seeing them as irritating pests. Clearly more bikes means less cars.
Current car dependent model is unhealthy and unsustainable
every day I enjoy walking around Dee Why. I walk on certain routes that are walker friendly and totally avoid others that are dangerous. With more density here , unless people walk to the beach like me , the area will soon be gridlocked due to number of units being built.
Too many people are fat. Traffic created by parents driving kids to school creates chaos and the kids should walk, ride or bus. Cycling is a very efficient way to move people, and single occupant cars are the worst way.
1. Riding a bike needs to be easier. Even though illegal, I tell my kids to ride on the footpath. There are too many crazy car drivers endangering bike riders.
I think the major barrier to people using cycling as a major part of their daily travels is because of a lack of infrastructure. If more people cycled or walked, there would be less traffic on the roads and healthier happier people. a win for everyone.
Supported for health and convenience reasons but its unlikely it will solve major transport connections due to difficulties with topography and distance to the wider selection of jobs/unis etc
Reduces traffic & obesity & increases health if residents
Cycling and walking have great health benefits. No fuel emissions so also good for environment. Also good for mental health and feeling connected.
Manly trips are short and can be incorporated in people's fitness plan , need to mak provisions for bike racks on busses also
Taking cars off the road makes it safer for everyone.
Why wouldn't I support it. It has a health and environmental benefit, it would help reduce traffic noise and associated air pollution. It's a great idea.
It reduce pressure on the roads, improve public health and mental wellbeing, and assist with future growth.
Death rates from respiratory causes are related to the exhaust pollution from motor vehicles. Cut motor vehicle use and improve air quality will save lives
It's how I get to work.
Reduction in congestion and improvement in public health....no brainer!
Reduce road congestion,
obesity and diabetes are widespread and will reuce with more exercise
Cant' continue with the current arrangement as it isn't satisfactory. However a separation of cycles/pedestrians from the road is critical. Employment hubs are a significant distance from residential areas so I suspect taking up a cycling option for everyone is not viable
Health and environmental benefits

Better living environment
Less cars
Environmental
Dedicated bike tracks or lanes are much safer and encourage usage. A healthy population results.
Common sense
Because the current 'active' options are extremely unsafe. Traffic is unacceptable right now with the existing density.
Better for community and for individuals
Sydney currently is not cycle friendly and ok for walking (to travel, its great for hiking) - it would be good for people be able to travel with exercise without putting their lives at risk
Active lifestyle and forces the homogenisation of our daily needs with where we live.
I am an older person who rides a bike for shopping and other tasks. I am too scared to ride on Pittwater Road and would like to be able to ride on footpaths all the way along that road,
Healthier more enjoyable wY of travel better for environment
With absence of even simple footpaths in most suburban streets (in 2017), no wonder everybody drives...
People are getting too fat and unfit. Walking just 20 mins to and from or between modes of transport will give people at least some exercise and thinking time.
easy, free and health. However, bike commuting in Sydney has just become too dangerous
Less car use = less traffic = less fuel used etc
cycling and walking require far less resource to support traffic flow and parking and are more sustainable
We support this initiative in principle and would be happy to use walking and cycling more often but unless residents work close to home, this is not really a viable option to solving the long-term transport issues.
Because many residents are within walking and cycling distances of local amenities and people would use these means of mobility if the infrastructure supported them.
better for environment, healthier lifestyle, much more fun than sitting in traffic
It's environmental, healthy and more flexible option than travelling by bus. BUT I am sceptic that it's doable to create really good conditions for active travelling. Sydney is too big for that and people just use their cars too often.
Lived in Copenhagen and LOVED their safe, dedicated cycle lanes. Used by everyone, young and old because not on the road with cars. Brilliant. New electric bikes make this even better and more possible because Sydney's hills become less of a problem.

Just like the reasons given. Quite often the roads themselves are not safe for walk or cycle. For example the wakehurst parkway is unsafe for travel other than car and motor cycle
Reduce traffic density, support active lifestyle
I would love to walk to work but no footpaths down oxford falls road.
Makes people healthier and reduces cars on roads
To reduce reliance on greenhouse gas emitting modes of transport. To encourage and facilitate healthier active lives for Northern Beaches residents
I could ride my cycle to the main bus stop and get a fast bus to city. From dee why the buses are more frequent. This will widen my choice for possible area to live in, and may be little less rent.
We need to be more active and rely less on our cars
I currently cycle to work. I use the cycle lanes provided, which are good, however there are a number of spots along my route where the cycling lane abruptly ends and I have to choose between cycling on a footpath with pedestrians or on a busy multi lane road in peak hour.
Less cars on the road, better health outcomes
Health. Environment. Energy savings.
FOR THE REASONS MENTIONED
Sustainability
All exercise is good, but this is not going to get people out of their cars.
Because if you're not a caveman stuck in the 50s it does make sense
It promotes active lifestyles, is good for the environment, and gets traffic off the roads.
It keeps cars off the road while contributing to making citizens healthier due to exercise
The main reason I ride is ease of parking Clearer air and exercise
I ride to the beach now because I can't get a park. Good for air quality, health
Community health and environmental benefits
Good for public health, congestion, economy, better use of transport budget. Solutions involving walking and cycling are many many times cheaper than expensive road upgrades.

Good for personal health, good for the environment, a very pleasant way to be part of our community, saves time and hassle, supports local businesses
According to studies 60% of Australians are obese and the number is growing. On top, air pollution on major roads of the Northern Beaches is close to unbearable (walk/cycle Pittwater Road into Manly). Realistically Manly and Sydney in general is not getting much more space and it's important to use the limited space as efficiently as possible. Over 2000 people enter the city on work days by cycling over Sydney Harbour Bridge. That's 2000 less people in buses and in cars. Our roads would be much more efficient in bringing people from a to b if not everyone would claim their own 5m of road in their car.
The distances we travel are very cyclable
Cycling is better for the environment. However right now cyclists are one of the biggest issues on the roads, if you want to implement this we need bike lanes, bike licences and clearly laid out and enforced bike rules
Cycling is healthy & by itself produces few accidents (70% of cyclists' injuries are caused by at fault cars); Cycling uses no fuel; produces no extra carbon dioxide; bikes take up little space to park
I support it to some extent but it's not a priority because it's not a solution for those who cannot easily engage in active options due to health problems. The hilly nature of many areas would also make it difficult.
Reduce carbon emissions and promote healthy lifestyle
less cars on the road, better traffic flows and less carbon foot print
Cycle infrastructure doesn't seem to exist in Australia. I've been fortunate enough to live and work overseas and have seen many major cities that support and encourage cycling with vast amounts of safe, cycle infrastructure along major routes. For example, Manchester, England is closing one of its major roads (Oxford Rd) into the city for cars, only busses, cars and bicycles will be allowed to use it. The northern beaches has one road to and from the city, and most of the road is taken up by cars parking in bus lanes. This road should have a safe cycle path that goes from Palm Beach to the City. This would make it a more attractive option for people to cycle. It's too dangerous currently having a shared space for cars, busses and bicycles. However, a dedicated cycle path that is separate from the road would encourage more people to cycle.
There are no safe walkways from where I live to public transport.
Seen it work in other countries Healthier for us Cycling is also enjoyable when safe Better for the environment
Encourage fitness and health. Less congestion if bicycles are used and there should be option to carry bicycles on buses as in other cities.
The encouragement of push bike riding would reduce traffic, pollution and parking problems in the Northern Beaches
I like cycling
don't like seeing cyclists having to share roads without dedicated cycle lanes
Already wrote it.

The health and wellbeing of the community. Cycling on our streets is dangerous for everyone, causes road rage and slows traffic
This objective could ease traffic congestion and would promote healthy behaviour in the region.
It solves two problems. Congestion on the roads and growing obesity among the population.
Good for health Good for community
I can only echo the sentiments from the previous slide! It is better for environment and better for our health and well being. It works well in other countries. It doesn't work here yet because of the mind set of the community.
It solves the dual problem of congestion and an insufficiently active population. It promotes better social cohesion, less environmental impact and greater safety
reduce car traffic, all children to get safely to and from school, establish bicycles as a transport alternative to cars
I cycle a lot and wish it were easier to go further, while avoiding main roads and traffic. Manly already has too many visitors and rail would be a disaster, increasing crime and garbage
Healthy option
because we need to improve our on road bike path network, a lot of cyclist don't want to road on the footpaths that are being upgraded at current
Reduce obesity, improve health and wellbeing across the community, encourage community interaction (no one interacts when sitting in a car, cyclists sit at traffic lights and chat!)
It's good for people's health. It promotes community interaction. It is good for the environment/global warming. It reduces parking problems.
In every country where cycling infrastructure has been built the take up as been huge. It really is a case of building it and people will use it. But it must be safe and not shared with vechiles, no one wants to die just to ride their bike 15ks to work
Protected cycleways on roads and shared footpaths to allow cyclists and pedestrians to navigate around dangerous road intersections and across bridges
We have an obesity epidemic, traffic congestion and pollution issues... we can solve all 3 of these with safe bike paths . We need to change motorists views of cycling and make it safe!
I love cycling and cycle lanes.
Bicycle travel using existing roads is extremely dangerous - in fact it should be banned. Northern Beaches Council need to collaborate with Willoughby council to provide a off-road cycle path between Chatswood and Brookvale / Dee Why.
Anything that gets people out of their cars, or less dependent on their cars, is a good thing. Especially in an area with an older and retired demographic
So those who ride a bike can get to where they need safely with having to worry about being hit by passing drivers
I commute to the city via bike and it's really dangerous nearly been knocked off twice. I regularly use the cycle paths around manly and it's a very easy, affordable way

to get around. As obesity risks increase people need to be more active so this is a way you can encourage this and reduce traffic and emissions at the same time.
I am a keen cyclist - it is my daily commute. Walking gets people meeting each other within a community and both are excellent for maintaining good health.
Healthier population and more live able environment
I'm a cyclist and risk my life everytime I commute to the CBD. Cars will definitely not solve the issues as other cities across the world have proven. Cycling is the future. How can anyone think it would be efficient for a single individual to travel in an air polluting 6sqm killing machine? Rather than walking, running or cycling? Building new roads only proves one single thing: corruption.
People will get on their bikes and walk when it is safe and comfortable to do so. Parents will allow children to ride and walk when safe paths are provided.
All evidence suggests health benefits for all and a 10% reduction in traffic reduces gridlock
I am an active cyclist, recreational and commuter. I experience the effects of an incomplete and inadequate cycling path or lane network. This results in unsafe situations and being harassed by drivers and pedestrians alike.
Better for you, health, public spend, environment, congestion.
Many more people would cycle if it was safer. Walking and cycling both improve physical and psychological health. If current car volumes on the road are decreased enough then the roads do not need to be upgraded.
Because I come from a country where people cycle everywhere for everything (Germany) and it works. People enjoy it and are healthier because of it. And cities and roads are less congested. If Germany can do it, so can Sydney! :-) And I know lots of people who would cycle to work, but don't do it, because it's too dangerous here (including me).
It helps solve existing congestion problems, and results in a healthier lifestyle and environment for all.
To reduce the number of cars on the roads and a for a healthier living
Environmental and health reasons and good for building community
It literally solves ALL transport issues we have: pollution, noise, congestion, aggressive behaviour, traffic related injuries and deaths. It also saves billions of dollars and reduces obesity. According to the BBC, cycling reduces death by ANY cause by 41%. The council would also catch up with other communities around the world who have decided for the future of it's rate payers and their children rather than satisfying corporate interests.
At the moment it's too unsafe to get around. I would ride a bike to work if I could cycle away from the road
better for individual health and wellbeing
I commute from manly to pyrmont everyday as it is easier than other methods of transport
Active travel is not just healthy but a necessary and easily achievable part of a suit of transport options.
Efficient. User friendly

Removes cars fro roads, contributes to healthy lifestyle
It is healthy and helps to take cars off the roads
Obvious health benefits, good for small village centres and community cohesion.
Cycle paths on roads are still dangerous for children and adults. More paths located on shared or multi use footpaths are preferred
Because paths are needed in our residential streets
Overwhelming amount of cars on the road currently. Poor road conditions
Active travel in the ONLY way for the Northern Beaches to improve congestion, pollution and liveability. Cycling used to be problematic for many people because of the hilly nature of our environment, however the rapidly growing popularity, availability and affordability of electric bikes is a fantastic opportunity to change that forever.
Getting people more active
I would like to cycle more of it was safer. It will beebop to reduce traffic. It will build a happier, more connected ans healthier society.
If a person is physically able to walk or cycle then they are more likely to do so if better facilities are provided and its safe to do so
We've stopped commuting by bike due to accidents- car related. We'd take up cycling for shopping, working and visiting friends if there were lanes separate from road traffic. We'd also feel our children would be safer on dedicated cycle paths
Better for everyone and environment walking/bike tunnel from manly to city
Healthier more pleasant community lifestyle
More active transport (walking, bike riding, public transport) means less traffic congestion, healthier lifestyles and more connected communities. Traffic congestion has significant health impacts on respiratory and cardiovascular disease, as well as mental health. Active transport is the answer.
Increased participation in active transport is fundamental if we are to even begin to solve the social and economic burdens of congestion, climate change and health. The current infrastructure is, frankly, terrible. The lack of connectivity, separation (from vehicles and other active modes) and directedness (route efficiency) is a major barrier for many people from cycling or walking. If you want to get people out of cars, you need VERY attractive alternatives and you need to make choosing the car less attractive e.g. discouraging unnecessary car use (see previous answers).
Priorities should always lie with the pedestrian and not the vehicle to ensure a vibrant and activie local community.
More future focused for environment and for quali ty of life.
It's healthy and it takes private vehicles off the roads.
Cycle paths separate from car traffic to BLine bus stops is essential.
I cycle into Mona Vale sometimes so I don't loose my parking spot. Having some dedicated cycle ways would make it easier and much safer for all.

Reduced environmental impact. Don't want more density and more cars
More exercise. Sometimes you just don't need to use the car.
Makes sense. Should say that 5 years ago there were not any bike racks at dee why beach and there is still a lack of integrated networks.
Very supportive of the benefits that walking and cycling bring to everyone who chooses to do so.
Better for climate change Better for health Teenagers would benefit to allow them to participate more actively without having to/being able to drive
There are too many cars on the road and encourage more children to walk or ride to school as many seem to be driven due to lack of safe walkways or cycleways
Im a cyclist and a walker I DO NOT FEEL SAFE riding on the roads next to cars, buses, and trucks. Why not take an existing lane on Pittwater road and put a concrete barrier between it and the vehicles. Then the footpath can be for the walkers and there would be a dedicated bike lane. There could be a dedicated bus lane and the last 1.5 lanes in each direction could be for cars. This would reduce the number of cars, make us all healthier and clear the air pollution due to there being fewer cars
It's healthy, sustainable, and gets cars off the road.
For the reasons you stated in the preamble to this question.
Active travel provides exercise, and an efficient and potentially enjoyable way to get around. Provisos are that it is safe and not subject to air pollution from busy roads.
Environment and fitness health of community. We do need busses to allow bikes to travel on the bus too. This encourages people to ride one way to work but return by bus when dark or bad weather. Travel distance to work is often too far to cycle both ways.

Please tell us the main reasons why you don't support this objective?

We need to rely on trains and monorail options
Again, pie-in-the-sky rubbish. The overwhelming majority of Northern Beaches residents could not possibly use cycling as their primary (or even secondary) mode of transport.
already answered= it's rubbish not everyone CAN be 'active'
The main cause of road congestion is the daily commute. The vast majority of commuters work a substantial distance away from their homes. Cycling or walking to work simply isn't a viable option.
If they contribute
simple cyclist have no respect for anyone but them selves. They need to be educated about other uses and respect that. No problem with walking

improvements.
You must be joking. Build walk way to travel 25 KM to work.....get real. Or why don't you ban cars buses and convert existing roads to walk a cycling paths
I commute to CBD, walking not my priority
Doesn't work well for families with young children
Need better transport options first. Then look at other options that do not move as many people at the one time.
I and my family work to far away to cycle or walk to work.
We have no industry/ education facilities within walking or cycling distance. We need mass not individual transport solutions
people do not want to walk any more rhan 200 meters . cycling is far too dangerous
Roads are not fit for cycling safely
Bikes need to be off the roads
This question is another example of trying to have answers given in support, because that's the response you want. The majority of your constituents want to use their cars (do the stats) but you want to impose your left wing views on all. I support viable public transport and active transport to a degree but not at the expense of improving the dominate form of transport chosen by people in the Northern Beaches and in fact all over SYDNEY. Improve our roads and lobby/work with State Government to get the Spit tunnel and Harbour Crossing IMPLEMENTED instead of just talking.
Walking or cycling is just not viable for lots of people. The distance to travel in many cases is beyond the time and physical ability of many computers. Not everyone has access to a shower when arriving at work all sweaty. Walking and cycling are not a good option in rain and high heat. Cycling on our roads is dangerous. So walking and cycling are OK for part of the population and only on some days, so it is not something that can be used to have a significant impact on the complete traveling/transport problem.
It is at the expense of the far greater majority of bus commuters.
It's not a realistic option for the general public. There are no dedicated cycle lanes for complete journeys and it's not realistic to transport children as passengers on bikes through the Sydney traffic. The car drivers are not taught how to deal with cyclists, and the cyclists take too many unnecessary risks and do not obey road rules.
These are very much age and weather dependant, so cannot be relied on other than as alternatives. Still have to provide the full transport solution, with these as additional options.
Most persons jobs are to far to walk to
Walking and cycling is fine assuming you 1. Have the time, 2.!don't have too far to go and 3. can change clothes once you get to work/your destination. While it's great for health and good for those that have the time and no major time constraints it's not going to assist those that need to get to work in the

city or elsewhere, pick up the kids from school/s or daycare. In some instances that is a short sighted solution that doesn't really take into account current family related daily commitments.
It is not always possible to walk or cycle everywhere with 3 children
<p>Sydney is too large for cycling to be a viable means of transport.</p> <ol style="list-style-type: none"> 1. For me to go to work, I travel from Scotland Island to the Sydney CBD. There's no way I can do that on a bicycle. 2. For shopping, I can't use a bicycle, as it won't fit my groceries. 3. To visit my family, who live in the Hills district... that is also way to far to cycle to for a visit. <p>Aside from weekend trips away, that's basically the only travel I do.</p> <p>I think we're kidding ourselves if we think cycling can be anything but recreational in Sydney. The area is just too large and too hilly.</p>
Not everyone can cycle and what about older citizens who are ignored in this planning. Hipsters seem in control at present.
Just concentrate on fixing travel by car
You can't walk to the CBD/Chatswood for work. Young families cannot walk cycle to school. Older generation cannot walk/cycle to shops and doctors. Cyclists travel less than 50% of the speed limit, therefore they cause congestion on the roads for both cars and B-Line buses.

Are there any other walking or cycling priorities that Council should consider?

Use cycle and walkways to access the main bus terminals and have secure bike parking at the terminals. Build a bike and walkway off the edge of 'the bends' Barrenjoey rd between newport and Avalon to encourage 'Beyond the bends' residents to cycle or walk to newport and then have the B line run from there.
Lighting in suburbs so people riding early morning or at night can be seen more easily.
Don't allow those horrible short term roadside bike hire companies near the beaches the bikes are crap and they become 'bike pollution'
A safe link between Manly and the city.
Prioritize designated paths with tree canopy cover- not lanes connected to busy roads. Otherwise it will be too hot to ride- climate change is real!!! Bus and light rail facilities must include bike transport racks.
Don't know enough about it, but cyclists in the bus lane slow down buses and so impact the public transporters not single commuters
Yeah, dig up all the bike lanes.
Buses having bike racks on the front like they do in many other countries.
Better monitoring and maintenance of foot paths and bike paths and tracks
Stronger promotion of health benefits of cycling
bike racks on the future metro to facilitate connections at either end

<p>Yes.</p> <p>Pedestrian pavements to every street. This should have been done 50 years ago and should be done at ALL NEW development.</p> <p>Bike path needs a major development, especially along the beach. Cyclists shouldn't use the same roads like cars.</p>
<p>Accessibility along pedestrian paths, removing light poles from the centre of paths which prevent getting a pram or wheelchair getting past. More street trees to provide amenity and shade</p>
<p>Australian culture hates bicycles, for some reason. That is one of the most important battles that needs fighting</p>
<p>dedicated bicycle helmet optional not mandatory</p>
<p>Shared pedestrian and cycle paths are better than no cycling option at all - but to truly encourage cycling as a transport option, separate cycleways from pedestrian paths for everyone's safety and enjoyment.</p>
<p>Cycling and Bus transportation need to be considered together due to current requirement of cyclist to use bus lanes. The introduction of the B-Line has impacted safe cycling along Pittwater Road.</p>
<p>A single, safe corridor from the beaches to the city, largely or all off road or separated from traffic. designed so that people can commute quickly and safely by bike (so the route should be as continuous as possible).</p>
<p>I work for Council. I'd like to see some emphasis on increasing active travel internally. It's been difficult to ride to work because my team is spread across multiple offices and I regularly need to travel to meetings. It's not always practical or possible to take a pool car for this.</p>
<p>Remove need for helmets. Provide secure parking, Dedicate road areas to bike, and have clear routes connecting the key areas within the beaches.</p>
<p>Reducing conflicts between users is key. Getting key bike lanes off the road where they are unsafe</p>
<p>safety from road users, impatient road users are very dangerous</p>
<p>Regional cycling connectivity - integration with regional cycling networks outside of the Northern Beaches.</p>
<p>Bike maintenance hubs like tyre bike pump at the northern end of the harbour bridge</p>
<p>walking track and cycle paths must be separate. Riverview Road and Cabarita Road Avalon are two very dangerous roads</p>
<p>Bike rack on the front of local looping connector buses.</p>
<p>Manly to Palm beach walk.</p>
<p>footpaths along Barrenjoey road to help residents get to bus stops</p>
<p>Not shared cycle/pedestrian paths</p>
<p>Connected Cycleways to Chatswood, North Sydney and the City. They're currently appalling</p>

I strongly oppose cyclists sharing roads with motor vehicles - especially on major thoroughfares. An alternative would be to create autonomous cycling routes that exist independently of public roads
Nothing will change unless you give cyclists and pedestrians safe off-road paths. It is too dangerous to even consider as a viable transport option
Look at the big picture- don't just provide band aid solutions, seamless integration of cycle ways is what is required
separate bike lanes would be nice but again too many cars and not enough parking so no room for bikes. No one walks - bikes on the footpaths seems feasible.
Separate walkers, cyclists and cars
I think that if this is pursued a lot of money will be spent on it with a benefit to only a few residents
Bicycle paths through parks and bush. For example, the council could create a paved cycle route from Belrose, through Allambie Heights down through the bush by Manly dam - all separate from road users. What a tourist attraction it would be as well. I would use it to get to work.
We need to see the two as separate transportation options and not just pastimes. For both options to reach their full potential there needs to be separated bike and walking paths in high traffic and commuting areas.
Dedicated cycle lanes on all main roads, phased out parking on suburban streets to encourage cycling, broad, well shaded footpaths on all streets.
PUBLIC WARM SHOWER FACILITIES
disincentivise car use
Main roads need LESS traffic lights. Side roads should wait slightly longer to join main road then proceed with fewer stops at lights. Better street lighting is essential for safety if walking from public transport at the end of the day. Solar electric street lights! Bicycles are nice in good weather but we all spend hours on the road and don't have time to take them seriously for commuting particularly from the Pittwater end of the Peninsula. Not everyone is able to walk or ride distances
adopt world best practice for design. clearly the way cycle facilities are being designed here are way below that. e.g. poor design at junctions - should make it clear that bicycles have priority if through traffic and not design junctions which cars will block. There are no standards and the people who design them seem to have no cycling experience or understanding.
The topography of northern beaches makes this objective mostly impractical except for amenity and leisure. Yes links and facilities should be improved, but it's not going to make a significant difference
Focus on the quality and safety of existing pavements before spending on new paths. Don't let the 'concrete and steel' thinking of the southern end of the Council invade the Pittwater end. Eg keep the back of Palm Beach natural sand (no board walk) and don't build an over-water monster over Narrabeen Lake. Don't unduly 'tidy up' our wilder places - keep them natural and as unspoiled as possible.
Better lighting so it's safe during dark hrs.
I have no idea what any of these mean - you need to avoid jargon in surveys like this

Get them off the roads
If the government thinks that providing extra signage is dealing to the issue they are dreaming. Stencilled images of bikes on a road does not make a bike path. Sydney drivers are highly frustrated and have no patience for young or slow riders. I want to cycle my boys to their sports on the weekend, there is absolutely no way to do that right now. Dedicated, safe cycle ways are essential.
Cycling around Manly, not just along the beachfront, should have their own lanes. Shower facilities at the wharf to promote cycling to the wharf. Clear signage on the right of way for cyclists vs cars. Shared cycling schemes - with parking stations - easy to use and find.
Safe, dedicated and segregated cycle paths will reduce commuter congestion;
Street lighting and footpaths in Dee Why are scare and this makes walking to and from public transport during the dark dangerous.
I guess there is always a conflict in peak traffic with slow bicycles on the bus lane
Bike lanes on main roads
promote sharing cars to and from work
Provide incentives for people to walk and cycle, both financial and fitness incentives. For example, making parking very expensive, makes other options more attractive. Restricting free resident parking across the whole of the Northern Beaches. Ways to incentivise people to reduce car ownership and to only have one car per household. Making it safer for children to walk to school as much of the traffic in the mornings is due to mums in 4 wheel drives dropping kids off.
Cycleways separate from road users are better
PLEASE do something about Pittwater road from Mona Vale to church point - I cycle there every weekend and find drivers to be always aggressive, treating cyclists as an inconvenience to their day. ALSO - Mccarrs creek road from Church Point all the way to Terrey Hills and General San Martin drive to Akuna Bay and West Head - these are extremely popular for cyclists, especially on weekends where there are literally thousands of cyclists that use these roads and contribute significantly to the local economies, especially cafes that get a boost from cafe stops. ALSO - Bilgola Bends - very dangerous for cyclists EDUCATION - drivers need to be educated as to how exposed cyclists are - some common courtesy and patience would go a long way
More and better sidewalks! I can't leave my house without walking on the road. I want to go to the coffee shop, to the daycare and to the frenchs forest market safely through a sidewalk.
Separated cycle ways - rather than shared
1. State Government is unreliable so while partnering is required, the Northern Beaches Council has to be independent enough to make progress and not be held back by false promises and vested interests of the politicians. 2. Good transport is not about one form - rather it is balanced mix-modal transport so cars should still be part of the transport policy but no longer treated

as the principle or preferred form of transport. 3. For end of trip facilities, bike racks yes and encouragement yes - but this happens after the important tasks are started like good and safe infrastructure. 4. Regarding conflicts, this is the State Government responsibility and also heavily reliant on the infrastructure. The actual infrastructure can often solve this but creating clear and safe interaction which automatically eliminate conflicts. It also requires a cultural shift and some conflicts may remain unavoidable though can be minimised by state government education and better infrastructure.
NEw bike lanes or path can't come at the expense of existing traffic lanes
Learner cycling tracks for beginners. which are off road and less users.
Bicycle rego.
Modify busses to allow bikes to be loaded onto the front outside of the bus (as per USA model)
Yes I believe you are clouding the issue. Walking areas around the lake or coast is recreational should be separated from the transport needs. 2 issues you are trying to slip things under the radar under the issue of improving transportation.
I think council could contribute to changing the attitude of car drivers to cyclists through positive advertising and example. Eg Boris Johnson used to cycle to work when he was major of London
this is not a credible solution for the major dilemma we face in our current environment we choose to live in
Provide seating at all bus stops. Provide seating in all parks. e.g. next to roads. This will encourage older folk to walk rather than drive. Provide footpath where they are missing.
Putting foot and cycle paths on the palm beach/careel bay end of Barrenjoey Rd
Improve existing pathways and make them safe and legal for people of all ages to ride on them. Remove the rule that adults cannot ride on the footpath now.
work with the business sector to provide bike friendly businesses, e.g. they have a bike pump and basic tools. water fountains/Taps to fill water bottles at shops and other destinations (there are some at beaches) promote ride to market and street fair days and provide temporary bike parking racks for the day look at what the City of Sydney is doing
Not sure what 'end of trip' facilities means? If it means more tidy, secure, bike parking - yes. If it means a shower then not really.
separated cycle paths and new elevated pedestrian crossings
Safe and plentiful bike parking at transport nodes like bl-bins bus stops and the ferry.
Cycling to work is great, and the road and paths should support this, but something needs to be done to overcome the issues caused by recreational cyclists riding on arterial roads like Mona Vale Road or Pittwater Road during peak traffic times.

Safe travel to schools -if you truly want to influence travel behaviour for the future, look at ways to encourage kids to walk and cycle. This has the double benefits of increasing active transport and establishing healthy behaviours for the future, together with a reduction in car travel and parking issues around schools.
Better communication of initiatives re cycling. Connecting places other than just along the beach fringe. Stop the cutting off of alternatives to cars when doing works
Making the establishment and maintenance of walking and cycling routes a critical outcome of major road projects, not just an optional one. Residential planning changes to ensure safety of pedestrians and cyclists on footpaths (eg by encouraging better visibility near/over/through fences near driveways). Working in partnership with businesses to help connect 'missing links' when that may run through existing properties - eg business driveways.
Get a cycle only lane for cyclist and do not allow them to drive on bus lanes during peak hours.
Make sure electric bikes are part of the strategy.
Improve density. Do not focus on making cycling/walking an option to move between already established areas - this will never work. Instead, increase density such that walking/cycling is reasonably quick and does not expend too much energy to do so.
providing cycling infrastructure that services the main community hubs without the need for cyclists to engage with motorised forms of transport.
Better infrastructure for cyclists to safely leave their bicycles whilst joining other public transport systems (ie bike 'parking lots')
Cycling tracks should be off the roads as much as possible, and also not be shared cycling/walking paths.
Provide dedicated routes separated from vehicle traffic. Think of these as transport routes, not as leisure facilities. Make pathways wider than the standard 2.5M shared path. This is not wide enough for serious cycle traffic used for transport A-B. Manage steep gradients.
Electric scooters
More local business parks and local business opportunities would mean more people could ride or walk within a short distance of home without the need to have massive bike paths to get into the city.
dedicated bike paths or where suitable shared paths (with walkers) is the best solution. Providing secure parking for bicycles at transport nodes is also important
outing in footpaths would be a start
There are MANY streets in the Pittwater area that have NO safe place to walk or cycle. Even the MAIN roads are UNSAFE for pedestrians and cyclists. It is time that these roads were made safe places to walk to bus stops or greater distances. Barrenjoey Rd and Pittwater Rd should have dedicated cycle lanes or allow riding on a widened footpath away from shopping centres
*Every new development and upgrade should include bike paths and bike stands with public air PUMPS. *Main roads should integrate bike lanes. * BIKE traffic lights separate to car traffic lights. *Private and public housing should also have a compulsory bike stand outside the building.

ELECTRIC Bike REBATE!
Safe cycle & walking paths AWAY from the roads
Where streets are being masterplanned in new centres such as NB Hospital ensure all parking lanes and street planting are configured to allow parking lanes to be replaced by dedicated bicycle lanes in the future of Mobility as a Service.
Safer high speed bike ways for commuting. Bike paths are great however if they do not support bikes at maximum speed they are not useful for commuting
I think that cycling into the city is not a realistic option for most people that work in the city.
Look at areas in countries such as Denmark, Germany and the Netherlands how their cycle network works. Make it safe for all.
Dedicated cycleway from northern beaches to Manly, and the city
Yes, it is crazy that integrated cycle ways are not part of the current hospital road works. We all talk about active transport but in reality it does not get done as no-one is prepared to fund it. Council should be ashamed that they have simply allowed RMS and Government to walk all over them.
Cycleways need to be separate from pedestrians. Given lack of space on main routes can aerial cycleways be considered? The pedestrian crossing at Oaks Avenue /Pittwater road junction is dangerous and a red filter light is needed to stop cars coming thru when green man is on. Many crossing points on Avon Road are also dangerous - there are no zebra crossings or light activated crossings.
Infrastructure Australia has identified in concept form the need to create active transport thoroughfares within 10km of the CBD. NBC is outside of this, but we need to link onto this with active transport links that provide corridors such as Palm Beach to Spit Bridge, Dee Why to Chatswood. Then the local infrastructure of paths to link with the key corridors is secondary.
Bike racks on buses so people can combine public transport with bike use
Educate drivers to get them out of the right lane so that faster drivers can use the right lane and stop trying to share the left lane with bikes.
Safety!
Provide dedicated sections of road for walking and cycling. Stop encouraging more private car use by destroying the environment for even more cars.
Determine the principal routes used. Eg Northern beaches to the city. More ferry cycle parking.
safer paths shared by walkers and cyclists
Not impact traffic flow
Improved infrastructure for longer road cycling trips.

Don't allow cyclists to share bus lane as they slow down the bus that has far more passengers on board
Police actually 'police' the one meter rule between motor vehicles and bikes.
More bike parking spaces at key nodes eg Manly Wharf is very crowded
separate cycle and vehicle routes
Cyclists and cars/buses should not be 'sharing the road'. Cyclists cannot keep up with other modes of transport and slow down the movement of powered traffic. Separate them.
Separate bike areas
Allow slower adult riders to ride on footpaths.
Ability to take bikes on public transport. More aesthetic vegetated paths rather than alongside road traffic
Footpaths, after putting powerlines underground.
As far as possible, keep cars, bikes and walkers out of each other' way.
additional bike storage facilities at transport hubs and shopping centres. ensure the facilities dont get clogged with dumped or long term stored bikes. Seaforth roundabout is one of the most dangerous parts of a cycling commute home. No idea how to fix though.
People will not walk or cycle 20 km to their jobs (especially when they are riding their bike next to a highway, breathing air filled with fuel). Move jobs closer to NB.
Relies on off-road, dedicatedcycle paths if you want it to be used.
Oxford falls road down to the school should have footpath as well as the intersection between iris and oxford falls road should have lights for pedestrians and help kids at beacon hill public walk to school. Also intersection of patanga and iris street is hectic to cross to head up to shops and public transport. Seen a car come to full stop to help provide space for 3 young boys on bikes cross the road safely only yesterday.
Pavement and lighting maintenance
Create new networks for areas where there are currently no cycling networks
Bicycles being stolen is everyday thing. Do something in terms of patrolling, safety and surveillance.
Where are the cycle or scooter parkings.
Why dont we have a padestrian/walk over bridge at dee why bus stand ? Cant we have one built by private entities and let them monetise by putting advertisements to recover their cost.
ban all cyclist from normal footpaths - it is a nightmare and more than annoying for us pedestrians

<p>Traveling from Manly towards Warringah mall the cycle lane ends just before the Warringah mall bus interchange, I travel to the other end of Brookvale. Navigating past all the bus stops is very difficult as there is no cycle lane, I can choose to cycle in the bus lane (not appealing with the heavy traffic during peak hours) or cycle around pedestrians waiting for the bus (difficult, frustrating, dangerous to both parties) surely a bike path around this area should have been included in the recent upgrades.</p> <p>Other area that is very dangerous when on a bike or walking is trying to cross Girard street when traveling along the cycle lane on Pittwater road in north Manly. The traffic is always backed up coming out of girard st and there are many cars turning off Pittwater road from both north and south direction into girard street. The way the footpath is designed so you have to awkwardly walk around the back of the cars to cross the street. Quite often by the time you are halfway across the street a car is turning into the road ready to mow you down!</p> <p>Just send a council official to observe how pedestrians and cyclists navigate this crossing during peak hours</p> <p>Also have an alternative bike path around Queenscliff lagoon park, the park is a great amenity for locals, kids and dogs but having it as the main thoroughfare for cycling commuters to get from Pittwater road to the beach is incongruent with its other use and pits cyclists and park users against one another. It is fine for people cycling at a leisure speed but not suitable for those cycling at commuter speed.</p>
Cyclist safety on shared usage roads
Give more priority for pedestrian at crossings.
Proper dedicated safe bike lanes. I lived in Amsterdam for years. Just spend 2k on a plane ticket, go there for a week and save me the time of trying to explain how it makes sense
Making it safer to do so. Making sure amenities are within walking distance.
Council needs a separate cycling lane for cyclists other than commuters. Cyclists who train for their sport cannot share a path with people who walk because they are simply too fast and this would frustrate all.
Support a good Australian Bike share company.
No law for adults to wear helmets on cycle ways
Engage an Australian Bike share company and adults don't have to wear helmets
Cyclists should not be allowed to travel in large groups along roads with a restricted width or without a bike lane. Passing a single cyclist or pair is possible on narrow roads without endangering the cyclist but for a car to pass a group (eg 6 or more) of cyclists is difficult.
These are fantastic objectives if only we could get significant investment in them!
Improved street lighting, make cycleways separated from main road. I would love to ride a bike around Manly and the local area but at the present time it is very unsafe.
Separate cycle and walking routes from bus lanes and bus routes.
It's hard to get to bus stop in Frenchs forest without walking on nature strips and difficult road crossings. Cycling should be a first class mode of transport. We could have bike racks on busses.

Enforce cyclists to know the road rules and obey them, putting in more cycling lanes. Not allowing bikes in bus lanes
A completely separate cycle path down the hill towards the spit from Sydney road. None of the cyclists ever take the safer option of through seaforth.
Bear in mind that northern beaches are hilly and the population is ageing. While I support active transport measures, these will only ever form a miniscule part of the real accessibility package.
Walking & cycling don't replace other modes of transport in most family situations. Road sharing is ineffective - cyclists cannot keep up with cars/buses and should be sharing the road on the major routes. The strategy should be have separate pathways to ensure cyclists are safe and motorists and mass transit solutions are not interrupted by cycle routes.
NSW Govt has left this state in last place in spending for cycling infrastructure, so probably have to go ahead without them.
Long distance walking or cycling is really for the very fit and healthy, for others, maybe just concentrate on designing urban centres that are easy to walk or cycle around (linking up network over long distances will eat up more budget that could be better used elsewhere).
More bicycle parking and storage options.
Showers, lockers and bicycle racks and all major stops.
Use of corridors that are as flat as possible for cyclists.
I think the days of painting a bike on a road and calling it a bike route are over, we need dedicated and safe bike lanes for cyclists
Leisure cycling venues, such as the proposed track around Lionel Watts, should be increased to give an alternative to leisure cyclists using narrow streets.
We need a change in attitude towards cyclists. Some drivers are quite hostile.
EDUCATION. You need to educate people on the pro's of walking and cycling and make it an attractive option for people . Introduce harsher penalties for car users who abuse and verbally attack cyclists. Simply make it your priority to prioritise walking and cycling.
Consult with user-groups to ensure the routes make sense to those who will use them Consider the purpose - commuting or recreational - they require different considerations. Crossing lots of roads is not helpful
Cycle paths are not thought through. The start and stop in arbitrary places.
Remove compulsory helmets law. Install facilities for SECURE bicycle parking at the Wharf.
Can't see many people opting for walk/cycle as a way to get to work - this is more a leisure/physical health & well being initiative that I fully agree with
Activity promote walking and cycling, maybe even discounts on some bicycle to encourage participation
Councils got to deliver the plan and get the funding state gov will only support areas where they need to buy votes or that voted for them.
Yes promote safety! A lot of people on cars view cyclists as a nuisance, all over the world cycling is promoted As a means of transport and fitness... you

have signs saying watch for motorcycles maybe have some reminders of people on bikes... we need to encourage this and get behind everyone trying to make a difference
Separate cycle lanes from car lanes. It's the only way.
Northern Beaches Council need to collaborate with Willoughby council to provide a continuous off-road cycle path between Chatswood and Brookvale / Dee Why. Roseville bridge is a killer. Not all cyclists use the path on the Northern Beaches side, and no-one uses the the underpass on the Willoughby side - just too much effort for cyclists.
Fining aggressive drivers particularly those which are aggressive towards cyclists
Signage - sometimes less is more. Check Poynton, Ashford in UK and various Dutch examples.
A bike logo on a footpath is a very very poor option. Replace the parking lane on Pittwater road with a dedicated cycle lane.
<p>1. build as many off-road/dedicated cycle and pedestrian paths as possible, especially where critical links are missing and always base the planning on where people are trying to get to and from.</p> <p>2. The use of paths must be policed to make sure cyclists going too fast don't make pedestrians fearful. I have the very real concern that the new cycle/pedestrian path to be built alongside the Bilgola Bends will be overtaken by large groups of cyclists travelling at speed on training runs. This will be off-putting for pedestrians, recreational cyclists and parents of children who might otherwise use the path. Feeling safe when walking or cycling is paramount and aggressive riding by these cyclists in training will soon defeat the purpose of building the path - i.e. to provide a connection that offers an alternative to driving.</p>
Safe cycle lanes which are car and bus free.
More foot paths to enable safe walking not on on roads
<p>Education for users of all transport modes on how to share the road, lanes and walkways.</p> <p>Doesnt help if we have a good cycling network, but cars are allowed to park in a way that obstructs them.</p>
Promotion and encouragement of sports involving walking, running, cycling etc to help the wider community adopt such lifestyles and therefore an easier and quicker move to these forms of personal transport.
Get cyclists off main roads
Safe cycle route off the main roads between northern beaches and city
A dedicated bike lane from Warringah Mall to the Spit via Pittwater Rd, Balgowlah and down the Spit. Given that half of your rate payers commute this way it is very disappointing that there is not a single safe active transport option available. Warringah Mall is a good starting point because it is not too far to cycle to the CBD and people can use the park and ride facilities if they live further up north. On Pittwater Rd you can easily replace the permanent parking lane with a dedicated active transport lane.

Bike lanes. Footpaths. Footpaths that connect
enforcing cycling laws to prevent pelotons of cyclists using 'rural' northern beaches roads as practise tracks - so dangerous
Cycle paths that are smooth and only for cyclists
For the good of the majority of transport users ban cycles from main arterial roads eg Military Road
Ensure that cyclist and motor vehicles NEVER share the road. It is naive to think that something as slow as a bicycle and as fast as a motor vehicle can SAFELY share the road. If you really insist on creating cycling access, then you really need to create new (separate) cycle paths. Personally I think cycling should be left as recreational (as that's what 99% of it really is) ... and so that means you can put those cycle paths in recreational areas (such as parks and national parks). This would also allow these areas to be safely used by younger bicycle or scooter users.
Stoo bikes getting stolen at destinations
Recognise that electric bikes open up cycling for many people and can remove the challenge of hills. Objectives for the amount of cycling can thus be higher than they may have been. As much as possible, separate bikes from cars.
Can you put bike racks on buses so we can travel with our bikes. Vancouver has been doing this successfully for years with good uptake. I'd ride my bike to the bus if I don't have to leave it behind at the bus stop.
Building more footpaths.
Registration for cyclists
Cycling /walking paths along all new & existing roads
It is well know that expanding roads only leads to more cars.... I believe we should sacrifice car lanes to build separate bike paths. This will lead to a major increase of people using their (electric) bike, because they can feel safe doing so.
The above 3 priorities will do nothing to improve road use and/or congestion on roads.
I would use my car less if I could walk places and the my dog up safely while I shopped etc. E.g.. I would be happy to walk to the Mall but I don't have time to do thay AND take my dog for a separate walk. So I need to drive to the Mall and walk the dog ay another time as there is nowhere to leave him safely. That why I support local shops on footpaths. You can easily tie your dog up and keep an eye on him.
School student transport.
Manly to city tunnel only for walking/cycling
Support making bike rental networks more viable
Green corridors. People don't want to bike or walk along congested and polluted roadways.
This list of priorities seems very empty. Considering how critical the increased participation in utility cycling is to relieving the Northern Beaches'

dependence on private cars, and in turn the social and economic burdens of congestion, climate change and health, there is very little direction or commitment in this list (or whole section) toward implementing a comprehensive network of safe and connected cycling infrastructure that has any chance of providing an attractive alternative to driving a car. If we really want to reduce unnecessary car trips then the Northern Beaches needs safe, direct and connected cycling infrastructure throughout urban centres that also interconnects with ALL surrounding urban centres.

The best starting points are: 1) separated cycling routes along ALL arterial roads to ensure interconnectivity of ALL urban centres, and 2) All Northern Beaches schools should have safe, separated cycling and walking infrastructure throughout their catchment. If separated infrastructure is not viable, then bicycle boulevard treatments should be implemented through quieter streets.

Being more specific, the low priority of East-West cycling links, particularly via the Northern Beaches Hospital is highly detrimental to the claimed objectives. Considering the new hospital (and surrounding commercial / industrial / education hotspot) as a major destination, there must be direct and safe cycling links connecting:

- Narrabeen -> Cromer -> Beacon Hill -> Frenchs Forest
- DeeWhy -> Narrabeena -> Beacon Hill -> Frenchs Forest
- Freshwater/Curl Curl -> Brookvale -> Beacon Hill -> Frenchs Forest (yes, a big/steep hill but here come the e-bikes - look at Europe)
- Freshwater/Queenscliff/Manly -> North Manly/Manly Vale/Brookvale -> Allambie -> Frenchs Forest
- Fairlight/Manly/Balgowlah/Balgowlah Heights (+Mosman etc) -> Seaforth/North Balgowlah -> Frenchs Forest
- Killarney Heights/Forrestville (+Castle Cove/Roseville/Chatswood etc) -> Frenchs Forest
- Davidson -> Frenchs Forest
- Terrey Hills (+St Ives) -> Belrose -> Frenchs Forest
- Oxford Falls -> Frenchs Forest

Regarding the first 'priority', NB Council needs to step up themselves, not rely on only partnering with the underperforming State Gov when it comes to active transport infrastructure.

The Northern Beaches should be setting the cycling standard for the rest of Sydney. We're relatively active and healthy people (compared to greater Sydney); we want to choose active transport, but most are too scared due to the lack of safe cycling infrastructure, or simply the lack of connectivity.

Public transport can never fill all the gaps in the complex web of departure and destination locations of a modern society, but cycling can, and even better than cars (door to door).

If we don't step up in this regard, then there really is no hope of reducing our dependence on cars.

Create areas/ points of interest and/ or improved weather protection at key areas.

Walking and cycling tracks need separation for the safety and enjoyment of pedestrians.

A cycle/walking boardwalk on the western shore line of Dee Why Lagoon to provide safe access between Dee Why and Long Reef.

Kid safety

Have a look at the overstretched bike facilities at Manly Wharf and the general lack of bike parking facilities at just about every retail outlet and every

residential complex. Northern beaches is way behind the rest of sydney. Re-install pedestrian priority at the corso and the esplanade ditto at dee why and all other beach areas which experience high pedestrian flows.
Explore possibilities of separating walking and cycling zones.
Some of those 'free' bike ride thingies? Or being able to rent a bike from one centre & return to another like London's 'Boris bikes'
<p>1. Make some roads where it doesn't affect residents too much one way, so you can widen them into pedestrian friendly streets and replace the suburbs with the disappearing tree canopy.</p> <p>2. Some households have 4 cars that are not even parked in their garages so extend timed parking on all major sub roads especially on designated bus routes. e.g. Iris St, Beacon Hill.</p> <p>3. Make shortcuts for pedestrians out of road reserves e.g. Barnes rd in Frenchs Forest so Oxford Falls Grammar students can walk to school.</p>
Educating car drivers that cyclists are equal participants in traffic.
Educating 'hard core' cyclists (those Lycra-clad racing types) that they, too, have to stick to the rules.
Because of the hilly nature of most of our council area it makes sense to support the use of electric bikes through subsidies and charging stations or battery swap facilities.
Off road cycling is safer for inexperienced cyclists. Protect unmade road reserves suitable for pedestrian use including pedestrian lanes, scenic routes and short cuts.
Bike lock up zones and allowing bikes on buses somehow

How do we provide better infrastructure for an ageing population?

Footpaths, prompt response from utility companies to repair damage they or their contractors do to access their infrastructure to the satisfaction of Australian standards.
More flexible transport like the Hop Skip and Jump bus or the dial up bus.
Walking distance amenities. Less stairs.
Better public transport
Not sure.
Footpaths, facilities (toilets).
Trains and buses and safer travel. Also put some better window tinting or sun shades on b line buses

Build nursing homes next to shops etc
They need to be able to live independently without a car - more personalised transport options
Wider footpaths, regular accessible bus transport
Not relevant to me
Light rail and trams are more democratic and affordable for all age groups. Younger people can't afford cars and are more aware of climate change issues, while older people lose their confidence. Council subsidized mini bus services could connect to stations.
don't force them to change modes of transport - less frequency and more routes at set times. More of the on demand buses you can call up like ubers
Ask the ageing population. Wider footpaths for mobility scooter.
Wider footpaths. More easy access transport options between centres and places of interest
Regular buses between centres, Frenchs Forest - Manly-Warringa Mall
Incentivise the elderly to move into accessible housing
more shuttle bus networks
More buses, more bus routes. Better accessibility on all forms of public transport
More bus and tram lines.
Better and more footpaths, bus service to community facilities eg library, community centre
Encourage aged care homes to be built next to major centres. Incorporate with student accommodation to give the aged residents young company, and the students affordable accommodation.
Require all new apartment builds in and around centres to include accessible apartments for elderly
Design and build high quality completely separated cycle paths and pedestrian paths. Anecdotal I know, but every time I venture onto the Narrabeen Lagoon Trail I witness a lot greater proportion of seniors enjoying this great asset than I ever see riding along a 'bike route' on the road (e.g. Ocean St, Narrabeen). Safety needs to be priority number one with designing and building active transport assets. Painting a line onto an already fairly narrow and busy road is not safe and will not encourage seniors to ride their bike instead of taking the car.
Also, due to the terrain difference across the Northern Beaches, possibly also promote the use of ebikes. In partnership with local bike stores, offer trial use of ebikes to promote the benefits.
Safe crossings (that give enough time to cross) near bus stops. Footpaths that provide safe access to bus stops. Ensure aged care facilities are appropriately located for connections with public transport and that encourage aged people to remain active (ie. not on steeply graded sites, or on really busy roads where they don't feel confident walking).

Better local buses - don't just focus on the B-line. More on-demand style services, accessing areas of interest - RSL, Hospital/medical centres, shopping centres etc.
More equitable transport options such as improved, accessible public transport. Locating facilities and services for older people in areas with high amenity, such as town centres.
more public transport
Expand the hop-skip and jump bus network
Protected crossings, kerb ramps and protected crossings at all intersections, cycle infra that fits different kinds of bikes (eg for aged people a tricycle can be reassuring but you need wide enough cycleways and forgiving angles). 'try an ebike' and 'cycling without age' programs
Better quality bus stops - ones with shade and shelter for bad weather. Raised kerbs so it's easier to board the bus with luggage/ pram.
e-bikes work for ageing population. along with hop-skip-jump bus service works in Manly. Driving to B-line stops is not ideal, once in a car, you just keep driving?
Is it age-ist to assume that elderly people are incapacitated than other age groups? Modern medicine means that more elderly people can and should remain active for longer. Providing walking facilities that accommodate less able walkers should consider all age groups and ability levels.
Ensure convenient placement of bus stops. Shuttle buses.
safe walking paths and convenient public transport. Cutting the L90 back to just one an hour has extended the time and inconvenience of a journey to Central Station.
non-peak transport services that incentivise them to travel then OR does NOT allow them to travel in peak times
Keep them active, keep them young! Use it or lose it, as the physics say.
Shared walking/mobility scooter paths
get buses off roads
safe footpaths with ramps, community transport options
Maintained footpaths, regular bus stops to reduce the distance needed to travel from home-bus and back, large print timetables at stops, a place for walkers/trolleys on buses. Seats at stops
It certainly won't be through encouraging people to cycle. Better walking paths linking shopping areas that don't conflict with public streets, footpath widening to suit mobility scooters, pedestrian overpasses.
Better and more frequent bus services. Smaller busses to main corridors. Large frequent bus services on main corridors. On demand bus service is

great idea but I couldn't use it as children were not allowed. It wasn't well marketed so many ppl had no idea it existed
DDA accessibility
Better public transport
ramps at kerbside. more crossings so older people can cross safely
Don't allow the wrecking of the natural environment we grew up in. Limit hideous institutionalised 'seniors living' esp. the SEPP5 rorts
Tunnel or train
Safe footpaths and connections to public transport
On demand buses that use technology - a dedicated app. Air conditioned buses. Safe shelters for buses. Reliable service, like the B Line.
More non-driving options. Reduce traffic with smart alternatives (door to door options, cycling, better public transport)
Conscious integration of aged care facilities in all suburbs. Broad, level footpaths, parks with seating areas designed for small groups, all new dwellings to have appropriate accessibility design, standing committee or ombudsman for aging issues
GIVE THEM SPECIFIC SERVICES
Good footpaths and public transport with respectful drivers who wait for the elderly to be seated before driving off.
active infrastructure to improve health and well being
walkable local communities, high-density housing, LESS URBAN SPRAWL
What on earth is 'traffic calming?' Is it more speed bumps? We already spend way too much time getting from a to b. PLEASE NO MORE TRAFFIC SLOWING STRATEGIES!!!
make it easy for them to keep active
Same way as for a younger population
Another over-simplistic question for which obvious answers are likely to have perverse outcomes - ask the experts what research shows
This is not a priority
A model of sharing a range of options to get to destination with a more integrated public transport, walking and cycling model. Very little of this nature at present
I am an older person with walking problems (stroke) - ensure ALL footpaths are smooth with no raised pavers to trip on and are wide enough for two mobility walkers; reduce the distance between transport stops, shops, benches, trees for shade, public toilets and allowing more time to cross the road
Keep Mona Vale Hospital open as a full service hospital! Keep Avalon ambulance service open. Add a helicopter ambulance service from Avalon to

Frenchs Forest so we don't die on the Wakehurst Parkway.
More ramps, safe places to cross, more humps on roads so that cars slow down and pedestrians can cross safely.
Trains
I'd like to think that I'll be walking and cycling well into my old age, but who knows. And, that might not be an option for many. We need flexible bus services, expand the hop, on, hop off service to go deeper into suburbs, the walk to these transport hubs can be prohibitive to the infirm.
Not sure sorry
More walking paths to local public transport. Don't just provide good public transport along the bline but provide public transport connections into suburbs from the bline.
better, regular public transport
Active travel is even more important for an ageing population for the health and social benefits.
Ensure the community transport is continued and available to our elderly community members allowing them to participate in the community and not be isolated owing to not being able to walk or cycle for example. Again, better footpaths and lighting will assist this
Less density and green space and parks. Walkways and local shops in walking distance. Mini Bus network circling around the local areas. For e.g. Avalon as a village with a mini bus route similar to the RSL offer. For free
More free shuttle buses (E.g. Manly hop skip and jump).
age care scooter friendly paths hop skip bus route extension active seniors program
Aged population needs to have access to safe walk ways (no bumps and trip hazards) as well as easy access to free buses to go to the shops and visit friends and family.
By engaging with the community to understand their needs.
At call mini busses
Increase footpaths and widen existing ones;
Rethinking the ridiculous difference on distance between regular buses stops and express buses. Regular buses stop every single block - too much! Express buses - stop 100 times / too many times in the first 1-3 neighbourhoods and then don't stop till the last neighbourhood or stop. They should have a norm - eg stop once in every neighbourhood or 3kms.

Build it before housing
Pedestrian areas in town centers without throughfare motor traffic. More public buses and the Northern Beaches train line that connects to the city.
An improved bus network. Introduce more technology to boost reliability and free up roads to make journeys easier and more comfortable. More hopper buses to connect local shopping areas.
Build the tunnel
Make more transport available outside peak hours. We don't have to fill every bus. This is a social issue, not an economic one.
Keep Hop Skip Jump buses and consider expanding them to new areas, especially those with concentrations of older residents.
Safe foot paths with seating areas.
paths wide enough for mobility scooters. less steps to access places. more bus stops.
On-call minibus networks. More pokermachines...
improve your bus service, use mini buses. The new routes are stupid and in cases waste of money. Cut or reduce areas that do not need service and increased areas where the service is required. One needs to sit down and look at this properly not on a knee jerk from the minister who is wants to sell off public transport. Aged people obviously cannot ride and walk distances. A better plan can be achieved.
Provide more regular public transport to local shops. These buses could be smaller and run outside of peak hour. Users could be incentivised to use these by reducing their ticket price each time they use the bus more than once or twice a week.
more level paths with ramps, better parking
Build rail networks to major local and regional business and infrastructure hubs eg Northern beaches Hospital.
Better public transport
More seating - refer previous comment.
improve the number of wide footpaths and shared pathways, enable people of all ages to ride on the footpath and have marked curb ramps. This will enable better access for people with disabilities as well as people who want to ride a bike (but not on the road)
even and well maintained foot paths shaded seats Smooth pram ramps
Easy accessible carparking and/or drop off areas that are close to popular facilities. Footpaths that are even and maintained. Good footpath lighting. Easy access to transport options
more pedestrian crossings, better public transport, slower road limits in suburban and shopping areas.

More frequent public transport options outside of peak periods. Some buses stop running outside of peak periods or run very infrequently. Better bus shelters that offer more protection from the elements - like train stations have. Every bus stop should have a bus shelter with seating. Bus shelters need to be big enough to accommodate peak hour commuters. Nobody wants to stand in the rain and wait for a bus - instead they opt for the car. Good examples exist internationally of covered busshelters.
Community bus network or cheap ride sharing system For elderly
Planning has to look at DAs for businesses more holistically to create a more diverse and self sufficient suburb centres. Each should have supermarket, diverse restaurants and cafes, chemist, doctors etc. They can then walk or get more involved locally. Need more aged care facilities
More pedestrian priority.
I don't know
I don't know, sorry.
I think we have enough for the older population
Better mass transit systems that better reflect their needs and don't have to sit in traffic with the cars
More places where the ageing population can get together and socialise
Only allow aged development near town centres and public transport. If not, consider priority parking schemes for the elderly and carers.
RAIL!
Better public transport going short distances e.g. Killarney Heights bus
Better active living eg cycle paths, my parents on the Sunshine Coast ride everywhere and live a much healthier retirement as a result. They would never risk that here
better urban planning. Provide aged care housing closer to community facilities and shopping centres. Expansion of hop skip and bus route as is used in Manly. Services to assist the aging population to reduce their need on car ownership - such as public transport facilities taking senior citizen residents from supermarkets to their homes
Short loop networks- eg 'around town' not just 'between towns'
Local services.
Plenty of resting areas with seats and water stations
By providing the same infrastructure for people who are not aging.

walker friendly paths and shared cycle/walking routes. Better path surfaces suitable for walking aids such as frames and wheelchairs
Minibuses - if this is about transport - isolation due to not being able to reach transport and/or destinations in a way that's fiscally feasible (those that do offer such services are expensive) is growing
Hop Skip Jump buses are very popular with the older population and should be extended to other areas to connect people with shopping, leisure and wider transport corridors. Many older people feel trapped in their homes if they are less confident or unable to drive their cars, particularly at night - so this also provides physical and mental health improvements.
Over 55s apartment housing blocks with community rooms in the block. Affordable set rate Taxi service for the elderly for travel up to 25km. In primary and secondary education teach students a a moral and ethical subject to respect, care and help others and the aging population. Community Garden lots, and gardens.
Nice Communal living With ammenities and nursing included
Better walking footpaths and routes
even footpaths and longer crossing lights in higher populated areas that have more elderly
Plan for local autonomous shuttle services. Allow housing diversity to facilitate freeing up existing housing stock by downsizing
Better bus routes to hospitals and shops.
Better community transport and better walking infrastructure, for example better footpaths and ramps and connections.
Improve public transport. Improve bus stops with better access. Introduce mini buses for certain areas in the northern beaches.
Better public transport system
Less steps, more ramps.
Safe seperated cycleways and walkways
Place aged housing very close to facilities and/or high frequency bus routes (as in, main road frequency)
If we provided better active transport we'd have a healthier population who needed less assistance. Similarly driving on congested roads is stressful leading to increased illness at a younger age. Rather than focussing on a cure we should put in place a process to enable residents to keep fit so the cure is less required but again this will need investment up front and no statutory authorities are prepared to pay. Enabling planned higher densities will enable a value capture approach that can be hypothecated into active transport and better public transport.
Better quality affordable housing with local support services
Step-free access to all public transport

There are already a reasonable numbers of seniors getting about Dee Why in mobility scooters, motorised wheelchairs or with walking sticks. Council needs to engage a working party of existing seniors re their current experiences and how Dee Why can be made more friendly to them. They all come up with their own routes re how they can get about and avoid the dangerous kerb cambers, crossing points etc. So actively engaging with the existing group will help set a good policy.
Basically we need to provide public transport that is accessible, safe, and links to the local shopping and service areas. A key requirement is to provide in our zoning the ability to downsize to villas, units etc, that are in the community that they have previously lived, and to ensure that it is affordable. Often downsizing does not provide much change when moving from a house to a villa or unit, and I can only assume this is because of the costs of development and impediments to development
Better footpaths and bus links to major transport hubs
More kerb ramps. Public seating. Better signposting of public toilets.
you cant expect them to walk more than 200 m
Adequate footpaths away from busy roads and ease of access towards these.
Have amenities at walking distance from homes.
Put on more accessible buses L& E 88s 90s
Make walking more stable.
Walking and cycling for the elderly is impossible in many areas , it is too hilly. However, many older people such as myself would prefer not to have to wear a bike helmet, this is a strong disincentive to using , borrowing or hiring a bike.
by encouraging more group activities such as walking, community gardens, More engagement with older people so they feel valued - using their skills where possible
Not sure what this question poses ... it is very broad in its scope
On demand transportation
More car free areas and traffic calming measures
Community services such as the Manly hop,skip,jump
I don't know
Make it easy to travel. Reduce bottlenecks.
Free transport
Safe footpaths

keep people active through safe and manageable cycling, walking and public transport
Pick-up/Drop-off capability in our local transport. Why can't we use mobile applications to show where to pick-up/drop off for the drivers?
Move old people into homes
I think you provide for us quite well. I look forward to good public transport to the new hospital!
Footpaths
Keep the Twearlies off the buses until 10am! (In old English parlance, a Twealy is an Old Aged Pensioner with a bus pass who is technically not allowed to ride the bus for free until after a certain time in the morning. But they often attempt to board before the allotted time asking 'Am I too early ('twearly')?')
Make it safe & easy
public transport hubs and local links to hubs - as we age we will lose the ability to drive, cycle and walk
More accessible transport and point to point routes.
Have safer and more visible pedestrian crossings. Currently Mona Vale pedestrian crossings have poor visibility for motorists who often don't realise pedestrians are ready to cross the road.
Shuttle buses, buses, short distance between bus stops.
Better footpaths, dedicated cycle paths that can also be used by mobility scooters, good lighting, easy traffic crossings.
More options for public transport and more walkways
Northern beaches elderly are generally wealthy home owners and should contribute to own infrastructure
New ages care facility on oxford falls road needs footpath along road to encourage walks down / up.
Better maintained paths along flat routes with frequent bus access between
More over 55's accomodation in quiet areas with good access to shops, etc
Community facilities (libraries, shops, community centers etc) within closer range of aged care facilities such as retirement villages so that walking or even cycling is a positive possibility.
More shade, e.g. trees, more park benches, more water dispenser, more parks, cafes in parks
More disability car parking and facilities. There is a huge requirement with over 20% of the population having some form of mobility/disability and yet we get 2 disability parking spots sprinkled in various places. This is inadequate to address the need. There also needs to be stricter requirements on the handing out of disability parking permits. Seems the requirement now is just being old, rather than disabled.
Safer footpaths.

Encourage activity based transport
NOT SURE
The services are good, you just need more routes, using smaller busses like the Hop, Skip and Jump
Feels like a question too hard for the general public
By having LESS people on the northern beaches for a start. There must be a limit/boundary on population growth. Things are getting way out of hand.
More Hop Skip and Jump busses. Plenty of millionaires who are cash poor. Give them all a credit card they can use and charge 5% interest then the money can come from their estate when they die.
More hop skip and jump many millionaires are cash poor. Give them a credit card and the money can come out of their estate when they sell or die. Euthanasia for those requesting it.
Do not allow over 55 development more than half a kilometer up a steep hill for the nearest bus stop - which is being considered in Terrey Hills. Consider when allowing over 55 DAs where the residents are going to shop, etc. Otherwise they will all just drive.
Community health centres in each suburb with a range of services, including social options (community hall with exercise, special interest, etc groups/ classes). Promote multi-generational housing. Easy access to amenities (dedicated transport options to local shopping centres).
Provide better facilities with people that have walking disabilities plus those using motorised scooters that have access to crossing roads be able to use footpaths that are applicable and provide pedestrian crossings where needed
I'm not sure.
Excellent walking paths, adequate lighting, free and accessible Hop Skip and Jump, public transport with convenient stops
The bus routes are too long, e.g. 136 from Manly to Chatswood via freshwater, deewhy and Naraweena really is an unnessacery grand tour. More hub and spoke to local shopping centres; shorter overall routes.
Railings on stairways, ramp options, elevators
Trams and metro have provided good transport infrastructure for the ages in hundreds of other cities around the world.
Areas of higher density level land where walking is more attractive, and connection of such areas by reliable, predictable public transport. Heavy rail best fills this definition. Then light rail. On-demand mini-bus is becoming increasingly possible and viable. Conventional bus is good, but tends to be less predictable.
Rail.
I wheel my mum in a wheelchair- Some of the footpaths need fixing. There are new footpaths eg the esplanade at Collaroy Plateau built with one kerbside ramp to get onto it but no kerbside Rani to get off it!?? That's useless! Bus stops need to have a level area when you step off (wheelchair off) the bus. Sometimes I wheel off the bus into a very tricky and dangerous unlevel

bus stop.
Loop bus routes that do pick-up/drop-off solutions. Put our rates towards allow the elderly to ring in/use the council mobile app to book the pick-up.
Residential aged care should be close to centres, not in the bush. Plus the factors referred to earlier re footpaths, ramps
Walkable communities and good public transport links.
free shuttle buses for the aged
Hop skip and jump buses to areas that are not on the public transport route eg Red Hill, Beacon Hill.
better bus service, keep it affordable
Better public transport movement and scheduling. Community bus network serving whole area regularly
State and Federal Government investment in accessible infrastructure for all
The previous question was ambiguous. Encourage older people to walk. Provide safe footpaths to reduce risks of tripping or walking along roads. Provide somewhere to sit along the way.
bus shelters
A better look at the DDA
Private buses to take them to do shopping - reducing their need to drive.
Needs to be accessible. Ageing populations need single level, low maintenance homes but not shoe boxes to encourage them to downsize. Close to amenities. Many options built now are either too small or not accessible
Provide better public transport, particularly to health care facilities such as the Northern Beaches Hospital.
Safe and well maintained footpaths and community transport.
I think the current innovations on callable bus routes and the hop, skip and jump are great initiatives. Helping seniors to get about is a great thing for their confidence and health
not sure
Narrow crossings so older people can cross in time with light phasing. Encourage strip shops not huge mall centres for local and frequent shopping trips
Use Manly Hospital site for age care.
Higher density housing close to public transport that has links to medical care and rapid links to employment
Big question - inclusivity and encouraging through possible incentives for connection with community.

On demand transport sounds like a great way to transport the elderly to the nearest B-Line station.
Mobility scooter friendly footpaths (wider, more bridges, better lit)
Regular loop small buses and on-demand transport to link with other options.
Not sure
Stairs steps and uneven footpaths get harder to deal with. Ramps make things easy, lifts are a nuisance unless they work perfectly all the time. ondemand short local bus extended loop services.
Get people off their backsides fit and healthy
Cycle lanes so the can ride bikes everywhere.
On-demand busses or similar. The Forest is full of steep hills and dangerous main roads. The new pedestrian walkways over Warringah Road are brilliant - more of these required across the council area.
That's something for the government to work out but the elderly need more transport and they need routes to be near where they live instead of having to walk a fair way to a bus stop or government could use shuttle services to go around the hoods to pick up those wishing to get to the nearest bus interchange or main suburb stop
Reducing trip hazards eg: kerbs
Reduce distances between transfers eg new Manly pool ramp way too long. Buses/trams/trains/ferries with easy access. Improved pathways with fewer tripping hazards. More seating along the way.
Palliative care facilities, in home support, transport services
Get rid of the new 5% tax on eBikes. Introduce incentives for eBikes purchases like France and other countries.
On-demand mini-buses servicing local streets and connecting to shops, services and social places (including friend's houses). This will become very easy in the future with driverless cars. Comfortable, shaded places to sit and rest along pathways. Design of pathways for casual surveillance to ensure they feel safe.
Financial support for buying Ebikes
Better footpaths, Clontarf ferry.
Access and assistance plus information
Level footpaths and direct routes to commonly used facilities.
Not really sure, as not that age group and I don't know any elderly people here, hence, don't know the problems.

Closer to home facilities. Home deliveries. Travel options to leisure activities which do not depend on personal motor vehicles.
More public transport
Get rid of the new 5% import tax on eBikes.
build accessible low rise accommodation close to shops. Ensure paths are wide, ramps not stairs
regular buses BETTER LIGHTING PLEASE.
encourage use of public transport eg buses
Light rail
Safe walking paths, more vibrant mixed use town facilities and better access to public transport facilities.
Create better 'retired' population communities out of Sydney. Create hubs around shops and (new) hospitals in locations far outside the city... built specifically for ageing populations... reducing the need for them to remain in the city (which is ill designed for affordable proximity to shops and hospitals). ... But you have to start with the hospitals. Older people have a real reluctance to move away from health care... which is why they tend to move closer to the Sydney CBD as they get older.
Access
Consider increased use of electric bikes and mobility vehicles
Keoride services to Village centres, not just to B-Line
More public transport and fewer traffic lights.
Small government provided mini buses like the hop skip jump buses for areas such as Palm Beach, Stokes Point, Whale Beach etc that rely on Ubers or irregular public buses.
What does that mean
Better & more accessible public transport
Ask them
Safe walking paths and safe cycling paths; community transport (electric or hybrid)
More parking in key areas. More disabled parking bays. Less parking bays for 'prams' in shopping centres. Parking bays for pensioners and seniors. Shuttle buses. Well maintained footpaths.
Smaller buses for local area

Shuttle buses.
good lighting, repair footpaths, more safe crossings, restrict parking of large vehicles, boats and trailers, caravans - they all make crossing roads difficult for people with mobility issues who take longer to cross roads
Dedicated access areas and parking. Wider footpaths in high foot traffic areas. Shared small bus routes
Need to look at loneliness of the elderly Ways to improve relationships especially those living alone.
Better level walkways
Comfortable and inclusive public transport & community buses
Appropriately design and construct safe and separated (from vehicles, and cycling from walking) infrastructure throughout all urban areas and around aged care and health care facilities. Combine this with suitable public transport routes and frequency so that older residents can safely and efficiently transport themselves (or be assisted) to all their daily activities, considering the use of wheelchairs, mobility scooters and the increased usage of e-bikes & e-tricycles amongst the elderly. Of course, all this infrastructure will be utilised by younger people, too. Build it and they will come (riding, walking or driving - which ever is most attractive).
Local community bus networks provide a useful means of interacting with the ageing population. Pedestrian prioritised city centre areas to make the place more accessible. Improved pedestrian works for the mobility impaired would help.
Ask them what they need or want.
Better footpaths, better lighting of those footpaths, regular seats provided to break the journey and make more appealing and encouraging.
A separate from car traffic bike/walking pathway from Manly to Palm Beach would encourage older people to become and stay more active
Keep and promote Keo ride
Better road surfaces for walking on, using wheelchair, walkers, on Scotland Island. Disabled access all wharves
By actually spending funds in that area not just Dee Why.
Undertake a pedestrian access mobility plan (pamp) at all areas experiencing traffic movements
Allow the smaller buses referred to previously to stop outside required premises or nearest junction etc. With the local hospital closing, need to ensure infrastructure supports access to facilities further away.
Legislate and make positive planning laws that insist that aged care facilities, nursing homes etc to be developed and built next door or above shopping centres especially small local shopping centres. Trains and ferries are much easier forms of transport for the elderly. Buses are uncomfortable and jolting for the elderly.

With better public transport. Please see earlier comments
More public transport. More pedestrian crossings. Longer 'green' traffic light phases for pedestrians.
Encourage and support e-bikes through financial incentives, training and facilities.
Community transport

Chapter 3 - Public and Community Transport

Objective: *To improve the quality of the public and community transport system so it provides an attractive alternative to the car, and is frequent, reliable and accessible. Do support this objective?*

Please tell us the main reasons why you support this objective?

Less people claiming tax benefits from work vehicles
I come from London where public transport is the way the vast majority of people get to work. The cultural difference here is huge in the attitude to using public transport, but at the same time the service is not always adequate to provide an acceptable alternative and stress levels.
Less cars means a better quality of life for all.
Norther beaches desperately needs better public transport that is not entirely reliant on buses
I drive to work 3 days a week but would much rather get public transport however there is no viable option that doesn't take forever.
Allows people to leave their car at home and support the environment and jobs for those working within the public transport organisation.
The current system is crap. Cars are the only reliable option currently
Cause traffic is shit on the beaches
Our daughter does not drive and until the Keoride started it was impossible for her to come to our house unless there was someone to pick her up from the bus at Narrabeen
Australia's city planners failed us in designing cities around cars. They're bad for the environment and our health.
Tollways are costly, polluting & rapidly become equally congested. Metro system has far greater carrying capacity and can be sustainably powered.
because we'd all be healthier and happier if we had better options to get around easily and quickly without having to jump in a car - we'd walk to a bus stop and see our beautiful green spaces and appreciate them over massive houses and the number of bedrooms we own
It's easy to defer to your own car for ease, comfort and convenience. If public transport can offer similar benefits, as well as offer just as fast, if not a fast

travel time, then it gives people less of a reason to take their car.
Because I want to get my husband home sooner - currently takes him 1.5 hours to get home and he is using public transport!!
It is cheaper and quicker to drive my car to work, leaving early. It is a simple bit of maths that my commute includes bus and train and that adds up to over \$50 a week. The convenience of my own car and relativity of the costs means I have stopped using the bus.
Reduce GHG, health reasons , increase sense of community.
Encourages people to socialise
I live in Balgowlah heights and work in the city. It currently takes 1 hour on the road, or 1 hour by on-demand bus and ferry. A metro would take about 20 minutes. and give me back nearly an hour and a half with my kids each day!
We also travel to city and north sydney and waste time on the roads. We waste even more time on weekends going to kids sports etc. If we could get there via a metro network we would- infact kids could go on their own and I could sleep in!
Need to encourage, incentivise and eventually enforce people out of unnecessary car journeys.
Well, hard to choose the public transport instead of your car, if there is no public transport to centres you'd like to go to or it takes an hour instead of 20 minutes.
The quality of improving is not enough, improving the network is more important.
The car dependency of the northern beaches brings a lower quality of life. If I was able to get around the whole beaches without a car, it would be amazing
less cars on road
less pollution
Public transport has always been lacking on the Northern Beaches - as the examples given by Cr Regan in the Manly Daily, over an hour from Dee Why to Chatswood on public transport is unacceptable.
Public transport for my area is quite fragmented. Infrequent buses and having to change services makes it an unattractive option.
I use the bus network as a convenient way to avoid driving, particularly when going to the city (including for meetings).
Roads are too busy, and many cars have a single occupant who should be on a bus. But the flexibility of the car still wins.
Encourages sustainable travel behaviour.
less cars on the road
The distance between the Northern beaches and the employment and activity centres is too big for everyone to cycle everywhere, high frequency rapid

transit is therefore necessary.
The B line doesn't qualify as 'rapid' considering that it takes an hour to do 20km (less than the average e-bike speed in urban environment)
People need to have a reasonable alternative to the car.
improve commute to work
convenient public transport would reduce car dependence and lead to less road congestion and less need for costly road upgrades
It is obvious!
See earlier answer. I may have gone off a bit early.
Traffic on beaches is horrible. I use public transport, but the B Line took away my bus stop, forcing me back to the car.
The dependence on car is not sustainable as it requires ever increasing investments in large infrastructure and takes up valuable land.
I live in Palm Beach and the public transport options are not good
Convenience, cost and to hopefully decrease traffic, but I doubt it
Any measure that reduces traffic volume and reliance on cars is welcome. I am sceptical that enhanced public transport will provide the solution. With the majority of commuters travelling to major business centres outside the Northern Beaches, only societal change - such as working from home - will solve the problem.
I would love to travel by public transport to work. Must be stress free, frequent and faster than driving. I don't currently catch it because it would mean a 1hr 20 bus journey vs 35min drive. It is just not feasible
It makes sense to free up the roads
For obvious reasons stated in your previous statement. Northern beaches is chaos every morning and the congestion's we currently put up with is not acceptable for a 1st world, modern city.
Reduce traffic congestion
Too many cars because public transport is so infrequent. not enough buses in Warriewood. Children driven to school when they should be taking other means of transport.
Duh. More motherhood.
We have been forgotten for my whole lifetime with poor transport options
Bus services are unreliable and take too long
With traffic and parking congestion the way that it is, I think the time is well overdue to improve infrastructure and the possibility to travel without driving.

We need to reduce the negative impacts of privately owned, petroleum powered vehicles by reducing the all forms of subsidy for such vehicles (eg free on-street parking, provision of car-centric roads without safe bike lanes, etc), zoning changes to permit dwellings without parking, 40 kph speed limits on suburban streets...
WELL BEING OF COMMUNITY , LESS POLLUTION
So that our children have a habitable planet. We need to stop the greenhouse gas emissions. Cutting car use is one major way we can all have an immediate impact on our planets health.
cant sustain current level of car use
cars are the primary source of traffic blockages, are dangerous. They also perpetuate unsustainable habits
Environmental concerns. Climate Change. Time. Frustrations with the current system.
cars don't work. You can see that ?
PT is great - I'd use it if it went to where I needed to go and was quicker
Obviously beneficial
There is a lack of reliable public transport on the northern beaches
there is really no alternative if you want to reduce car use
A healthy lifestyle for the community and provides a greater sense of community versus travelling in car
See my answer to last question
There's many utes and 4 wheel drives in the northern beaches. They are intimidating on the road. Many of these vehicles have single passengers. If there's better connections, it would encourage more walking.
Trains
I would much prefer to use public transport than my car! There is just no option to do so. The number of short car trips I do in a day is nothing short of ridiculous.
Northern Beaches are on the forefront of climate change impacts and the Council and residents need to take some responsibility for their impact. Healthy benefits of a walkable community, non auto-dependant are proven.
The more attractive it is the more likely it will be used. If its safe, regular and reliable it will be attractive.
Reduce congestion
Health benefits

environmental benefits
Public transport is ultimately faster and more convenient than driving when run well. I fully support timely, reliable and safe public transport
We need to reduce the amount of Cars and trips per day; we need to slow down as well population growth and have to stop development of Ingleside and further Warriewood
Roads are jammed from 6am trying to get in and out of the peninsula. Instead of widening Warringah road to encourage more cars, we should build a train line across the 2 major water exits (Roseville and Seaforth). We need less cars, cleaner air, a more healthy and active community.
we are frequently told that public transport patronage is low and yet when I used to commute to the city many buses would pass our stop as they were full and I always had to stand. State Transit need to do an open review of passenger numbers, and routes and fill in the gaps. connecting residential streets to desired locations.
a good and reliable public transport system will make people use it more and leave the car at home.
The current public transport system is ok, but needs to be improved. The ferries are getting overfull - people are sitting on the floor on the fast ferries and there is no wet weather protection on the Manly Wharf east side - people have to take shelter under the Manly Wharf hotel, which means that when it rains, people may be more likely to drive. Ferries are reliable and accessible, but are getting to capacity in the mornings, making it unpleasant. Buses to the city are slow and frustrating.
Get cars off the road and reduce emissions.
Encourages less use of cars
Get more cars off the road for faster journeys
Because i dont like using my car to get everywhere
I'd love to use public transport more often, but the interconnectedness is not good enough and takes way too long to get anywhere. If we had weekend clearways and permanent bus lanes which made public transport quicker, then I'd definitely choose that over a private vehicle on most occasions
I don't want to buy a car to go to work. I don't want to cause more congestion to the roads. Above all I believe that with public transports I can better use my time while traveling, if by train I can save travel time and will have better quality of life and willing to live longer in our amazing council.
We need less cars on the road
Because it is my experience. My residence is about 5km from the nearest town center and the last bus is at 6pm (if it comes at all). When I work in the city I have to find out how to return home. Sometimes I walk, sometime I ride a bicycle (though it is fairly dangerous) and sometime I call for a lift.

Transport NSW say that there is not enough demand... but when there are no buses, residents are car-dependent and there is never a chance. It locks people in, for example 1-car households, children and seniors who can't drive and also increasing the chance of people drink-driving as there are no transport alternatives.
Building roads is idiotic. We need to encourage more and more people to take public transport, but for that to happen it needs to improve. Try queuing at Warringah Mall for a city bound bus at 7.30am on a Monday morning, they are all full with very limited standing room. You aren't going to get more commuters on buses unless this problem can be fixed.
Environmental reasons. Don't want to see NB create same problems as other areas of Sydney
Buses north of Newport completely insufficient. Not enough connectivity to use it. No bus goes north of Avalon for a 40 min period during school travel times in the afternoon.
We should all use public transport where ever possible. It's the smart thing to do. But public transport has to be more reliable and more frequent.
It is a good objective. Achieving it is an altogether harder thing.
A dependable safe and well planned alternative to cars such as buses will be used however when this does not deliver people in the Northern beaches will return to using cars. Discussions with people concerned must be done i.e. old age homes local residence works at shopping malls etc.
Getting commuters off the road and into public transport will reduce congestion - which is better for the environment. Less congestion will decrease the time it takes to get into major employment centres. This improves the quality of life for commuters and encourages people to get back into the workforce (if they have taken a break to raise a family). It removes obstacles to employment.
It makes sense but it must connect efficiently with all forms of public transport, e.g. bus to rail
We can't build roads to fix our transport problems - it doesn't work. Better public transport, especially towards Manly, Chatswood, North Sydney, Macquarie Park and the City would remove cars and improve travel times for all
no current real viable alternative available.....rail most effective(proven world wide) to address transport issues in major developed cities
To encourage more walking. To reduce the number of children being driven to school by providing 'walking buses', improved footpaths and safer crossing points. There are no footpaths in Forest Way near CCSchool
Quality of Busses and Trains is important to me because I use it often
It will improve the quality of life for all residents
reduce congestion, greenhouse gases and improve general ambience around the centres such as Avalon
Roads are just getting more choked ... we need to change this
getting more cars off the road is good for everybody

Walking to the stops rather than taking the car has more health & environment benefits.
anything that gets people out of cars is a good idea.
Better public transport will reduce congestion on our roads and will reduce the need for parking. It will improve liveability.
daily commute to wynyard from collaroy for work
Too many cars on our roads, but understandable given the lack of choice currently
Roads are far too busy. Buses are indirect and too slow so everyone drives to make their journeys quicker. Need more bus lanes to ensure the bus is faster. Main example is the very slow bus from Mona Vale to Mac park. Even B line bus is slow
Can't make it more attractive to drive. Public transport has to be as efficient n quick as driving
Traffic is getting worse, we need to promote better use of public transport
I travel by public transport through Wynyard and the journey in recent years has resulted in more regular very long commutes to and from. B line has not improved the trip. I would like to see some push to discourage car users, making the trip more bearable
There is an inherent perception in the northern beaches that priority should be given to passenger vehicles -it is not sustainable.
In time we will need a better system as density increases
Public transport has the possibility of reducing the stress of travel however currently is unreliable due to congestion and road works. It is also infrequent at some times and over provisioned at others. Destinations are not well connected or are over connected. The balance doesn't seem right and some places are difficult or slow to get to
To help sell the idea of active transport and vibrant, connected communities. People will complain if they have to go too far to a bus stop or have mode changes.
B line was a good start but need to improve and link other suburbs away from Pittwater Road
There is already too much traffic on the peninsula and transport links are currently not time efficient or realistic.
The traffic is getting really bad and if nothing is done now it will worsen overtime.
I don't want the planet destroyed.
See response to Objective 1

Because I use public transport now but have to drive my car 3K to pick up a regular and reliable bus
I hate driving in the city
better for the environment, better for community lifestyle and health, helps the community engage more with each other if not all sitting alone in their cars
Old habits die hard...need to make it very convenient to take public transport to make people not drive
Reduce pollution, quicker to get around, more convenient, reduce cost. reduce pollution, fewer cars means more car parking spots available for limited space, means we could have more people and higher densities which brings greater benefits such as more people to buy more goods locally and create local jobs, more local jobs means people spend more locally it is a self improving system. More people living locally in the city protects the the environment in regional areas.
Public transport is an important alternative for commuters and locals
Less cars - of course, this won't happen under B-line as this has increased cars on our roads, especially in areas where timetables have been changed to provide LESS options
For health benefits, building communities where people meet one another, and to lower emissions from vehicles.
So Northern Beaches residents can be less dependent on cars for work. Less pollution
Rail (with hop on hop off connections) would make things easier to get around
Part of an integrated transport system
reducing the amount of cars on the road would limit to amount of congestion
Over 40 years commuting in the Northern Beaches I have seen that no matter how many roads or additional lanes one builds the traffic will remain congested. Strategic high frequency service (therefore resilient) with multi modal local connections and prioritised public transit will deliver huge un-costed benefits in reduced travel time and reduced road maintenance
Less emissions
less cars = better for everyone
I catch public transport into work most days a week
Reduce road congestion, carbon emissions, etc
Less congestion on the road
We need to reduce road congestion.
Need better reliable options for shopping and secure facilities to protect bikes

We need metro desperately on the Northern Beaches. Travel times to the city are too slow for the distance traveled
Public transport must be cheaper than driving for it to be fully effective.
Better public transport going to the right destinations will reduce car use and the congestion will ease, reducing stress and emissions meaning a healthier and less dependent aging population. To try and prevent increased densities will limit the ability to fund improved travel and although it seems counter intuitive will actually increase congestion.
If we had more than a twice a day service we might actually use it. To walk to a more frequent bus stop takes well over 30 minutes for the fit & healthy
It's healthier and more sustainable
We are heading towards a dangerous gridlock where traffic is increasing and systems are in catch up mode to try to address the issues. The stress this inflicts on people is building. People who have lived here for a long time view it as the fault of newer arrivals, council, state and the newer arrivals just try to manage their way through and find their own versions of the beaches lifestyle.
Efficient public transport will reduce the use of cars, and cars are choking our community. They make streets noisy and unpleasant places to be, and take away from community amenity
It will improve congestion and the environment
See earlier comment - PT is the future, our car dependence is now very counterproductive but also such a drag on commuters/students and others travelling at peaks
All of the reasons you have stated!
I hate being stuck in traffic,takes too long to get around but sometimes I have no choice
Taking cars off the road reduces congestion and makes our roads safer.
The erotic busyness of the roads will disperse and the environment will benefit from the reduction of cars
Nothing is more important than clean fresh air. Oxygen is a basic requirement for life. Motor vehicles pollute nature.
More E88s L90s so people dont have to use their cars to get the bus
Commuting by public transport is much slower than bicycle.
Where I live is so pedestrian unfriendly. At one point, to get the kids to school I need to cross one road....to do this I have to walk three blocks out of my way and cross THREE times on very narrow footpaths with cross walks that are actively dangerous.
Public transport is the only solution to current gridlock on our roads.
It will reduce traffic congestion and make commuters save time and money travelling to work
Driving to the CBD for example is a nightmare aside form what to do with a vehicle on arrival at your destination.

On demand transportation has seen me stop driving to the city and the local bus stops. I have infact sold one car in our household
Reduce car reliance
Environmental benefits
Reduce traffic is better for cycling
We have low usuage as we have the worst system and no alternatives to buses
Does it really need to be said again
Better for the community and the environment
Get more cars off the road. The more people who use public transport the better it will become.
Long way to catch up
This is another no-brainer. Why the dumb questions?
reliable & frequent transport options are always welcome
Less cars on the road = less traffic = less fuel used etck
drive cars off the roads by making public transport quick and easy comparitively
More frequent, reliable and cost-effective services would encourage people to use public transport. The reductions in discounts using the Opal have discouraged residents from using public transport at non-essential times such as weekends. There is a decreased incentive to do so with the current Opal system.
Traffic flow is really poor except outside rush hour and school zone times.
need better public transport in Northern Beaches. too many people use cars. even just to drop kids at school!
I use public transport a lot and it's definitely more effective than cars. (Unless people would do car sharing)
Sensible
I work in Chatswood and live in Newport. Travel with public transport from and to is at least 1.5 hour whereas travel with car half the time. In total it saves me 1.5 hours a day to take a car. No special bus lanes to Chatswood either so if traffic jam then busses are in that traffic jam as well.
Roads out of northern beaches in peak hours are unsustainable. More buses are not the answer
Makes sense
Ienvourages healthy ageing

I am 70 and I try to use buses as much as possible. One day I might not be able to drive much . I want to still be independent
To encourage reduction of our reliance on car use for an environmentally sustainable future
The road to city gets really congested in peak hours. We wouldnt want more cars on that already congested route. Reduced green house emissions is also a good proposition too.
it has to be easier to access transport and it has to be quicker than when I use the car
It is better for the whole community and the environment
Less cars
Traveling in more crowded countries with higher population densities, the use of cars is clogging their road networks.
FOR THE REASONS MENTIONED
To many preople are in cars. We need more car pooling. For instance driving and picking up kids from school. Why are there not more mini buses for school kids???
You can't just keep building bigger roads. Aussies need to be prised away from the ' I need my car' mentality. BUT you need to give them a viable alternative.
Because it's the only actual way?
Environment, health, ease traffic congestion.
It will improve the quality of life for all due to reduced stress levels.
Less traffic
It will stop parents driving thier kids to school and save the before and after school time traffic jams.
Community health and environmental benefits
common sence
Public transport is more efficient at moving people around then the car, especially single person occupancy that you see in many cars during peak hour.
Far too many cars on the road. I take public transport as much as possible, which is for most of my transport, and while it is good from Manly it could always be better. Public transport: better for health, less stressful, better for environment, better for quality of life
Every time I can leave the car at home is a big win for me since driving is draining on my energy. Current public transport options, incl. the new B-Line only have limited viability due to connectivity and also getting onto the bus in the first place. At Warringah Mall you have to wait about 20mins to get into a B-Line bus in the morning because they are so full by the time they arrive at the mall that they can only take on 2-5 people if at all from the stop. The TfNSW

ferry service into Manly is not viable because it takes very long time and additionally is a massive polluter. It's heart breaking to watch to black fumes coming out of the ferry when watching from Manly's shore. The private services are fantastic though getting more and more popular so that they are already crowded in particular the circular quay service. Also, without being able to cycle to the ferry anymore (again to dangerous) it's \$20 per person per day. We need viable, reliable, fast and affordable transport options to/from and on the beaches.
The busses are rubbish. Frenchs Forest is very poorly served. It takes at least twice as long to use public transport as it does to drive to anywhere. Dee why, manly, Sydney, Mona vale
Public transport reduces carbon footprint compared to cars, is accessible for more people, and is often a cheap alternative to cars
Because it's very important to ensure a sustainable public transport and reduce the number of cars on the road
This is another motherhood statement. How can one not support it?
The region is exceedingly car dependent due to a lack of transport.
Moving the community with public transport is the way forward
The forest areas and the beaches are not well connected. Family outings always use the car as the frequency and convenience far outway public transport solutions - even when it just do for a walk at the beach.
Reduces traffic jams; people can relax. read, talk etc while they travel. And less CO2 emissions
Cars are very polluting. The level of car usage also becomes unsustainable with increasing population.
Reduced congestion
less congestion during peak periods
Less congestion and faster transit times.
Public transport gets cars off the road and reduces pollution levels
We must reduce reliance on the car before our area becomes unliveable.
exercise is good
A reliable source of public is needed to get drivers out of cars
Reduce traffic congestion. Also needs to add more public toilets along the way to encourage people walking, push biking...
A lot of my neighbours and myself will walk to shops or just in general but we find a lot of streets provide no footpath so you have to park on roads or inconsiderate drivers park across footpaths. Also a lot of the routes are along main roads where it's noisy and you breath in all the car fumes. Walking and

cycling should be a pleasure not a chore and this will encourage people out of their cars
This objective would support and promote healthy behaviour and a healthier environment.
As a nurse I have experienced a lot of older people, struggling with driving but there is often no other alternative for them to get around.
Public transport is an essential part of a large city. I've been lucky enough to travel throughout the world and all the great cities have fantastic public transport. Seoul is probably the best example of a city with fantastic public transport
carbon emissions, safer town centers, less congestion, providing healthier solutions and setting good example for future generations.
Because the northern beaches is choked on weekdays and weekends with little alternatives for travelling even short distances - too dangerous to cycle.
Cars are poison. They are old - fashioned. The new urban success stories, of Richard Florida or Enrico Moretti are all about life-style, health and social values, not traffic and pollution
Allows sustainable growth
bigger population = more cars = congestion = unsustainability
because it is important that transport options are reliable
Reduce dependence on the car and you automatically improve everything else (got to walk to catch the bus!)
I am not a car driver. I rely on public transport. It is a convivial and environmentally kind way to travel.
Everyone believes its their right to drive their 4WD to the local shops, it's not a right, it's not healthy for them or the community and there isn't enough room on the roads and parking for them in a growing aging community
The only way to reduce congestion on the roads is to provide reliable public transport, particularly into the city
Less cars means less traffic, less pollution, less danger to pedestrians and cyclists, and a more enjoyable place to live
Because it means people will use government transport more
The traffic around the northern beaches is terrible so anything to encourage people to take public transport and reduce emissions is a good strategy
Cars are an environmentally expensive way of getting around. Public transport use helps the environment, reduces congestion and so increases amenity.
Better public transport options provide more freedom when trying to get somewhere, means that we don't have to have so many cars and will reduce drink driving issues.
Anything is better than cars
The reason people use their cars so much on the Northern Beaches is distance and the lack of fast, convenient, reliable public transport.

Traffic jams and roads littered with parked cars
Reduce congestion and parking issues.
Environmental, reduce congestion, provides people who can't afford to driver more freedom of mobility.
Moving people together in groups is more efficient than having everyone in separate vehicles.
Because it improves the carbon emissions and it keeps one healthier and you already 'moved'/ had a work out before you get to work. Being active is very important to keep people healthy - and hence save the government money on health care spend.
It is potentially advantageous to all. Implemented properly 'everyone's a winner' ie. no losers.
Cleaner better living environment
Not as preferable as active transport but a better objective than anything that's causing more cars on the road.
My kids are late to school every time they catch the bus. A reliable service seems like a miracle now.
reduce traffic congestion
Improve road travel times, safer
Surely they are obvious
For an expanding city with more people, along with complex and limiting geographical situations, more active and mass transit options are the only real solutions to transport demands. Not more cars.
Access. Ease of use
Reduce congestion. Reduce carbon emissions - particularly if buses are electric
More and better public and community transport alternatives will help reduce traffic congestion
For commuting this is a positive. For local and village access it doesn't matter so much (except for parking).
Lack of parking near major bus stops and inconsistent frequency of express bus services means driving to work is still the better option. I'd rather save fuel costs and city parking costs and catch public transport.
Less congested roads and quicker travel times.
I use it every day but it is frustrating and very time consuming. It takes me 1 hour and 45 minutes on public transport from Fairlight to Avalon.
If you provide better transport people would use it
Economic, environmental & health

As stated previously, concern over such heavy traffic
Although active travel would be my main priority, it has to be supplemented by public transport.
It makes sense.
To get more cars off the roads
I'm sick of sitting on traffic. We MUST reduce the amount of cars on the road.
I have difficulty parking my car because of mobility issues, I use public transport when its available
Emissions and congestion should be reduced
Better for environment and people
Prefer not to use car
There is no efficient and accessible alternative
Improved public transport is fundamental in solving the social and economic burdens of congestion, climate change and health.
More roads will not solve the problem.
Addresses congestion, pollution and safety concerns.
Only viable and sustainable solution.
Reduce traffic congestion, make the other options more attractive and practical.
Because it is what we currently lack and even the recent and proposed 'improvements' are actually forcing more people into cars, through lack of services, lack of connections and lack of integration.
I catch two buses and a train every working day to get to my job. This takes close to two hours travel time!
Reduced road congestion
public transport is a cleaner environmental option
Reduce parking congestion in residential access areas. Environmental benefits.
All vibrant cities have meaningfull transport linkages. Trouble with northern beaches is that services do not address community needs but inflexible state govt schedules.eg why aren,t sydney buses schedules synchronised with sydney ferries?
Cars are expensive & bad for the environment
Because cars are clogging up our suburbs and suburbs are safer when the streets are full off people instead of cars. Council should make a model suburb

in somewhere like Belrose or Forestville with a mixture of housing types like terrace housing, low rise apartments & small houses like Amsterdam with a large central park and you would get rid of more cars.
Increasing public transport patronage will reduce our road congestion, carbon emissions and deliver other environmental benefits. It also delivers positive health benefits by encouraging more walking to and from stops.
The smaller the area covered by roads the more area we have for trees to grow and therefore the cleaner our air and the more shade to ride under
It's a 'no-brainer' - less car use is more healthy, sustainable, economical ... everything.
For the reasons you outline in your preamble.
There are too many cars on the road. Walking and cycling has recognised health benefits and are enjoyable away from air pollution.
Reduce carbon footprint of cars. Increase community

Please tell us the main reasons why you don't support this objective?

nonsense objective
Wouldn't have a problem if the roads were better, less cyclists stopping traffic flow on roads, and stop high density development. Simple.
Unfortunately, any improvements in public transport will be immediately swamped by massive over-development. And the new people will have cars, and they will add to road congestion. If we could have the trains without the development, I'd like that, but that's never going to happen.
Car use is still an option, where alternatives are not viable.
Just because public transport usage is below that of other areas in Sydney shouldn't necessarily make it a priority for the Northern Beaches!! We live in a democracy, although that is being challenged by various levels of Government trying to tell us what we want or should have. People on the Northern Beaches prefer to use Cars, however our roads have not been kept updated. Prioritise the Spit tunnel and harbour crossing to improve car and bus transport options.
I don't want public transport, just cycle lanes.

Please add any other public and community transport priorities you feel Council should focus on

Less buses, they are not attractive to most people.
Linking the Northern Beaches to universities, work hubs (City, Chatswood, Macquarie Park, Parramatta) and hospitals.

A train from Manly instead of this stupid tunnel idea which will only serve to put more cars on the road.
No more tollways.No Northconnex. A Metro requires only 2 lanes as opposed to a tollway which needs 4. Therefore tunnel costs are reduced and capacity increased. Tax payer savings are long term and proven.
Data can be interpreted in many ways, if people aren't using the buses because they don't service their needs then that data isn't being taken into account.
The choke point is Mosman - Neutral Bay. Express services should avoid this part of the route. One parked/broken down vehicle in the bus lane in the Mosman area can add 30 mins to the morning commute.
In co-operation with state/federal gov offer tax incentives for less car use
Only options that do not require population increases should be considered
The east-west links are less relevant to me. The B-line feels like a very expensive yellow bus. Even with the fastest engine in the world it still can't go faster than 30km/h in peak due to traffic. The rest of Sydney is getting Metro- we deserve it too! Stop palming us off with a bus dressed up as a 'rapid transit' solution.
There are quite a few people who would like to travel locally, on the Northern Beaches only. To get from Palm Beach (or generally north of DW) to Manly is quite challenging. If you want to reduce cars in Manly, if you want to reduce the number of drinking drivers, you must improve public transport. At least with a direct line instead of changing a bus in between. Frequent buses or rather trams would be a must. Actually, I strongly support tram lines instead of buses.
Bike sharing stations and secure parking in and around major bus stops
optional bicycle helmet laws instead of mandatory
Secure bike storage at current and future B-Line stops. For example: the Bike Locker rental system in place at a lot of train stations.
B-Line has not delivered improved travel time, only improved reliability. B-Line drivers need clearer instructions on how to handle inevitable B-Line pile-ups at bus stops during peak hours. For example, B-Line buses should skip bus stops if another B-Line bus is already parked at the stop and no-one wants to get off.
Choose speed and frequency over coverage, make it easy for inhabitants to access high-speed, high frequency stops/station by active transport instead of misusing public funds to run empty buses everywhere. Check out Jarrett Walker's work on transit and bus networks.
Investigate the Dee-Why/Brookvale to Chatswood Metro option, connecting to the new Northern Beaches Hospital Precinct.
Why no link to Strathfield Station?

I definitely went off a bit early. See previous comments.
More accessible bus stops on Pitwater Rd. The BLine took away my bus stop.
Time for actions, I share the community's frustration with the repeated studies which deliver little to no improvement in our day to day life.
Local trips also need to be supported. Bus from my home on Barrenjoey Road is dangerous and bus is either late when I'm early or early when I'm running late. Buses should either be more frequent or run to schedules
Park and ride, whether bike or car
Include North Sydney in the connections. It's rapidly growing and will have many more workers in the coming years (have a look at how many new buildings are going in there).
Remove the bigger busses on less frequent smaller routes and replace with on demand. Bus busses on small roads just isn't sensible. They seem to have low patronage too
not stopping the buses at 8.30 at night.
Listen to the local community and give effect to what they want. Sounds simple and easy? How come no government seems capable of doing it? It's just lip service. Incl. this survey. Oh well, at least it's not the feared NBC Post-It note picnic
The public transport system on the northern beaches only works for people who live close to Pittwater rd, Manly Wharf or Sydney rd. The rest of us have to take two modes of transport to get to the city which is only 15 kms away taking over an hour
on demand bus service that uses an app that connects to the B Line or other reliable service
We need an underground rail line from Chatswood to Dee Why then out to Manly and Newport.
Renewable energy use. Reduced pollution. Faster commutes so that we get our lives back!
Better parking at B Line bus stops (ie Kitchener Park Mona Vale)
Integration with parking, promoting work at home and flexible working hours to diversify peaks, promoting car trip sharing (special lanes for 3-person cars, perhaps a congestion charge during peak periods for cars <3 persons
B line may become a victim of its own success as already challenging to get a car space at Mona Vale or Warriewood unless very early and often long ques in city to get on, services and support environment needs further additions
Council should insist that any major development that it has foisted on it by NSW Government should include open spaces left for future train stations and train-line corridors. Frenchs Forest anyone?? Look at the light rail fiasco to see what happens when you try to shoehorn a transport system in after the development has happened.
The design of the bus stops. Good to hear about junglefy for the manly vale b line bus stop. Consider too the western sun which makes the bus stop unusable in the afternoons. Design shade for those waiting for the buses.

Trains
Public transport for weekends and non-rush hour periods needs to be addressed, not just improving travel times to work
direct ferry access to other parts of sydney harbour. more regular services to watsons bay / north sydney.
Reduce parking provision at B line bus stops and encourage better integration with other bus services; Have less stops after Dee Why travelling to the city as there are more public transport choice from here.
as mentioned - Mini Bus network for local areas. Priorities public transport - make it cheaper Investment into new buses Fast link to Manly Ferry No need to extend the BLine to Newport - keep the Bline to connect bigger centres and have efficient connection to Newport, Avalon and Palm Beach instead.
holding State Transport accountable for some of these things
a light rail service is the only option for the future it does not mater how much money is spend on making road's wider it will never cater for the big increase on cars every year. Our generation have more children, therefore more cars in the future.
Community buses don't necessarily need to be free, they could be \$1 a trip for example, this is still way less than what a car trip costs.
I live in Warriewood and commute via motorbike to North Ryde (Macquarie Park) most days of a work week. The traffic is generally at a total standstill on Ryde Rd from Pymble to North Ryde - that simple stretch of 4kms can take up to 25 minutes, making an end to end trip of 25kms take close to an hour. Ryde Rd, particularly Westbound, needs a bus lane or T3!!!! There are so many residents of the Northern Beaches that work in that area (as well as further out to Olympic Park) and there is simply no decent public transport options
Bus stops should all have shelter
Transport NSW work to their objectives and not necessarily the interests of residents. For example, calculations to track actual usage do reflect the real demand once residents realise that public transport is a reliable and viable option. There is a transition process though the State Government don't recognise that it needs to be a long term process that extends beyond a single term in office. Increased routes to harder to reach residential areas and between hubs within and beyond the northern beaches would help create introduce more viable alternatives to the private car.
Clearways. Stop people parking on major thoroughfares. Major road arteries need to be clear at any busy period, including weekends! We also seriously need to consider removing as many traffic light junctions as possible. Dedicated turning lanes and underground bypasses are all possible and prevent traffic from stopping and the road not being used efficiently.
Express bus services to new hospital

Make public transport cheaper and more frequent. It will cost money in the short term but reap benefits once people's travel habits have been altered.
Remember that one cyclist on the road can hold up 1, 2, 3 buses at a time. That is 150 people being delayed because of 1 person.
There is currently a lot of focus on the B-line - it is a good service but there is a desperate need for more Opal-linked park-and-ride facilities. Also, there seems to be little focus on encouraging people to use the Manly ferry service - this could be an alternative to the B-line if there was a high frequency peak-hour service feeding from further up the coast, with limited stops directly to the ferry terminus.
Bus or T2/3 lanes wherever we have a 3 lane road - especially Forest Way and Warringah Road.
Underground subways
The busses that come from Seaforth along Wakehurst Parkway need to interchange with the busses using Forest Way. It is a long walk between these routes.
Making sure that the B-line does not take away existing routes in locations that are close but not close enough to the B-line. Making sure that night time transport is included and its not only day time consideration.
a free community bus that went from Dee Why shops down to the beach and back would be a good idea.
Include rail in this mix of public transport options particularly regarding connections to Chatswood, North Sydney and the city.
buses are shocking at the moment since the introduction of b line and new timetable. I am half an hour late to work everyday because of the infrequency of the buses as daycare drop off bus stop is a non b line stop so 2 buses every 15 minutes. not good enough really.
Weekend and week day clear ways 6am to 7pm. Pittwater n warringah rds. Clear bus lanes
Bus lanes all the way to the city
B-line implementation has delivered minimal improvement due to unloading issues at Wynyard and limited commitment to true priority along Spit/Military Rd. Council should consider the results of the current on demand transport trial and its wider implementation by private providers to facilitate access to transport hubs. This has potential applications to overcome low densities in the area.
Better connectivity within the region enabling easy access between communities. Balance services to destinations
TBH, I'm not sure the council has much potential impact or control in this area apart from lobbying state government and identifying needs.
Connecting the various recreational areas and residential centres at the weekend. Ensuring sports clubs have an enforced group transport policy for transit to matches rather than driving individually.
Extend the b-line style services, particularly Mona Vale to Macquarie Park.
RAIL!
Don't build the tunnel just for cars! It's a perfect opportunity to create fast reliable public transport for city commuters. Don't waste it

I'm not sure about the statement about monitoring patronage data. Seems like this has often meant in the past that routes with low patronage have been shut down or reduced, which just further reduces patronage, which is then used to reduce services further.
A train from Dee Why to Chatswood. More areas to park cars at transport infrastructure hubs including Manly Wharf. No parking on major roads, at all, but to help get this approved, build underground parking to allow these cars to park off the street full time at shopping strips and local residences, so as to fully utilize the roads we have without need for new infrastructure. Better ferry transport from Manly to city with more commuter parking at Manly or the Spit or Mosman (have more ferries from these areas) to avoid the waves at the Heads. Lets use the Harbor. Better co-ordination of traffic lights and road ramps , that is, the lights at the bottom of spit hill are a major chock point, Mosman council should never have been allowed to over ride the building of a pedestrian bridge as the Spit is the major connection the city and to Mosman shops for the whole of the peninsular's population of nearly 300,000 people, that is so wrong. 300,000 people should get some priority particularly when Mosman has allowed only one traffic corridor down Military Road. We need a better ramp at the end of Military Road at Falcon Street to get cars onto the Harbor Bridge. At times this is completely blocked. Also there are too many lights at the Falcon Street intersection. We need to stop traffic turning from the west onto the bridge at Falcon Street and direct these cars to Ernest street to get onto the Bradfield and allow traffic to continually move along Military road West to St Leonards and left onto the bridge at Falcon Street. This would fix the congestion on Military Road but not the Bridge! This is a major city's major intersection but is being treated as a third world city junction.
Encouraging more school children to commute using public transport, particularly to private schools. Expense of providing a bus should not be a concern to wealthy private schools and parents, and they should not contribute to morning traffic congestion by driving children long distances to schools.
A metro or light rail line to the northern beaches. To Manly Vale Public rental bike stations. NO Tap Off system. BIKE PARKING IN CAR spots. subsidised bike repair, REBATE on electric bikes. Bike lanes on main roads. Public bicycle pumps
Instead of car tunnel from Northern Beaches/ Frenches Forest connecting to North Sydney would prefer rail. Gradually extend from Frenches Forest to Chatswood and towards Brookvale or Dee Why, eventually extending to Mona Vale Manly doesnt need rail as much as they have the ferries to the city Would like to see the hop on hop off extended, for example, direct service from Clontarf to Manly etc etc This would provide locals another direct route to Sydney for work but personally I think the Northern Beaches needs more jobs/industry and a University on this side so people dont have to travel so much
Ensure that the imminent disruption of autonomous electric vehicles is used to support public transit and not undermine it.
Improve 144 and 143 bus timetable
The B line isn't the be all end all. We need better commuter businesses (express bus) from Mona Vale to CBD, Chatswood, Macquarie Park. The B line is not a commuter bus. It is a good bus service to travel the northern beaches.
Train or light rail network to chatswood

Dedicated bus lanes
Ferry from spit to the city. Transport that doesn't rely on roads.
As mentioned earlier we need short term and long term plans. the short term will not solve the issue but will provide immediate relief which is desperately needed such as B Line along Warringah Road and should be implemented immediately, not next year, this year. We need to educate the NIMBY's that limiting density will restrict the ability for any authorities to fund public transport improvements and so is a self defeating position. The long term solutions can be implemented over time as development density enables from a funding perspective.
Buses are a poor alternative
During peak school holiday times could a 'park and surf' shuttle bus be set up from key centres such as Chatswood, Macquarie, Ryde, Castle Hill, Blacktown to main large beaches such as Manly, Dee Why , Narrabeen to take cars off the road? You could also do local beach shuttles - so from say Allambie , Beacon hill, F Forest to Dee Why etc I know this is contentious but council should not be encouraging people to drive and park at the beach by giving 2 free parking stickers per ratepayer. Such a mixed message. All ratepayers should get a rate reduction with then a \$100 charge coming in for the first sticker , and \$200 for the second sticker. Then if you walk to the beach you dont cop the cost, also if you do park now and then you only pay when you use it.
We need to accept that we will have a lot more people living on the Northern Beaches. To do this we should identify areas that can be very dense and are easier to service. Eg Dee Why, Brookvale, Manly, Frenches Forest. It is more acceptable to retain the traditional suburban feel of some areas, and make other areas very dense. The dense areas then receive much better services as it is possible to efficiently deliver them
Manly Vale also needs services to Chatswood and Macquarie Park that we currently miss out on.
Better transport from Mona Vale to Macquarie Park. Advocating wider policies like road user charges.
Extending the B-line bus to Newport.
Include cycle ways and storage
Extend the BLine to Palm Beach. Extend the BLine to Central Station. Create an express from Palm Beach to North Sydney Station
no b line to newport more e88 and e87 ooand e90
Ease of access and knowledge where stops are.
Your stated objectives are too vague. I prefer cycling too work and occasionally catching public transport.
There is also a need for better public transport to North Sydney. We lost our only public airport bus route, what are he possibilities available for airport access?
making buses safer with safety belts on B line buses to avoid injuries to passengers in emergency stops!
So many NB commuter to North Sydney for work and yet it doesn't get the services outside of peak hours

I need to take 3 buses if I need to get home/ work between peak hours
Improved local area transport such as hop jump and go mini buses
Express buses between major centres (in absence of trains), e.g., Dee-Why - Brookvale - Frenchs Forest - Forestville - Chatswood - Macquarie Park, without the need to change
'services patronage data' - so that what's called. Don't feel embarrassed about using that to deliver better services.
park & ride facilities in Manly for ferry dedicated motorcycle parking
Freeze development until additional infrastructure is in place
East West public transport from the Northern Beaches is virtually non-existent and needs to be addressed, particularly in the light of the new hospital to be opened in Frenchs Forest and constantly increasing Northern Beaches population.
Train lines should be seriously considered for the Northern Beaches. Considering how close we are to the city, travel times to anywhere south and particularly the city are way below world standards and are unacceptable.
Why is the third option not taking in account the peninsula to Chatswood?????
Hop skip bus extended to other areas
Concentrate on frequency as well as number of routes
Economic transport service for isolated seniors in areas with hills. More personal door to door service for seniors
Ensuring that those who are physically disabled are able to access all of the above transport options, particularly general public transport options as well as community bus services.
The B-Line is a start but if it could move quickly as well with less cyclist slowing them down, or driver wait for the timetable to catch up, or separate bus lines
Spit tunnel and Harbour Crossing. This initiative will improve Public transport efficient (Buses) and at the same time give the community what they WANT ie an efficient and modern road system.
BUS TRAVEL NOT AS RELIABLE AS LIGHT RAIL OR METRO
Minibuses for around school ciurcles - like the skip &hop Balgowlah one - just for school kids in all our primary schools, to reduce traffic and teach children to use more public transport
Moving towards a 24 hr service maybe using smaller buses. The 151 from the city is a great service.
Already mentioned them

PLEASE consider the ENVIRONMENT when planning for community transport.
<ul style="list-style-type: none"> - Bring back trains to the northern beaches - Advocate with federal government to reduce tax deductions for driving to work - Review proposed development proposals against current traffic condition and public transport support, i.e. Dee Why is getting a total of 1800 new units and Pittwater Road is already at capacity as well as the B-Line
You don't seem to consider local issues. E.g. the 136 from beacon hill to Forestway is practically unusable due to it being rammed full of school kids for forest high. They don't seem to use Opal so you probably don't know. Often this bus does not stop for commuters. That's unacceptable.
Having trackers on all busses so we can use apps to see their location as they never run on time. Ensuring all bus stops have expected timetables up, and having accountability for busses when they simply don't turn up
The TUNNEL
NS - Manly to at least Mona Vale, or all the way to Palm Beach with reduced frequency. Associated parking EW - Connecting DeeWhy to Chatswood via Frenchs Forest with reliable and predictable public transport. Heavy rail preferred. Light rail second best. Some parking at nodes.
Non-road based transit.
Need to consider Newport, Warriewood and Narrabeen as centres as well. And the first two need to have well integrated distribution to Terrey Hills/Frenchs Forest & St Ives/Macquarie Park.
There should be at least one direct bus option from Manly into CBD, instead of having to connect with the B-Line. The ferry is expensive and nausea-inducing on windy days. Rideplus, especially if used for return trip, is expensive. Price should be reduced to same as bus ticket for same distance and should be made part of Opal system, with Opal caps applying. Hop, Skip, Jump bus is great but Fairy Bower service should be extended to summer weekends to facilitate access to Fairy Bower/ Shelly Beach and also alleviate summer weekend crowding on Manly Wharf via Swim Centre service.
Late night transport options
Need transport links from Red Hill
If our public transport is going to share the road with cars, give it priority. Buses are short-term; we really need a vision for 50 years and this means a mass-transit system.
SUBWAYS connecting main universities, including UNSW in Kensington.
I understand that it is difficult to support services that are underused but often they are underused because they are so infrequent. We need to develop better connections to more frequent services. Take the B-Line from Mosman Junction to Manly-Vale there is no stop, so if you want to go to Seaforth what do you do. From Manly-Vale you can get to Balgowlah and Manly but not easily to Seaforth
Raising awareness of damage cars are doing and create positive vibe towards use of public transport.

Council should NOT focus on any light rail or train to Manly itself, though such to Dee Why might make sense, with the proviso that the high-rise and density would ruin the peninsula
use Wakehurst Parkway as a public transport corridor
For public transport to be used widely it must be convenient, simple and relevant. The B Line currently ticks some of those boxes for some of the population, it doesn't tick any boxes at all for some of the population.
It's simple. Get cars off the road and whack a bike lane in there. Job done.
There needs to be an upgrade of the Wynyard bus stop, which is crowded and chaotic, especially in the evenings. This makes transport from the city to the northern beaches unreliable.
When I lived in Canberra, no urban dwelling was more than 200m from a bus stop, and 3 busses delivered you anywhere in Canberra. With mixed mode (e.g. on-demand mini-buses) why can't Northern Beaches match this. My house is 1km from the nearest non-school bus stop and others in Forestville are further.
Trains!!!!
I would be cautious about promising anything that was 'future-proof'. Nice to aspire to, though.
Don't forget Mona-Vale to Macquarie Park! Mona Vale is a strategic centre.
B line bus stop in Balgowlah
Expansion of the (Manly) Hop Skip Jump Bus service to the rest of the Northern Beaches.
Replace the old bus fleet with new low emission models that are less noisy. Thanks for informing us that 30% of the CO2 emissions are caused by motorvehicles - how much of that is coming from those buses?
Connections based on where people travel not on bus data now. The busses we want don't exist. Forestville to Manly direct not round the world. Chatswood to DeeWhy. Chatswood to Mona Vale.
B1 route while offering awesome frequency has increased commuting time into the CBD AND complete removed direct bus routes into the city from locations off the B1 route. PLEASE relook at this strategy - I've had to add another 30 mins on to my travel time to accommodate this - unless I drive to a park and ride (gets full by 6:30am) which defeats the point of traffic reduction AND it's costlier for me in the long run
Freshwater!!!
Although I fully support improving public transport, and I am able to use it 5 out of 6 times... it will never be able to fully replace my car. There are 3 reasons for that: 1. I live on Scotland Island, so home delivered shopping is not an option for me

<p>2. My family lives in the Hills district... and I don't see anyone trying to improve public transport in that direction</p> <p>3. I go away for the weekend at least once per month... camping and canyoning, so to remote locations. Public transport just cannot replace the car for this. So... although I support improvements to public transport, Council also needs to support the needs of resident parking ... and prioritise it over visitor parking.</p> <p>Right now, to get home, I can only park my car in the Church Point precinct. There are only 0.85 parking spaces per offshore property there... yet we are sharing it with any visitor who wishes to come.</p> <p>Council really needs to put some parking restrictions in place so that residents are not blocked from their homes by recreational users.</p>
Council must plan on the assumption that we will not get a metro (even though it would be a good outcome). The focus is thus on improvement, and the way forward appears to be technology based.
An obvious express option for those in the Pittwater area (Narrabeen to Palm Beach) is to utilise Wakehurst Parkway and Roseville Chase route. Would also assist workers, users and visitors at new NB Hospital.
Replacing the buses on the 192 route with mini buses to save petrol and make navigating the streets easier. This is a fantastic route that is used by a few of us and we love it but we are scared that it will be removed due to the lack of patronage. I can now take public transport to and from work because this route has been expanded. I'm now independently travelling the whole way home.
Focus on what is achievable in the short term i.e. 18 months.
Sport traffic...whole team solutions.
Hop skip and jump buses in the northern/middle end of peninsula
More frequent circular free services
Linking of walking and safe cycling infrastructure with key public transport hubs (e.g. B-line stops, Manly Wharf, etc) including sufficient (and optional secure) bike parking facilities to encourage active transport (i.e. make more attractive than driving) between origin/destination and public transport stop. An example of current poor performance is safe cycling links to Manly Wharf. Cycling routes must be direct. Riders coming from Seaforth/Balgowlah/Fairlight/Manly Vale/North Manly are directed all the way to the beach front, around Manly CBD and finally back to the ferry. This is a ridiculous detour. Best practice safe cycling infrastructure should be implemented from the Manly Swim Centre through to Kangaroo Ln and then DIRECTLY to the Wharf via separated cycleways (or as a bare minimum, NSW guidelines conforming shared path) along Belgrave St.
An integrated web of public transport networks and modes stretching between local to global needs to be in place asap. Encourage and increase local community public transport networks.
'First mile / last mile' provision and integration with existing and proposed main-corridor public transport.
Support the Beaches Tunnel link, remove parking from Pittwater Road. Improve traffic flow in Dee Why and Brookvale
Direct bus (or other transport mode) from Church Point to city. Having to change buses at MONA Vale and walk across the park alone and in the dark feels dangerous.
Add Church Point as a keoride destination

having state transit operate the system. private operators operate for a profit. we taxpayers/ratepayers are paying for all this after all.
Northern beach councils have a poor record of putting in place transport facilities. Without funding from the state we will achieve zip.
Metro trains - expensive too build but they move people better.
As I said before, to get people cycling/walking they have to feel safe from being run over. We also NEED shade by trees on walking cycling paths so they are comfortable to use even in high summer. This requires a concerted plan by the council to plant trees along road verges even if people do have views
See previous comments.
IT has to be a carrot and stick approach - there should be penalties(e.g. congestion charges) for continued car use when there is a viable public transport option. Its also critical that weekend transport options be focused on the needs of the community out of peak hours during work days. Finally the B-LINE terminus in the city is a joke as it cannot handle the current number of buses - so there is no point in scheduling more buses if they cannot reach their destination without sitting around on the SHB.
Night time services as a link between transport nodes and surrounding residential areas.
A bus service to the city via Eastern valley way would see much better travel times from narrabeen and north rather than pushing us all into spit bridge. Also we need connections from wynard to rest of city centre. B line time is OK but add 30 minuet walk across city and it's too long

What elements do you believe are important to consider in our future transport plan?

This simply can not wait any longer. Strong leadership within council to put forth the communities wants and needs.
Journey times
Less buses
Public transport coverage for the whole of the northern beaches. Road expansion is not the solution.
Better public transport
Reliability and sustainability.
Actually doing something on my life time.
Transport. Doing something rather than constantly talking about it
We have 4 cars in our 5 person household because it is impossible even to access public transport without driving to it. Improve options to get to the major bus routes. Do not allow Ingleside to be developed until public transport is improved. Upgrade Wakehurst Parkway so it does not flood.
Penalties for driving, incentives for catching public transport or active commuting. E.g. some cuties in other counties only allow people to drive on certain

days of the week. We could have subsidised public transport.
Climate change and sea level rise. Retaining vegetation and canopy cover. Long term sustainability. Development & increasing density by in-filling can follow once public transport systems are established.
That dedicated transport lanes should have priority over private cars all the time. That using a bus even to get to a friend's house is the easiest option over driving.
Building bus interchange into new buildings. This would of been ideal and the new health centre in brookvale and at Warringah Mall.
Committer parking close to the interchange. DEE why parking is too far from the bus stop, so move the pick up point to Fisher Rd or have a shuttle. More shuttles from dormitory suburbs to the main transport artery
Global warming, fast implementation of measures, building more roads and tunnels will get more cars on the roads, electric cars.
Ensuring improvements are based on existing density's only
When people are choosing a travel mode they will always choose the quickest. therefore, if you build more roads, for a few years this option will be quicker, so people will choose to go by car, and before you know it the new road or tunnel will be at capacity. In other words please allocate the proposed tunnel to rail not cars. I also would like to see a congestion charge into the City for private cars.
Clean, healthy, quick and efficient transport options.
Trams, trams, trams and underground metro.
Ensuring services are frequent, fast and easy to catch and use.
cycling infrastructure
Safety, Ease, Affordability and Speed. Whatever public transport mode is decided upon, it needs to be safe, very easy to use, affordable and it must be quicker or as quick as using a car.
Active transport
My husband catches the B-Line to the city every day. The existing B-Line service to the city is already at capacity, as so many other services were removed when it was introduced. Often people at Manly Vale have to wait several buses before being able to board. Do we have the capacity to introduce more buses, or perhaps ones that don't do the full route to Mona Vale?
We need a metro to the beaches. During traffic accidents or weather events even the B line is dysfunctional. The only way to future proof access to our area is a metro line. It's well overdue and the lack of connections to universities from the beaches is forcing young people to move out of the area
Provide good frequency in the evenings and weekends as well as during peak hours, commuter trips are not all there is to a transport policy. Do NOT increase road capacity, it's a battle already lost: the more road capacity, the more cars (it's called induced demand, look it up) and the more ugly

<p>urban landscape. Give proper priority to buses at traffic lights and continuous protected bus lanes the whole way to the CBD and Chatswood. Use Tactical Urbanism to quickly make the Northern Beaches more pedestrian and bike friendly.</p>
<p>Targets for shifting journeys from car (driver/ passenger) to other modes. Work with schools to come up with specific school travel plans because good/bad travel habits start young.</p>
<p>fast and regular services that are always available. connections to get further afield, e.g. beyond CBD or Chatswood</p>
<p>Ensuring that public transport is faster and more reliable than private vehicle alternatives. As such, improving bus travel times by reprioritizing phase times to increase arterial traffic flows is counterproductive.</p>
<p>Encouraging people to stop relying on cars.</p>
<p>Think of the locals first rather than what looks good for Politicians</p>
<p>non-peak and peak use fares for ALL - but serious incentives not token ones</p>
<p>e.g.. Ingleside... If business as usual: 3,400 dwellings. 6,800 cars, or more. Powderworks Rd already at 140% capacity in the morning peak, close to 100% capacity in pm peak. Need I say more? BaU just will not work - it will be unliveable in Ingleside and Elanora Heights, and parts of North Narrabeen. Widening MVRd will fix nothing, without a good PT solution - 'Build it and they will park on it.' Same for tunnel under the Spit.</p>
<p>More bus stops on Pitwater Rd. BLine took away bus stops.</p>
<p>The impact of upcoming technologies on transport like the development of self driving car and of a sharing economy. Does the council have a view or a strategy for a smart city which integrate those new tech? What about charging station for electric self-driving car which could be available 24/7 and could cut the need to have so many private individual car on the road? What will we do with all these parking spot if our cars go home after dropping us?</p>
<p>Local community transport for daily shopping doctors appointments. Transport is not just about catching B line bus to the city</p>
<p>Road congestion, public transport speed and cost and links between various forms of transport, which can add up to half your travel time</p>
<p>Connected transport. The ability to mix public transport and cycling, for example. Why don't the B-Line busses have bike racks on the front or back, for example. Is there bike parking at the B-Line stations? Definitely not at Manly Vale.</p>
<p>I believe these have been covered in the previous section</p>
<p>Moving road traffic</p>
<p>Enviro sustainability, travel times, cost</p>

making buses more frequent so they are a viable alternative to driving.
Us, the people who live here. Keep transport planners on a very short leash and feel free to overrule them where their grandiose dreams conflict with what locals want. they do NOT know better (and I've worked in Planning with planners)
Train, underground, tunnel to the city
How the youth travel
Road pricing. Getting trucks off the road during peak hour and school times. Making more clearway - Harbord Rd is clogged at peak times because stationary, empty vehicles (including trucks, boats and trailers) are clogging a whole lane. make it a clearway and get businesses to have dedicated carparks.
see previous remarks
WALKING, CYCLING, BUSES & LESS CARS
Sustainability needs to underpin everything!
need for modal shift from car to public transport
motorbikes, bicycles, buses
Climate change. Travel time. Street lighting in walking, cycling areas
integration with feeder services (not driving to the bus stop please!!!)
congestion and the environment
Population forecasts and demographics, development areas, densification not sprawl, types of business (intellectual & tourism not manufacturing) encouraged on N Beaches, home working, pathetic internet performance (go to 5G wireless and leapfrog NBN fiasco), integrated transport, parking, bikes on public transport, hubs, feedback loops - better transport means more demand means more population growth means more development means transport infrastructure fails - perverse outcomes highly likely from well-meaning initiatives. BELIEVE THE RESEARCH, not public opinion which will get it wrong every time
Rail
24/7 bus lanes with 24/7 parking restrictions. If not 24 hours then at least between 6am and 8pm. It is obvious there are now almost permanent peak hours in Sydney and in particular between Mona Vale and the SydneyCBD
Things that develop a greater sense of community and provide healthy life style options and reduce the need for car, aid environment and contribute to helping climate change
everything!
Recognise that improvements in transport are self defeating while our Governments continue to pursue their over-population policies. The better the

transport the more people you have dumped on you. It is impossible to win.
Frequency, reliability, connectivity, safety.
Trains
My boys are coming to an age where soon they will want to get about by themselves. They need safe, regular transport to do this. They are not interested in better travel times to work, they want to be able to get the bus to the beach or to the mall or to see their mates. They are desperate to have some independence from their parents and do not want to be constantly relying on their parents to taxi them around.
access for cyclists, incentives for PT over car travel. Car share services.
Accessibility to public transport so that you don't need to use a car. Removing services from the suburbs to increase the bline services is not a good response to the transport issue. Also reducing how easy it is to drive would see a shift more quickly ie reduce the lanes available to cars and increase lanes for buses.
Active travel Improving bus travel times so that it is clearly better to get the bus Don't invest in expensive infrastructure projects without improving the existing system via 24/7 clearways, simple dedicated cycle lanes and better management of the B line (less stops south of Dee Why and better integration local buses)
Easily accessible public transport for all, not just those 'close' to the main transport lines. Safe access to public transport is also very important. Walking up Redman Road steps at night is not an option for me at the moment from a safety perspective.
Consider the impact higher density to support mass transport will have on the area - the geographic and topographic uniqueness of the area does not allow this without destruction. Make people aware if you decide to live here you will never have a short trip to the city. If you want to have a short commute than live in Chatswood, Ryde, etc. Stop dreaming and advocating the 30min. commute city. Be honest to the people and manage expectations.
light rail, light rail, light rail not only will we have less pollution but also get more people moving to and from without congestion on the road..
Access to park bikes at transport hubs like Manly Wharf. I have had many helmets stolen from here, so although it is good to have the racks there, sometimes I am hesitant to leave my bike and helmet there. Ensuring actual boarding and disembarking times are short on ferries and buses. A better wharf/jetty needs could be built on Manly East side, or the site of the former Manly aquarium to better cater for city commuting.
Cost, convenience and travel times.
Speed of the transport and comfortable seating fir the aged
Environment; connectedness; walking, cycling, motorbike/scooter usage; city, North Sydney and Macquarie Park workers; extend clearway hours for Pittwater, Barrenjoey roads to include weekends Widen bridge over Narrabeen lake and make 3 lanes each way

<p>Improve intersection at Wakehurst Parkway & Pittwater Roads</p> <p>community buses</p> <p>shared (paid for) bike services</p>
<p>Again... Rethinking the ridiculous difference on distance between regular buses stops and express buses.</p> <p>Regular buses stop every single block - too much!</p> <p>Express buses - stop 100 times / too many times in the first 1-3 neighbourhoods and then don't stop till the last neighbourhood or stop. They should have a norm - eg stop once in every neighbourhood or 3kms.</p>
<p>Keeping the environment. At the moment too many trees - and their wildlife are being removed. Cars are being prioritised over environment.</p>
<ul style="list-style-type: none"> - It is a process, adoption of a new transport mode is not automatic or immediate so plans and calculations to accommodate for a shift. - The earlier the Mona Vale to Warringah to Mosman to City train link is but, the cheaper it will be and earlier it will begin to bring a transport benefit. The longer it takes, the more time and money is wasted on focussing on private vehicles. - Car-sharing and autonomous vehicles can substantially change traffic - but this shouldn't mean that public transport is ignored. - People enjoy cycling and walking but it doesn't have to be forced. Rather smart and safe travel options and infrastructure automatically benefits each road user. - There are different type of requirements (user groups) and care should be taken to avoid catering just to one subset. For example there are bike riders who commute to work over longer distances, some who ride to the shops and need to transport groceries, some who cycle leisurely for recreation and some who cycle for sport - MTB or road cycling. Infrastructure should be appropriate to and when one group is forced onto unsuitable infrastructure - for example faster moving road cyclists onto shared paths (along a key corridor) and sharing with tourist pedestrians on foot - this is incompatible.
<p>No more roads. Invest only in public transport, cycling and walking. More buses especially for commuters, clear the roads, improve the path for buses so you can have more on the roads.</p>
<p>Full integration of service types and timetables (bus, train)</p>
<p>Integrates well, considers changing population trends. Genuinely meets population growth if it occurs.</p>
<p>People without cars</p>
<p>dedicated bus lane on warringah road in peak hours</p>
<p>This is a dumb question. All of them, obviously.</p>
<p>Over population of an area. Parking for cars. Units must be forced to provide sufficient parking for the residence. i.e at least one bay per unit. Car must not be parked on the main roads. Look at the viability of the run at all times. Do not run a service every 15 minutes and have 1 or 2 passengers.</p>
<p>Convenience and frequency of service.</p> <p>Linking reduced cost to frequency of using public transport.</p>
<p>metro and heavy rail</p>
<p>Advocate for Bus or T2/3 lanes wherever we have a 3 lane road - especially Forest Way and Warringah Road. Make it faster to get a bus to the</p>

City/Chatswood than drive
Act now....as majority of us won't see and change if left to current crop of politicians on both sides of the house
Get the transport better before we add to the population.
Allow all buses on a given road (e.g. Warringah Road) to be able to be hailed and set down. Remove the restrictions now in place between the Government buses & Contracted buses (eg Forest Coach Line)
The accessibility of public transport for people who aren't used to the system such as easier to read time tables.
public transport that runs so frequently along main transport corridors that there is no need to have timetables. Have small buses on call to take people to the main transport routes
design a transport plan around people i.e.' the focus is on moving people, rather than prioritising fast movement of cars. It should cater for multimodal transport and work on the principle of getting people out of cars into public transport, out of public transport onto bicycles and makes it easy and convenient to walk and cycle
Affordable, reliable, accessible day and night.
Not destroy our beautiful beach front at Newport with the extension of the B Line, ugly huge roundabout & a bigger increase of cars in the car parking spaces
public transport and walking/cycling
Improving public transport within but particularly to and from the northern beaches.
more bus routes at original stops to unclog b line stop and increase ease of getting into city by reverting to al stops to manly vale. doesn't help a growing population if you have to rely on one stop in each suburb
Dee to Chatswood, Mona Vale to Chatswood and Macquarie Park. More options for people not living directly on public transport routes Separating cars and bicycles
Current transport is very poor for current population and development. Any improvement will only meeer current needs to get that correct before there is any consideration to develop further
Planning has to look at DAs for businesses more wholesetically to create a more diverse and self sufficient suburb centres. Each should have supermarket, diverse restaurants and cafes, chemist, doctors etc.
Light rail
Pedestrian priority around schools to provide safe walking/cycling routes Electric bikes On demand transport - could be incorporated into hop skip jump,to improve its current rigid route and timetable

speed and ease
Ease of access. Connecting communities. Reliable service. Timely service.
Differences between the community's priorities during working days and weekends/public holidays
Fast links between centres.
Density and rail
Future changes sharing driverless cars
ease congestion of our roads, how to promote public transport, how to maintain native area's which aren't already developed, environmental impact of any future transport developments
Walkable neighbourhoods, like Dee Why for instance, are awesome. The more people who live within 5 minutes walk of just about everything they need on a day to day basis, the better for reducing road congestion.
Autonomous vehicles and other technology developments that will increase efficiency and capacity of existing road and rail networks. Could change the way we think about transport.
Shade from the sun
<p>The intersection at Falcon Street at Military Road could be fixed and we may not need any tunnel at all.</p> <p>Give tax incentives for business to employ locals and that would hopefully reduce the number of cars traveling great distances and clogging up roads.</p> <p>Stop parking on major roads at any time but build parking so as to allow residences and shopping centers to survive and flourish locally.</p> <p>Have more local hop skip and jump buses in all suburbs to get people to major bus and train stations but quickly.</p> <p>Have tidal flow systems - zippers- on all major roads.</p> <p>Build two more bridges over Middle harbor rather than a tunnel to reduce bottle necks.</p> <p>Fully and urgently ban diesel engines in passenger vehicles so as to improve air quality so people would accept pollution smoke stacks from tunnels.</p>
Cycling and pedestrian infrastructure, more efficient and regular public transport, secure parking for bicycles at transport nodes. Greater attention to pathways and footpaths suitable for the disabled (wheelchairs etc)
that it includes everyone
Community buses (like Hop Skip Jump) to give connectivity to all residences, extended B-Line service, and fixing issues of bus line integration around Frenchs Forest. This is a legacy of Forest Coach Lines being delivered 'non-competitive' state bus routes - as a result integration of bus routes has never been effective (eg. Manly to Chatswood trip of approx 1.25 hrs via 136 or 143/144, when a car trip takes 20 minutes).
<p>To keep and increase green space while having more bike lanes and bike paths. AND prioritising a light rail metro to the Northern Beaches as well as a BLine extensions and routes. There should be a b line direct to Manly.</p> <p>ENCOURAGE NSW Government to make public transport more affordable and get rid of the Tap off System</p>
Instead of car tunnel from Northern Beaches/ Frenches Forest connecting to North Sydney would prefer rail.

<p>Gradually extend from Frenches Forest to Chatswood and towards Brookvale or Dee Why, eventually extending to Mona Vale</p> <p>Manly doesn't need rail as much as they have the ferries to the city</p> <p>Would like to see the hop on hop off extended, for example, direct service from Clontarf to Manly etc</p> <p>etc</p> <p>This would provide locals another direct route to Sydney for work but personally I think the Northern Beaches needs more jobs/industry and a University so that they don't need to travel so much</p>
An integrated transport system with all options being looked at
make the current plan better then expand
<p>1. Increase the high frequency bus services as a network with direct routes by reducing low frequency routes with alternate local mobility.</p> <p>2. Provide new lateral (loop) rapid transit routes connecting Manly and Brookvale to Frenchs Forest, Dee Why to Frenchs Forest .</p> <p>3. Cancel the Western Harbour Tunnel and Beaches Link and replace with East West Connectivity in the form of a Tunnel Metro from Dee Why via Frenchs Forest to Chatswood and/or North Sydney. (District Plan 50,000 population growth to be focussed on Frenchs Forest as a major strategic centre to drive feasibility and maintain northern beaches natural assets.)</p> <p>2. Prioritise local mobility without car dependency in the form of active transport and community shuttles.</p>
Express bus to Chatswood
Ensuring an integrated approach with improving public transport and building better roads. The only way we will see an improvement is with a holistic approach. I know there are some groups in the area, advocating for an insular (not more development or change in my backyard) but i urge you to push on with supporting projects such as the northern beaches link.
Improve public transport to all areas of the northern beaches.
Efficient rail network
Metro / fast trains to reduce commute times. No road based options.
<p>Better traffic management at Pittwater road choke points (i.e. Mactier St, Narrabeen bridge, Dee Why).</p> <p>More clearways, especially for Saturday mornings (the traffic is always terrible on Saturdays, partly due to sport and partly due to a lane taken out by parking). Have the clearways extend until midday Saturday at least.</p>
<p>What can we do immediately to secure some fast relief noting these may not be the right long term options. We shouldn't just spend ages talking about a visionary long term solution as great as that would be or inevitably it will just get too hard or, by the nature of 'popular' politics, Council and Governments will change and the plans will be placed in a drawer with all those before them. We need action now and I appreciate there will be lots of reasons why we can't be let's stop focussing on can't, that's what all the people did before us and why we're in this jam.</p>
Access to a regular bus services within a 5 minute walk
Bike and rail infrastructure
Practicality that we are restricted to buses at least for the foreseeable future and so lets really get buses right and have fully trackable busses , community

buses, routes that take pressure off beachside parking. If going higher in density we need a metro rail connection to Chatswood.
Walking and cycling are the key to livable cities. Roads need to be identified as either key thoroughfares, but their use should be to encourage efficient use. Single occupant cars are a bane, and should be discouraged. Parents driving kids to school is very inefficient, and we must encourage active transport options for children. Parking is an inefficient use of public space, and to encourage efficient use it should be metered. The more parking you provide, the more car use you get.
1. Find out where people are driving to for work etc and put buses on for those areas. 2. Increase in children means more school buses will be needed. Parents should be encouraged NOT to drive their kids to school, 3. Population growth
Infrastructure centred on improved and expanded PT, then policy like improved bus lanes along the key corridors and other disincentives for car dependence like road user charges.
Cutting travel times to the city and other major employment hubs.
Must improve but must not increase population of beaches, its appeal is based on its coastal area and inland bushland areas
Minimise change of bus or change of mode by creating better express routes
Connectivity, travel times, clearways, enforcement, bike infrastructure
small buses to bring people to a hub. do not privatise b line as has happened in inner west.
Safety, greater public interest, environment, aesthetics of design.
Stop catering to the road lobby vested interests. It was marvelous that Council saved the Manly village green. It was nearly impacted by catering to private car users.
Fix the buses so people can walk to bus stops and not have to drive there by car
Cycling.
Please don't listen to the inevitable whinging of people saying that improving transport in the northern beaches will bring undesirables in. This is firstly kind of racist and secondly it's 2018, it's time to throw out those outdated ideas!
Expanding the Ride Plus service to areas such as North Curl Curl where daytime buses run only once per hour.
coordinating time-tables e.g. bus to Manly linked to ferry timetables
Avoid bandaid solutions to transport congestion and review the challenge holistically. E.g. what happens after the Northern Beaches/Blinking Lights intersection is upgraded - where is the next bottleneck? Eastern Valley Way which is at capacity now
increased volume to key work destinations

Don't just focus on city and buses
Cycleways
Frequency of service. Better positioned bus stops that protect while waiting.
Everything mentioned so far would be wonderful.
Village atmosphere, no overcrowding with high density living
Limit road capacity in favour of public transport
All elements. We need a federated yet integrated system. Think about other modes that might be invented within the next 20 years. Like powered skate boards and 'hover boards'
make it easy to access, reliable and comfortable
1. Population size and projected growth 2. frequent travel routes and predicted future travel routes e.g. new Frenchs Forest hospital access
Trains.
fix Wynyard STATION!
Quick short term solutions - realise them ASAP (improve paths for cycles, ban parking in bus lanes, train drivers how to drive smoothly etc.). Then middle term solutions - do at least something ASAP and constantly monitor progress (better roads, subsidy for electro bicycles, cheaper buses for regular commuters etc.). Long term solutions (metro, tunnel under bridge, light rail, more businesses in NB) - transparency if it is real to have these options and what would be the cost.
Convenience, frequency, lots of routes
Busses to train line like Pymble, Gordon or Chatswood
Footpath improvements Safe crossing for pedestrians at busy intersections
Good access to reliable and 'speedy' public transport for all residents on the Northern Beaches.
Easy to reach commute hubs. Drastically reducing Time to travel. We must aim for at least 60km per hour commute speed, that's not asking much from a developed country/economy. For the future, we should double down on trials of on-demand self-driving shared rides for commute.
Metro for distance and maybe light rail between Manly - Brookvale - Dee Why - maybe even further
Improve road transport to better service the community of the Northern Beaches and their preferred method of travel i.e. the CAR.

Improving Road transport will also benefit public transport for example the Spit tunnel and harbour crossing will provide massive benefits across all transport forms (Buses and Cars). The reality is the Northern Beach is very unlikely to ever have rail or the options. Just look at the history of this.
Pollution reduction. Travel duration. Streamlined travel processes.
EFFICIENT AND RELIABLE PUBLIC TRANSPORT ESSENTIAL TO DRIVE THE ECONOMY OF THE NORTHERN BEACHES
Higher density minibuses
Common sense
Getting cars off the road. Getting people to move away from large 4WD cars and to smaller, more environmentally friendly cars.
Be mindful of the environment and understand that we live in an interconnected world. There are other species besides humans. Conserve our green space. Do not destroy our environment. Wildlife need homes too.
Wait ten years until we have cheap clean autonomous cars. No more people till then.
Buses are the only public transport option in this area. Buses compete with cars on the roads and are subject to the same snarls and accident delays. So this means the roads need to be improved to allow traffic flow and to give priority to buses.
All
Integrated walking, cycling and public transport; reduced car use using either incentive, road pricing or discouraging eg more expensive parking, less access for cars to urban centres.
Environmental considerations, convenience, frequency, adequate and direct public transport to new hospital from all areas of the Beaches
<ul style="list-style-type: none"> - What are the 'journeys' of northern beaches residents. Better understand end to end trips - Only approve new housing developments (of gigantic projects) if the roads and public transport systems have the capacity - Don't build for now, build for in 10/20 years.
Think 50 years, not 20 or 30.
School aged kids who take up space on busses in peak times, have more school bus routes / ensure people know they school kids have to give up their seats and that school kids are made to get off busses when they are full
The TUNNEL
<p>Reducing congestion on Warringah Road. Reducing congestion on Pittwater Road. Allowing additional density build up in key areas to facilitate proper public transport. Key areas should include French's Forest, DeeWhy, Brookvale, plus one centre further north.</p>

Rail.
Car parking!
Frequent, connected, integrated. Urban & suburban planning (especially around the Warriewood area) has failed at ensuring that mass transit solutions have sufficient space and these issues need to be addressed. Roads through the community were made to narrow.
Mass public transport. The public at large suffers for the CO2 emissions we produce, so our Govt needs to subsidise railway etc in areas where it might not be financially viable at present to reduce the CO2 from private cars
Rail transport, not more roads. Extend community bus services like Hop, Skip, Jump , perhaps to Queenscliff, Freshwater, Warringah Mall?
Train
reliabilities and frequency of service
encourage active transport at schools - teach safe walking and cycling road skills
encourage school children to walk or cycle to school
Carter for people at the southern end of the beaches. Currently the B line picked up from Mona VLE. By the time it gets to Manly Vale they are full. No point have a full bus turn up every 10 mins. Maybe split them so some start at Mona Vale and some start at say Dee Why
Frequency of public transport. Discouragement of antisocial behaviour on public transport.
Park and ride opportunities
Bus and mini bus transport
Dedicated cycle paths
Think at least 50 years ahead, not 10 or 20. Unfortunately, this is not happening elsewhere. We re-introduce single-deck trains which we had 50+ years ago, and they had to be upgraded. Now we will fall into the same trap on the new metro by not thinking far enough ahead. Same with the light rail through the city which doesn't address or overcome the delays of cross-traffic and traffic lights. Shallow, short-term thinking.
relationship between population densities and transport option
Get people out of cars and into buses ,trains and ferries
For walking paths, more public toilets to be available.
Main transport lines with connections from other areas feeding into them that are frequent and accessible
Better transport options between Chatswood and Dee Why.

Access to the new hospital !
Long-term planning is key to making this work
Environment, Public education and awareness, don't over develop just to make public transport more viable. Focus on existing community, because an increased population on northern beach will only exacerbate the problem.
bicycles
We should protect Manly itself from high density invasion by Western suburbs train travellers.
Rapid public transport along the whole north south corridor and east west links
COST - to the tax payer, cost to the user & community Travel times & frequency of service Parking options for public transport customers
on road cycling lanes especially when approaching lights and intersections
Ease of use Convenience Relevance
protected cycle lanes on the least hilly paths between major destinations and to and from schools and local shopping centres
Cycle only lanes on the road
Improvement of the Wynyard bus stop
Mixed mode - parking near mass transport nodes. E.g. Dedicated park-and-ride parking near bus stops on Warringah Road.
More bus routes more buses smaller buses to travel around the hoods to pick up people who don't live near a main suburb bus stop
A train line and also better safer cycling routes to the city
Aged-access across all modes. Future public transport plan should aim at a mass-transit alternative that can be flexible. Could be a well-splined corridor. It should be as environment-friendly as possible.
Prioritizing public transport over more roads for private vehicles to reduce the rate of growth of car use and direct that growth toward public transport
More regular services (the Blin saw other services halved) with good direct connections to all localities. Adequate parking for commuters (Mona Vale was completely let down in this respect and the commuter parking has choked up street parking which in the longer term will compromise the viability of the centre Remove the 'Newport loop' which adds an uncomfortable 10minutes to every journey to and from Avalon and suburbs north and is the very reason many people chose to drive instead.

access to real time data on bus arrival times
Public transport and active transport.
Prioritize public and active transport options.
Better connectivity between the outskirts centres without having to go through the CBD, extra bus lanes to prevent delays and improve transit times, faster connections from further Northern Beaches communities to CBD and other work hotspots.
Shift in focus and priority from private motor vehicles to walking, running, scootering, cycling, Residential Transport Hubs, community bus services, share car schemes and provision of residential parking for them, Public Transport Hubs, bus services, and light rail possibilities.
Fewer facilities for cars, except better park and travel arrangements
Active transport
What the community wants not over development for cash. Consider where we want to travel in public transport not where we are going now. Add more bike paths.
locations for people of all ages who aren't within the B1 direct route NOT damaging the environment in a quest to fulfil population stats issues - we HAVE to protect and retain the lovely bushland not erode it in the way that we have been respect the locals desire to live in an area of green and beauty
To maintain the natural environment
Light rail and continued advocacy for the harbour tunnel
The most important issue is to acknowledge the complexity and multitude of transport demand requirements.
Needs vs Wants
Ease of use
The Smart Cities programme is funding a lot of research into technology use in transport - e.g. the Newcastle City study. NBC must look to be smart.
More public transport, off road cycleways, community buses and reducing residential development
Access to vital infrastructure eg: Hospital, and reducing unrequired vehicle numbers into the Dee Why area.
Time wasted by poorly phased traffic lights.
Remembering that not every body goes to the city. Travel between the beaches suburbs is also important. The 199 is an excellent start but it has replaced the peak hour L90 so Avalon folks now need to change at Mona Vale.
Trains

Increase in population. Environmental considerations
Light rail/tram/metro
Matching public transport capacity with population growth. Matching road capacity with population growth.
Shorter travel time from Northern beaches Making a bus lane continuous to the city from Northern Beaches
Ease of use of public transport. Improved Public transport backed up with single use cycleways and walkways (not on roads) and shuttle buses.
Electric car infrastructure- recharge points, priority parking
buses meet ferry etc
Frequent free circular services linking town and village services
Green corridors, bike paths, comfortable and inclusive public transport, economic
Linking of walking and safe cycling infrastructure with key public transport hubs (e.g. B-line stops, Manly Wharf, etc) including sufficient (and optional secure) bike parking facilities to encourage active transport (i.e. make more attractive than driving) between origin/destination and public transport stop. An example of current poor performance is safe cycling links to Manly Wharf. Cycling routes must be direct. Riders coming from Seaforth/Balgowlah/Fairlight/Manly Vale/North Manly are directed all the way to the beach front, around Manly CBD and finally back to the ferry. This is a ridiculous detour. Best practice safe cycling infrastructure should be implemented from the Manly Swim Centre through to Kangaroo Ln and then DIRECTLY to the Wharf via separated cycleways (or as a bare minimum, NSW guidelines conforming shared path) along Belgrave St.
Fully integrated local and global network utilising diversity of transport modes.
Flexible and accessible
Getting up to speed with existing needs, prior to instigating changes for surmised future needs.
Beaches Tunnel with BLine access. Remove parking from Pittwater Road
On demand services from outside the main towns.
Environment Needs before wants
more buses, light rail, even heavy rail. definitely the northern beaches tunnel link.
Rectifying past inadequacies that can be achieved through councils own budgetary processes.
Not just the obvious ones like providing buses... also things like availability of rental cars because the rest of Sydney & NSW doesn't have decent transport. If people are to be encouraged to give up their car they need a full gamut of options

Metro train line between Frenchs Forest and Chatswood. Get rid of parked cars off one side of the roads where buses go, if people live in a house they should be able to park all their cars on their land or large rather than storing junk in the garage.
Getting rid of the crazy idea of putting in a tunnel from Seaforth to the city It is obscenely expensive and will only encourage more people to drive further clogging the roads Please, please do not do a repeat of the hideous road interchange like the one at the intersection of Wakehurst Parkway and Warringah Rd. It is totally car dependent. It also has been obscenely expensive -715 million dollars and just encourages people to drive
Lots of public transport! Lots of walking and cycling!
Congestion charges.
Focus on public transport improvements; avoid expenditure on road and tunnel projects that increase car dependency.
Government jobs moving to Parramatta so we need viable public transport to new centers of employment

What mode of public transport (rapid bus, electric tram, rail, light rail) is a priority to you and why?

Rail. With tunnel boring technology gaining ground every day, I don't see that there is any other alternative.
Rail - I don't think more buses work on congested roads. Trains/metro can take people away from roads and transport greater numbers of passengers.
Rail. A metro system is the future for the Northern Beaches. Rapid transport into the city is a must.
Rail or tram preferable, however bus if it is rapid and frequent
Rapid bus and train. Quick modes of transport.
Mono rail. Cheap easy and fast to install
Train
Rapid bus because it could be implemented quickly
Rail or light rail. More reliable and faster than buses and better for working on or reading while commuting.
Electric tram can be solar powered - less polluting and cheaper to build than a light rail/metro. However metro would address future population growth more effectively. Rapid bus must be a part of the solution because it has flexibility in this landscape.
rail - ultimately an underground rail system - one that doesn't harm the unique flora and fauna of the area - and one that doesn't get blocked up by other road users, is the only system that makes sense. It IS the future proof option that the Victorians recognised, that hasn't changed.
All of them - anything that is faster than the current bus!

Rapid bus and underground train network. Light rail is a waste of time - where would you put it???
Underground or above ground rail. Moves the most people effectively and quickly. Many first-world and third-world cities have excellent above road networks.
Electric tram as a mode of transport which can be introduced quickly as a first step of using car dependency
None. I ride a motorbike, which is the quickest.
<p>Metro.</p> <p>We are too far out of the city and too populous for light rail, and as it shares the road with cars and buses it is far less effective than grade separated rail. Light rail could be good to connect major metro stops with other destinations. Eg Seaforth Metro stop with Manly beach, along Sydney Road.</p> <p>Buses as I have already said are a waste of time and money.</p> <p>The on-demand bus is a fantastic idea however the app is not working so the bus only ever has one person on board and unless you book a few days ahead you can't get a ride.</p>
No preference other than powered cleanly and is quick and efficient
<p>Tram. Just look around in Europe.</p> <p>Buses use the same lanes like cars.</p> <p>Cars cannot use tram lines (except emergency vehicles). You can carry much more people with trams than buses.</p>
electric tram
Rapid bus, because it is the cheapest and easiest to implement. Underground rail would be amazing, but costly and could drastically alter the beaches
rapid bus and ferries
Heavy or Metro Rail is obviously the ideal solution. But it will never happen without more major development on the Beaches. So, realistically, a rapid bus system.
Rapid buses. The costs associated with rail transport is too high to justify. Putting similar investment into road transport, buses & bikes, would deliver a world-class transport system.
Bus as that is my usual mode but I'd really like to see a northern beaches light rail
I know there are many issues with providing rail to the Northern Beaches (flooding, geotech risk, space etc.). While I like this form of transport, I think the cost of this option means that bus is probably far more feasible. I suspect rail would mean impact to native vegetation (even if most of the rail is underground, there's still need to come to the surface every now and then, plus maintenance access), which is already being impacted by other infrastructure projects (like the hospital), which makes it a far less acceptable option for me. Light rail would only come at the cost of road space - even if it did reduce volume on the roads, taking 1-2 lanes would still be a significant impact on traffic.
Bus (but let's make them electric!).
Economic case for other transport will require higher urban density, and this is not what we need. The beaches are already too developed - we don't have

the space for more. Regardless of the public transport system, the majority of people will own cars. The aim is to get them to use the cars less. Let's make the bus a better system.
Rail - provides a separated, reliable, high speed and potentially high frequency service that is difficult to replicate with on-road transport solutions that do not have a complete right of way.
Trams and light rail I believe are most efficient options
Rail. It's the only long term solution, it's going to happen one day - we need to get real and do it sooner. Realistically we need a rail connection to Chatswood and onwards to the city.
Short term: Rapid Bus (because proper heavy rail will take 10 years to fund and build) Long term: Heavy Rail Mid term: maybe light rail will be a match for a particular movement axis Overall: don't get fixed on a transport mode, first start by exploring the movement axis and their potential in terms of demand (including with planned transit-oriented developments) and only THEN choose the mode that fits the demand
Rapid bus - to provide reliable journeys.
rapid bus or cost efficient ferry
Metro Rail - linking in to a connected public transport network that provides both arterial and orbital mass transit links to Sydney's network of strategic centres.
Rapid bus - easier to implement and change according to need.
electric bus and light rail
rapid bus
Electric buses - because they are clean and green and available off the shelf right now, no massive tunnels needed.
Bus, only option. Light rail infrastructure is no longer available.
NONE... all a complete waste of money and not NBC's role
Underground train as it delivers reliable transport and does not take up valuable land. Alternatively, electric tram or light rail if it is built on existing road lanes like Pittwater and Warringah Road.
regular and plentiful bus transport with easy access to bus stops. Light rail if it didn't require unsupportable density
136 Bus and ferry, as it is still the most reliable transport to the city. The 136 is always late and traffic is shit in Manly, but it is better than the E65
Rapid bus, electric tram, light rail, water (boat/ferry) DON'T bring in metro trains to the Northern Beaches

More Ferry connections rather than only to the Quay
I support the development of improved rail infrastructure to key sites, eg Dee Why to the CBD; light rail from Mona Vale to Chatswood. Any measure that operates independently of existing road infrastructure
Rapid bus along a main corridors on dedicated lanes and on demand for smaller routes.
Light rail or rail
None
Whichever will get me from collaroy to the city fastest, in a cost effective manner
buses. We have roads, we have buses. so many buses shoot down the peninsular empty. If they all took commuters to Brookvale, more people could catch a connecting service at Brookvale.
Systems which do NOT require high density for support. For Pittwater I guess that's buses or eg Keoride, iincl. small community buses.
Train, tunnel
rapid bus - Do not like the light rail options for this area
rail. build it through the bush - why add it to roads - make an elevated rail line through the bush and it will become a tourist attraction.
Bus, Bikes, Light Rail. I think a lot can be done with what we already have, light rail would be fantastic in the future.
Electric tram because we need to transition away from fossil fueled transport as quickly as possible.
RAIL.... MOST EFFICIENT MASS TRANSIT THAT DOESN'T GET STUCK IN ROAD TRAFFIC JAMS... WHICH IS WHAT WILL HAPPEN WITH TRAM,BUS,LIGHT RAIL
Rail. A god fast connection will get people out of their cars. Until we have this people will not make the seemingly huge shift out our their car.
light rail/ tram. enhance townscape character and vibe
rail because of the capacity and speed
rapid bus
Electric trains on main corridors. Light rail to connect. Safe walking and cycling for fun and exercise. Recharge points for electric vehicles in centres and train stations
rapid bus - rail / tram is pie in the sky.
rapid bus uses existing infrastructure and can be superseded later. Improve transport too fast and the trail of consequences will more quickly change N Beaches in ways that noone wants.

Light rail, electric tram
Rapid bus ! it can be implemented straight away provided there is no more ticket selling by bus drivers required and permanent bus lane. Everything else will never happen or perhaps in the distant future
Rapid bus and light rail as the most flexible and accessible and helps sense of community
For me, a senior with walking problems, a reliable ordinary bus service & maybe an extended Hop Skip Jump
Heavy rail from Dee Why to Chatswood is the only thing that makes sense to me. But if we get it, Dee Why and all surrounding suburbs will be smashed by over-development. Please spare us from trams and light rail.
Practically speaking I will be working for the next 10 years and i cannot imagine that a light rail service would be developed to the northern beaches. So it's the rapid bus service that's a priority. I'm proud of our yellow double decker which is the envy of my colleagues. But there's still issues with the overpacked b line buses in the morning peak hours. It's not fair to pay full fare and have to stand nearly an hour to reach the city.
Light rail for Norther Beaches - big investment, but we need to bite the bullet now as nothing else will relieve congestion
Train
Electric buses, small van sized buses that have a high degree of flexibility to serve the community. If we can prioritise the use of electric vehicles which limit their impact on the environment. Road transportation can be dialled up or down easily to service changing demographics. Also, if we get more cars off the roads, the existing roads can be used more efficiently to move a greater number of people and thereby taking pressure off the existing road network system and therefore reducing the need for new road systems.
rapid bus, fast and efficient light rail if possible up Pittwater rd with connections to the cbd.
Rapid bus as I don't think the area should be more densely developed to support light rail etc.
rapid bus as it's probably the quickest to implement
rapid bus as the infrastructure is already there. Improved this facility with bus priority lanes and 24/7 clearways and improve active travel
bus or light rail. light rail (underground) doesn't interfere with the current roading as other rail might and buses already have bus lanes and can be increased.
Rapid Bus as all other modes are too costly for the beaches topography. But connect to the Ferry. Rapid bus to Chatswood, Gordon
Rail to Chatswood. Rapid bus to Chatswood.
I don't know enough about trams/rail any to comment. e.g can they cope with hills? what is the interaction with cars? what is their energy demand? That said I have found the Sydney rail network to work really well (once you get to the city) My experience of Trams in Melbourne and Adelaide is that I do not feel They hold the passenger capacity that buses do, but they are 'fun' to travel on...but i don't think the passenger gains would be worth the infrastructure needed to make it work
rail or light rail will transport many more people without pollution.

Buses will get stuck in traffic as well.
Rapid bus like the Bline makes a lot of sense financially and practically - using existing infrastructure. Electric tram makes sense because it would go along existing roads, however they're not as fast as s . Having light rail and rail will come at a big financial and social cost to the northern beaches community. People who want better transport will also need to use it. I think people who like driving cars everywhere will assume that all the 'others' will get public transport to free up the roads while they continue to use cars.
Rapid bus into the city as it is easiest and cheapest to implement.
Rapid bus they do not need much infrastructure
Rapid bus with frequent connections from outer areas connecting to main arteries Light rail, rail and tram is a pipe dream for Northern Beaches given topography and that our prior generations foolishly pulled up the perfectly functioning Manly-Narrabeen tram line!!
Rail because is super fast, reliable and doesn't depend on traffic Should be a priority over any road project.
Tram or light rail. We need a mode that will move big quantities of people and not be affected by road traffic.
Buses for suburban areas - they can access more remote locations. The Mona Vale - Narabeen - Colloroy - Dee Why Warringah - Manly Vale - Mosman - City train line (and in the future extend further to the northern beaches) is the single most important transport solution to benefit Northern Beaches residents and business.
Rapid bus. It is a proven transport method and can be implemented efficiently and cost effectively. There is no reason future rapid buses for commuters couldn't be electric, comfortable and spacious.
Bus, community bus, ferry. Due to a medical condition, I no longer drive. These, plus walking, help me to live a full and active life. Normally in favour of light rail and have previously used this a lot, however this option could be limited by steep hills on NB?
Buses because that's all we have.
Bus. Uses the roads. No space for much more.
rapid bus, more frequent buses. As much as I would like light rail or some other rail system, I can't see it ever happening.
It depends on the location/route. Tram/light rail as much as possible.
Bus. Both my wife and myself as well as our children use the bus to work and school. Obviously will the increase of road works and building it is becoming less and less attractive.
Rapid bus because I commute into the city most days

rail because it can carry more people quicker and connect with existing
Rapid bus - easier, quicker to deliver and cheaper. Also won't be used as an excuse to over develop the area
Rail. Proven solution to high density city to provide efficient mass transport assuming it is properly designed and implemented within a short period of time.
Rapid bus
Rail, best long term solution.
Rapid Bus - I do not like travelling in rail and road tunnels.
Bus is important because it's how I get places. A northern beaches light rail would also be useful.
It would be excellent to have a rail system that links to the current network. Other than that, a rapid bus service that takes you to the city and along the east/west corridors.
rapid bus is the current best technology for longer journeysbut needs an efficient feeder network. In the longer term trams without rails will be the go – see what they are doing in China
Rapid bus and on-demand. Live in an area that is only serviced by bus
whatever works most efficiently on a cost benefit ratio. Whilst bus is not necessarily ideal the light rail and tram infrastructure seems cost prohibitive.
Bus, that's all I need
rapid bus and light rail.
Rail to better connect commuters to their work places and clear the roads for local traffic.
bus as it's the only option
No specific mode, just whatever works best for the long term and can be implemented quickly
A rapid bus would be good. B line is NOT a rapid bus. Rail and light rail would be best options
Underground from dee why/ mona to city n chatswood...or buses go down wakehurst to city
Light rail - quicker than a bus, safe and still allows you to work while you commute
Current population density will only support bus - if this is done properly, it can provide a similarly effective transport solution to light rail for a fraction of the cost. Work with tfnsw to get this right before we consider the huge investment required for 'sexier' solutions. This would include true priority given to buses, indented bus bays, rationalisation of stops and routes, effective feeder services.

bus and rail
Bus
Bus - it's flexible and reroutable and can go over the headlands and other hills with minimal infrastructure.
As we only have buses, any mode of transport would be an improvement in this area.
Rail and light rail - non-road options are essential to making transport time efficient and so promoting use
Rail --> This will have a positive impact on the traffic
rapid bus, as it uses essentially existing infrastructure, is resilient to individual vehicle failure, and is highly visible to car users.
Rail. Buses just clog up roads, drafting the whole purpose of improving public transport.
rapid bus because it does not mean messing up the roads. There are too many building projects in Sydney at present and they all seem to be way behind schedule
Rapid bus
no specific form of transport is a priority over another per se - of more importance is impact on environment, and speed of transit
All. Anything except more bigger roads, which just fill up with more and more cars and become as slow as before.
Rapid bus & light rail
Rail because it can be underground
Light rail is best as less noisy and cheaper and easier. With only 300,000 people on Northern beaches light rail is best, otherwise we must utilize existing infrastructure more productively.
light rail. It tends to be a more cost effective and more timely solution
rail - efficient, fast, carries more people, can connect with city, can go underground
bus; because i use them
Rapid bus provides a cheap, fast and flexible service that could be provided in exchange for an acceptable increase in housing to existing residents. Light rail would be more expensive, slower, and necessitate an increase in housing density that many residents would not accept.
Light Rail, Metro, Electric Tram, Rail. It is the most efficient and reliable mode of transport. Especially. Underground networks
Rail or light rail To get the traffic off the already over extended road use Instead of car tunnel from Northern Beaches/ Frenches Forest connecting to North Sydney would prefer rail. Gradually extend from Frenches Forest to Chatswood and towards Brookvale or Dee Why, eventually extending to Mona Vale

<p>Manly doesnt need rail as much as they have the ferries to the city Would like to see the hop on hop off extended, for example, direct service from Clontarf to Manly etc etc This would provide locals another direct route to Sydney for work but personally I think the Northern Beaches needs more jobs/industry and a University so that the locals dont need to travel so much</p>
Light rail combined with cars via a CBD tunnel is a priority
rapid bus, as long as it runs on time
Rapid Bus as it is implementable now. Every successful light rail line began life as a successful bus line. Plan to transition routes to light rail as densities in centres increase.
Rapid bus
rapid bus. rail will be a huge project. Bus should be easier to achieve
Bus
Rapid bus - less impact on the current infrastructure.
Light rail, rail which are the most efficient
rapid bus
Rail / Metro as the time on commuting versus distance traveled must be one of the worst in NSW. 3 hours each day for me.
Bus, as minimal new infrastructure is required.
<p>This has to be measured in the short and long term. Short term - rapid bus and/or electric bus as these can be delivered with no road upgrades require other than some road paint and signage. Long term - rail and light rail as these need significant infrastructure but are clearly the right long term solutions. It is criminal that the NB has no rail services.</p>
all - the better mass transport the better - we already have the issues & population we do not need further development to justify it
bike then all forms of rail
For now buses, if going higher density then metro rail (like north west rail link)
Rapid bus is a stop gap measure as it is initially cheap to deliver, but it cannot move the volume of people needed in a rapidly growing City. Heavy rail requires density to have sufficient regularity of service, so I see it as viable only as a spur from Chatswood to Dee Why with appropriate rezonings to get the required density. I love light rail but given the cost of the current extension, I doubt that our State government would sign up for more.
I think that rapid bus or electric teams or light rail would suit northern beaches the best

rapid bus now - because its there for us, but all options will need to be part of it over time. the reason is discussed above but centred on the downsides of car dependence in this now very congested city
The first priority for me is a rapid bus service.
Rapid bus and links to it and ferry
Rapid Bus and Light Rail. Can move large numbers of passengers quickly.
Rapid bus or rail that connect with the city stations. I work in the eastern suburbs and unless I leave very early in the morning I waste over 4 hrs in public transport.
bus
Rapid bus and light rail because they will be easy to get to and arrive at the destination quickly and effectively.
We use the ferry to Sydney and bus to Northern beaches destinations. We use Rail to the suburbs.
Good local buses
Bus
Train - at the moment I work too far away from home for cycling to be practical
Feeder buses to B1 or Light Rail. Safe night time transport options.
which ever of these suits road conditions
Rapid bus is the quickest to arrange. Any other mode will require significant alteration to existing infrastructure (utilities adjustment) which is proving to be the single biggest impact on the orderly conduct of any infrastructure project. Rather than respond to political expediency timed to suit the election cycle significant planning is necessary and that looks at resource levels, Authority preparedness, industry capacity and cost.
Driverless vehicle meeting up with a rapid transport system
Bus & rapid bus
Any of them as long as they express for work
Not sure
rapid bus. Efficient way to travel to city
Rapid bus and rail. Trams are useless. They still have to wait for traffic lights. WHY BOTHER?

Whatever is most efficient for context
Ideally underground rail but realistically rapid bus would be fine eg another B line to Chatswood.
Rail : there isn't any (in 2018!)
I'm mode agnostic. Just make sure they're integrated
ferry, as it's the only viable option that I have. Bus takes too long, is extremely crowded & uncomfortable and service doesn't run late enough from the city
rail & light rail will hopefully get traffic off the roads
rapid bus - quick deployment, achievable and transport lanes can offer mixed use (motorbikes, offpeak cars, bicycles where appropriate) rather than dedicated use of scarce space
We would like to see a focus on rail, light rail or tram options that do not require additional traffic on already congested roads as buses do.
Trains. We are so close to the city centre but so far away in travel terms.
rapid bus, ferry, bus to ferry
Rapid bus - because there is a chance it could be done in a near future.
No real preference, but light rail project at UNSW in a mess. Definitely don't need to replicate that!!
Rapid bus as that is the easiest to implement. Light rail tram and rail will take years. I don't see how you could implement this fast.
Any mode that efficiently connects to a viable hub eg ferry
Rapid bus as existing infrastructure easier to implement and get a result
Rapid bus to service local areas rather than having to travel to hubs for other options
Any or all of the above modes but particularly bus as space requirements required for the other modes will be difficult to find on the northern beaches. Electric tram and light rail sound nice if space is available
Any of them would be ok for me, as long as it does its job of a giving a reasonable commute time and having a reasonable frequency during peak hours.
Metro - underground, as we have no space to have it above. When it is underground it can be quicker as well as it does not have to wait for traffic lights, queues, cars, etc.
Rapid bus is the most social. Tram, rail and light rail is a pipe dream that will never happen on the Northern Beaches due to politics, local preferences, topography, and history. Rapid bus is the only viable public transport option. For this to work we need better road networks in particular the spit tunnel and harbour crossing to improve road networks for buses and CARS.

Cycling
Rapid bus to CBD for work
Electric tram & light rail.
METRO AND/ OR LIGHT RAIL FOR ALL THE REASONS MENTIONED ABOVE AND WE ARE LAGGING BEHIND OTHER COUNTRIES
Bus and bike. The future of the planet
All are good, but the planning needs to improve. You can't mess up a route for 2years+ and expect people to love it. George St is a classic example. All blocked off / disrupted, working on only 1% at a time and it can't be used until the whole thing is finished. Why not do it in smaller bits eg from stop to stop, run between those two while working on the next stop.
Tram. It's feasible compared to metro or train and can run on time regardless of traffic. I do get the density issue, but if you build an actual European grade system, you make it actually efficient to use and you make the car very hard to use, it will make sense
Rail
I think rapid bus and/or tram. If we choose rail, or light rail that will encourage higher density of population and god forbid we DO NOT need any more people!
Non. It's 30% faster and cheaper to ride my motorcycle to work. Diesal turbine electric buses like they use in China are a good idea
Rapid buss. I live in Terrey Hills which realistically is not a likely option for either tram or rail.
Rail. Anything that doesn't add to existing road use.
Any system which is pracital and can operate today
Rapid bus. It can use existing networks and isn't very expensive like rail.
Ferry is what I use the most, as I live in Manly.
Rail/light rail. Sydney buses are loud and the air quality behind/near the buses is a catastrophe (try standing at Wynyard bus stop in summer). Rail systems when build properly can provide fast, reliable and environmental friendly options to commute. 'Normal' big cities offer commutes that are at least half the time. The Northern Beaches are only a few kms away from the city and still the commute takes 1h+
Whatever is most frequent and fastest. Not busses!
Rapid bus. I think any kind of train system on the beaches is unrealistic and we should focus on improving the bus system rather than bringing in one that will take years to build and ultimately cause more issues with construction

Metro underground would give the best outcome by not only taking cars off the road, but busses as well.
I think rail on the EW run is the best way to link the northern beaches with the rest of the Sydney rail system. Preferred Route Chatswood > Forestville > Frenchs Forest Hospital > Beacon Hill > Dee Why. Feeder busses or on-demand mini-busses & Park&Ride facilities near stations. A couple of additional stations in low density destinations on the route would facilitate the park&ride aspect of the rail route, and reduce congestion on the road system. On the NS route (presumably on, above, or near Pittwater Rd) there is a fairly narrow band of continuous built up area and less obvious linkage to the existing rail network. For this reason, light rail/tram with more frequent stations may be preferable. Horizontal or vertical separation of track from Pittwater Rd is fairly essential.
Rail & light rail. The roads on the beaches are already at capacity. Throwing more buses at them is a very short term fix. Show real long-term vision and leadership.
Rapid bus And some light rail near northern beaches hospital! Why that wasn't thought of first is a real oversight. The workers "cleaners, kitchen hands etc" are usually not able to be able to afford to rent on the northern beaches and travel up to 2 hours to service these hospitals and nursing homes...ageing population!
Rapid bus because I don't support higher densities in the northern beaches that this survey has said is required for rail solutions. People live in this area, and come to this area for serenity and a stress-free environment. Look at moving the rapid buses completely to LNG or battery powered with solar cells to help with the load on the batteries.
rapid bus at present, but I would like to see a rail system that integrates with the metropolitan system
Light rail to link up with rest of Sydney's rail network will be least polluting and quickest mode of transport. Rapid bus gives off emissions, depends on road capacity and is subject to and itself adds to congestion.
Train and or light rail
Rapid bus in the short term to leverage existing road infrastructure, and train in the longer term to reduce the pressure on the roads
Bus rail
all of the above
Tram/light rail. I've already given reasons earlier. It's 2018 and these transport options should be available to an area like the Northern Beaches.
rapid bus. Cost and likelihood of rail. May bring too many people into the area and too high density. Keep the beaches beautiful.
Light rail from Dee Why to Chatswood
Bus as easy to implement and massive spending not required to create infrastructure
Currently I am happy with the B Line bus system, however a rail system for the Northern Beaches would be the gold standard

Heavy rail. Heavy up-front investment but will last the distance. Bus is fine for feeder services. Tram and light rail are for small/compact cities with manageable growth (eg, in Europe).
rail
Underground rail
I teach at UNSW and have to drive to work. Otherwise, I would have to take several buses and a train.
Rail. The bus, tram and light rail are all reliant on existing roads. The new Northern Beaches tunnel promotes more road use and no public transport options, why wouldn't you consider rail. Linking up with Chatswood or going under Military road, where apparently part of a tunnel exists up to the Orpheum already
A rapid bus system should be a priority as it may be the easiest to implement in the short term.
A good rail network will get cars off the road while not adding to traffic in the way buses do. It is also more reliable than buses as it is independent from traffic and road congestion.
I use the ferry twice a day to commute between Manly and the city. It is a wonderful way to travel
whichever one people will use. No point in buliding it if there is no community support beacuse then it will not be used.
tram / light rail
Tram, rail or light rail are very good, but should not connect Manly itself to the Western suburbs.
Rail for mass transit and rapid bus as interim solution and ongoing support to rail
rapid bus - cheaper all round alternative
any form of transport eg rail that doesn't get caught up in traffic so is more reliable
Integrated bus including feeder and rapid transit. Dedicated bus lanes. But we also need a better city access option than any of the current existing routes (i.e. the new tunnel)
At present - bus, because it can be done quickly. But longer term any of the other options.
Bus
Bicycle, bus, car, train. Cycle to get to bus or drive to parknride at train or b-line Bus station
Cycle lanes, because it's the best way
bus. It is highly unlikely a rail link will ever be approved
rail or light rail, in a longer term, more sustainable for future growth

<p>Priority - Rapid bus.</p> <p>Rail on the Northern Beaches will not happen in the next 50 years. Light Rail will not happen on Warringah Road in the next 20 years. Similarly for Electric tram.</p> <p>Rapid buses along Warringah Road could be in place in 12/24 months time with the proper commitment from the NSW government.</p>
Rapid bus would be a priority because its easy to provide. Rail, light rail and trams will take years and cost a lot
Bus as its the only service in the area where I live other than the manly ferry mind I use buses when getting around but also ride a bike and walk
Rail or light rail. Buses are not the solution nor are building more roads or tunnels.
Prefer tram (European style with few carriages per ride) but electric light rail or eg automated rubber-tyred metro line (Taipei Wenhua line) are also possibilities. This could be combined with a more flexible mini/bus system to feed into the corridor. Electricity we can generate in the Northern Beaches - this makes it more sustainable. easier access and more comfortable (particularly for elderly) than current buses.
Metro lines that are entirely separated from the roads would be most ideal, so there are multiple transport modes available to commuters and delays on one mode don't shut down the entire peninsula. I've recently experienced family medical emergencies that required travel to the southern CBD in peak hour and couldn't get where I needed to be because of the shocking traffic and there were no alternatives I could use. Given the size of our city it is beyond belief that the only way to travel in that direction is by road.
Bus because it's the only one available. I'm not a fan of the air pollution of the old bus fleet though.
Tram/light rail along the principal transport corridors (less expensive than rail and way more efficient than rapid bus).
Rapid Bus
Bus and Rail
Bus, rapid bus. More flexible from an infrastructure point of view, accessible
Rapid bus would seem to be easier to implement.
I prefer some kind of rail/tram, as some bus drivers don't drive very smoothly and then I get car sick. Or I can't use my phone and have to look outside the whole time, which is annoying.
Probably light rail because it provides for both local and distant transport needs and has a better chance of integrating with the transport modes currently in use &/or being developed/considered.
Rail & rapid bus. No rail lines above ground
Bus if more services can be put on to deal with peak hour queues and loading of buses more quickly and efficiently
Bus because active transport options are not safe.
Rapid bus and car. School pick up.

express bus which include linking to non-b1 locations NO TRAM OR LIGHT RAILWAY - eroding landscape also causes people to go through the trauma sometimes of having their homes and land 'reclaimed' by council for a fraction of the actual price - IMPROVE WHAT WE HAVE ALREADY GOT
bus, easiest
Light rail/tram- proven ability to move large numbers Environmentally sound Easily accessible
Light rail by far as it provides the most accessible transport that can be effectively separated from road traffic and provide for high volume passenger flows.
I live offshore, on Scotland Island, and I only have 2 transport needs: 1. Being able to get to and from work (in the Sydney CBD) as fast as possible on weekdays [Reason: My travel time to and from work is 3.5h per day] 2. Being able to easily park my car when I come home on a Saturday or Sunday from a visit to my family or a weekend away [Reason: I just want to get home! And right now, because we share the parking in the Church Point precinct with visitors and driveway residents, I sometimes have to wait 2h to get a parking space (!?)]
Light rail
My priority is for an integrated rapid bus/feeder bus (or van) system with on demand technology. I note that I'd like a metro, but see it as most unlikely, and do not want population growth at high levels which may be required to justify a metro. Unfortunately, I cannot see that we have the physical space for light rail.
Rapid bus as it is the easiest mode of transport to provide on Northern Beaches arterial roads.
It all depends!
All
Buses because I catch seven each day.
Rail because it is more efficient, faster & would complement the bus line
Rapid bus
Light rail or electric tram: less air pollution, more convenient than buses
Rapid bus. There is no road capacity or spare land to accommodate tams, light rail, rail.
Rapid bus , cut the length of travel time to the city

Rapid bus. Only because any other option is too far into the future, though I would support a light rail with good connections and higher density near stops.
Light rail - it's not impacted by traffic congestion, reliable timetable, speedy
I don't think there is such a thing as a rapid bus due to traffic not sure maybe electric tram
Whichever has the highest impact on the community benefit with least environment impact
Regular rapid bus with ability to attach bike - fast, efficient and reliable
Rapid Bus, Rail and Light Rail are key to moving the masses to the major commuter origin/destination hubs. Public transport needs to be more attractive than driving a car, so it needs to be highly efficient. Providing a comprehensive network of safe and connected cycling infrastructure is then critical to fill the gaps in the network, sustainably bring people to/from the public transport stops or complete less common commute routes. I haven't studied this area, but I assume trams require higher population densities than what exist on the Northern Beaches to justify their usage.
Rail/ light rail is a clean and efficient solution which will reduce the reliance and emphasis on roads.
Rapid bus because it is there now. Of the other options, a light rail would be viable but will take such a long time to deliver
Electric trams used to connect Narrabeen with the city. Lighter, more efficient, more flexible forms of tram/light rail are proven services in so many other large cities.
Rapid bus because it's flexible and secure
Rail. To ease traffic heading into Sydney and Macquarie Park.
No preference as long as it is reliable
Rapid bus. Don't want to lose anymore bush to roads. Enough development in area already as we have lost so much at Frenchs Forest, the suburb name is a joke.
rapid bus to immediately relieve the pressure on the current system.
No mention of ferries.
Rapid bus and light rail for ease of use and considering usage cost for senior citizens.
They all need to be integrated
Rail, rail and rail - it moves more people, is easy to get on and off and you don't get travel sickness like on a bus on the Spit Road!
<p>Train is heavy rail -expensive and slow</p> <p>Light rail is able to provide a fast service eg the Paris metro and London tube</p> <p>Buses running on the existing roadway grind to a halt in wet weather or if there's an accident</p> <p>My preference would be an efficient light rail suspended over the existing Dee Why to Chatswood roadway to provide an east-west connection using an alternative route to the city via Spit bridge.</p>

This does not mean that I support ripping down the bush in the NB for more housing. Only that, I support better public transport in the area
Rail, light rail, tram - just look at any other large city around the world that has mastered public transport better than Sydney. Los Angeles is NOT it!
Light rail - most efficient at carrying large numbers of people.
Rapid bus can be introduced via a dedicated lane. Light rail may be suitable as a long term option, but is not a priority at present. Heavy rail is expensive and not suitable for the Northern Beaches.
Prefer rail of any type to buses

Chapter 4 - Roads and Traffic

Objective: *To develop and manage an efficient road network that supports connectivity for movement of people and goods within and beyond the Northern Beaches, and can be safely shared by all users. Do you support this objective?*

Please tell us the main reasons why you support this objective?

I live in frenchs forest. Enough said.
Improvement of the existing road network would help supplement public transport improvement, but this should not be the main focus.
Because I work outside the northern beaches.
Safe modes of travel to keep users safe.
Peak hour travel times are increasing as well as the length of peak hour. Congestion on the roads leading into the northern beaches on weekends is increasing
Sometimes I feel trapped on the northern beaches.
The immediate need is to get the vehicles moving faster. The nightmare is peak times, find alternate routes to fan out the traffic, prohibit large vehicles on main thoroughfares during peak hours, provide alternate routes for mass transit vehicles. When the main roads are clear it takes <30 mins Collaroy to the city, but in peak hour it is double or triple that time. Mosman and Neutral Bay are the choke points, we need to unblock the roads there.
It makes people happy
Roads should support public transport, industry and necessary private car journeys.
Safe roads is obviously a good thing
It is clear that the road network on the Northern Beaches is at breaking point. We can't keep developing the peninsular and adding more people without extensive infrastructure changes to cope. How it got to the state it is in now is an absolute failure on the local and state governments. We are playing catch-up.

because traffic congestion is a nightmare!
Why wouldn't you?
We're stuck with cars (for now), so let's make the roads easy to use and as good as they can be.
Cars are still an important part of our transport network and have a role to play. Improving the transport network does not mean ignoring more sustainable upgrades to road infrastructure.
cycle safety
As a cyclist, I want to be able to use the road safely.
for obvious reasons
It's self evident - without it we clog, go nowhere, productivity plummets, health deteriorates, costs increase...
Traffic is horrible. Difficulty accessing public transport as BLine took away bus stops.
already stated
Public transport infrastructure is very limited for people living in the Northern Beaches
I work in the city
Any measure that improves the current poor state of roads is welcome
Probably transport in and out of the beaches is more important
It takes over an hour to get from Warriewood to Manly in the morning. This traffic congestion has increased since all the new homes in the Warriewood Valley. Makes it very hard to go anywhere!
Who makes this stuff up?
Our roads are at capacity. We have had no upgrades in my lifetime (40 years).
It is taking too long to get from A to B
Too many trucks on our roads at peak times - price them off. Make them deliver before 7, after 10 or after 6pm and clear the roads for work commuters and school trips.
ENCOURAGES PEOPLE OUT OF THEIR CARS
Roads will always be essential hence safety must sit along side this.
Congestion on current road corridors in and out of the beaches is ridiculous

Obviously a good objective but with potential perverse outcomes
n/a
I'm a senior with walking difficulties.
Would be great if technology provides alternatives to travel time or travel route. But living in Manly vale and working in the city, there's not much option. The ferry service is expensive, takes forever to unload and load passengers and not frequent enough.
I support any objective that will ease congestion on the roads.
Everyone has different needs and wants and by ensuring there is harmony in the different modes of transport this allows everyone to travel safely
I support the discussion about how to build a smarter way in usage of the road network. Like optimizing traffic lights, reduce pinch points.
businesses need deliveries. it is the private use vehicles that really cause congestion. High volumes of vehicles lead to conflict. however i'm not sure how much influence council has over mitigating that - its RMS and the Police. Council's Road Safety therefore should focus more on Cycle and Pedestrian safety.
We need a good road network to support public transport corridors. More online purchasing may reduce individual car use, however will increase truck and delivery van movements, these both need efficient road networks to operate.
Safety is important for all road users.
Ease of travel
Traffic is crazy
It's pretty obvious isn't it? Congestion helps no-one
Traffic lights should be dynamic and behave differently across different times of the day and days of thr week to facilitate traffic flow. Don't think this happens today successfully
Efficient. That does not mean building more roads. It means using the current network more efficiently.
The alternative is a bit silly, isn't it?
Public transport cannot satisfy all requirements. Consideration needs to be given to those who use the roads for dropping children at school and for shopping.
If I drive I need to get to my destination as efficiently as possible
Road transport is still necessary where other modes not available
Dual carriageway to St Ives

There is a need to reduce the road pinch points. The four sets of traffic lights at Forestville need to be connected together to increase traffic flow.
Because Mona Vale Rd in the mornings gets really congested and I'm often late to school.
It is a no brainer!
Of course safety is vital
Mona Vale road needs a safe upgrade
to get trucks off the road and less congestion
People need to be able to move and get about their life, not sit in traffic for hours every day which they do today.
This has gone backwards in the last 4 years so there is a lot of work to do.
Too many angry drivers on beaches that struggle sharing rd with bikes, trucks etc because of poor infrastructure
Traffic is getting worse
Roads will always be an important method of connecting people and goods.
speed and was to get around
Well it would be better if it wasn't such management speak. I think communities need to be connected efficiently and in a timely fashion. Connected, not separated
When I do use my car, I don't like congestion. It adds to climate change and bad health, it irritates drivers and makes accidents more likely.
Travel to Chatswood or Dee Why in peak hours severely compromised at present
The roads are a mess, I prefer investment in public transport but we can't ignore the roads either
Road manners has to be cultivated
I only have one life and every minuet I sit in traffic is less time spent with my kids or family.
more efficient road planning is essential
doh; no road/no go - are you serious - what a silly questions
Most traffic problems on the Northern Beaches can be solved by focussing on particular intersections and pinch points of traffic, and moving commuters to public transport. The proposed Northern Beaches tunnel will not solve any of these issues, and will only induce demand to create more issues for existing problem intersections and congested roads. It is not safe - and will have a devastating impact to those who live near smokestacks, construction, and will live with future increases in emissions around their homes.
To teduce the amount of traffic on our roads

Two other options would be to stagger industry and school starting times And Bring more jobs and a university to the northern beaches so people dont have to travel so much
All options should be looked at as part of an integrated transport system
reduce congestion and make it easier to get around
I have only supported this objective on the basis that road infrastructure spending is not intended to deliver increased private car capacity , but is used to reconfigure roads for public transit and active transport.
Use roads every day
Anything that would reduce congestion on the roads, and reduce my commute time, I support
I support these as long as they are part of an overall strategy including public and active transport. Without active and public transport, token road improvements and technology upgrades will achieve nothing and money should be saved for a better purpose.
Regular traffic jams - unacceptable traffic speeds
It may help, but 'education' shouldn't be used as an excuse for not providing proper infrastructure
Safety is the key word in this statement along with efficiency. Our worsening gridlock demands attention.
Road transport is necessary, and using our road infrastructure efficiently is very important
So everyone can move faster
There is limited space to build new roads or widen roads for more lanes on the northern beaches. From my point of view I think it is more important to concentrate on the safety of our road networks. Far too many tragic accidents, especially Mona Vale Road and Warringah Road. The number of heavy vehicles is increasing. Cyclists safety is important as well.
Need to move existing traffic around more efficiently
Reducing congestion makes our roads safer
get cars off the roads and cyclists
The roads are super clogged and makes everyone unhappy, possibly causing road rage, which can effect everyone. Freeing up the congestion would clear this.
Cyclists need protection.
Mona Vale RD. and Wakehurst Parkway should have been upgraded 50 years ago.
Again your objectives are so vague as to be meaningless.

It will make roads safer and reduce accidents- special attention needed where accidents have occurred to reduce the risk by traffic monitoring
Smart motorways will assist in better management of roads. This improvement is not necessarily expensive particularly in view of the modern IT solutions available today
Remove congestion on weekends
Increased safety for cyclists
It's an obvious need for future growth
At present the roads are not for sharing. I'd be too wary to cycle on Pittwater rd to work
Roads are necessary to travel to North shore and beyond. Mona Vale Rd is inadequate and a disgrace.
This survey is too long with pointless questions. I
Has it been designed to annoy people so that they don't complete it
Cars still need to be included in the planning they won't be going away.
I work in South western sydney
safety on the road is #1
The current infrastructure is almost at breaking point.
Even with strong encouragement of public transport use and improved services, there will still be a need for people from the northern Beaches to travel beyond the network connections and use cars.
Because the growth of the economy of this region is affected by the efficiency of its workforce being able to go to work and return home.
Spit Rd and Military Roads need to be expanded. make them through ways with NO PARKING ON STREET. Harbord Rd and Pittwater Rd are also so congested during peak hours
Sometimes there are only small things which create congestion's - create green wave (traffic lights), create a network for car sharing (people travel together in one car - as strangers). All of them could be done and improve bad traffic (and noise).
Need our roads to keep up with population growth
Northern beaches are still growing with new developments still starting. This all happens with hardly any change in the infrastructure. Next to better public transport it is also important to change the roads to make it better for transport by car.
Stupid qu
Road safety

A efficient and modern road network is essential for the Northern Beaches and Sydney. Car or vehicle is the dominate and preferred method of travel and yet Governments are focused on Public transport initiatives to the detriment of Roads. Efficient and modern road networks will provide benefits for Public (buses in the northern beaches) and Cars (the preferred method of travel - look at the stats).
Traffic on the beaches is horrendous
Increase efficiency and safety
It's a no brainer!!
TO MAKE THE ROADS SAFER AND MORE EFFICIENT. THE MAIN PRIORITY MUST BE PUBLIC TRANSPORT
Well it's logical.
Because driving around the northern beaches is a nightmare.
Because we cannot continue doing what we're doing now, it's not working.
That is a motherhood statement!
The key here is for the road network to not get in the way of other users. At the moment the car is prioritised too much.
Because there is a lot of traffic as is
We need actual highways to get to places. The Northern Beaches are like a trap. It takes 40mins to get to Hornsby in good traffic where the nearest motorway North is located. The roads going there are not made as connection roads to Highways, i.e. Chatswood to North Ryde. To go south you have to go over Military Road (nightmare) and through the city tunnels which only has 2 lanes (nightmare). We need dedicated highways and so does our public transport.
Traffic is aways at extreme levels when it doesn't need to be, a lot of the time caused by bad/ illegal driving e.g using t3 lanes with only 1 driver
It's realistically the only option given that there has been no improvements on the road network since the creation of the burnt bridge deviation
It's a motherhood statement.
I work near the new hospital And the traffic is absolutely terrible. It's not future proof and I think that when the new hospital opens in October it will be chaotic
Government, at all levels, have repeatedly enabled residential and business development in this area of Sydney without appropriate upgrades of our road system. Warriewood, Dee Why, Frenchs Forest, Forestville. All done without upgrading transport solutions and roads to cope with the additional demand.
Because it is obvious our system is not working. A large number of cars squeezed into a limited road system at the Spit and beyond; then held up by a few leisure boaties who have the right to leave their yachts west of the bridge

Roads need to be improved to cater for the growing population
move people faster and efficiently
I support this if it means improving the road for busses and bicycles. I do not support this if it means improving the road for cars. We should be doing all we can to reduce car usage and make it more difficult and expensive for people to use their cars and encourage more people onto public transport. Congestion from cars is the sole reason why the transport infrastructure on the Northern Beaches is so bad.
Too much time is spent on inefficient commuting due to congestion.
To support the local economy - without decent transport the economy will suffer
Some things just have to be done by road. Make it safe and efficient, and able to handle our growing demands.
travel times
Gridlock exists on our roads and unless you address the reasons it will only get worse
An efficient road network that enables other modes of transport other than by car (such as cycling, buses, etc) could ease traffic congestion and provide health benefits.
As population grows, the road network needs to keep up with demand!
Anything that improves efficiency is a great improvement
keep roads safe and avoid congestion
Roads need to be better planned for safer active travel and fewer choke points
Because the northern beaches will shrivel and die without it
an efficient road network = happy commuters & members of a community environmental reasons sustainability
All transport users should be able to use the facility safely and without friction to enable the community to function as a whole. Current systems promote friction with the obvious downside of road rage often targeted at cyclists, but also prevalent between cars.
The Northern beaches has a lot of choke points have a plan when one choke point breaks seems like a good idea
By providing smartcity technology parking and routing info and signage to the public people can better choose when not to drive because you wont be able to park and will get stuck in a traffic jam anyway
Safely shared by all users means getting cyclists OFF lanes shared with cars and preferably off bus lanes. Cyclist need SAFE cycleways all the way from Dee Why / Brookvale to Chatswood.

The fact that you are stressing safety
So people can get around doing what they have getting to where they need to go
Something needs to be improved the current congestion levels are unacceptable
Safety is a priority. Reduced congestion and easier movement of people and goods increases amenity and economic opportunities.
It indicates that solutions other than just building infrastructure will be considered. I believe a key solution to peak hour congestion is to lobby and legislate for employers (including Council) to allow flexible work arrangements such as work from home and alternative start and finish times. There are many workers who would prefer an earlier start or a later finish, or the option to occasionally work from home. This could be the only thing that will make a difference to peak hour traffic. The difference that occurs during school holidays is a perfect indicator of this (which is something the Mayor has pointed to in the past).
Traffic gridlock
I am a road user
Low cost, logical
The network needs to be well planned with safety and efficiency the two main priorities.
Because sometimes traveling to work just takes too long due to the delays or because you have to go through the CBD and can't go directly.
Because it includes the requirement, 'and can be safely shared by all users'.
We need an improvement from Northern Beaches to City
Again obvious
My travel time to/from work is now 3.5h per day ... and that's off-peak!?
Ease congestion
It's already hopelessly congested here
NA
Too much productive time is wasted on unnecessary delays.
Because it is congested so if we can free it up that would be excellent.
Safety
We will still need roads
We should be connected with communities beyond our own. We live in a globally significant city and it's difficult to access the city and western suburbs

where cultural events are held
to help ease traffic
Support freedom of movement in the best ways possible
greater connectivity enhances opportunities
Efficiency - great. Movement of people and goods - not just cars - great. Safe sharing for all users - great.
Safety considerations must always be in the forefront to avoid lives lost and reduce incidents.
Because we need it. Nothing else there at the moment
There is too much traffic congestion
We work and live outside the Northern Beaches, but we must be connected. So much money has been and still is being spent on the Western Suburbs, it's time we got something back.
Good roads make economic sense. You can't run a business efficiently if you don't know when things will arrive all whether you will be able to ship out your products
Because if there the congestion issues aren't addressed we'll probably leave Sydney as living here is becoming unviable.
Development of peninsula has created inefficient traffic control, ET moving around Mona Vale is very slow due to lack of connection within town too many lights on main road.

Please tell us the main reasons why you don't support this objective?

Expansion of the road network namely the Beaches Link will create more problems than it solves. Impacts to affected local communities and the environments are unacceptable.
Because roads will never be enough. The easier it is to use a car the more people will. Roads kill flora, they eat in wildlife corridors, they pollute in so many ways, they just aren't something we should be focusing on in an age where the workforce is being automated and many jobs will be remotely worked.
I do support it. It needs to service public transport, industry and fewer private car journeys
But I do
If we make roads better, more people will use cars.
i supported it

The Downs-Thompson Paradox.
Na
Only if it comes without an integrated PT system. Then it would solve nothing.
The BLine was a poorly thought out plan. Reducing bus stops, reducing access.
Priority should be given to alternative modes of transports. In a constrained budget, funding should be limited to maintenance and safety while prioritising funding for under developed public transport and active modes of transport.
Because current transport options are not sufficient
I do support the objective
Didn't say I didn't. Read my response. Technical glitch
I'm afraid it won't happen... again... it's been promised my whole lifetime but nothing has ever been done.
trucks off roads at peak times
Car usage should be actively discouraged as part of the transition to public and active transport modes. Making it easier to own and use cars (by enlarging and optimising the road network) encourages car usage and therefore discourages public and active transport by undermining support for these options.
too much priority at present
improving the network only brings more cars. Pointless exercise. Work on keeping the network flowing for mass transit, not single occupant car commuters
I do
The trail of consequences for development, population growth and sprawl into and damage to the very things that make N Beaches the best place in the world to live. make it too accessible and it will self-destruct (Play Sim City - then it's obvious)
n/a
Ehhh! I DO support it!
Improved roads just means more development.
We should be moving away from cars- that objective promotes cars.
New roads will not ease the issue on the long run. Take Mona Vale as an example. Yes there is the traffic issue around Ingleside, Terry Hills. If we widen the road it will ease this part but the Traffic through St.Ives and further towards Maquarie is getting worse every month already. So if we widen Mona Vale road to cater for Ingleside development we will lock down St. Ives
there are too many there already

The solution to our transport problem is not to build more roads, that just increases car use. The issue always comes back to overpopulation - reducing the number of cars on the roads is a massive task, but needs to happen.
This is vague and doesn't provide any actual information to understand the purpose and objectives. It needs to be explained first.
I said i supported it.
Who wrote these stupid questions?!
All the education in the world does not remove cyclists and cars from the road walkers are not an issue. The state government does not have the Northern beaches interest at heart so working with them I believe does not fit our life style.
I support it
Not applicable
I do support it
if you want people to use public/active transport don't make it easier to drive and park
We can't keep building and improving the road network. The more we improve it the more people use it. It's a viscous cycle. We need to focus on getting people out of cars and onto public transport. That's where the investment is needed.
Don't support shared roads. The busy arterial roads are too danger for cyclists who often don't follow the road rules
Expanding road capacity can encourage travel by private vehicle.
??? I'm a bit sick of plans and sustainable this and that. Our community is more and more divided by big infrastructure that doesn't get delivered quickly or we'll or with consideration of the are it is in. I don't see state government helping in a way that makes good progress and I don't see communities being effectively joined and encouraged.
RMS planning guides are vehicle-centric, classifying pedestrians as frangible (eg they prefer to put pedestrian pathways closer to the road edge than the trees since pedestrians are more frangible than trees). Their planning guidelines appear to prioritise the exterior panels of vehicles over the lives of pedestrians. Creating reliable through-traffic in peak hours makes roads inhospitable and dangerous places and significantly reduce pedestrian amenity.
This is a no-brainer
Not at the expense of public transport
I don't think the roads need to be developed more. Focus should be an getting the most effecient transports links out of existing infrastructure not further development
I support this fully , but I think other people in the Northern Beaches think people from other suburds would catch the train and come over and rob us and

they are so blind and not open to the idea of better public transport that unless you move forward with this and ignore their shouting they will never see the benefits until it is built, then these same people will love it more than anyone else.
this survey is not really working as it should
Most traffic problems on the Northern Beaches can be solved by focussing on particular intersections and pinch points of traffic, and moving commuters to public transport. The proposed Northern Beaches tunnel will not solve any of these issues, and will only induce demand to create more issues for existing problem intersections and congested roads. It is not safe - and will have a devastating impact to those who live near smokestacks, construction, and will live with future increases in emissions around their homes.
Dont want over development in the area
N/a
roadwork congestion
If the objective is to increase the capacity of roads for private car use I do not support this objective simply because of the induced traffic phenomena. I remember it only took two years for the congestion on the approaches to the Harbour Bridge to return to 1992 levels after the Sydney Harbour Tunnel was built
Road is already congested and building bigger road will just put more cars on the road
We need to focus on none road based transport
I do support this process as previously explained
Building more roads just encourages more car use. We have enough roads, they are just inefficiently used. There needs to be discouragement of private cars, and encouragement of buses, priority to commercial vehicles etc
It will be difficult and expensive and while the fixtures are occurring, the roads will become even busier.
I do, but get on with it. Sick of the bullshit
See previous
Future amenity of the area.
I support it
I did?
I do support it.
I do support the objective
I do support this objective.

Roads are currently a major concern for this area but they should not be a priority in terms of transport for the future.
I do support the objective.
None
I support this? Don't understand the question.
I do
Don't want to encourage more cars on roads
More road leads to more traffic and to more congestions. We have to change and put more into the public transport system.
I do support road network improvements
Not doing so will simply clog up the transport corridors (roads). I've seen it in other countries & it's completely off-putting going or being there, trying to move around.
get the cars of the road!!!!
Im obviously not against road safety, but focusing your future priorities on making car travel better is wrong
There "towards zero" campaign wants to punish safe drives and lower the speed limits
You are asking for input to encourage people to use public transport now you want to encourage people to drive get real
I do not want to increase the number of cars coming into the Beaches, especially Manly, as we have too many cars here already for our little community and our small roads. We should encourage public transport and active transport
I do support it?
Wrong question, I selected support the objective
NA
Needs to be backed by public transport
None
I do support upgrading the road infrastructure.
I support this if it means improving the road for busses and bicycles. I do not support this if it means improving the road for cars. We should be doing all we can to reduce car usage and make it more difficult and expensive for people to use their cars and encourage more people onto public transport. Congestion from cars is the sole reason why the transport infrastructure on the Northern Beaches is so bad.

I do support this objective. Error in your questionnaire logic.
Road alone is not enough. Just compare California with Japan. The latter has five-times the population in a similar area, and an efficient rail system. California is choked and will only get worse.
mostly use private transport
If you are relying on putting more cars on the roads rather than better transport options
I would prefer that the road network focus less on cars and more on other modes of transport.
We should really focus on public transport.
We want to encourage people out of cars and the easy option for transport is usually build another road
West Connex is a disaster. The State government shows no respect for History (look at Windsor and the vandalism) or Heritage.
???
Need to be careful we don't just build more of the same.
I do support it
But I do
Too many cars, we need cycle lanes
In the Forest, most of my road problems are outside Northern Beaches or currently being addressed.
It means more congestion if roads are not widened or longer clearway areas
I do support this objective
? A little confused. I do support the objective of an effective road network. But I don't support an overall plan that encourages car use - eg ACT.
Anything that increases convenience for private road users simply increases traffic in the long term
I do support
I do support the objective and clicked the YES radio button and entered my reasons for supporting. It seems there is a bug in the system that has also directed me to this page.
I support this objective.
Because it risks alienating non-motorised transport users.
If you want to achieve your objective, introduce per use fees for roads, especially in peak hours. Sydney must be the last city in the developed world which

is still actively investing in new roads whereas everyone else is getting rid of them. The only thing that new road infrastructure proves is the level of corruption. It is proven that more roads and wider road do not reduce congestion or travel times no matter how smart you design them.
I do support this objective
Cost and disruption
More and bigger roads just lead to more traffic.
N/A
I'm concerned that road widening or light rail will result in removing trees or knocking down peoples homes. I'm concerned that bike roads will put pressure on already congested streets.
Safety for all road users
I think we should not improve roads if it means even more people will use the car. Improvement for me means focusing on zero emission and convenient public transport and safe cycle paths
You cannot turn the current road network into an 'efficient' road network. Businesses, families, working commuters, older generation, all currently have competing road priorities at different times.
We have to get past our obsession with motor vehicles. If, and only if public transport is sorted should we invest in improving roads. I did support it but not at the cost of other options.
environment need to encourage less cars
Traffic congestion unsustainable and negative quality of life aspects
i do support it
Could ask for more, but it's a pretty comprehensive summary.
n/a - i support this objective
See previous comment.
There are loads of roads. More roads just encourages car use

How do we reduce car travel and congestion on our roads?

Mona Vale-Belrose-Macquarie Park link would be very advantageous,
Provide better public transport with significantly reduced journey times and promote cultural change in attitudes.

Better public transport services. Cultural change is the longest and hardest to achieve.
Give public transport options
Better public transport options like rail
Improve/diversify public transport options and routes. Improve walking/cycling options.
Put a dual carriage way monorail from monavale to neutral bay along existing Pittwater Rd elevated in middle of road on pillars
Trains, buses and ferries
Make using public transport a feasible option. Nearly all buses arriving at the city from the northern beaches now terminate at Wynyard so many people have to take 1 to 2 further modes of transport to get to their final destination. There are no bus lanes towards the west towards Ryde so buses are not faster
Penalise drivers, make public transport cheaper and more practical. Increase vehicle registration costs for homes with more than one car. Create more transit lanes to encourage ride sharing. Put tolls on busy roads during peak hour.
Get people out of cars by providing better public transport options and financial incentives. Public transport should also be free (use our taxes!) to encourage the necessary shift by a very car oriented society. Support and elect progressive politicians who do not accept donations from lobbyists etc (Transurban) or push a privatization agenda.
You can't if you keep building roads. You have to provide solutions OFF the road and rail is the obvious solution as expensive as that may be, it's the long term option that delivers everything not a bandaid.
Provide public transport options that are as fast, if not faster, than driving, as well as affordable and Ci venibef, Anyone who lives on the rail network in Sydney knows it is preferable to driving, we need to get people out of their cars.
Find out where people are trying to get to and develop public transport according to the communities needs.
Simply improve public transport to a level that actually makes it better than using a car. I used to travel by bus but I've switched back to my car because it is more convenient and faster.
Reliable and affordable public transport, financial incentives in cooperation with governments.
Restrict use of sole occupant passenger vehicles
Make public transport better via Metro and new ferry services eg from North Harbour and Clontarf
Encourage usage of mass transit or cycling
get more people to use alternative transport option by giving tax incentives
Make buses attractive - fast, cheap and frequent. Incentivise bus travel by lowering rates for those who leave their car at home. Introduce mini bus shuttles,

to transport people from areas with no frequent buses to where there are main bus routes - small enough to maneuver where bigger buses aren't
better cycling infrastructure and better public transport options
<p>Get us out of our cars and onto Public Transport and Active Transport. We only need to aim for a small change to greatly reduce the traffic congestion. Public Transport that is easy, quick and affordable will go a long way to getting people to consider swapping from their cars.</p> <p>Active Transport should be the priority. Safe and easy to use separated cycleways and footpaths need to be invested in as it is extremely lacking on the Northern Beaches with missing links along major corridors or non-existent between our centres. Build it and they will come – there are multiple examples of cycling infrastructure being built with an exponential increase in active transport. Active Transport has multiple benefits from increased health, less congestion, less parking space required, less pollution, etc, etc. Hence why the Benefit-Cost Ratio is 5 for active transport - compare that to the Westconnex currently being built with an estimated BCR of less than 1 - the Beaches link tunnel will most probably be similar.</p>
Reduce travel time of public transport. From Mona Vale it is still significantly quicker to drive into the city during peak hour than to catch the B-Line or Express buses. Greatly expand park-and-ride car spots too, commuters need to confident they will get a close car park before they consider it a equivalent to driving.
make other modes of transport more attractive. Incentivise other modes of transport. Encourage car sharing.
<p>I think the options are well covered in this survey. Improved public transport network and improved options for active travel.</p> <p>Can we consider changing school hours to better work with peak travel times?</p>
Integrate services and transport options. The beaches are hilly and hard to get around, so people rely on cars.
Improve mass transit options so that the demand on the roads with spatially inefficient (ie car) vehicles is reduced.
Invest in public transport. Make it cheap. Don't build a road tunnel to encourage more car traffic.
To a certain degree you need congestion to make people realise public transport, walking and cycling are better alternatives. If the roads were never congested then everyone with a car would choose to drive. You can't built your way out of congestion.
get people to not use cars and use alternatives
Make it less efficient than walking, cycling and public transport alternatives.
Better public transport
Why are there no electric buses. We are so behind Europe.
time of travel incentives or fee's
Get people out of their cars and onto buses wherever possible. 90% of regular commuters can do this now. Some will always need to drive for odd reasons, no problem.

Stop over-development.
You don't
By making public transport cheaper and more efficient, through dedicated bus lane along all major roads with off street stops for buses.
Have viable attractive walking paths and public transport options
Offer alternatives at regular intervals 24/7
Provide more off street parking. In some areas the roads are congested because there's cars stopped (parked) rather than driving on the roads. Seems like a real waste of space to leave a car parked on a perfectly good piece of road.
Improving current road corridors. Bypassing town centres. Looking at alternatives to traffic lights. Road widening. Restricting heavy vehicle traffic to main arteries or imposing a curfew on those vehicles to ensure they operate at times when traffic volume is low, ie from 10pm to 4am
Rail
Stop high density development
Provide the bus service locals actually want (ie listen to them, don't just foist yellow buses on them). Support teleworking eg by changing the way broadband is delivered here ie FTTH not FTTN + 19th century copper wires.
Plan for long term. Don't just build two lanes and hope that will be for the long term! That will be at capacity shortly too
Make other transport more attractive
More clearway. Get boats, trailers and advertising off our roads. make it safer to cycle.
Better alternatives
By making public and active transportation a more attractive and cheaper choice through refocusing and redeploying road expenditure.
ENCOURAGE CYCLING, PUBLIC TRANSPORT ,RIDE SHARE USE - ALL MORE EFFICIENT THAN CAR USAGE
Stop investing in roads and invest in rail.
-provide more motorcycle parking
less cars, only support beaches link tunnel if public forms of transport are prioritised
Too much emphasis on roads and an expensive polluting tunnel that will poison local children in those areas. Electric trains are better. Light electric rail
de-prioritise single occupant car travel vs other modes (bus, active transport etc)
Very simple - you encourage less cars to use the roads (by offering better PT services) or you improve roads (more lanes, bypasses / tunnels, less lights).

Better public transport services (over longer periods of day) and accessibility to bus stops. Traffic signals for traffic flow optimisation at all times, promote car journey sharing and multi-purpose trips, park and ride convenience, bike racks on buses, shower/change facilities and bike storage at park and ride locations, promote home working (developments must include home office), dramatically improved internet, flexible working hours to diversify peak periods, promote knowledge business rather than physical business for N Beaches. Community transport for elderly.
by providing an efficient bus service NOW
More local public transport integrated with walking and cycling. Get school traffic off the roads and into more health and community options Innovate in ways such as learning from Uber and the technology piece Surely we could get more shared journeys if political leadership and the will and innovation to use the full capacity of current technologies
Fewer vehicles
Limit population and development. There may be an opportunity to improve travel times by synchronising traffic lights through centres like Mona Vale. At the moment it's stop, stop, stop, stop.
Pull factors: improve public transport; provide incentives to employers to allow employees flexible working hours; provide tax rebate for public transport. push factors: Congestion fee to get less cars on the roads.
light rail for Norther Beaches
We put more people on public transport. I have to drive to work as I have to go from North to East and the car is the only efficient option for me. Cars with only a single driver are far and away the most prevalent on the roads. I think this is just crazy.
don't increase the number of lanes, traffic moves like a gas it fills the space where provided. Kept it limited and promote road space for buses / bikes / car share services.
Reduce the number of lanes allowing cars and parking opportunities- resulting in more people using public transport.
public transport
24/7 clearways; Have dedicated, segregated cycle lanes to facilitate safe commuter cycling; improve the bus travel time to shift modes of travel from car to bus; encourage curriculum shift to more school sports to move away from reliance on Saturday sports
continue to improve and add more public transport options
Priority to public transport and make it attractive (cheaper and comfortable)
Less cars, maybe toll the peninsula exits after a viable and alternative public transport system is available. Makes large car parks available at major transport hubs to encourage people to park and ride to exit the peninsula.

make it harder for car drivers... If the traffic is bad and parking is a pain....maybe they'll consider an alternative. Reduce the number of traffic lights and install some roundabouts.
build rails or light rails
Reduce car travel by making it expensive and unattractive to own a car. By increasing parking, consider disincentives like London does- charge cars for entering city centre. Large cars are particularly an issue - space is a premium and big cars take up more room. Bikes and people take up less room.
Public transport.
Better apps etc to help people make decisions on the best public transport routes
Good public transport rubbing
Keep close eye on developments in self driving cars open to trials on our roads
Introduce incentives for car pooling - look at most cars during peak travel times and they have one person in them! Increase clearway times More bus lane priorities Remove ALL parking on Pittwater Road at ALL times
Population will grow anyway as will the number of cars in the road. NB council is already too late addressing this. Need to build urgently the Beaches Link Tunnel to finally manage to deliver a fluid way in and out of the NB. Still think that 1 is not enough. Should have another from Dee Why or Narrabeen to the M1 or M2 (Macquarie Park). As a minimum, East-West bound roads should be motorways with no traffic lights: Manly to North Sydney; Dee Why to Chatswood; Mona Vale to Macquarie Park
Stop increasing density- where there is no transport. Tolls for cars to get people into public transport. It works in Europe.
Don't build the tunnel or private toll roads. The solution has already been presented in this survey - a move towards balanced transport where public transport and cycling and walking are viable, safe and convenient.
Better and cheaper public transport. More dedicated cycle lanes.
Work with State government toward changes to flexible work hours in many businesses, so that 'peak' is spread more. Carpooling, technology and work hubs on NB to facilitate remote work or 'work from home' for more workers. Wary of 'build more roads' approach - they just become congested as soon as built. Put the money into better public transport
Change school start and end times.
get people out of their cars. Bus lane on Warringah road (or a transit lane to reward multiple people in a car). Road use tolling for cars on Warringah road, Pittwater rd etc
I could tell you, but then you would have to pay me a lot of money for the information.

Dedicated bus lanes both sides all the way into the city morning and evening peak. Widen the spit bridge. 2 extra lanes. Today's technology this cannot be done what a joke. Mosman is the problem to the northern beaches they hold the key but clearly the rich people hold the council's key. Allow buses to operate without having to deal with parked cars cyclist taxis motorcycles. Half the time into the city and out.
By providing frequent, cost effective public transport options. By providing facilities for people to access the public transport (like car parking spots). By penalising people who use their car (without passengers / carpooling).
better public transport
Advocate for Bus or T2/3 lanes wherever we have a 3 lane road - especially Forest Way and Warringah Road.
build efficient connecting roads systems in conjunction with mass transport such as rail
We need to make our roads more efficient by reducing pedestrians cross "on road" at key intersection and B-line stops. Extend clear ways times. Reduce the number of traffic lights. Get a metro service cbd to Mona vale Increase the speed limit on major arterial roads and get rid of school zones on major arterials. Schools can be made safe with physical barriers (fences) between the traffic and all schools on Pittwater and Warringah rds
Co-ordinate groups of traffic lights. Improve sign posting. Many main roads are not signposted.
More lanes and less merging
Increase public transport and improve bike and walking facilities. Educate people on the benefits of walking and bike riding and the use of public transport.
prioritise active travel don't widen/straighten the roads, e.g. keep the Bilgola bends. have more permanent transit Lanes
Congestion charge. Dedicated lanes on Warringah Road for bus / rideshare vehicles
Allowing/Encouraging night time freight/goods delivery into industrial and commercial areas. Separated bike lanes. Changing high school start and finish times to later in the day.
more shared vehicle schemes such as 'Go Get' and parking available for free for them - To reduce reliance of cars and need for second vehicles. Improved cycle networks.
Advocate for and invest in better public transport. Advocate for rail rather than a beaches tunnel.
Better public transport.
Better more direct buses on roads with bus lanes.

I think a fast direct bus from Mac park to Mona vale with limited stops would take 100s if cars off the road, leaving the road for those who have to use it rather than office commuters. Similar for Chatswood and manly
More school busses. Too many parents taking kids to school
Better public transport Light rail
Road upgrades must include capacity for public transport to be given priority. Effective capacity can be increased by policy changes such as increasing delivery hours, better planning for freight delivery needs during development.
upgrade roads and provide a quick easy alternative
Improve public transport throughout our area so it is easier to go from community to community without driving. Getting in and out of the norther beaches is possible (if not on time and hampered by contestants road works) but moving within is very hard and slow
Behaviour change; support local industry and employment.
Have a dedicated bus lane so more people will use public transport not just in peak hour but all day every day.
Provide better alternatives and de-prioritise cars. Stop building car parks, roads, widening roads and prioritise non-road options and provide segregated bus lanes with signal priority
Stop focusing on trying to get bigger trucks on the roads. Improve alternatives, like the b-line. Stop large vehicle movements in peak travel times.
Take vehicles off the road
Better public transport
Public transport
Providing more active (walk/bike) transport paths. Through providing more facilities for cyclists joining public transport links. Providing more incentives for people to use putlic transport - ie more dedicated bus lanes.
Provide viable alternatives
Electronic road pricing
Build a light rail
make the alternatives for commuters and locals more attractive - eg cycling, walking and public transport
rail or better bus services
reinstate bus services now defunct

Do not build the Northern Beaches tunnel, it will only induce demand for more vehicle traffic, and create more issues for existing problem intersections and congested roads. Fix these more localised problems instead.
More metro, rail links. Not better roads.
Rail or light rail And reducing the amount locals have to travel by bringing more jobs and a university to the Northern Beaches
An integrated approach looking at all options
eliminate the necessity to change lanes as much
Reduce congestion by providing more attractive local travel options to private car use.
Schools to start at different times. Stagger times to help school traffic congestion
Remove school zones of major roads
Build new roads such as northern beaches link
Improve public transport, walkways and cycle paths. Encourage usage of public transport, walk and cycle paths.
Have a rail network
Improve rapid bus travel, wide roads, under/overpasses, more jobs in the area/work from home.
Metro or fast train. More ferry service I.e spit to city
Clearways on Saturday mornings. Provide cheaper public transport alternatives.
There is only 1 way, we have to provide an alternative attractive public transport system in the long term. This means rail going to the right places with good onward connections. Spending money on anything else in the long term would be a waste but short term relief such as rapid bus or B-Line should be secured now East-West along Warringah Road.
No further population expansions until complete. Better bus & rail options
Increase use of bikes, deliver rail, make public transport pleasant to use - not buses
Ensure best bus service possible to CBD, North Sydney and Chatswood as these are major employment hubs. Expand bus lanes and clearways to all day. Deal with school holiday peak beaches traffic by buses from major centres as well as local shuttle buses connected to park and ride . Longer term a metro train link to Chatswood. Game changing employment projects on the beaches - so attract large companies like google, University campus . Possible traffic reduction could result from working with schools. It is laughable see the queues of cars coming to pick up teenagers at Mater Maria college in Warriewood gridlock the whole area and limit access to businesses on Ponderosa Parade. Schools should be made accountable for this mess and provide bus transport for the kids to main bus stops /hubs/ after school hobby locations. Public schools should also be questioned about any enrolments from

addresses outside their catchment area given that links to the drop off and pick up mentality.
Reduce spending on roads and make changes that provide better public transport use, and actively discourage car use
By NOT building a tunnel for cars. This will only encourage car usage. If the tunnel is for train or bus that is ok.
Road user charges at peak times. reduce incentives for increased car use by not building more major freeways to/from cbd. Fine to do works on perimeter roads like Mona Vale Rd
Making the bus network efficient and easily accessible. More rapid transit bus lanes.
Improve Public Transport. make cycling more attractive. Improve driver behaviour - particularly hogging the right lane and behaviour at roundabouts
Maybe just make it hard to drive around. Increase parking restrictions, have car circulation restrictions like other countries do, increase clearwaysbut make sure that the public transport you have in place in the area is really really good before you take these sort of measures. Tell people that use public transport to share their stories about how the Bline has improved things for them. It's done it for me. I used to get really stressed out trying to catch buses but is not like that anymore as I know a bus will come within 4-6 min.
live close to work place
Encourage everyone to walk, especially those going to local schools etc.
Stop building infrastructure for private car use at the tax payers expense. Make private car owners pay the the true cost of their choices.
Put on more accessable buses
Less cars. Better routing
Build effective public transport that is easier and cheaper than using a car.
Stop parking on all major roads, remove caravans, boats and trailers, this will help clear congestion. Improve traffic light sequences and timing.
MORE AND BETTER PUBLIC TRANSPOT
By providing convenient alternatives not just to the CBD and the like but throughout greater Sydney
Introduction of clearways on weekends on main roads
Make public transport more accessible and faster for work commuting
Reduce congestion by widening roads and increasing clearways
Frequent public transport, reduced fares for public transport, dedicated bus lanes, trains, more public transport services in suburbs and streets not on main Pittwater Road.
Make public transport more viable.

More public transport, no further road expansion.
<p>I've spent 60 minutes so far on this survey and I'm 50% on the way through. You told me 15 minutes. I went back one step because the survey said 'Why do you disagree?' when I agreed and lost the previous information. So now I'm just going to answer everything in the neutral so that you get at least half of my answers. If you want me to invest another hour of my time I'm happy to. But I've lost confidence that this QuestionPro survey software will let me get to the end and actually submit my full opinion.</p>
<p>make it easy and attractive to use public transport Put in a train line to the northern beaches free, all day parking for motorcycles in manly to access ferries</p>
More buses, and light rail or rail
promote other transport modes at the expense of cars, less congestion when vehicles are used would tend to initially do the reverse though
Provide a much more attractive range of public transport options at very reasonable cost. In short, provide a genuine incentive to use public transport that far outweighs the convenience of private vehicles.
Take cars off the road.
improve bus system. make kids take the bus or walk to school instead of parents driving them everywhere.
"Treats" for people not using their car that much so they stay motivated. Officially offer car sharing/hiking. Better buses for mums with prams (only 2 spaces in a bus). Use buses for cyclists only. (Where they can travel with their bike among the main places - Brookvale, Chatswood etc.).
Better public transport and dedicated cycleways.
By upgrading the roads. Wakehurst parkway and Mona vale road.
Get people on ferries and rail
Mall should have a frequent shuttle service that is child and baby friendly (pram)
Increased public transport routes and services
Provide better, more efficient and affordable public transport options so driving a car is less desirable.
<p>Building flyovers above the major intersections . Fast track the trial and usage of self-driving vehicles. Build alternate special economic zones so that the jobs can be brought to northern beaches from cbd. Currently there seems to be no initiative underway to bring high tech industry. Ask developers to allocate free floors for startup incubators, tech companies, in return of reasonable flexibility in terms/conditions. The overall lack of grand vision makes it appear as if authorities deliberately want this area to move slower than the rest.</p>

More public transport, more frequent, cheaper and attractive.
BUILD BETTER ROADS. This question assumes a position and is biased. In fact this whole survey is designed in a way to elicit answers you want to receive. Shame.
Offer people viable alternative to driving
Offer viable alternatives that are faster and cheaper
Make public transport cheaper.
PUBLIC TRANSPORT
increase taxes!!!! Offer good carpooling opportunities
Penalise people who don't need to travel in their cars.
Get people off the roads. It's borderline offensive to ask that question and it's borderline silly to put focus on all of the above. Yes, of course you can not keep the roads without upgrading it, but that shouldn't be your focus
Make other transport options more attractive than driving (because they are good, not because car travel is so horrendous!). Stop building more and more appartments, which just adds more traffic to the area.
STOP populating the northern beaches! It's a no brainer! No more urban development! ENOUGH already!!
Less people living here.
Finish the road development around the new hospital. We have been living with the chaos for TOO long.
Improve public transport
Better public transport and advocating and investing real money in other options eg cycling, which are still not seen by many as real alternatives.
Improve public transport options, bicycle options, and local centres which provide the services which people need so they do not need to travel so far and so often
<ul style="list-style-type: none"> - Upgrade to higher quality roads that are less noisy i.e. not the hard concrete on the residential part of Pittwater road. Even rural NSW has better roads! - Opt for smarter roads, i.e. from recycled plastic (you got too much anyway) and/or solar roads as they do have in Holland where roads double up as solar panels. - Motivate people to opt for other modes of transport for day to day commutes that doesn't claim so much space on the road for an individual person - Discriminate cars stronger over public transport and cycling, i.e. traffic lights, number of lanes - Motivate parents to NOT bring their kids to school by car - during school holidays there are 6% less cars on the roads and it's a massive difference.
Freight should not be on the road at the peak commuter times. Trucks often block the bus lane due to over-width! Better more frequent public transport will reduce the need to rely on cars. Promote car sharing.

Cheaper / more effective public transport. Clearways. Clearer and simpler signage
Decentralisation of corporate and financial industries. Why can't the ASX move to Newcastle?? Companies must view outside the CBD as a viable option for their offices. Because that's where these people are going.
Provide attractive, comfortable, safe and predictable public transport options.
Genuine public transit investment.
Better carpark near transport. More transport and better facilities near transport. We are not the first community faced with this issue - there are so many other cities and countries that have had this right for years - there is so much inspiration!
Wants and needs of people brought closer to them and more integrated, frequently serviced public/private mass transit.
Better public transport, and always giving public transport priority so that it is seen as reliable and fast
Improve public transport and community bus services, introduce rail link.
Improved public transport options
reliable public transport and frequency
Make public transport a more attractive option. Make traveling by car more expensive and less attractive.
better cycling infrastructure. Promote cycling and e-bikes. Make public transport quicker to reach end destination so people use it.
Greater connection east west- Dee Why to Chastwood. More reliable buses and more buses connecting suburbs not on Pittwater road
Better public transport. Fairer fare system so that one fare takes you on all modes of transport
Introduce a congestion tax
More priority for public transport vehicles on our roads. Stop reliance on 'through routes' to get places. Changing en-route is not so terrible if there is shelter and capacity. Look at Paris metro - it's normal to change from one line to another, but you can get to so many places. However, no one is going to accept it if they have to stand in the rain and then climb onto a crowded bus. There must be enough capacity and comfort, plus speed from dedicated corridors. We cannot all get from A to B in one vehicle, but we need to accept that rather than fall back on our cars. Also, reduce the need for children to be taken to school by car.
better planning
Underground rail
Provide better public transport and bypasses often the congestion is caused by traffic lights. Provide alternate pedestrian road crossings
Provide better public transport options.

Improve public transport as well as footpaths and cycle networks!
Better public transport
make public transport, walking and cycling a more attractive option for people. More initiatives for ride sharing and car pooling.
Encourage people out of cars into active travel options with safe and workable infrastructure (bike lanes on busy roads are NOT acceptable). Provide a range of work in the area - not just trades and small business. Encourage government departments, large business and universities for example
Better walkability and bike lanes, better parking , SECURE for bikes at key points, ... light rail perhaps, but not to Manly from the Western suburbs
High productivity vehicles. Move passengers and freight to large, safe, environmentally friendly vehicles
Provide good inexpensive public transport options
Make the alternates more attractive and convenient, and cost effective - public transport, cycling
Encourage parents to send their children to their local school? Put up the cost of running a car while making public transport free.
Get people on buses
private vehicles with 1 passenger no longer viable, get kids to walk ride to school get mums out of the 4WD trucks and off the roads and into a bus or on a bike
Bikes
Cycle lanes!!!!!!!
separated bus line and cycle paths to be provided
Encourage businesses to support telecommuting
By proving more buses and bus routes and more ferry services
Reduce the number of cars not required by providing feasible and attractive alternatives - opening up roads to cyclists, flexible public transport.
Provide alternatives to private car use
Make public transport enticing. If the car is faster, cheaper and more comfortable, people will always chose it. Education campaigns will make no difference to the decision of drivers. Nor will removal of parking. People will do what works best for them. Support the development and operation of car pooling amongst communities (eg school parent cohorts).
Better Public transport and access to cycling and walking
By doing road improvements and upgrades, but more so by providing better alternatives, such as cycling and public transport.

Also supporting and encouraging carpooling or similar efficiency measures.
Incentivise the use of public and active transport.
Provide safe and efficient options for active transport and public transport.
By improving the public transport system: by improving connections and travel times.
Make the alternatives more attractive.
Having readily available suitable alternatives
Build the Beaches Tunnel
Improve public transport and walking and cycling options
1. per use fees for entire suburbs, especially in peak hours; 2. replace parking lanes with dedicated bike lanes; 3. additional tax for multiple cars per household 4. remove parking spots
Build them on time. Stop blocking off streets.
Implement the US solution: cars with licence plates ending 0,2,4,6,8 etc can drive on certain weekdays and cars with licence plates ending with 1,3,5,7,9, etc on the other days. And enforce it. Car pooling doesn't seem to work as people cheat and it's not enforced, incentivised or penalised.
Make it more expensive to drive and cheaper to use other methods of transport, ie public transport and cycling
PUBLIC TRANSPORT Public Transport, public transport, ease of access to it and high frequency.
Probably the single most important way to reduce car travel is reduce car travel opportunities and have car drivers experience the same delays and inhibitors that people using other transport options endure, mainly because of cars.
Have better public transport ... and prioritise public transport better (the fact that cyclists can use bus lanes is insane; another way to prioritise public transport is to always let buses through first when the road is blocked due to an accident)
Better project management
Have previously commented. Needs rapid bus and feeder bus systems which are sufficiently convenient to lure people out of cars. This is a challenge, but technology can assist.
reduce the rate of residential development.
better feeder services - village shuttle buses eg: From Church Point to Mona Vale every 20mins using a small shuttle style bus instead of a big bus.
Better public transport and improved east west corridor
Stop giving with one hand and taking with the other. The B Line is fabulous unless you live north of Mona Vale. If the public transport works well we won't

feel the need to drive. Keep transit lanes to encourage car sharing.
Better public transport
Electric bikes (privately owned and shared) are the future (look at Europe and the US). If we facilitate it by building safe cycle paths, it will transform the Northern Beaches!!!
Ban cyclist from roads in peak periods. 24/7 dedicated bus only lanes.
Better internet. Work from home initiatives. Support sports teams to travel in shuttle buses (include supporters). Shuttle buses. Ride sharing apps. More parking for GoGets.
force netball association to decentralize so our roads are not in gridlock every Saturday.
residents around John Fisher Park are captive in their homes every Saturday during winter
T3 lanes, priority lanes for buses, make public transport more attractive than driving
more choices of public transport
eg netballers every saturday morning go to curl curl with 1 player in each car
Mini buses to events like that might help
Better frequent free services between hubs
Accessible and desirable alternatives
<p>Provide attractive alternatives to personal car use i.e. efficient public transport + safe, direct, connected and comprehensive cycling infrastructure + safe local walking infrastructure. Incentivise use of Public and Active Transport alternatives.</p> <p>At the same time, actively discourage unnecessary car use, e.g. reduce vehicle thoroughfares in urban centres, reduce speed limits on roads where there may be conflict with vulnerable road users (30km/hr <10% chance of ped/cyclist death), reduce car parking, increase cost of car parking, increase tolls.</p> <p>Provide allowances (access, parking, tolls) for commercial vehicles, couriers etc that need to use their vehicles.</p> <p>Get school kids out of cars and walking, riding or on the bus. Create a comprehensive network of safe active transport routes surrounding every Northern Beaches school (e.g. 3km radius) so parents taking their kids 2km to school aren't congesting the arterial roads and delaying public transport or those that need to use their vehicles.</p>
Look at other alternatives and increase public transport use - as advocated here.
Provide an integrated & reliable public transport system: we do not currently have one. If a southern tunnel is to be pursued, limit it to use by public transport, only.
I don't advocate reduction in car travel as such because it's the most flexible transport option for people. However improved roads will elevate congestion and could make bus transport more appealing.

No more high density residential developments.
Make public transport more readily available, offer incentives to use public transport for visitors to the area or disincentives to bring a car into the area without disadvantages local residents.
increase public transport
Improve public transport and inter modal links.
Consider restricting use of personal vehicles. Use time zones for goods delivery.
Encourage people using financial incentives to stop buying huge cars and buy smaller cars. Tax huge cars to the max. Tradies and mothers used to have utes not monster trucks! Make electric vehicles cheaper. Make car travel inconvenient and expensive as it is in central Amsterdam.
Please see my previous answers
Have more public transport!
See previous comments - get people out of their cars using a carrot and stick approach and provide viable options, especially active transport.
Improve public transport and provide alternatives to the private car to cater for transport requirements. Avoid building the Beaches Tunnel with its multiple traffic lanes for cars.
Provide better alternatives, assist families with free travel for kids in school holidays, cheap rates for pensioners. I don't use buses with kids as I don't do it often and don't have enough opal cards and no where to buy on the day.

What do you think about 'driverless or autonomous cars or vehicles' and their impact on our traffic network?

Way to 'back to the future' for me.
Still more cars on the road and a distraction to public transport initiatives.
It wouldn't work in Sydney. It's too congested.
Technology will not be ready for many years
It will still be cars on the road and public transport is a better option than driving
No, not keen on driverless vehicles, concerned about safety. Still not an answer to decreasing number of vehicles on the road.
Waste of time and lives

I am not sure yet
Don't know enough about it
Pointless - unless the scale of a tram system - just adding to the congestion
not sure. People won't trust them so can't see them working for a while.
By the time these are mainstream on the Northern Beaches I would expect we have finally pulled our head out of the sand and have improved public transport so that driverless cars wouldn't be heavily used
Haven't thought about it
Autonomous cars are crap and will slow down travel times. Autonomous trams and rail are great because they are restricted to lines of travel.
Too early to decide.
They will be too slow and have little impact
not sure. Good in theory but remains to be demonstrated. If there were multiple ride-share options near my place that were affordable and efficient I would use them instead of my private car
They should have their own integrated and segregated network until other vehicles are phased out.
we should try them out and see how they work. AVs safe cost but no congestion.
I can't wait for them! Humans are what causes congestion and road chaos. They'll make our roads safer
support
Way too early to know. But they're still cars taking up one car space with the great majority carrying a single passenger.
Road use with autonomous cars will be nearly identical to current use. It should not distract from delivery better infrastructure for today's needs.
Not sure but it could be a solution.
I'm excited about this options, because research shows that improved movement of cars (less erratic driving) improves traffic flow.
Unproven, expensive - with all the problems we have, this won't help.
Good things
Should be an improvement
Incredible, the sooner the better. Ensuring out local roads are suitable for their use should be a key priority

I'm not convinced it will happen in the next 10 to 20 years - too many problems with liability and insurance if there is a crash.
not in the near future
In urban situations they will still will not compete with mass transit options in terms of overcoming the base physics of lack of space for vehicles verses other land use priorities.
I'm optimistic about good possibility
Not impressed. They still need to improve the safety features
no
Bring 'em on! Aussie drivers are crap. Ask mark Webber - hates driving here, won't race here. Says it all.
Positive
None of NBC's concern
This will revolutionise our way of life in a not so distant future and council's plan should take into account a reality that is already within major infrastructure planning timeframe (10/20 years)
I like the idea as long as it's done when the technology is well tested
Go for it
I welcome their development. These transport modes should be incorporated into future planning of road infrastructure. Similarly, infrastructure for autonomous aerial vehicles should also be incorporated in future planning. I do feel that this technology is still at least a decade away from maturity.
Yes only if they are common ride Sharing vehicles
Avoid
The tech isn't there yet so fro me it's scary. There have already been deaths overseas. Perfect the tech and maybe we'll support it. I also don't think Pittwater's geography will support it unless the systems get VERY clever (not soon). Don't spend a lot of \$ on it there are higher priorities eg footpaths
Not interested
They scare me
They will make better drivers...eventually
I feel they don't solve anything. They're just another car on the road.
These may be appropriate when the road networks are predominantly used for public transport and goods and emergency transport.

INEVITABLE STEP THAT MEANS PEOPLE WILL LEAVE THEIR OWN CAR - GOOD PROGRESS
We need to get off the road regardless of who or what is driving.
autonomous car = bus...
If they slow traffic they need their own lane.
Won't make any significant difference. They still take up too much space and destroy the urban environment and kill people. Grow up please and stop believing in science fiction.
Sure
Don't know - not enthusiastic
not much
Totally open as will happen
Can't stop progress and it is mostly for the good
I'm worried
One day they may replace taxis. But not just yet. More valuable in city centres, not low-density Northern Beaches (sorry, I'm forgetting that there isn't one Northern Beaches area - I'm thinking Avalon, not Manly.)
Surely not during my lifetime. If we can't get light rail, I cant see how we can aspire towards driverless cars.
it'll never happen
I fully support this once the technology is sufficiently mature. However, unless these are shared facilities rather than private vehicles you could assume that there will be more cars on the road, if the elderly or infirm can now also get back in their own car, that is going to create more congestion not less.
technology must be proven safe, otherwise no worries
Not sure
no
Not sure
unsure
This is still a long time away to see the impact it might have on traffic;
Reducing number of cars per household when combining uber and driverless cars is much needed. It will be much safer also, when all cars are

autonomous.
robots will eventually take over the world and kill us all. Still another vehicle on the road?
not sure
They will have some impact, however they are still cars, and still take up space. I assume that they will be able to allow traffic to flow better, however more cars is still more cars.
Needs to be planned for now.
Not yet
Rubbish
Could be the main solution to the problem
Jury's still out
Too soon to consider any improvements in this plan. For now the technology they still have will only cause more accidents.
They are still cars and take up too much. Room for the number of people moved.
Generally a positive step which needs to also be considered with car-sharing (less private ownership) along with access because it still may not be accessible to all. The transition where driver and driverless cars both use the road will cause some confusion as robots behave differently. Autonomous vehicles should not replace regular cars as the preferred transport mode so not over-prioritised in future planning at the cost of other transport modes.
It will have none in the short term. Driverless cars will come in very slowly, over 20-30+ years.
Agree with their use and encourage inexpensive options for this.
Probably problematic when mixed with cars driven by human drivers,
Looking forward to driverless cars.
They are still cars. Don't think they would help
Liability issues will limit/eliminate driverless technology. They will not be a significant issue for the Northern Beaches.
Should not be allowed.
I don't have any reservations about driverless cars and I think they could be used to reduce the number of cars which stand idle for 90% of their day.

a useless gimmick
Hard to predict. I certainly wouldn't be building ever wider roads
pie in the sky....maybe in the 22nd century....and who is going to wait for that
fewer people will own their own cars as more cars will be shared so less parking issues but just as much traffic
Don't like driverless cars.
If they're smart enough then they're perfectly safe
Not sure. I need to know more about this, but I assume this will happen in the near future.
they still take up the same amount of space on the roads. Looking instead at favouring electric bikes with charging points at shops, bike friendly businesses and public transport hubs
I think they're still a long time away from making any significant impact on our roads. Once they are here, the question will be will they add to the congestion if they prove to be a more 'comfortable' ride for people (than bus).
Once they are proven safe
not in favour
Hopefully they will reduce the need for people to own a car in the long run.
They will be useful for the elderly but still focus on cars, not public transport.
If thoroughly tested and proven, could work Well
Just more cars! Won't help at all, technology is far too new.
Not a fan
No thanks, why not just get light rail
Driverless vehicles cannot be allowed to become an 'extension of our loungerooms' ie. if there are not mechanisms to prevent single occupant trips, they will exacerbate congestion. Alternatively, they could be used to provide access to mass transit corridors ie. last mile.
I dont
Not for a long time yet.
It will be massive (once you also consider how this will also reduce the popularity of car ownership). Much less parking will be required which can free up

important parts of the road network and expand other parts for other uses.
Not until they can guarantee they won't crash.
This is an immature technology with 10-15 years of development ahead of it which is likely to be expensive on arrival. Its impact is unlikely to be significant in the next 15 years.
Should not be part of the strategy until the technology exists. When it does, the impact will probably be minimal, as they will merely replace existing vehicles, perhaps travelling slightly more efficiently.
It must be an 'all or nothing' decision: either everyone moves to driverless cars, or ban them completely. If we have some auto cars and some not, that creates a lot of problems. Especially when accidents occur
I think they will transform our lives as people will get rid of their cars and the streets will not be clogged by parked vehicles
Love it if they actually improve congestion, particularly for getting people to mass transit centres
unsure
Hurry up and bring them in!
Will transform our future transport options.
It will still create traffic congestion
Years and years away. Driver less cars could mean more cars on the road so no solution to congestion. Cars mean pollution we need to ban diesel engines now to encourage battery cars.
not yet tested and proven safe
not keen.
good luck with that
Too early to tell. They may increase the number of trips via private vehicle (ie. taking single child to school), but also reduce trips by running minibus car-pooling for commuters. It is also possible that they will become a symbol of status and reduce public transport usage.
Should be considered with public transport not cars.
Do not like the idea AT ALL!!!
Can not wait
100% support, if they can drive better than some people on the northern beaches im in
The impact will be dependant on car ownership transitions and this will occur 10 years after legal infrastructure is in place in NSW. 1. We have to decide how much traffic we want. Un regulated AV's may result in a lot more car use. (induced traffic) Road user charges will have a major

<p>part to play here.</p> <p>2. Even if the cars swarm efficiently transit geometry dictates that AV's can never match buses or light rail carrying capacity.</p> <p>3. Good policy will be critical. Cities need to protect transit, prohibit circling trips, set speed limits, charge for road use according to real costs.</p>
Not sure. Aggressive drivers on northern beaches. It makes me nervous
It will be difficult to integrate
This will not reduce the number of cars on the road and therefor not reduce travel time / commute to CBD/Chatswood/Macquarie Park/etc
Makes road more congested
Don;t like it, because I don;t know enough.
Will only help when all have driverless. We need to focus on other alternatives like metro
Bring it on!
I don't know enough about the impacts of this to provide meaningful comment.
Still cars - not buses or rail
Cyclists and pedestrians will be killed, if they are privately owned then the number of car trips will increase
I think this will make a big plus. If we could share a car or share a driverless car we would do that - our car is hardly used. We use it to go shopping due to need to stock up for the week, for recreational trips, to go to Andrew Boy Charlton pool to swim. . But as we are public transport users/daily walkers to the beach , we may not be as wedded to our cars as others.
I am yet to see that they will be safe for pedestrians and cyclists - hopefully the technology will get there. The best outcome would be that they drive down the price of taxi services to the point that they replace private car ownership in which case they will be great. The more likely outcome preferred by the car manufacturers may well be to increase congestion, as people send the cars home after dropping them to work, then they drive back to pick them up, which would double the congestion.
I would never use them.But it could be ok for others.
Need more proof but should be positive. Not the answer to all problems due to potential volume of individualised cars competing with mass transit and greenhouse gas emissions (even if electric given our baseload arrangements)
Not enough information our there about this.
Great idea. Better co-operation between vehicles will result in less congestion. Should be introduced NOW instead of KeoRide.
I think there is a risk of people buying these sort of cars but still driving around with one person in the back. I am not sure how they will really solve the issue of traffic. It might be better to concentrate on increasing bus lanes rather than spending time on convincing people to purchase these cars, etc...

scarry
They are a bit creepy, but could improve safety sometimes? Not sure about them on our roads just yet though.
I your dreams- years away
This technology is to far off to consider in depth. I work in optical communications which overlaps with autonomous vehicles.
Think they are OK so long as they are not petrol powered. Any new tech that relies on fossil fuels is going to be obsolete soon.
Still one person per vehicle, will only help if they are hired like taxis
TOO EARLY TO USE AND WILL REDUCE DRVERS WHO CAN REACT TO EMERGENCIES
Not sure - technology has some way to go on roads as we have here in Northern Beaches
Will be great
Don't trust them
LOVE THEM!!! This is the future. They need to be electric vehicles.
Suitable If they are fit for specific purposes
Not st all in favour of these as they are extremely dangerous.
Strongly support - where are the council-installed EV charging stations? Nowhere.
beyond the useful context of the current discussions
Until all is driverless won't make much impact
great - less accidents, less need for parking
They may improve safety if well programmed and directed to traffic signals, but are unlikely to improve congestion or traffic speeds.
Too early in their development to comment.
Nice idea. It takes a long time before it goes into a real life.
Unsure. Full impact unknown at this time but am skeptic that it will lead to fewer vehicles on roads.
That technology is still developing and I'm not sure if it is this far that it can be used safely. It won't make any difference for the current issues.
Too early to tell but it will happen
Bigger insurance premiums!

Not supportive.
Not sure
Must have. Better sooner than later. Driverless cars will still need a lot of time come in the affordable range, its better the trials and approvals are started asap, on war footing. Provide subsidy, incentives, infrastructure and support to ride sharing companies that use self-driving cars(specially mid sized vehicles)
if we can share these why not
We have a long way to go before this is an issue. How about focusing on important things like GETTING THE SPIT TUNNEL AND HARBOUR CROSSING DONE!!!
It might be good
A good thing
In time this will become viable.
VERY DANGEROUS AT THIS STAGE
none
Still have public transport between hubs. Driverless or autonomous cars or vehicles outside of that. Make different sizes eg 1 person, 2 person etc
Neither you or I have much saying about it
N/A
Not sure
Try to get them on the roads from 9pm to 6am
It will take a long time for their impact to be felt. Economically Australia is not thriving and these will cost.
Good for those who are disadvantaged by lack of a car (elderly). Otherwise, improve public transport
Have real potential to improve efficient and reduce accidents if other safety implications can be assured.
Not sure, still quite a few years away
Terrible idea. We need mass transport not individual transport. Driverless trains work!
Great idea

I think they're in too much of a trial phase to have a known impact
Not trustworthy
1) I accept that its coming, possibly sooner than anticipated. But will it reduce congestion? I can easily imagine a traffic jam of empty cars driving from A to B after having dropped off their 1st passenger, and going home to park, or driving to the other end of the city to pick up another passenger. What about camper vans that perpetually drive around the road system to save the owner having to rent accommodation - assuming cheap energy source? There are several imponderables associated with new technologies. 2) They offer a good option for demand-responsive smallish public transport vehicles that deliver passengers to rail or other mass transit stations
It would be better to invest in proven, mass public transit options.
They are still cars on the road ! They might be good for transporting A person to a local bus stop
I think that the council needs to give serious thought to the telecommunications infrastructure upgrades required to make that feasible - and how the council is going to partner with NBNCo and mobile network operators to make that a reality.
Would have to be better than the drivers phoning, texting, running red lights, completing a turn at a red light that they had not started
Ensure they are non-polluting, then they will be an improvement.
I don't think they solve any problem
not a good idea at all
No comment
Not in favour of them.
At present they are unproven and possibly dangerous. There must be safeguards against hacking and hijacking vehicles remotely
If this works, and is affordable, it will send more people into cars - and we will strangle ourselves.
highly unlikely to be a significant factor in the next ten years
No
Fully support. Many issues with driving are human error and not concentrating
Unlikely to happen in the near future, perhaps the focus would be better placed on public transport.
Wait and see if the technology turns out to be reliable and affordable for the average consumer. If yes, it will of course most likely increase traffic.
More work needs to be done to ensure the safety of the technology.

not sure
They will not necessarily make it better. The safety issues are yet to be resolved and they are still cars. The social contact of people walking and cycling is missed by this. you also need drop off and pick up zones
Science fiction
They're the future and should carry out the feeder role for public transport to the major corridors from surrounding suburbs
Ridiculous - long way off particularly after a couple of reported fatalities recently Putting the cart before the horse with this one council!!
It's 30+ years away yet. It should be here now (the tech exists and works better than any human, but culturally we're not ready).
If they are shared vehicles they may help.
Will have minor impact in my life time a local community should not even be thinking of this
Could be great for local loop services or on demand local services but will slow down other traffic to the 40kmh limits they will work under
Do they detect cyclists? Put in cycle lanes!!!!
not yet applicable in Australia due to all these animals
Inevitable, and expect these cars to clog up the roads even more (higher car use), but hopefully with fewer accidents
Not a fan as they may lead to more crashes or slow moving traffic
See earlier comment on Wenhua Line - Taipei Metro line. Works very well there. Not sure about other vehicles on normal roads, although this could well be an option in the future.
It will get worse, so don't make it an attractive option
bring it on will make car pools and ride sharing easy can look after the elderly and reduce their isolation ultimately probably be safer than drivers
Disaster, dangerous for cyclists motorcyclists and pedestrians
Skeptic in the short term, might be good in long term, but again - more cars isn't a solution, alternatives to driving are (public transport, active travel, etc)
Not sure
They may help but safety would need to be guaranteed.

If you are taking about trains and trams, then I think it's great and support it! I'm sure technology is advanced enough to allow this.
As a pedestrian, cyclist, and engineer, I am sceptical and do not support the concept of driverless vehicles.
Yes they will happen, the sooner the better
Could make the roads safer assuming they drive less aggressive and emotional. However, a car is a car - so uses space and produces pollutants.
Even they wouldn't be moving on Forest Way
Let's try it!
Way too unreliable to be a current consideration.
Driverless cars will increase congestion because they will be sent all over the place, much more than cars now, while people sit at home with remote controls. They could well bring the entire transport system to a halt.
They will likely increase traffic congestion... but I would love to have one... as I could use my 3.5h travel time a lot better in one of them than I can on a bus
No way
They will probably become a beneficial part of the system, but in quite a while.
They will have their place when available.
I think they could be dangerous.
The technology is not safe at the moment.
Bad idea
They will come, and will significantly improve efficiency of road use and parking. That's why we should not focus too much on expanding our current roads and car parks, but focus on active travel and environmentally friendly public transport.
Nonsense.
Should be positive but still a long way off.
too soon to say
Not sure
good
Positive

Not relevant
<p>It'll go one of two ways: option 1: they're highly utilised by the share economy so each vehicle is used often by many passengers, resulting in a reduced quantity of vehicles on the road and demand for parking. Or, option 2: people don't like sharing so everyone buys their own which sees vehicle trips double (or more). Even congested commutes become personally efficient as passengers can work/socialise (online, VR, AR etc) while sitting solo in their car, so people move to their autonomous cars from public or active transport. Once arriving at their destination, there is no need for paid parking as the vehicle can just go away (e.g. home) to find some secure and free parking, and return when required for the commute home. Hopefully they won't hate people on bicycles as much as the average Sydney sider and be less inclined to swerve at bike riders or cut them off in intersections etc. I imagine they'll have the potential to dramatically reduce road rage and crashes and in a dream world seriously reduce our road toll, but they're already killing people so I'm sure us humans will find a way to mess up the potential.</p>
Impact will be negligible and same issues likely to remain if everyone has their own driverless or autonomous vehicle.
Theoretically an improvement BUT a long way to go before public confidence will make it viable.
Seems unsafe to me
Won't help reduce congestion
The technology is not yet reliable enough for driverless cars.
I don't think they are appropriate at this point in time.
Not a supporter of this
Not a local government issue.
Don't think that not having a driver would make much difference to the use of the vehicle.
This is very complex question for such a small space!!
They are still developing but definitely support the idea.
<p>At present this is still untried technology. If driverless/autonomous vehicles have the impact that has been projected then we will need fewer roads and certainly very limited car parking. In theory autonomous vehicles should reduce the road toll. However this has not been developed at present and may take quite some time before it is implemented. The Council should be considering smart streets as well as autonomous vehicles in its planning.</p>
They are likely to be better for traffic than what we have today, yet they are not the ultimate solution, as the capacity of the road network is limited. And more roads attract more cars (driverless or not) - just see negative examples from overseas. The only proper solution is mass transit.
Would require a very coordinated approach to their introduction so they can work together to reduce congestion.

Too early to say.
Don't know

Please add any other road and traffic priorities you feel Council should focus on

Look at ways to improve flow on current roads before spending outrageous amounts of money on new roads that will just encourage more drivers into their cars.
I do not support the Beaches Link. The project in its current form will not deliver the outcomes we need. Enhancement of the current network is the way forward. The multi billion dollars that will be needed to build the beaches link can be much better spent on rail options.
Powderworks Rd is becoming a rat run for people trying to avoid the congestion on Mona Vale Rd and the upgrade to Mona Vale Rd will only deal with the present traffic, not the 3500 new homes in Ingleside plus the homes still being constructed in Warriewood
Replace the tunnel idea with a train line
Establish permanent clearways along commuter routes. Create car-pooling options.
wildlife corridors. As we rip up more and more of our green spaces and we see more and more animals in urban areas because they have had their land reduced, we will lose what makes our world and this part of it great. Wildlife corridors that link existing bushland could also be linked for cycling and walking and thus become a phenomenal tourist attraction for overseas residents. This could be a massive version of the New York's highline that actually goes into areas where animals live and would be a spectacular opportunity for people to see how easy it is to walk and how good greenery is for the soul
Duplicate the main roads with a new travel way that is above ground and tunnelled along the existing routes. Do not put any tolls of roads as there are too many tolls now in Sydney. Connect DeeWhy to the M2 as was always planned before the state government sold off the unbuilt East-West road corridor I
Be more transparent about council's negotiations with state government about the above. Set preferences like improving public transport
More motorcycle parking in busy areas
Uber car pool
more ferries
Instead of trying to plan for autonomous cars which are years away, we should be focussing on current technology that we know that works and is taking off big time across the world: eBikes – they're ideal for our Northern Beaches topography; smoothing out hills, making the undulations of our area a lot easier and enjoyable to traverse. Council promotion and offering trials of eBikes should be considered after high quality cycleways have been built.
weekends are also a disaster! Kids sport (I am a soccer parent) seems to be part of the problem
Electric vehicle use.

Major roads should be clearways at ALL times, not just commuting. Please speak to you colleagues in Mosman!!
Beaches tunnel seems to be wrongly focused in favour of cars.
harbour alternatives
Reduced speed limits, particularly for local roads and urban centres with high levels of pedestrian activity.
Expanding cycling network and B-Line bus network
UAVs will probably be the way electric vehicles reach 90% saturation by 2050, may well be sooner. This will be through TaaS more than anything else. Council should support UAVs as soon as they are commercially available, by engaging with a TaaS provider to replace staff driving where possible.
Stop cramming in more and more units. Stop over-development. Stop Ingleside development
Dedicated bike lanes
Fix the intersection at Bunnings Balgowlah. Need turning arrows and no stopping around the intersection. It's terrible with the build up of traffic.
Widening the Mona Vale Road must be a priority. The roadworks around the NB Hospital must be completed as a matter of urgency. The NB tunnel is also a high priority.
Fix the roads
Get rid of cyclists on the main roads
It's not about roads & traffic, it's about people. People should be your priority.
Underground train and tunnel to the city are my favored priorities
The condition of the roads. Clear signage and directions
Safety around schools. Ways parents can safely teach their kids to cycle and walk to school. get trucks off roads at peak times. Ban double V trucks altogether. Too big and too dangerous.
Better bike paths, and smart public transport that is more efficient and environmentally friendly.
Treat on-street parking the way Maritime services treats moorings - ie limit it to specific areas and charge users a market rate for use of a public resource (our tax payer funded roads)
SPIT BRIDGE, MOSMAN !!!! WARRINGAH ROAD BUS/BIKE LANE!
Dedicated bike lanes. Building a rail line.

buses, cycling, livable urban centres
Getting cyclists off the main roads. They are not safe. 1 cyclist delays 100 other commuters in a bus. Get an electric train please.
making active transport safe, reducing vehicle speeds, understanding the theory of induced demand and that the road network will never be 'fixed' so stop wasting money on it
Kitchener Park really needs improved parking to accommodate the B Line users
Traffic light scheduling always for maximum traffic flow (at speed limit). Encourage drivers to realise that driving at the speed limit maximises green lights.
just start with 100% bus lanes between MV and the city
Work with transport to have better wifi on public transport, for instance B line wi fi option is useless and unprotected
Flood proofing the Wakehurst Parkway. Don't wait for the 100% solution, just do some mitigation.
Don't let NSW Government get away with spending years building a bus stop at Mona Vale. The work should have taken one month.
Build more road humps on residential roads, eg Quirk St in Manly Vale.
This survey is appalling - did anyone read it before it was posted? It's full of meaningless jargon which no residents will understand.
Trains
I would support the beaches tunnel if it was for public transport use only. I do not support billions of dollars spent on roads for the benefit of putting more single person vehicles on the road. The initiatives must encourage people out of their cars, not give an incentive to drive more. Or even, if it was bus only for peak travel times and then heavily tolled for cars during off peak times, that might be a good concession.
In terms of safety; trucks should be speed capped so that they can't travel so fast, not such an issue for Northern Beaches but this would reduce fatalities from heavy trucks. They are able to travel too fast and are too powerful.
Commuter parking areas Smart app solutions to support car pooling on demand
Prioritise those doing the right thing Cyclists, Public Transport, Car Share and motorcycles. not the one driver in a car.
on narrow roads like Whale Beach for example parking on one side of the Road should be permitted.
improving traffic flow around centres like Roseberry st. Sometimes, developments happen without consideration of traffic flow implications.
Why on earth do road designers always put pedestrian crossing right next to roundabouts? Roundabouts should all have a 100mm concrete or similar surrounding to stop drivers hurtling over the top because they can't be bothered to slow down

Reduce suburban area speed limits to a permanent 30kmh per hour Increase fines for speeding, mobile phone use and any other distracted driving (in collaboration with NSW govt)
Less crossings/intersections and less lights on major roads like Warringah Rd as previously mentioned.
A cycle freeway to The city
Again, the tunnel is a bad idea - it is private and not for the community.. this is a restriction. It is poorly placed and a funnel at both ends. It is publicised as a solution to congestion but simply looking at previous and current road developments and expansion is proof enough that more roads creates more congestion - is this smart to prioritise this over more accessible and balanced transport. This should be resisted in favour of the city train line. For vehicle innovation - is it the role of the Northern Beaches to be too active in vehicle technology. Understanding it is good - but the only role can be trying to accommodate changes, However mobile phone use in vehicles is a growing problem - particularly risky for more 'vulnerable' road users like walkers and bike riders.
Clearways. Make the roads we have move more freely and efficiently.
Younger people and late night entertainment venues - need for good public transport until late hours to discourage drink driving. Perhaps consult with local police and youth forums on this
Widen the spit bridge and improve tidal traffic flow timings.
The policing of the current traffic signs, such as bus lane after 3-00 the no left turns off the bridge into George street. Clear roads make easy travel time.
There seems huge focus on public transport along Pitwater Road and Warringah Rd and Forest Way get neglected.
Dual carriageway Mona Vale to St Ives
make sure all new properties have more off street parking than they do now.
Change 'End of 50 kph' speed limit signs to indicate the speed limit of the main road being entered.
I want Council to focus on getting safe bike riding facilities to all public and private school in the area. Getting kids to feel confident and safe riding to school will help the next generation to keep riding.
Living in the Killarney Heights area, there are very limited transport options into/out of the suburb - given this, a large number of people take their car to Forestville where you can easily connect with transport to Chatswood/City. It would be interesting to see if an On Demand option between KH and FV would reduce the cars between the 2 suburbs (and balance the options into Kh as it's extremely limited)
Separated bike lanes
Mona vale road upgrade
Focus on areas that are the council's responsibility, like road improvements. Leave technology advancements to the appropriate agencies, and partner with them when appropriate.

Making 'walkable neighbourhoods'. High density is good as long as it's done well.
Build more footpaths to encourage walking
Fix teh Falcon Street on and off ramps at Neutral Bay. Fix intersction at bottom of Spit Hill. Fix Brookvale , oh my god what a mess at 5.15pm. Reduce the number of cars coming into our area from out of area to work, encourage locals to work locally, build more local business parks. Build more warehouses locally. Stop rezoning of warehouse and office to residential. Seriously do we need so much bush- if so we need to stop population growth full stop you decide. We need more sports ovals.
clearer signage in all areas of transport network; roads cyclepaths, shared paths and walkways
foothpaths - footpaths - footpaths
Th east-west corridor for public transport has been neglected due to the monopoly given to Forest Coach Lines. Improve public transport overall, and don't support the Northern Beaches tunnel.
Solar powered and electric options.
Rail or Light rail
Light rail tunnel to CBD
Village centres may have 80% less site parking in the future. Structure plans being prepared today need to design for structures that allow decoupled parking, minimise basement parking to increase deep soil and landscape areas, and street design for future improved active transport infrastructure.
Safety.
Mona Vale Road and Forest way
Metro. More fast ferry services
What can we do now, not next year or the year after but now now now.
car-sharing lanes
Focus on more efficient use of the infrastructure, and discourage the building of freeways etc which just add to traffic congestion
Main roads should be 24/7 clearways.
Rapid transit bus lanes. Extending the B-line to Newport.
Driver education
bus shelters thet protect from the weather not the roof line going up and no sides like the new ones
Make sure all the traffic lights are working!

Too many private cars & motor bikes have noisy and polluting exhaust systems. They impact the peace and heavily pollute the clean fresh air of the sea-side neighborhood.
Building the roads not retric
Increasing parking congestion on suburban streets means only one car can get through, very dangerous. Most important is providing car parking nearb transport hubs.
better taxi sevices in areas north of Mona Vale
Traffic light coordination and prioritising. I think that 'white Coats' in remote areas of the traffic management network do not appreciate the impact of road changes e. g. heading south to Wakehurst Parkway at Narrabeen.
Remove traffic lights from Pittwater Road, Excessively loud motor bikes need to be taken off the roads due to the noise pollution they generate. Remove heavy trucks off the roads. They only damage them and produce loud noise.
All the things mentioned are plenty for you to go on with.
Do not 'improve' roads with a trade-off in inconeniencing pedestrians (like the Forestville pedestrian bridge, forcing people outside of cars up and down stairs or into smelly lifts to deliver cars a 30 secon time saving. Nuts.
Infrastructure first followed by sane development
Trains.
Read my responses to previous questions. (Especially buses for cyclists with their bikes, keeping a green wave with traffic lights and car sharing for money).
Traffic congestion around hospital and Pittwater Rd
Finish what has started focus on completing job and making up lost time
In any road infrastructure 'improvements' or new road planning public transport must be integrated into it.
Ask for feedback (more openly and often) and act on it and follow through
create more laneways with cafes and bars and outdoor seating
Improving road maintenance and local traffic hot spots. Improve community car parking in particular more availability of disabled car parking.
Definitely rapid tansit tunnels - bus, rail.

Better public transport and consider a fast ferry from City to Narrabeen
No extra ones on top of those I have already entered in this survey.
We have discussed this earlier
Please consider the environment when planning. Make safe crossing areas for wildlife and more importantly save our green space.
Get the Mona Vale road upgrade done and get the new hospital roads finished would be a good start.
Reduce dependence on privately owned vehicles.
Public transport to new hospital
<ul style="list-style-type: none"> - Influence federal government to no longer give tax incentives for car commuters in high density areas - separate and safe cycle ways - Reducing speed limits on non-major roads - Mission should be that you don't need to own a car any longer in high density areas of the Northern Beaches - Advocate high speed public transport, i.e. it takes 50mins to commute from Cologne (previous home) to Frankfurt (previous workplace) though there are 200kms between the cities. It takes me often longer to get from Freshwater to the city.
Bus stops should not block bus lanes. Major roads should be Clearways all day, not just to 10am.
Clearing accidents quicker, removing illegally parked cars quicker
<p>Not allowing freight trucks on the roads at peak hours.</p> <p>Not allowing cyclists on bus lanes when there is a safer route.</p> <p>Better synchronised traffic lights.</p> <p>Close off access to/from military road at Spit junction to allow constant flow from Spit road during morning peak.</p> <p>Less red light activity at the Spit traffic lights during peak to allow maximum flow through.</p>
The under harbour connection appears to be being pushed backwards by other competing priorities. This ought to remain our top priority.
Parking
For monitoring of road usage - look at getting data off our mobile phones that are listed on our council profiles. Add Opal card profiles as well so you can get a better understanding of movement from constituents as opposed to visitors as well as public versus private transport usage.
Lower speed limit in residential areas to 40km/h
Need to put more pedestrian crossings at popular crossing points. Not have such long waits for lights to change for pedestrians at traffic light crossings.
Have less pedestrian crossings that cause traffic to stop. Instead build overhead pedestrian bridges or underground pedestrian tunnels to cross the roads.
Fix Pittwater road. Unsafe for cyclists with gaps and holes and no safe shoulder in parts.\

More off road shared walk/cycle paths for kids to get safely to school
We have narrow thoroughfares with parking on both sides (eg, Grace Ave, Frenchs Forest). Busy roads like this should only have parking on one side. This particular one is long overdue for attention.
To late all the building of units in Dee why and more coming no traffic priorities have been made except buses
Better management of pedestrian movement
Stop opposing a train line
Separate cycle lanes, consideration for wider paths converging on centres to accommodate mobility scooters and pedestrians together
Finishing the northern beaches hospital road network!!!!
local shopping centre need less cars and car traffic and more walking and cycling facilities. Intersuburb protected cycle lanes will make it safe for more people to ride and relieve the car bus traffic a great deal
Cycle lanes ! Please!
widening mona vale road to allow higher traffic flow
Separate cycle traffic from car traffic. Northern Beaches Council need to collaborate with Willoughby council to provide an off-road cycle path between Chatswood and Brookvale / Dee Why.
Would be great to see a reduction in car size as this would help to reduce congestion too. Hardly a council priority though... I do like the idea of giving public transport and cyclists absolute priority on roads to discourage private vehicles. Would need to balance with freight needs.
Local traffic issues should be managed over commuter issues. Focus on safety but not on improving private vehicle travel times. Perhaps provide an alternative classification for delivery and trade vehicles that need to be on the road and prioritize that traffic over private traffic.
focus growth (including residential density) in those parts of the LGA best served by public transport
Purely on encouraging people to not drive.
Educating people on the long term challenges the peninsula (and Sydney) faces. Better or more roads only will support us so long, better public transport and cycling, walking, carsharing, etc will be the only alternative to bad traffic.
Cycling paths.
Traffic lights should function like pedestrian crossings - lights should change, and traffic stop, as soon as a pedestrian pushes the button - at all but the busiest (pedestrian) locations. In terms of time-motion there would be no additional burden on traffic (because it has to stop for the same amount of time sooner or later anyway), but pedestrians would have less time wasted waiting for lights to change.
Fix the hospital road disaster fast

Freshwater!
Prioritise resident parking in high parking demand areas
Buses stick to their own lane. Rubbish collection trucks keep left
Mona Vale rd West project is essential before Ingleside Precinct development
Remove traffic lights and improve phasing to allow Dee Why traffic going to east/ west to have priority, especially at KFC.
Having better timetables that allow easier bus to bus changes. For example link the arrival of B Line and E88 buses in the evenings at Mona Vale.
Trains in tunnels or sky rail. Electric buses. Exploring ferry trips from other places on the Northern Beaches to the city.
Refer to all previous comments.
Focus on trying to reduce long term parking on suburban streets and parking on one side only. Traffic is held up so much more than 10 years ago by parking on both sides of the street where it used to be one(as there weren't so many cars) and now even in quiet streets you often have to pull over as there's only enough room for one car to pass though. Reid Ave in North Curl Curl is a great example of this. In school drop off times it's often ridiculous how long people have to wait.
remove boats, trailers, caravans from public roads especially around sports fields, traffic congestion on sports days could be relieved if all these parking spaces were made available
Need appropriate blend of the available options. More ferry options?
Green corridors, bike paths, walkways, late-night public transport options.
<p>These paragraphs in 'Our Opportunities' are brilliant. I'd like to see these made into one of the key priorities (i.e. prioritising walking, cycling and public transport for moving people):</p> <p>'Congestion cannot solely be addressed by building more road capacity. This inevitably makes driving more attractive, leading to more people driving for more trips. The road network needs to be managed to discourage increases in traffic and promote alternative modes of travel.</p> <p>We will consider the needs of all road users and where possible prioritise walking, cycling and public transport as preferred travel modes in moving around and beyond the Northern Beaches.'</p>
Improve and increase the Hop Skip and Jump local community bus network especially weekend usage.
Beaches Tunnel link and associated roadworks is absolutely number one priority to reduce traffic congestion on the Norther Beaches
Recharge points in public car parks for electric cars
Connecting Frenchs Forest to the rest of Sydney.

Focus on maintaing and improving existing infrastructure within its own budgetary constraints
Consider pedestrianising more areas.
Replace trees with cars by widening the footpaths in areas of single dwelling housing and making areas of no parking in sections of these streets so pods of plantings can beautify the street - like in the inner city suburb of Surry Hills.
The most important thing the Council should focus on is getting people out of their cars and making the roads more accessible and usable for cyclists and walkers Public transport is of paramount importance. The Council should tell the state government that we do not want more tunnels or roadways like the North Connex or West Connex as these roadways only encourage more car usage with a concomitant locking of the local roads
Improve/upgrade the current road network, but don't expand it!
See previous comments on active transport.
Public transport services along Wakehurst Parkway to reduce car dependency.

Chapter 5 - Parking

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 transport use. Do you support this objective?*

Please tell us the main reasons why you support this objective?

It is an important balance to achieve.
Park and ride options would ease congestion and the creation of pedestrian only areas would be far more attractive
Parking to support public transport
Having parking near facilities /shops/works supports all.
In most places on the peninsula it is necessary to drive to a bus stop and therefore park and ride options are essential. Parking at local shopping areas such as Elanora Heights is becoming very difficult and at Mona Vale almost impossible. Businesses need customers who are able to park nearby for shopping etc. I use internet shopping for groceries etc and I am not going to get on a bus with my groceries and then walk 45mins to my home.
Because public transport needs to be supported.
Public transport needs to be confinement and creating 'hubs' where people can safely leave their cards and connect to public transport options is essential

Improve access to local business
There are too many parking restrictions in the local centres. E.g. Brookvale has 1h parking and it is impossible to do business in that time period. Large strips of 3 h parking are needed. One way street and angle parking can increase the number of parking spaces.
One does not go without the other
Fair and equitable
It is becoming increasingly difficult to find a parking space. I take my kids to nippers on Sunday mornings and it is difficult every time. I would be more than happy to take the on-demand bus down, but it doesn't run on weekends and you aren't allowed to take surf or nippers boards apparently.
For those who are unable to take advantage of other forms of transport, car parking should be provided.
Parking in centres should be built to encourage public transport use
Park-and-ride car parks need to be drastically expanded.
Don't go shopping in some areas because of the poor availability of parking (eg. Mona Vale)
People need to use cars - the beaches are hilly. Park n ride schemes are helpful in limiting that car use to certain areas. Good parking, with good access, will at least alleviate the jams.
Availability of car parking is a key factor in influencing transport mode choice
to encourage Public transport usage
Car parking cannot be at the expense of public transport and active transport
needed to manage the cars, better the cars are parked than being driven
Demand management initiatives to reduce parking demand.
Parking is important for encouraging people to use buses for some of their trip
It is obvious
logical and supports whole system

Qualification: I do not support policies that help institutional use dying technologies and unsustainable modes of transport. So the provision of parking in town centres should be kept tight, which will encourage bus and TaaS use. Driving round Mona looking for a parking space takes longer than the time it takes to walk to and from the bus stop - so guess what I now do? :-)
Parking is a big problem as transport options are poor so necessitate car parking needs
I can't park in parking stations as my vehicle is too high, a bus while carrying groceries is impractical (no place for bags or a trolley and no routes close enough to home without 2 changes and over an hours journey
Parking availability is an increasingly problematic issue. On-street parking creates congestion. Off-street parking should be a priority.
We need to drive between centres at present if you drive sufficient parking needs to be available
Car parking is so expensive in Manly. Often more expensive than parking in the city
If you remove parking from the street you get a whole lane to use as active transport - including cycling safely. Carparks will get stationary, empty cars off precious road space.
I think parking by travel hubs, but the ambition should be to reduce the need for more cars, period. Maybe better bike parking?
Parking on a publicly funded and maintained roadway should never be free and it should always cost more than parking off the street. Parking on streets should only be allowed where there is adequate provision of active transport corridors. Parking should not be allowed in active transport corridors.
GETS PEOPLE ON TO PUBLIC TRANSPORT
Business must go on. Appropriate parking must support this.
parking needs to accomodate public transport
cars take up too much space
Helps people get to PT
Obvious
Enhances community as reduces frustration
Parking is in crisis everywhere in Sydney. Too many people, not enough parking.

Not enough parking at transport hubs eg manly ferry wharf or B line bus stop at Manly Vale. discourage me from evening activities in the city.
I support park and ride initiatives
need to keep it equitable, but at a price that deters automobile use. Perhaps cheaper / free parking for disabilities , less mobile
it's important to make sure parking is fair and accessible to those who 'need' it.
Managing parked cars which creates congestions for buses, etc.
Park and ride is very successful in Europe and encourages use of public transport and walking
Revenue raised by parking funds other Council services.
Parking at commuter hubs like the Bline is a good idea. However in places like Manly where parking is limited, it doesn't make sense for commuters to park cars all day, when that parking could be used for people to access shops and and support the local community. Parking should be for people who are unable to walk or ride easily so they can access public transport.
To ensure minimise traffic congestion and travel times.
Ease of connection. To public transportation
To get to transport
WE'll never get rid of cars so the need to have decent parking helps, especially near our beaches
I believe it can make a difference to people who don't leave next to anbus stop - allowing them to park next to transport hubs.
I think it is not equitable at the moment. Other council areas give parking stickers only to residents - not owners.
ONLY when it supports public transport, period.
It maintains better traffic flow and reduces incidents.
Needs to balanced part of transport plan so that some people can reach public transport hubs. Real focus should be on 'leave the car at home' approach though
some people need to drive to a bus stop or train station. They need to park somewhere other than side streets

No. I think we should make it worse.
Public roads should be kept clear of cars parking. New flat units are not providing essential parking for tenants this should be part of plans being passed. People are too lazy to park in their yard easy and no repercussions if they don't. Obviously policing what ever action taken is top priority.
Without access to carparking, people cannot be encouraged to use public transport. Adequate carparking facilities are essential for the economy of villages and town centres.
dedicated parking gets cars off road ways to improve flow and integration plus if parking at transport hubs people might reduce driving only to hub rather than point to point...but you need a efficient mass transports systems in place to make effective
See previous comment re northern approach to AVALON on schooldays. Essential to assist with traffic flow
We need cars off our main roads so that we get better traffic flow
Parking on main roads causes lane changes which contribute to accidents and traffic slowing. Nighttime parking there is also a problem.
Most car parks I've seen are not efficient
It will help more people to use public transport
I support it if it means prioritising active transport by placing bike parking, especially secure bike parking closest to the shops and community facilities and prioritises parking at public transport hubs
the desire for people to park their private cars on public roads/land must be secondary to Council providing public transport and separated cycle networks.
A review of parking is needed to ensure it supported more sustainable transport uptake.
Need better parking to options to support all other travel infrastructure
Easily accessible parking promotes local businesses
If people can't afford to park, they will drive. Many households have 2 cars n no room for on street parking
we will need it
More parking especially at Mona Vale for the B-Line.
Multi-mode transport mostly starts with car - reasonable local parking with close links to transport will help to reduce traffic overall

I mainly support it to ensure short car journeys are followed by public transport journeys, so priority should be given to this.
Cars are the only efficient way of travel at the moment, so this is a good short-term objective
We need car parks for public transport users. I have to drive to Jameison Square to get a city bus and park in a back street. The only car parks are 3 or 4 hours
Some days you still need a car to get lots of people around that public transport makes too expensive.
it promotes more use of public transport and reducing traffic on already congested routes
The Northern Beaches needs more free parking so people can stop parking in our residential streets!
If we have cars we need to park them somewhere.
Weekly shopping needs to be carried home in a car
Too many cars trying to use too few car spots. More revenue from parking should be used to build more car parks. We need to reduce the hours cars can park at popular areas such as Freshwater for free even if local.
parking for vehicles is important however we need to provide other solutions eg more facilities for cycling and walking as an alternative to cars
Car parking can be a major issue to effective traffic flow.
To get cars off the road
For the reasons stated
It's part of an integrated approach
Its almost impossible to find a park
To manage parking today the imminent disruption of the AV must be a consideration of all new development. Transition planning strategies must be employed immediately that recognise the likely significant reduction in parking needs and how that parking space/structure will be adapted. e.g. the new carpark at Church Point should have had 3.6m floor to floor heights to allow future community uses in that space.
If people could park closer to ferry and bus services would assist get cars off road into city
Live in the area with a 15 month old

Reduce congestion
With the convenience of park and ride will encourage people to use public transport
If you can drive and park. Less cars on the road
Local business trade is important and enough parking needs to be provided for customers (by both them and Council).
It makes sense to do this but it can be augmented if it is part of a sustainable public transport solution that reduces car trips. Improving parking without the public transport won't even scratch the surface.
Better park & ride facilities to encourage public transport use
currently we all pay for private parking with more crowded roads,
As density increases, on street and beach side parking are already under strain.
Car parking uses a lot of public space, and it encourages car use, when if it is rationed, people make better choices, walking more etc. I would prefer a park, or wider nature strips for example, than more parking.
Many of us can't walk to a bus stop. We need plenty of free parking to encourage people to take the bus to work, instead of driving.
Managing parking makes this scarce resource fairly available to everyone
most people want a degree of independence so will drive to a parking station
It enable ease of use and encourage more people to catch public transport
So many cars per house these days. Good and close buses will stop households having one car per person each
We need car parks to park cars near shops.
It's important....not as important as public transport
We are still very car dependent in many area of aNorthern Beaches,
Parking will encourage tourists and help local businesses
Until a viable alternative transport solution is in place than the motor vehicle will remain the primary mode of transport. What do you do with all the cars

because everyone has one or two or three in a standard family.
Park and ride facilities make public transport more appealing
Because it balances parking with sustainable public transport and active transport use
Not sure about the equitable bit? Business. Residents and community groups all need parking to survive.
make it easy and cheap to get to local public transport nodes (like the manly ferry)
Parking needs to be fair and equitable for all
suggests that council supports: - parking availability at transport hubs - user pays - street parking shouldnt be reserved for residents who havent invested in off street parking and rather is made available to those visiting a centre or hub
Bius lanes are interferes with by car parking. Clear ways should be 24 hours along all arterial roads to facilitate traffic flow.
you shouldn't have to pay for parking in your own community
Always good to have easy parking
It is always good to pay attention to parking issues and improve.
Get people on ferries and other hubs. Better and free bike and motorcycle parking at hubs
Stupid qu
More equitable and allows for ageing population needs like getting transport assistance to appointments
We need parking for cars, but maybe we should restrict how many cars a family can have
WHY WOULD YOU NOT DO THAT
One way to get people out of their cars.
Parking is ridiculously expensive and very hard to get often.

Because it will reduce stress. Not being able to find a parking spot is extremely stressful.
Short term is important for small business customers
common sence
Car parking is too cheap and too prevalent. On road parking inhibits traffic flow and other road users for the convenience of the few.
When people do need to drive they need to park
People need their cars to get them to places where transport doesn't go
Because it makes sense
It's another motherhood statement.
This is where we are already failing! The new carpark are full and some places like collaroy have no additional parking for the b line That's not future proof!
Can make it an effective way to have park n ride facilities that the council could build on with secure bike racks/changerooms etc and are secured properly.
Parking is a chronic problem in parts of our council area
Encourage the use of public transport
better parking facilities and options for commuters
Not enough parking
Parking is a critical part of any public transport initiative.
Parking has become a nightmare on the Northern Beaches especially in Manly - better parking management is imperative
Parking to connect with public transport needs to be considered more seriously. Many residential streets are clogged with day parkers. At least they use public transport, but it is time they were given better alternatives so that residents also have their amenity returned.
I park at Many beachfront
A lot of area in the northern beaches don't have a bus service near by so people need to take the vehicles and park them

Many homes do not provide adequate parking or use their garages as storage so park on verges and clutter up the roads
Providing car parking near transport hubs should be a priority.
Increased on street parking increases road congestion
Our urban planning needs to transition from reliance on cars to more public transport. Cars are needed but we should assist in making them less critical by providing parking at public transport hubs
Parking is problematic because it encourages car use. Put parking centres away from economic centres with public transport and active transport options going into centres regularly.
Parking stations required until autonomous cars are available
always need to have car parking in centres - shops, transport hubs
Parking is a friction point for drivers in cars. Make it easy, remove the friction, the community culture improves.
Cars should be secondary to other forms of transport during peak times
Parking needs to integrate with other forms of public transport. Parking to go shopping is dead online delivery is cheaper than shopping centre car park fee and needs to be maintained to discourage private car use
People will use the B-Line more often if they have somewhere nearby to park, to cut down their overall commute time
Parking influences transport choices. Encouraging the local economy in a sustainable way is good for everyone.
Working parents often have to manage private vehicle trips with commutes to their places of work. Given long commutes there needs to be a simple way to connect these together and the park and rides provide this. However the number of car parks isn't sufficient for the demand and they are generally full before the 7.30 open time of most childcare facilities. It's important to reduce demand from users that could be using public transport links instead, as well as increasing parking for those users that need to drive to manage their family and work commitments. Even providing dedicated parking for a small fee for those families would be an improvement in outcomes.
Roads are dangerous as cars are parked on both sides. Roads should have parking only on one side allowing safe cycle lanes with no door danger on the other side
I support the parking for bicycles. Increasing parking for cars will only encourage car use, which isn't viable with a long term view.
Important component, look at the eastern suburbs.

Parking is required by must also be managed to ensure safety.
Because sometimes you have to drive to places, especially if connectivity is not ideal. So a park and ride car park would help with that and be less annoying for the local community members.
Because it includes the requirement, 'and boosts sustainable public transport and active transport use'.
Car parks help
Again obvious
<p>I live on Scotland Island, which is a water access only property. My transport hub is Church Point. I cannot use anywhere else as my transport hub, as Council does not permit commuter boat tie-ups anywhere else.</p> <p>I need a car... as, although I can catch public transport to work, I need the car for shopping, to visit my family and for weekend trips (camping and canyoning in remote areas, where there is no public transport).</p> <p>IE I need a car which I need to park at Church Point</p> <p>Unfortunately, even though there are only 0.85 parking spaces at Church Point per offshore residential property, there is no priority parking for offshore residents at Church Point (!?). Evenings and weekends are a nightmare, due to the influx of visitor parking... who actually get priority over residents during the daytime (!?)</p> <p>This needs to change!! We need to eliminate recreational parking at Church Point during peak times (evenings, nights, weekends, public holidays and between Xmas and NY), and provide unrestricted parking for all offshore residents at all times.</p>
Support local business at low cost
There is growing pressure on parking availability on the Northern Beaches and it needs to be managed better.
Nothing worse than going to do the shopping and there are no carparks available.
Parking is less than demand
Because with better parking strategies more people will use public transport. Also in narrow roads like mine in Avalon if we limit parking to one side of the road it would be safer for everyone especially the government buses.
It is one of the drawbacks of the B line. People need to get to a bus line or ferry.
Cars have to park somewhere ! Ban parking and you solve the road congestion.
its not equitable to allow people to store their caravans and boats on public roads at no cost - simply clogs up our roadways and prevents casual parking by residents

Promote mobility
Essential for people who rely on cars
Car parking is currently focused on prioritising/increasing car usage. It's a myth or lies that retail trading is completely dependent on car parking. If car dependency is to be reduced, we need to discourage unnecessary car use and parking is part of that problem. Public and active transport (i.e. Bus lanes and separated cycleways) should be prioritised over car parking. It's a great thing for the claimed goals of the entire discussion paper.
More efficient and less pollution likely to result from this objective.
Parking is a problem now and will only become more difficult in the future if we dont do something
Because much of what is currently proposed is turning and will continue to turn villages into transport corridors and their local streets and village service parking into commerce-killing commuter carparks.
Ample designated car parks in central locations is a must to encourage people to use the BLine bus
I support anything that will provide more parking in my area. Especially at Church Point for the off shore residents.
I live offshore on Scotland Island and parking is a major problem.
Makes sense. We need to promote this more in our schools
Because you have to make all areas of transport flow.
Access to parking should be 'equitable'
Too many parked cars on the streets. Council needs to change development laws to force developers to provide more onsite parking for every new build. The laws have not kept pace with population growth
It's a fair goal.
You are right - parking impacts on road transport efficiency.
<i>Please tell us the main reasons why you don't support this objective?</i>
That objective in reality is just putting profits into private car parking firms like Wilson.

<p>If you live on the beaches you can walk or catch a bus to the beach, it's crazy to have people demanding a park at a beach they are 10 minutes walk from. Car parks for bus connections also defeat the purpose of public transport. If you can't walk to a bus there's a problem. The system was created with walking in mind and that's how it should be. To create car parks only fuels the idea that you need a car to get around. It would be unpopular but it's right.</p>
<p>we have to make driving a car less attractive to get them off the road</p>
<p>Concentrating on encouraging people to leave their cars at home and use other modes of transport should be the priority and will help ease the parking problem we currently encounter all across the Beaches. Provide safe and easy to use active transport assets with end of trip facilities - e.g. bike racks. In a single car space, it is possible to fit parking for ten bicycles. (https://www.citylab.com/transportation/2013/12/bike-vs-car-parking-spot-edition/7893/) We need to move away from our reliance on the car and make active transport the most attractive option. Where someone WANTS to cycle from their home to the beach instead of driving because, most importantly, it's enjoyable. To make it enjoyable it needs to be safe and easy.</p>
<p>already said</p>
<p>We need to move people out of their cars, no facilitate their use</p>
<p>Better use of resources would be last mile/on demand public transport.</p>
<p>We DON'T need any more car parks! Enough with the car parks already - you're turning the whole place into a carpark! YUCK!</p>
<p>This is another example of a question that sounds ok but what is it that we are being asked. Support for this question could be used to support anything!! Really poor survey design and biased.</p>
<p>The goal should be that cars are no longer needed and everyone on the northern beaches has access within 15mins walk to public transport. Car parking i.e. in Manly should be reduced.</p>
<p>I don't support any objective that encourages more cars on roads. We should be encouraging people to get out of their cars and onto public transport. People should never be more than 5 mins away from public transport.</p>
<p>Cycle lanes</p>
<p>Because reducing parking does not force people to use buses. It only undermines the viability of the centre because people will go elsewhere for their goods and services if there is no convenient available parking in their closest centre. If it is safer, cheaper, faster and more comfortable to drive, people will chose to drive. The only way to get more people on public transport or walking or cycling to centres is to provide improved public transport and safe cycle/pedestrian paths. Reducing parking will just disperse the parking into residential streets - it does not result in less people driving.</p>
<p>More parking causes more motorised traffic.</p>

Appendix 9 — Your Say online feedback form

The following appendix collates de-identified Your Say online feedback forms received.

Suburb	Comments
	<p>Stuffed. We love cars, we need cars. Stop over developemt eg warriewood, ingleside. stop granny flats which take away off street parking AND increase the car counts. Stop taking away trailer and boat parking. this coincil has NO idea, all polices contradict the problems we have. FIRE ALL northern beaches council.</p>
	<p>Dear Sir/Madam Thank you for the opportunity to contribute to the discussion on Northern Beaches transport. We live on McCarrs Creek Road, a narrow, winding, increasingly heavily trafficked road with very poor visibility, no curb or guttering and no footpath. The 156 bus runs from Mona Vale to Church Point along Pittwater Road and then McCarrs Creek Road. With the introduction of the B line buses the 156 route changed to its current route and the number of buses was doubled. The reasons for this increase in service are impossible to understand. The section of this service along McCarrs Creek Road is empty more than 90% of the time. Even the drivers are stunned at the increase given the almost total lack of patronage. The 156 is used primarily by those people who get on at the Pasadena. Very few passengers use the bus outside this spot. We would strongly suggest that data be collected on this service, an analysis done and a restructure be implemented. The cost, air and noise pollution and increased road danger with the current use is totally unjustified. There are many options including Keorides, smaller vehicles, reduced services. It is sheer madness to have buses , totally empty, running for 20 Km every half hour until after midnight. We look forward to your consideration of these issues and your response. We would be happy to discuss this further at any time Regards</p>
	<p>Please increase hop skip and jump timetable & routes. Love the new service up Kenneth Road but please extend timetable and go in opposite direction too so easier to get to from B line to Manly Wharf Ferry. Also add sign posts for Hop Skip bus on Kenneth Road can't see any.</p> <p>Improve the pavements (ie add some!) in Manly Vale, this suburb was not planned for walking and a bit hilly for bikes!</p>
	<p>The only real answer is to get more traffic off the roads. Building more will only create more traffic and congestion. Widening roads will only move congestion elsewhere for example the proposed Mona Vale Rd Stage 1 widening will not solve a lot as the congestion already applies to Stage 2 where 3 roads merge into 1. The answer is a ring metro Chatswood, Frenchs Forest, Dee Why, Brookvale, Spit Junction and along Military Rd to St Leonards/North Sydney to connect with the current propose Chatswood - City metro.</p>
	<p>Dear Sir/Madam,</p>

	<p>I write to express my support for the establishment of a commuter ferry service from Clontarf to the CBD. I have completed the customer expression of interest survey run earlier this year. A commuter ferry service would represent a substantial improvement in peak hour public transport options available to Balgowlah Heights and Clontarf residents and provide a fast, pleasant, efficient way for commuters to get into and out of the CBD at peak times. It would also relieve pressure on existing transport options (private and public) for the remainder of the lower northern beaches area providing benefits beyond the immediate area.</p> <p>Yours Sincerely,</p>
	<p>I am very interested in a commuter ferry service between Clontarf and the CBD. I believe there is a survey and I would like to participate</p>
	<p>Dear Sir/Madam,</p> <p>I write to express my support for the establishment of a commuter ferry service from Clontarf to the CBD. I have completed the customer expression of interest survey run earlier this year. A commuter ferry service would represent a substantial improvement in peak hour public transport options available to Balgowlah Heights and Clontarf residents and provide a fast, pleasant, efficient way for commuters to get into and out of the CBD at peak times. It would also relieve pressure on existing transport options (private and public) for the remainder of the lower northern beaches area providing benefits beyond the immediate area.</p> <p>Yours Sincerely</p>
ALLAMBIE HEIGHTS, NSW	<p>Put in dedicated bike lanes to the city and make bus lane all the way to the city</p>
ALLAMBIE HEIGHTS, NSW	<p>My first comment is that the report contains an overwhelming number of images of cyclers. At least 5. There are only two images of buses and none of people walking. I find this disturbing as I believe it creates an impression of a predetermined outcome. I am aware they are a very vocal pressure group however slanting the entire transport strategy so subliminally towards a transport mode not suitable for disabled, elderly or bad weather does a disservice towards the greater community.</p>
ALLAMBIE HEIGHTS, NSW	<p>if you are interested in my feedback as a cyclist in the planning, i would suggest to come along to why we cycle which is showing in the event cinema's (short cycle from the northern beaches) on the 16th of may.</p>
AVALON BEACH, NSW	<p>I ride a motor bike because it is the least impact when traveling across Sydney. Lane splitting is allowed but the police still raise revenue if you bypass traffic jams in the breakdown lane which is safer than lane splitting. Dont penalise bikes and more people will move out of cars.</p>
AVALON BEACH, NSW	<p>I am extremely unhappy with the change to the B line as I now have to have 3 different vehicles of transport to get to Central Station. The L90 used to take me directly there. As someone heading towards 80 years old this has become very tiring especially after a hospital appointment. Yesterday I tried to park in MONA Vale to catch the B line but the car park was full. There seems to be no point in trying to get us out of our cars and onto public transport when there is nowhere to park. I went online the day before to try</p>

	and book Keoride, although as I had no idea what time my return trip would be this was difficult. The Keoride App would not take bookings for the following day. It really shouldn't be so complicated to get from Avalonto the city. Has the population here been forgotten?
AVALON BEACH, NSW	<p>Dear Sirs,</p> <p>what is the problem we want to get resolved with the Transport Strategy?</p> <p>The Northern Beaches are a unique place to live and we all have to realize that with the decision to live here that the commute into the CBD, Airport, etc, will take long. It is a personal decision and we can't keep promising this will ever change.</p> <p>The issue we face now is increased density and additional people moving to the Beaches. Every family will increase the number of additional cars on the road. There is no way with new roads, etc. to solve the issue of increased population.</p> <p>We are always in catch up mode but will see there is just not enough space for additional car parks, roads, etc. If there will be a tunnel build there will be a short term relief but due to increase in density this will be over-compensated and we will have additional cars in the local areas.</p> <p>What is the problem we want to get resolved?</p> <p>I am commuting at the moment every day to Central station from Avalon.</p> <p>Yes, we can improve the commute by prioritization of bus lanes and increase of the bus capacity. The issue is Mosman and Neutral Bay. York street and Wynyard is at capacity limit.</p> <p>Yes the B-line has nice new buses. But it is still standing in the same traffic like all the other buses. And let's invest in new buses with comfortable seats. Why are people driving in the own car. Public transport needs to be more comfortable and needs to be cheaper than driving with the car.</p> <p>But don't let the B-Line go to Newport. Mona Vale is a good bus hub; there is a bus depot and would be waste to let all the buses go empty to Newport.</p> <p>Why no having an express bus direct from Warringah Mall to Manly Ferry and Chatswood Train station.</p> <p>What is the problem we want to get resolved?</p> <p>Take the time and do the commute in the morning in the city and in peak hour back. You will realize the issue is that the network is at capacity limit. But we still have new housing development in Warriewood, major appartments in Dee Why just in construction, etc.</p> <p>What is the problem? We need to define what population and density we want to have and then we can define the transport structure we need.</p> <p>Thanks,</p> <p>Regards</p>
AVALON BEACH, NSW	<p>*****Roads:</p> <p>clearways - more desperately needed. Peak hour in avalon begins at 5am. So clearways need to be starting at 5am. Not 6am.</p> <p>North avalon strip from the Nt Av to the shops is a disaster, a long gridlock of one lane, every day 8.30-9.30. It need to be a clearway or no parking during that peak hour.</p> <p>The buslanes should be T3 as well.</p> <p>****Public transport:</p>

	<p>ferries - manly ferries, like most expensive ferries in the world, needs to charge residents differently to tourists and non residents. Show your NSW licence and get the current (heavily subsidised) rate, or pay the actual cost, which for tourists would be a lot higher than current charges.</p> <p>Better discounts for students required.</p> <p>3. Do you support faster public transport between:</p> <p>a. Brookvale/Dee Why and Chatswood? YES THIS IS DESPERATELY NEEDED AND SHOULD BE A TRAIN. DY is a special zone, very heavy population, and needs greater focus, and better services, and not sharing with those further north. The service that was express from avalon/newport then stopped only once at collaroy worked very well for years.</p> <p>b. Mona Vale and Macquarie Park? NO as the gridlock after Yanko road would create an hour for a bus. It's not possible right now.</p> <p>c. Other transport links to be explored? Mona Vale to City express, via Wakehurst Parkway. I would LOOOVEEE that!!! ust for commuters. Special expresses.</p> <p>*****PARKING:</p> <p>Have Your Say On Parking</p> <p>2. How do we better manage our high demand for parking in towns, villages and beaches? -- we need MUCH MORE STRICT USAGE / TIMING - ie, do what Balmoral and Manly have done (timed parking AND univeral paid parking for very high demand areas) to prevent backpackers staying overnight or all day in spots.</p> <p>Every space should be limited. Avalon should be all 2 hours only, like Manly. It's become worse every year for ten years. Beach parking needs to be timed for everyone (3hr allowed only for everyone) and paid for non residents. Beach parking is now in heavy demand as in the past ten years suddenly there are not just beach users, but commuters, yoga and gym users, cafe users all using the beach carpark. So there need to be express spots, so people may use the park or swim at the pool for half an hour. It's unfeasible that I can technically park at avalon beach and leave my care there for months. I can buy for \$100 on gumtree parking permits, and park anywhere in the beaches. And leave my car there for months.</p> <p>We desperately need more 3hr, 4hr, 8hr parking to prevent people leaving boats, etc, or living out of their cars. I see people (both foriegn backpackers and homeless) living out of their cars in the carpark behind the RSL at avalon and at north avalon car park.</p> <p>School zones need to be more protected. My kids go to Avalon school and there are boats and caravans left there for years! Obviously not feasible. One boat has not moved for ten years, across from the school, creating hazard and headache. More kiss and drop zones, more timed parking for everyone in the entire shopping zone including the school.</p> <p>3. Who should we prioritise parking for? All users can access the parking they need if there are timed spots.</p>
AVALON BEACH,	The B Line has been an utter failure. It has resulted in a vast increase in travel times for people living north of Mona Vale, but has

NSW	<p>not significantly changed travel times south of Mona Vale. The parking at Mona Vale is inadequate. Keo Ride is useless for anyone who works odd hours.</p> <p>Since the B Line has been introduced, instances where I drive to work has increased fourfold. I DON'T WANT TO DRIVE TO WORK. But the B Line has forced me to.</p>
AVALON, NSW	<p>The focus for movement on the northern beaches needs to be improved public transport both into the city CBD and out to Chatswood, Parramatta and beyond. The continued reliance on roads means that people continue to drive. Projects such as the tunnel under the spit feed into this continued reliance on private cars. Many years ago Bob Carr announced that population density needed to increase in Sydney and that this would take place along then current public transport infrastructure corridors. We are now being given improved public transport (for those living south of Mona Vale) and then being punished with rapid increase in housing development - turning Carr's original announcement on its head!</p> <p>It seems unfair that we will be given improved transport at the cost of the amenity of our beautiful area.</p>
BALGOWLAH HEIGHTS, NSW	<p>Dear Sir/Madam,</p> <p>I write to express my support for the establishment of a commuter ferry service from Clontarf to the CBD. I have completed the customer expression of interest survey run earlier this year. A commuter ferry service would represent a substantial improvement in peak hour public transport options available to Balgowlah Heights and Clontarf residents and provide a fast, pleasant, efficient way for commuters to get into and out of the CBD at peak times. It would also relieve pressure on existing transport options (private and public) for the remainder of the lower northern beaches area providing benefits beyond the immediate area.</p> <p>Yours Sincerely</p>
BALGOWLAH HEIGHTS, NSW	<p>I have read the Discussion Paper and would like to add my observations for commuting from the Balgowlah / Balgowlah Heights area.</p> <ol style="list-style-type: none"> 1) Bike Path: My family and I would love to cycle to more places but I feel cycling is very unsafe. There are not enough dedicated bike paths and the existing one from Balgowlah to Manly is a joke and unsafer than cycling on the road. Solution: Build more dedicated cycling paths, especially a proper bike path to Manly and a bike path to the Curl Curl Sports Field (e.g. John Fisher etc.) to ease Saturday sports and weekday afternoon sports congestion. 2) Ride Plus/Hop Skip Jump: Trial Run for "Sports Shuttle" that takes children to sports at the major sports fields on the Peninsula so they can get there for training during the week and games on Saturday and Sunday (eliminate 1 parent & 1 child per car). 3) B-Line Car Park: I tried to park at the Manly Vale B-Line Commuter Car Park last Wednesday but the car park was already full at 9am. More car parks are apparently needed. 4) Additional Ferry Services: Explore option of Clontarf - CBD ferry. 5) T3-Lane: Turn T3 Lane from Seaforth to Mosman into a dedicated bus lane (can't understand why it's only turned into a bus lane

	<p>along Burnt Bridge Creek and not further south as well) - make public transport faster than any type of car sharing and it will entice people to ditch the car (or on the extreme end: put their children into childcare in Mosman, just so they can use the T3 Lane from Seaforth (!) rather than using local childcare and then public transport)</p> <p>6) Community Campaign to Get all School Children onto Public Transport: Stop the madness of parents driving their children to school and doing personal drop offs and pick ups. That should only be done as an exception not the rule. I think many parents do not understand how their selfish behaviour contributes to the general traffic mayhem, especially during AM Peak.</p>
BALGOWLAH HEIGHTS, NSW	<p>Dear Sir/Madam,</p> <p>I write to express my support for the establishment of a commuter ferry service from Clontarf to the CBD. I have completed the customer expression of interest survey run earlier this year. A commuter ferry service would represent a substantial improvement in peak hour public transport options available to Balgowlah Heights and Clontarf residents and provide a fast, pleasant, efficient way for commuters to get into and out of the CBD at peak times. It would also relieve pressure on existing transport options (private and public) for the remainder of the lower northern beaches area providing benefits beyond the immediate area. With the added impact of higher population into the area and less school buses, my other concern is the effect on our local environment with all the cars on the road, lets please do what we can do help reduce the carbon footprint.</p> <p>Yours Sincerely,</p>
BALGOWLAH HEIGHTS, NSW	<p>Dear Sir/Madam,</p> <p>I write to express my support for the establishment of a commuter ferry service from Clontarf to the CBD. I have completed the customer expression of interest survey run earlier this year. A commuter ferry service would represent a substantial improvement in peak hour public transport options available to Balgowlah Heights and Clontarf residents and provide a fast, pleasant, efficient way for commuters to get into and out of the CBD at peak times. It would also relieve pressure on existing transport options (private and public) for the remainder of the lower northern beaches area providing benefits beyond the immediate area.</p> <p>Yours Sincerely</p>
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BALGOWLAH HEIGHTS, NSW	<ul style="list-style-type: none"> -Northern beaches needs a metro. Strategically located density around stations is ok. -Yellow buses are a waste of money - The on demand bus is a fantastic idea but It is limited by the simplicity of the app. This needs a lot of work to show rides that are available etc - a ferry from Clontarf to circular quay please.
BALGOWLAH HEIGHTS, NSW	<p>Dear Sir/Madam,</p> <p>I write to express my support for the establishment of a commuter ferry service from Clontarf to the CBD. I have completed the customer expression of interest survey run earlier this year. A commuter ferry service would represent a substantial improvement in peak hour public transport options available to Balgowlah Heights and Clontarf residents and provide a fast, pleasant, efficient way for commuters to get into and out of the CBD at peak times. It would also relieve pressure on existing transport options (private and public) for the remainder of the lower northern beaches area providing benefits beyond the immediate area.</p> <p>Yours Sincerely</p>
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BALGOWLAH HEIGHTS, NSW	I would be very supportive of a ferry service from Clontarf to the city.
BALGOWLAH HEIGHTS, NSW	<p>Dear Sir/Madam,</p> <p>I write to express my support for the establishment of a commuter ferry service from Clontarf to the CBD. I have completed the customer expression of interest survey run earlier this year. A commuter ferry service would represent a substantial improvement in peak hour public transport options available to Balgowlah Heights and Clontarf residents and provide a fast, pleasant, efficient way for commuters to get into and out of the CBD at peak times. It would also relieve pressure on existing transport options (private and public) for the remainder of the lower northern beaches area providing benefits beyond the immediate area.</p> <p>At present I rely on the E71 bus to commute to and from the city. Although I live only 12 or 13 km from the city, the bus trip invariably takes approximately 50 minutes to get home. This is despite the E71 being an "express" bus, as it stops all along Spit Road, dropping off Mosman commuters. On top of that, the bus is often standing room only. I would jump at the opportunity to catch a ferry to and from Clontarf rather than stand on an overcrowded bus.</p> <p>Yours Sincerely</p>
BALGOWLAH HEIGHTS, NSW	I support the establishment of a commuter ferry service from Clontarf to the CBD. I have completed the customer expression of interest survey run earlier this year. A commuter ferry service would represent a substantial improvement in peak hour public transport options available to Balgowlah Heights and Clontarf residents and provide a fast, pleasant, efficient way for commuters to get into and out of the CBD at peak times. It would also relieve pressure on existing transport options (private and public) for the remainder of the lower northern beaches area providing benefits beyond the immediate area.
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BALGOWLAH HEIGHTS, NSW	Dear Sir/Madam, I write to express my support for the establishment of a commuter ferry service from Clontarf to the CBD. I have completed the customer expression of interest survey run earlier this year. A commuter ferry service would represent a substantial improvement in peak hour public transport options available to Balgowlah Heights and Clontarf residents and provide a fast, pleasant, efficient way for commuters to get into and out of the CBD at peak times. It would also relieve pressure on existing transport options (private and public) for the remainder of the lower northern beaches area providing benefits beyond the immediate area. Yours Sincerely
BALGOWLAH HEIGHTS, NSW	Cyclists riding on major arteries into the city during peak hours have a significant detrimental effect on traffic flow. Alternative routes need to be found for them and they should be banned from riding on main roads during peak traffic hours.
BALGOWLAH HEIGHTS, NSW	I write to express my support for the establishment of a commuter ferry service from Clontarf to the CBD. I have completed the customer expression of interest survey run earlier this year. A commuter ferry service would represent a substantial improvement in peak hour public transport options available to Balgowlah Heights and Clontarf residents and provide a fast, pleasant, efficient way for commuters to get into and out of the CBD at peak times. It would also relieve pressure on existing transport options (private and public) for the remainder of the lower northern beaches area providing benefits beyond the immediate area.
BALGOWLAH HEIGHTS, NSW	In support of better transport options for the northern beaches
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BALGOWLAH, NSW	<p>Extend the excellent ride plus services to be available to more suburbs</p>
BALGOWLAH, NSW	<p>The Submission from the Resident Group has been sent to council@northernbeaches.nsw.gov.au</p>
BALGOWLAH, NSW	<p>Rail is the only solution. Roads will clog in no time with increasing development. Long term planning is what is needed.</p>
BALGOWLAH, NSW	<p>Hop skip and jump services.....every ssential service for those over 70. This saved my sanity when I was immobilised after fall at corso in manly. I was able to do shopping (along with the service offered by the councils meals on wheels) I need this service for about 25 more years, to keep me independent, happy and active within the local community.</p>
BALGOWLAH, NSW	<p>I'm enjoying travelling on the B Line & the on demand Ride Plus & KeoRide services for my Balgowlah - Avalon commute. I'd really welcome a safe place to lock up bikes at the B Line stops (mine is Manly Vale). I don't think my bike would be safe locked to an open bike rack. I worry I'd come back to stolen saddle & wheels.</p>
BALGOWLAH, NSW	<p>Please shift the focus away from cars and parking. Cars create noise, pollution, safety impacts, and lead to poor health and fitness - and the economic cost is significant and returns low. Focus should be on incentivising walking, cycling and public transport and creating sense of community.</p>
BALGOWLAH, NSW	<p>Dear Sir/Madam,</p> <p>I write to express my support for the establishment of a commuter ferry service from Clontarf to the CBD. I have completed the customer expression of interest survey run earlier this year. A commuter ferry service would represent a substantial improvement in peak hour public transport options available to Balgowlah Heights and Clontarf residents and provide a fast, pleasant, efficient way for commuters to get into and out of the CBD at peak times. It would also relieve pressure on existing transport options (private and public) for the remainder of the lower northern beaches area providing benefits beyond the immediate area.</p>

	Thanks,
BALGOWLAH, NSW	This ferry will be very useful and a smart option
BEACON HILL, NSW	<p>Hi, I think this Discussion Paper and the overall motives is a great idea. The area is clogged with traffic and we need to look for better options. A few points:</p> <ul style="list-style-type: none"> - The east/west connections including public transport needs to be improved. I only moved to the Northern Beaches in the last year or two and have found the north/south connections to be ok (Eastern Suburbs, City, North Sydney, Manly, Mona Vale and beyond) but if you want to get west (anywhere past Chatswood) it's difficult and time consuming. Short to medium term options are Warringah Rd upgrade and B-Line to Chatswood. Medium to long term council need to push for Beaches Link Tunnel and a metro style train from Dee Why/Brookvale to Chatswood (via the hospital). Light rail is not a great option in this situation. - I really like the idea of the north/south pedestrian/cycle path that council are rolling out. The next step is to allow more communities to access it by putting in good east/west connections. For my local community this would include an upgrade to the footpath on the northern side of Winbourne Rd, Brookvale. This would allow the community (residents, Brookvale Public School, Brookvale oval) to have good access to the communities & facilities in the east (resident, the Curl Curl park, Curl Curl public school, Manly selective and the new north/south pedestrian/cycle path) and visa versa. The current footpath along Winbourne Rd is disjointed, not overly safe and in bad condition. If this was upgrade and more trees planted alongside the road you would find a lot more people using it especially with the existing, proposed and future development of Brookvale. It would include, extra width, installation of pram ramps, repairing cracked concrete etc.
BEACON HILL, NSW	<p>Over the next 20 years cycling and motorcycling will become more dominant modes of travel, especially with a focus on electric bikes, both registered and unregistered. This will be as a result of competing demand for roadspace, congestion and technology changing the way we work/ travel to work, and the cost of this technology rapidly declining.</p> <p>The discussion paper needs to give consideration to these modes of travel. Items for consideration would include:</p> <ul style="list-style-type: none"> *expansion of on road parking for motorcycles/ bicycles. Many areas unsuitable for car/ vehicle parking are suitable for bike parking, such as the 20m of No stopping on approaches to TCS sites and the 10m on departure. This is a consequence of motorcycles not exceeding 1.2m high, which does not block visibility to signal lanterns or pedestrians waiting to step off kerb like the possibility of a van or truck parking in these areas. Similarly for No Parking areas. This requires a re-think of how we currently view these areas, in conjunction with liaison with state regulatory bodies. *Expansion of DA conditions of consent for higher number of bicycle and motorbike parking spaces than the current provisions. *infrastructure to support electric bikes, such as public charging stations or for commercial developments with public parking provision/ Inclusion of *review of how bike parking is provided in public spaces, ie at shops, reserves, beaches etc. Potentially Following the European model where bike parking is allowed on paths, or dedicating areas where it is allowed/ banned. <p>Second issue: whether we allow cycling on footpaths, like QLD does. Whether it would be fine to ride of footpaths, except within 5m of an open commercial shop door, school entry gate etc. Council to lobby higher levels of government.</p>

	<p>Third issue: helmet laws. It is excellent that bicycle riders in the Manly and similar areas feel that they can ride a bicycle without a helmet. This encourages a much closer connection between the travel mode of cycling and participating in the community, promotes a village feel/ vibrancy. Mandate for under 18's and let adults make their own choices. Council to lobby at higher levels of government for law changes.</p> <p>Forth Issue - intensification of land use, principally around town centres but with general density increases in areas adjacent to town centres and transport corridors/ areas that are highly accessible/ have the potential to be highly accessible. Higher densities need to be encouraged more and Council needs the policy backing to achieve this. Longer term, higher densities on a regional basis facilitate the economies of greater levels of public transport which are do not make financial sense at lower density. The areas adjacent to our existing public transport corridors should be much higher density to support public transport (and related increases in commercial space), with reduced parking allowances per development.</p> <p>Fifth issue: Protect transport corridors and related upgrade projects from minority community groups. The interests of minority community groups or impacted residents should not dictate terms to transport upgrade projects, or require them to mitigate all impacts at the cost of the project. People choose to live near areas dedicated to transport, because they might look like nice greenspace or with plenty of onstreet parking now. Because they didn't do their due diligence when they moved in/ purchased shouldn't mean government has to make it all better for them. No one owns the parking space outside their house and the community needs education to not expect it as a right. Council needs to have the policy backing to make the tough decisions for the benefit of the wider community without pandering to the few.</p> <p>Sixth Issue: Pathways to cycling. Build on active living principals to encourage more active travel. Example - build a BMX track. Kids want to BMX, their parents buy the kid a bike, and also buy one for themselves. Now the parents have bikes and have the opportunity to use them for other trip purposes. Take advantage of our existing mountain bike infrastructure and increase it/ broaden the attractiveness, as a pathway to increased wider community cycling.</p>
BEACON HILL, NSW	<p>The transport links to Macquarie Park from N beaches, Warringah road to Chatswood and Macquarie Park are non existent. Why ? Macquarie Park has a booming business population with over 50000 people employed which is set to grow exponentially over next 10 years. Not to mention growth and expansion at Macquarie hospital and University.</p> <p>Why are there no buses up beacon hill and along Warringah road? There are so many people that commute to Macquarie Park and area and have no choice but to use cars.</p> <p>Why are there no buses from Warringah Mall up to Beacon Hill to new hospital</p> <p>NSW transport needs to address these in near future.</p>
BEACON HILL, NSW	<p>Transport is a vexing problem for which simplistic solutions nearly always have perverse outcomes. I'm not an expert but know this is very extensively researched. Essentially improve transport and accessibility and you increase demand to live in the area because of its natural beauty and beaches etc. Increase demand and prices go up, making additional development more likely, which then overloads the newly improved infrastructure. Improve infrastructure at problem locations and the problem just shifts to the ends of the improvement. Improve parking and more folk will come overloading parking again. So, I favour only limited improvements, especially to public transport, incentives for shared journeys, flexible working hours, working at home, promoting N Beaches business in knowledge rather than physical goods, NEEDING world's best internet not world's worst, cycle racks for buses,</p>

	<p>park and ride improvements. Other ideas - Traffic light scheduling to always maximise traffic flow (drive at the speed limit to maximise green lights), no improvements for remote communities - presumably this was their lifestyle choice not to be subsidised, electric charging stations MUST be renewable energy sourced only (otherwise more polluting at the power station than regular car at the tail-pipe). Perhaps a renewable energy/battery development innovation park for an industrial centre. AND perhaps a mad idea tried before - ferry from Palm beach to City.</p>
BEACON HILL, NSW	<p>My thoughts while reading the MOVE discussion paper are below as a brain dump. Feel free to contact me to elaborate where helpful, as many of my ideas come from implementations seen overseas.</p> <p>Overall comments:</p> <ul style="list-style-type: none"> • The discussion paper's statement (challenges, opportunities, priorities) are so high level that it is easy to agree with everything. It then becomes equally important to say what is NOT a challenge/opportunity/priority. As a next step it would be good to incorporate feedback received into strategic CHOICES: number priorities in order of priority, so it becomes clear what is considered more important and what is considered less important. Then what is not mentioned at all can be understood by a reader as being not considered (yet). This will give much more incentive for the community to add their voices on items missing or strategic disagreements. • When presenting ideas/priorities, show clarity where Council can decide and act within its own budget, where Council can (only) lobby State Government and/or ask for their funding, and where Council can (only) lobby Federal Government and/or ask for their funding. • Good and important to make strong statements that Active Travel (AT, Walk and Ride) and Public & Community Transport (P&CT) is prioritised ABOVE car use, as a guide to strategic choices and policy development. This will allow for policy decisions where AT is facilitated to the detriment of capacity for cars, e.g. roads where one lane is dedicated for AT with a safety barrier to lanes used by cars. The basic idea is that when AT/P&CT options become attractive enough, that enough people will use them i.o. a car to over-compensate for the decreased road capacity for cars and make everyone a winner • Investing in AT and P&CT requires continued courage and consistency as the payback will be delayed, through cultural change over time getting people out of their cars and easing the roads. Council needs to be bold in prioritising AT and P&CT to achieve real lasting change. As this is a paradigm shift for many in the community, policy consistency and lots of educational communication to the community is required. <p>1- Integrating Transport and Land use</p> <ul style="list-style-type: none"> • Mass-transit options in and out of the Northern Beaches should be concentrated to 3 hubs, e.g. Frenchs Forest (to Chatswood, west), Mona Vale (to Macquarie Park, west), and Brookvale (to City, south). Non-rail options seem cheaper and faster to implement, e.g. dedicated lanes for electric buses, and many of them, to minimise wait times and make it really attractive for many people (over-invest to change the culture). While these buses are driving longer term rail options can be developed and implemented. <p>2- Active Travel (AT)</p> <ul style="list-style-type: none"> • Vision: AT is prioritised above car use in policy and project decisions • Key benefits without additional investment: § Personal health, environmentally clean, social community connections, ease of road congestion, and ease of parking congestion (by taking cars off the road) • Consider leisure paths (eg around lake) as well as functional paths (reaching shops, bus stops, etc) • Make available good signage, maps, apps to encourage AT

	<ul style="list-style-type: none"> • Key prioritised priorities: <ol style="list-style-type: none"> 1. safe: <ul style="list-style-type: none"> § consider end-to-end walking and cycling routes: no sudden endings. In the planning phase for EACH road/traffic situation it would be helpful to consider “so where do we want walkers/cyclists to go from here” rather than just stop giving them options, pushing them on to the main road; § separate from roads where possible (also: away from road noise) § safety barrier to shield from cars where on-road 2. inclusive: <ul style="list-style-type: none"> § consider access for strollers, wheelchairs, walking frames, etc 3. convenient: <ul style="list-style-type: none"> § include many more public pathways in the suburbs where possible at the end of cul-de-sacs and between two streets: as short-cuts and to encourage walks-around-the-block (health, social community connections) § at hubs (to e.g. public transport) consider and include bike parking options, public toilets open for as long as buses stop there, water bubblers, and coffee/lunch cafes. The goal here is to make these transport hubs true social community hubs preventing graffiti, vandalism, etc; 4. cheap: <ul style="list-style-type: none"> § consider smart(er) bike share plans § consider offering electric-bike cash-back vouchers for use at participating bike stores (perhaps funded by NSW Gov, cp Active Kids vouchers) 5. do not worry about bad weather; promote use of umbrellas and rain coats/pants <p>3- Public & Community Transport (P&CT)</p> <ul style="list-style-type: none"> • The B-line going south is currently often full at Manly Vale. It seems urgent to respond to this level of success with higher bus-frequency to encourage continued increased use, ease road congestion at the same time, and prevent cynicism developing. If more double-deckers are not available yet, perhaps blue single-deck buses marked "B-line" can complement them in the meantime. • The Brookvale B-line car-park is often full by 7:30am. Develop more diverse strategies to get anyone to/from a bus stop <ol style="list-style-type: none"> i. Active Travel options including access for strollers, wheelchair, walking frame, etc ii. Hop-Skip-Jump feed-buses across Council area iii. A phone app where people can subscribe to certain car parks, which tells them in near real-time how many empty spaces are left, will help people decide which car park to drive to and avoid the current frustration of arriving at a full car park • Current B-line bus stop designs do not work and need change. Bus stops need to shield people from sun, wind, and rain when standing/sitting at the bus stop • Two East-West priorities (on A3-road and A38-road) to encourage professional hubs in e.g. Mona Vale, Frenchs Forest, Brookvale, Dee Why without the need to grow residential capacity that much. Longer term rail options (light, train) are highest capacity as a long-term option, non-rail options (frequent electric buses on dedicated lanes) will be faster and cheaper to alleviate short-term issues <p>4- Roads & Traffic</p> <ul style="list-style-type: none"> • Spit-tunnel is only moving the problem closer to the city, and no real solution. The real solution is to make P&CT and AT so attractive that more and more people will take that option instead of the car (see 2- and 3- for ideas to accommodate that) • RE driverless cars we should adopt a wait-and-see approach and not spend funds to try and become an early-adopter dealing with
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	<p>all the initial issues</p> <ul style="list-style-type: none"> • Council campaign to discourage school drop-offs and pick-ups and encourage bus usage by school kids through active strategies. Decentralised drop-offs/pick ups from local bus stops will cause much less drama on the roads around school start/stop times. An intermediate scenario can be to campaign to encourage car pooling for kids living close to each other <p>5- Parking</p> <ul style="list-style-type: none"> • Include bike-parking in the scope of parking strategies, to support an end-to-end approach on AT prioritisation (see 3-). Bike parking should be visible from the street to discourage theft and vandalism (and not hidden in low-traffic parking buildings) • Larger parking facilities should function as a community-hub: include public toilets accessible while the parking facility is open (these appear missing in the new car park behind BCHC), and include water bubblers and socialisation corners (coffee/lunch cafes), to encourage social community connections while people wait for a bus or arriving bus travellers, and make these hubs look friendlier to discourage vandalism, graffiti, etc • Parking should be free for 2-3 hours for residents (sticker holders) to encourage churn, paid for by visitors and long-term resident parking. The new Opal link, free parking for bus users, should be expanded to all Council car parks to encourage commuters to take a bus as soon as possible in their journey • Develop strategies to encourage parking at edges of centres and other busy areas, offering shuttle buses into centres (cp airport long-term parking)
BEACON HILL, NSW	Planning appears to ignore the fact that many Northern Beaches workers work west rather than in the city, or have jobs that require travelling to many areas of Sydney. Public transport does not cater for these people.
BELROSE WEST, NSW	Transit lane on warringah road. Direct bus service from Forrstown to manly wharf. B-line bus from deewhy to forest way to city (3 stops).
BELROSE, NSW	A long overdue discussion paper. The wellbeing of local residents has been pummelled by an increase in traffic, both cars and trucks. The beaches desperately needs cycling and pedestrian infrastructure. We need ways of commuting compatible with ways of living. It has become dangerous to take the kids out on a walk or bike ride - a situation that is unacceptable and unsustainable. We need to move now on planning, funding and building for families and communities.
BELROSE, NSW	I'm a resident on the northern beaches for the past 32 years with various locations for work. As there is NO suitable transport at the time (early morning) to get to work I have been using the car and (weather permitting) lately a scooter. The increase in traffic volume has been huge and further development It would make a lot of sense to plan and EXECUTE a rail solution which does not take lanes for cars and allows to use public transport that actually MOVES in peak hour as well.
BELROSE, NSW	We don't need any more roads . But BADLY need a rail line from Brookvale to Chatswood to relive congestion . It took me 15 mins to get to the intersection of Forest way to Warringah road at 10 am . The traffic light were green for 15 secs!!! With the rapid growth of units the roads are not going to get any better , even with a new road tunnel as proposed by the state government , which will only move a pinch point from one area to another
BELROSE, NSW	I appreciate it isn't a council matter, but the transport paper doesn't seem to mention priority lanes for buses. We need to make it quicker to catch a bus than drive from our area to major centres such as the City or Chatswood. The council should advocate for the establishment of a bus/T2/T3 lane on any road with two lanes or more. The clearest examples being Forest Way and Warringah

	Road.
BELROSE, NSW	<p>SUBMISSION TO NORTHERN BEACHES COUNCIL REGARDING THE 'MOVE' DISCUSSION PAPER</p> <p>It would be obvious to persons on or near a road that powered transport and bicycles have compatibility problems. This is borne out by instances of road-rage on both sides which have occurred over the years.</p> <p>But what may not be obvious is that bicycles and pedestrians also don't mix well. Most cyclists seem to want to cover the ground as fast as possible and, if that means that they should pass walkers at relatively high speed and with minimal clearance, that is what is done.</p> <p>When there is pressure from speeding cyclists, pedestrians are unable to appreciate the environment and communicate with fellow walkers. For example, the changes made to what was mostly a pleasant walk around Narrabeen Lakes have turned it into a danger area for pedestrians. The danger arises from unregulated and uninsured high-speed pedal cycles and "E-bikes".</p> <p>It is now mandatory for powered road vehicles to leave at least one metre clearance from a cyclist. The clearance would be warranted because cyclists need space to balance and to avoid hazards such as opening car doors and for avoiding road imperfections. However, there is no such requirement for cyclists passing pedestrians on "shared" paths. [Personal Note: I used to cycle to work on a main road and am aware of possible problems for cyclists.]</p> <p>Children and elderly people often don't walk in the straight line that cyclists seem to think they should. Small imperfections in the footpath surface, or even sight and balance problems, may cause them to stray a metre or more from a straight line. Occasionally, a pedestrian may slide on something unexpectedly slippery or movable on the path and fall sideways, needing two metres or so of clearance from the straight line. (Personal Note: This has happened to me, though thankfully not into the immediate path of a bicycle ridden at high speed).</p> <p>To improve the "shared" path situation, council and government could mandate that cyclists maintain two metres spacing from any pedestrians and not exceed eight k.p.h. while passing pedestrians (i.e. about twice walking speed).</p> <p>Bell ringing just isn't enough, even if cyclists deign to use their bells. And, of course, they would need working bicycle bells, and the pedestrians would need to have good hearing and agility. Doing an internet search for "electric vehicles too quiet" brings up many documents showing the need for some sort of sound from slowly moving electric cars but very little about the absence of sound from bicycles and E-bikes.</p> <p>In summary, just as with powered road traffic and bicycles, sharing by pedestrians and cyclists is hazardous and should be subject to enforced reasonable rules to protect those on foot. At present, this is not the situation, as would be obvious to anyone who makes the effort to get out and walk.</p>
BILGOLA, NSW	<p>Walking the dogs and not always on concrete footpaths. The limited walk from flying fox to the dog park Bayview is a tiny example. Take a look at Port Macquarie which offers a continual walk for everyone over about 12 Kilometres of continual track which includes walking along concrete, footpaths, dirt, sandy beaches. We need to encourage walking to and from places, inclusive of dogs on</p>

	leads. Walking a couple of kilometres for shopping or meals out, visits to the library regularly should be encouraged.
BROOKVALE, NSW	<p>The Move discussion paper does not mention the need for a train line at all.</p> <p>I have lived on the northern beaches my whole life and I believe public sentiment on the northern beaches towards a train line has been changing over the past decade as more and more people travel in to the city or outside of the area for work.</p> <p>As the Northern Beaches becomes more developed and increases its population, it will only see an increase in the number of cars on the road.</p> <p>The B-Line was an obvious attempt at solving this problem but as the vast majority of people believe. Yes the increased capacity and easier timetable is great but the travel times have hardly changed nor has the traffic.</p> <p>The obvious solution to reducing the amount of traffic is offering a solution which doesn't require the use of the roads.</p> <p>A train line running underground from North Sydney/St Leonards to Mosman has been talked about in the past. If this were to go ahead, continuing this line underground to Brookvale, Dee Why, Mona Vale and possibly even in the future linking it underground to the Central Coast and Woy Woy would drastically improve the transport for the northern beaches (and Central Coast) and also greatly reduce traffic.</p> <p>I believe the public should be surveyed on this officially. I believe the main opposition is a loud and racist minority and not a true indicator of public sentiment.</p>
BROOKVALE, NSW	<p>The Northern Beaches is a world class location, it needs services appropriate to its class Think long term future - we need Sydney Harbour Bridge type solutions, not Spit Bridge.</p> <p>We need a long term view that aims for perfection, then breaks that into modular components that can be implemented in modular stages over the long term. ie It's 2018 and there is still zero plans for a rail connection. This is crazy.</p> <p>Northern Beaches needs to act like an independent city of 300k pop, not just a suburb of Sydney. Plan for growth - you cannot beat the law of supply and demand. Topography considerations - Northern Beaches has lots of hills, pedestrian and cycles prefer flat paths. Any design should be sympathetic to topography.</p> <p>Transport solutions need consideration of both powered and unpowered vehicles RMS regulations prohibit alternative vehicle types-> Consider bylaws that allow alternative transport types (ie not cars) for beaches-only travel. Consider all vehicles types including yet to be invented vehicles - not just bus/car/bike/walk - Electric scooters, Electric Skateboards, Mobility Scooters, Neighbourhood Electrical Vehicles (NEVs), smaller footprint vehicles, next gen solutions - autonomous vehicles, car share etc.</p> <p>Getting people out of cars is priority #1, so we need to stop car-oriented solutions.</p>

	<p>The Beaches Tunnel is car-oriented, how is this align with getting people out of cars? More parking encourages more car use, how does this align with getting people out of cars? A multi-billion dollar tunnel should only be considered if it facilitates metro rail. The best metro rail can move 80000 people an hour, a road will do 3000. Do the maths. To get people out of cars we need to stop providing more car oriented solutions.</p> <p>Some suggestions for easy improvements: Bus lanes and motorbikes - increase lane split options for bikes, improve safety and flow to make bikes and buses more appealing. Convert the best parking spaces to car share and motorcycle parking. 10 bikes will fit in one car space. Create consistency across the Pittwater Rd/Military road Bus lane corridor (some of it is peak only Bus lane, some is /24hr some is 24hr). Confusion causes safety and flow issues. A Northern Beaches only Uber-type service, encourage residents to participate in sharing their vehicles with other residents to local destinations. Open public roads to non-car vehicles (ie Parriwi Rd has been turned into a publicly funded road exclusively for the rich. This has only resulted in greater hazards for riders)</p> <p>Align with Greater Sydney strategy ie City of Villages Accept metro rail as the only scalable solution for connecting Northern Beaches to nearest other Sydney 'villages' (CBD and Chatswood) Sydney will eventually (even if it's 50 or 100 years it has to happen at some point) have high efficiency metro rail. Metro works well within a 20km radius of the CBD. For Northern Beaches this makes Brookvale/Dee Why the ideal location for a station. Planning for this should happen now before over development limits the option.</p> <p>Cost is always given as a reason not to do proper solutions, yet the average car costs each owner \$200/week+ and is highly inefficient. Do the maths.</p> <p>Improved transport will require higher density living, improving quality of high density developments is critical to success (Too many cheap, poorly-designed concrete boxes which is why people hate them). Implement better design standards for high density eg floorplans should require windows on three sides of apartments so they have a home-like feel, not prison cells.</p>
BROOKVALE, NSW	<p>I have read the Transport Discussion Paper and nowhere in the entire 54 pages was there any mention of scooters or motorcycles as a transportation option. I want to point out that there are thousands of riders in the area and that there are many benefits to supporting the riding community:</p> <p>Scooter and motorcycles help reduce traffic congestion, can ride in transport lanes, keep up with the traffic at any speed (unlike bicycles which often cause more traffic problems), take up considerably less space to park, scooters are fuel efficient and have excellent emissions ratings, we have an outstanding rider training facility in St Ives to prepare riders to stay safe on the roads, scooters use a fraction of the resources required to manufacture a car, scooters are inexpensive to purchase and maintain, riders wear safety equipment and are trained to ride - unlike bicycle riders, pedestrians too are at a far greater risk of injury than scooter and motorcycle riders on the Northern Beaches.</p> <p>To encourage the use of scooters and motorcycles to help ease the congestion and parking problems of the Northern Beaches we urge you to increase the number of parking spaces allocated to scooters and motorcycles, consider footpath parking where appropriate (Melbourne has been allowing this for many years), have no fees and no time limits for scooter and motorcycle parking</p>

	and allocate a considerable number of parking spaces near B-line and bus stops for scooters and motorcycles. These steps will help encourage more people to ride and this will free up traffic and parking issues which look set to get worse over time right now.
CHURCH POINT, NSW	<p>I live on Scotland Island and want to know why island residents are allocated a free parking permit like other areas - mainly residents get a free parking ticket so they can park near their homes all day - why then do I have to pay to park in a car park where after 6.00 pm on week nights and on most weekends I can't find a parking space.</p> <p>The council needs to consider Scotland Residents</p> <ul style="list-style-type: none"> - Needs before Wants - Prioritise the parking of users who have no choice but to park their cars in the area - Prioritise resident access to their homes over recreational users - Push visitors to public transport in peak times - Add Church Point Wharf as a Keoride transport hub
CLAREVILLE, NSW	<p>Arguably the top priority for our Northern Beaches Council is to drastically reduce traffic congestion.</p> <p>However many recent changes in the LGA has done the reverse. These are:</p> <ol style="list-style-type: none"> 1. Allowing two parking stickers for every NBC rate-paying residence - giving them free parking at most beaches and car parks on the Northern Beaches. 2. Allowing a new public transport system (the B-line) which relies mostly on people to have to drive&park or catch private car schemes (such as the Keoride) to get them to a B-Line bus hub - rather than providing a decent, flexible public transport system which goes close to people's homes. 3. Allowing State Government to spend mega-bucks on road infrastructure and at the same time spend little, in comparison, on rail (nothing in NBC area), cycle and walking infrastructure. 4. Spending big money on car parks rather than looking at ways to decrease the need for parking <p>What the Northern Beaches Council "Move" project and budget fails to do is outline a step-by-step guide on how it will reduce congestion. We need a step-by-step guide with measures such as:</p> <ul style="list-style-type: none"> * Allowing NBC rate-payers who nominate to have only one parking sticker a \$300 yearly reduction in their rates. * Lobby State Government for a better public transport which goes close to people's home, such as the one outline by the community groups north on Mona Vale: https://cabpra.wordpress.com/2017/06/26/better-solution-for-public-transport-north-of-mona-vale/. This will decrease the need for people to drive to B-Line hubs in Mona Vale and Warriewood - and will stop the need to spend more on expensive, destructive car parks in the future. * Ensure that anymore spent on cycling and walking is well spent. Make sure cycling infrastructure is seperate from cars and walking. Use existing public pathways to provide better walking infrastructure. * Ensure that everyone in the NBC area can walk safely (not just those living on the tourist ocean track). * Lobby the State Government to put in a train or light rail to Frenchs Forest, Dee Why (or close) - rather than more roads. Development there already justifies a decent rail line. * Look at better parking schemes from around the world, rather than waste anymore rates on expensive, destructive car parks.
CLAREVILLE, NSW	<ol style="list-style-type: none"> 1. The current B-line takes longer time to reach to the city than the E89 we use. Please keep the E89 route. 2. A feeder bus directly links Clareville to Mona Vale B-Line stop or later to Newport B-Line stop will help. 3. Feeder buses need to operate longer hours to get people back from the city after night functions. I found myself having to pick

	<p>my family members up from the Mona Vale B-Line stop at 1 or 2 o'clock in the morning as there are no (or too infrequent) feeder buses to take them from the Mona Vale B-Line bus stop to Clareville. L90 L88 190 188 do not run as frequently (or at all) from midnight to early mornings any more due to the B-Line and it really pushes people who have had drinks at a party or event in the city to drive home if there is no one from home who can pick them up from Mona Vale in the early hours of between 1 to 3 am in the morning. I don't sleep usually on those nights after picking up my child from the B-Line stop and get home at 3am sometimes, as the thought of a young person driving on the road at late night after drinks scares the hell out of me. The old routes and time tables of L90 L88, 190 and 188 are far better servicing people during these late night and early morning times.</p> <p>5. Please ensure there will be more frequent feeder buses that run throughout the night, esp for Fridays Saturdays and Sundays where people tend to have drinks in the city with their workmates or other friends.</p> <p>6. Please ensure the E89 will stay and the same route been kept for the future. It already takes up to 2 hours one way to get to the city to work, with the B-Line not starting anywhere near Clareville, the return journey to and from work in the city will easily go up to 5 hours or more, close to a full day's working hours - just to get to and from work and it's not only crazy but ridiculous.</p> <p>7. Build more car park spaces at the B-Line stop for Mona Vale and then later in Newport - not just at Warriewood, because it is still a long way from Clareville and Avalon to Warriewood and people still need to drive there - not helping to reduce the numbers of cars per household. It is more likely, a family member can drop someone off at Newport or Avalon and drive back home by sharing one car, but to Warriewood, it is too far to drop someone off and then come back or to go on to one's own place of work.</p> <p>8. When designing a new transport system, two outcomes are important: a) saves travelling time compared to the old transport system - for us, it is adding more time since the B-Line in operation, b) reducing the use of cars or reduce the number of cars an average household need to have - for us, we still need one car for each member of the family, no reduction of cars for our household.</p> <p>Thanks for reading and hope my input will be considered.</p>
CLONTARF, NSW	<p>I have reviewed the Transport Discussion Paper and frankly I find it infuriating. It provides laudable general objectives, priorities and other generalities that almost all could be readily written for almost every developed city / suburb. Let me take a few examples from the sections on Integrated Land Use Planning and Roads and Traffic:</p> <p>"Supporting well designed and sustainable urban development that reduces the need to travel far and provides frequent public transport, walking and cycling options</p> <ul style="list-style-type: none"> • Developing new communities with sustainable integrated transport systems • Encouraging the development of strong and viable centres • Prioritising future urban development in centres integrated with public transport corridors and to engage with the State and Federal Governments to deliver the transport systems to support growth, improve quality of life and connect with services in other parts." <p>"The safety of the roads and transport network is critical to residents, workers and visitors. This requires an integrated approach and a commitment to safety from the various stakeholders involved in transport planning, design and management. "</p> <p>"Congestion cannot solely be addressed by building more road capacity. This inevitably makes driving more attractive, leading to more people driving for more trips. The road network needs to be managed to discourage increases in traffic and promote alternative modes of travel."</p>

	<p>Who would have guessed?!!!! These are not taken out of context. 95 per cent of the document is like this.</p> <p>The document asks such questions as:</p> <p>How should we best connect our future centres to other places? and How do we better provide transport for our existing centres?</p> <p>I ask how can a resident answer these questions and almost all others asked, with all the associated complexities in any meaningful manner?</p> <p>The document is very predominantly full of such obvious, even to those with no transport planning expertise, text book generalist statements. It is frankly a waste of time and resources. What difference will public comment on such a document really make?</p> <p>What is practical for The Northern Beaches? What budgets are available? What is happening with the State Authorities to getting an actual Integrated Transport Plan? Will we be presented with alternatives with clear cost benefit analyses and explanations of the preferred specific action plan to comment upon? What are the next steps for a program to action for the Northern Beaches? What is being done other than the Discussion Paper?</p> <p>I realise that PR is required but let's stop the generalist talk and let's see the New NB Council is one with much needed speedy action at its core. Such a generalist document surely is bad PR. It certainly is for me.</p> <p>Nevertheless given the Document is all we have I offer some observations / suggestions:</p> <ul style="list-style-type: none"> • I consider the immediate "action on the ground" emphasis should be to the low cost measure of getting the best out of what we have. My observations are that there are many actions that could reduce journey times and possibly improve safety by carefully looking at the existing infrastructure and traffic management. Improvements could be achieved by such as ensuring there is the best traffic signal timings for traffic conditions at all times of the day including appropriate linking of the timings at adjacent signals. A review of lane allocations, some junction layouts etc could make minor but as a total significant improvements for relatively low cost. Is there enough resources allocated to on going traffic management reviews? • Probably almost everyone would agree that improvements for movements in and out of NB is an essential "as soon as possible" priority. Is there a detailed study of the alternatives to this goal? Have alternatives been presented to the NB public? The proposed tunnel together with further improving public transport provisions appears to be the proposal. It will however do little to reduce the traffic on the Beaches roads and will indeed probably act to increase it. Has there been studies of alternative potential solutions? Has there been consideration of the impact of a tunnel will have on traffic in NB? It may help in getting the public's approval of such major proposals if the costs and benefits of several alternative options including "do nothing" were analysed and presented. Of course this takes time and should have been undertaken many years ago. • Land use planning and development controls should be a very high priority starting now. Until there is a very significant improvement to the infrastructure and public transport with consequent reduction in traffic congestion then logically from a transport view point there should be only limited, very carefully considered new developments. Why are new developments that increase the NB population and infrastructure demands constantly being approved? Where is the logic in this? • Discouraging or at least not encouraging unnecessary visitors should also be considered not only for the traffic but the overcrowding of popular areas that occurs on weekends. For example Manly events should be very much focussed on providing for
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	<p>the broader local community rather than narrow interests or city wide appeal. What is to be gained to a typical rate payer from the latter events?</p> <ul style="list-style-type: none"> • Community Public Transport is a great provision if it can be afforded but I suspect is very largely used by non car owners and as such probably has little impact on car usage. Are there any surveys and analyses as to how they may contribute to reducing road congestion if at all significantly? The provision appears to be a social service rather than a transport policy to reduce or speed up road traffic. • Experiences world wide have shown that the main methods of reducing vehicular traffic on a network are excellent public transport together with deterrents for car use such as road pricing, reduced or high cost parking and even reduced road space, with consequent increased congestion for private car users. These latter measures can be very unpopular with some and may be why they are not covered discussed in the Paper. Without them however it is hard to consider there will be a great shift to public transport for the large majority of the journeys currently undertaken by private car. Of course they practically can't be introduced without the public transport provisions to compensate. Excellent services such as the B-Line to and from the city need to be provided along other key routes at least – North Sydney, Chatswood, Frenchs Forest, etc. • Cycling is mentioned numerous times in the Paper. All photographs in the document appear to show recreational cycling and not persons going to work or shopping on a bicycle rather than by a motorized form of transport. It is a laudable goal for residents to use active forms of transport (walking and cycling) It is however currently a very minimal activity for travelling around the NB largely due to poor suitable road space. It really isn't for the most part a safe mode of transport on NB and is unlikely to be so other than in very limited locations. It is unlikely to increase in any significant way as an A to B mode. Road and pedestrian space should not be compromised for cycle routes. Emphasis for cycling infrastructure should focus on recreational, such as the Coastal and Narabeen Lake footpath / cycle way, or areas where the topography and corridor space is suitable. Pedestrians and, particularly fast moving cyclists, don't readily mix. Cyclists tend not to keep to their speed limits and there is no evident enforcement. Cycle routes are topical, politically correct and in theory a laudable goal but are they really practical as a transport as opposed to a recreational mode for the Northern Beaches? Need to be careful to not get carried away on impractical theories for cycle route provisions. Should recreational cycling be covered under transport policy or under Parks and Recreation? • Overall public acceptance of policies is imperative. Alternatives for each policy area needs to be clearly presented with their costs and benefits and a clear logical explanation as to why the selected policy is on balance the right one. • Clear proposals and projects are required to be presented as soon as possible followed hopefully by early implementation
CLONTARF, NSW	<p>Dear Sir/Madam,</p> <p>I write to express my support for the establishment of a commuter ferry service from Clontarf to the CBD. I have completed the customer expression of interest survey run earlier this year. A commuter ferry service would represent a substantial improvement in peak hour public transport options available to Balgowlah Heights and Clontarf residents and provide a fast, pleasant, efficient way for commuters to get into and out of the CBD at peak times. It would also relieve pressure on existing transport options (private and public) for the remainder of the lower northern beaches area providing benefits beyond the immediate area.</p> <p>Yours Sincerely</p>
CLONTARF, NSW	<p>Light rail/train tunnel that connects Frenches Forest to North Sydney and Chatswood</p> <p>Eventually extended to Brokvale or Dee Why</p>
CLONTARF, NSW	<p>Dear Sir/Madam,</p>

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CLONTARF, NSW	<p>I think a ferry from Clontarf to the CBD would be extremely beneficial to Seaforth Balgowlah and other lower northern beaches residents. So s tes from me!</p>
CLONTARF, NSW	<p>Dear Sir/Madam,</p> <p>I write to express my support for the establishment of a commuter ferry service from Clontarf to the CBD. I have completed the customer expression of interest survey run earlier this year. A commuter ferry service would represent a substantial improvement in peak hour public transport options available to Balgowlah Heights and Clontarf residents and provide a fast, pleasant, efficient way for commuters to get into and out of the CBD at peak times. It would also relieve pressure on existing transport options (private and public) for the remainder of the lower northern beaches area providing benefits beyond the immediate area.</p> <p>Kind regards,</p>

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CLONTARF, NSW	<p>Dear Sir/Madam,</p> <p>I write to express my support for the establishment of a commuter FERRY service from Clontarf to the CBD. I have completed the customer expression of interest survey run earlier this year. A commuter ferry service would represent a substantial improvement in peak hour public transport options available to Balgowlah Heights and Clontarf residents and provide a fast, pleasant, efficient way for commuters to get into and out of the CBD at peak times. It would also relieve pressure on existing transport options (private and public) for the remainder of the lower northern beaches area providing benefits beyond the immediate area.</p>

	Yours Sincerely
CLONTARF, NSW	<p>Dear Sir/Madam,</p> <p>I would like to express my support for the establishment of a commuter ferry service from Clontarf to the CBD. I have completed the customer expression of interest survey run earlier this year. A commuter ferry service would represent a substantial improvement in peak hour public transport options available to Balgowlah Heights and Clontarf residents and provide a fast, pleasant, efficient way for commuters to get into and out of the CBD at peak times. Also it would provide more freedom for teenagers and young adults in the area to commute to the city. It would also relieve pressure on existing transport options (private and public) for the remainder of the lower northern beaches area providing benefits beyond the immediate area.</p> <p>Thanks so much,</p>
CLONTARF, NSW	<p>Dear Sir/Madam,</p> <p>I write to express my support for the establishment of a commuter ferry service from Clontarf to the CBD. I have completed the customer expression of interest survey run earlier this year. A commuter ferry service would represent a substantial improvement in peak hour public transport options available to Balgowlah Heights and Clontarf residents and provide a fast, pleasant, efficient way for commuters to get into and out of the CBD at peak times. It would also relieve pressure on existing transport options (private and public) for the remainder of the lower northern beaches area providing benefits beyond the immediate area.</p> <p>Yours Sincerely</p>
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CLONTARF, NSW	<p>I would like to suggest and support the establishment of a commuter ferry service from Clontarf to the CBD. I have 3 members of my family that normally drive across the Spit and harbour bridges to access the city.</p> <p>A commuter ferry service would represent a substantial improvement in peak hour public transport options available to Balgowlah Heights and Clontarf residents and provide a fast, pleasant, efficient way for commuters to get into and out of the CBD at peak times. It would also relieve pressure on existing transport options (private and public) for the remainder of the lower northern beaches area providing benefits beyond the immediate area.</p>

	<p>potential stops in Seaforth, Roseville bridge and Balmoral as well as Clontarf would provide a large catchment area to draw commuters from.</p> <p>Kind regards</p>
CLONTARF, NSW	<p>I write in opposition to the proposed Clontarf CBD ferry service.</p> <p>The service would attract commuters from all areas of the Northern Beaches and would ruin the beautiful park and recreational facilities of the Clontarf precinct.</p> <p>It would increase traffic and dominate the limited parking facilities available.</p>
CLONTARF, NSW	<p>Dear Sir/Madam,</p> <p>I write to express my support for the establishment of a commuter ferry service from Clontarf to the CBD. I have completed the customer expression of interest survey run earlier this year. A commuter ferry service would represent a substantial improvement in peak hour public transport options available to Balgowlah Heights and Clontarf residents and provide a fast, pleasant, efficient way for commuters to get into and out of the CBD at peak times and even Kirribilli or Milsons Point. It would also relieve pressure on existing transport options (private and public) for the remainder of the lower northern beaches area providing benefits beyond the immediate area.</p> <p>Yours Sincerely</p>
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CLONTARF, NSW	<p>i support the proposal to provide a ferry service from clontarf to city</p>
COLLARROY PLATEAU, NSW	<p>Public transport should be more often so it becomes more attractive eg you might not need to read the bus timetable, just walk to the busstop. A direct bus to the airport from the Northern Beaches would help a lot. Changing from bus to train in the city tempts</p>

	people to offer a lift to the airport instead of catching public transport.
COLLARROY, NSW	It seems like a discussion needs to happen to reduce mass development, the infrastructure cant keep up with the growth of new residents. The other simple fix would be to stop parking on main roads EG Pittwater road so out of commuter hours, people can use those lanes.
COLLARROY, NSW	Access by public transport from the beaches to Central Station and the Airport is more complicated - and much slower - since the L90 stopped going that far. The other option is via Manly Ferry to Circular Quay, using the 199. But that route terminates at Gilbert Park, not at the Wharf as the 155/156 did. The people who are designing these routes obviously never travel. Y public transport with suitcases! So better access to Central and the airport please!
COLLARROY, NSW	Stop high rise development, council wonders why congestion has gotten worse? You have to be joking! Vote council members out who allowed this to happen!!!!
COLLARROY, NSW	<p>ADDRESSING THE CONGESTION OF NORTHERN BEACHES ROADS....</p> <ul style="list-style-type: none"> * Remove the guess work of when bus lanes (currently along Pittwater Rd to Spit) become transit or general lanes by making them ALL permanent bus lanes. * introduce B-Line loop to Chatswood from French's Forest with Bus ONLY Lane the entire trip. * introduce new (B-Line) loop route from French's Forest to Mona Vale via Forest way/Mona Vale Rd then from Mona Vale to Dee Why via Pittwater Rd then to French's Forest via Warringah Rd. this would give city workers alternative commute to work and persuade more drivers to take public transport * provide more Ferry services (clontarf/seaforth or Roseville) to Manly or direct to city * research school buses to get more kids on buses to and from school to get more parents off the road. * research pedestrian usage of traffic light crossings. The journey from Collaroy to the City is excruciatingly painful when multiple traffic lights turn red due to single pedestrians wanting to cross the very busy Pittwater or Military roads in peak travel periods. this can be somewhat reduced by providing More overhead walkways (ie Forestville over Warringah rd). or More overhead walkways incorporated into new building designs (ie Spit Junction) <p>in conclusion get cars off the road by addressing each Community travel needs. Make more people commute by bus. Trains and Tunnels in the Northern Beaches are not the answer. Trains and Tunnels not only give rate payers better access to outside of the northern beaches but also bring more people and traffic into our roads week days and weekends. But then again if the population between Manly and Palm Beach continues to grow at the present alarming rate due to increased housing and unit development then a train service should be planned NOW.</p> <ul style="list-style-type: none"> * my proposed train line - Brookvale/wmll to french forest to Davidson looping south to Gordon or Lillyfield north shore line. brookvale/wmll rail junction would be based on Bondi Junction route which doesn't go to the beaches but gives all surrounding suburbs access by abundant car parking and arterial bus connections. <p>thank you</p>
COLLARROY, NSW	The introduction of B1 and the cancellation of the L85 means that instead of walking 5 mins to bus stop, I have to drive my car to Collaroy Beach and park to get to city. But the car park is often full at SLSC. The time saved by the B1 is cancelled out by the 20 mins it takes to find a car space. I love the B1, but parking in Collaroy needs to be expanded, or reintroduce the L85.

COLLARROY, NSW	I support the Beaches Tunnel as our number one priority and BLine access to it. I also support a board walk on the western shoreline of Dee Why Lagoon to provide walk/cycling access between Dee Why and Long Reef beaches.
CREMORNE POINT, NSW	Please consider the rights and parking for motorbikes and scooters in your submission - registered and paying customers of Roads
CROWS NEST, NSW	The beaches link road tunnel project should be scrapped immediately and resources committed to rail and other options. Our state government knows that increasing road capacity simply leads to further congestion via induced demand - yet continues to ignore the evidence. Transport planning in Sydney unfortunately continues to be dictated to by folk lamenting how they got around the city when there were three million fewer people in it.
CURL CURL, NSW	<p>KEY ISSUES</p> <p>Address deficiencies in routes, times and frequency of bus services</p> <p>Introduce local shuttle / minibus services</p> <p>Provide a dedicated bus lane for E-W route via Warringah Road</p> <p>Consider raised road / elevated transport technology for Wakehurst Parkway</p> <p>Increase network of off-road cycleways and shared paths</p> <p>Protect pedestrian access routes and short cuts</p> <p>Abandon Beaches Tunnel proposal</p> <p>Avoid heavy rail infrastructure; but light rail a possibility in longer term</p> <p>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.</p> <p>Vision for Northern Beaches</p> <p>"Northern Beaches being a safe, inclusive and connected community that lives in balance with our extraordinary coastal and bushland environment."</p> <p>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.</p> <p>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.</p> <p>Transport Improvements Planned</p> <p>On-Demand Transport Service</p> <p>Support</p> <p>"On-Demand Transport service which takes people from their home to a transport hub."</p> <p>A trial service needs to include simplified and affordable payment options.</p> <p>Opal cards would be useful.</p>

	<p>Beaches Tunnel Link: Planned</p> <p>Oppose</p> <p>The planned road tunnel is not compatible with sustainable transport planning.</p> <p>The tunnel will result in a substantial increase in traffic, congestion on local roads, and demand for car parking facilities in the Northern Beaches.</p> <p>It will also result in increased dependence on cars and a convergence of traffic entering the CBD.</p> <p>The immense cost of building the tunnel is not justified and funding would be far better spent on new technology and public transport options.</p> <p>The tunnel would have negative social and environmental consequences for the Northern Beaches.</p> <p>The proposed tunnel construction would have significant environmental impacts that warrant the abandonment of the project.</p> <p>If the project were to proceed it would alter the quality of life on the Northern Beaches irrevocably.</p> <p>The tunnel would facilitate travel by car to the Northern Beaches from many areas. This would inevitably have an impact on traffic, the demand for road widening and car parking. The beaches would be a target for traffic and car parking to cope with the influx would have a major impact on local areas within the Northern Beaches.</p> <p>The adverse consequences of the Beaches Tunnel have not been adequately considered. Priority should be given to public transport improvements rather than road projects that will increase car dependency. The planned Beaches Tunnel would have multiple lanes for car travel.</p> <p>Connecting Northern Beaches: Underway</p> <p>Have details of this plan been put on public exhibition?</p> <p>It is a good idea, as long as it does not intrude upon natural areas.</p> <p>Wakehurst Parkway</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>Public Transport</p> <p>East – West</p> <p>Northern Beaches to Macquarie Park</p> <p>Mona Vale to Macquarie Park:</p> <p>Improve existing bus service; increase frequency; extend timetable;</p> <p>improve connections with N-S bus services.</p> <p>Reinstate the Manly to Macquarie Park bus service.</p> <p>Introduce new service between DY / Brookvale to Macquarie Park:</p> <p>Limited stops for faster trip.</p> <p>These E-W routes are useful for students travelling to Macquarie University.</p>
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	<p>Sunday bus / ferry / train connections</p> <p>Few bus services on Sunday morning (early); poor connections with early train services.</p> <p>For trains in the Metropolitan Area, the timetable for Sunday is the same as for Saturday.</p> <p>For buses on the Northern Beaches there are far fewer services on Sunday morning (early) compared with Saturday.</p> <p>Consequently, connections with trains can be difficult.</p> <p>Bus Services – Forest Coachlines</p> <p>Extended services are required in the evening and early morning.</p> <p>Ferry Services</p> <p>Public subsidy for private ferry service between Palm Beach and Ettalong?</p> <p>Private ferry services are expensive for many people, including families and seniors. Public ferry services or public subsidies are preferable for equitable transport.</p> <p>Heavy Rail</p> <p>Heavy rail is costly infrastructure that is not necessarily suitable for the hilly terrain of the Northern Beaches.</p> <p>Light Rail</p> <p>Light Rail / Tram is a more realistic prospect for linkages without and within the Northern Beaches.</p> <p>However, investment in this project is premature. The high cost of infrastructure would attract or generate increased development and result in further traffic congestion.</p> <p>Local initiatives</p> <p>Local government has the opportunity to introduce measures to improve local transport, such as the 'hop, skip and jump' service.</p>
CURL CURL, NSW	<p>I haven't seen any clear action points in the discussion paper about providing better transport around the northern beaches and the manly ferry.</p> <p>This seems like an obvious solution to alleviating traffic on our roads. At the moment this service comes all the way from Chatswood and is constantly late. Not to mention that the services are woefully inadequate compared to the frequency of the ferries.</p> <p>The express service previously operated was a failure because it didn't stop in Queenscliff, North Freshwater, South Curl Curl or Dee Why yet had three stops in North Curl Curl?</p> <p>We also need to address the choke up in Mosman which impacts bus and car commuters. It's pretty obvious that allowing some modes of transport like motorbikes and buses to filter off Military Road is the only way to alleviate this which could be done the way cyclists can. Why hasn't this happened?</p>
CURL CURL, NSW	<p>With regards to the B line and city bus services, South Curl Curl residents are poorly provided for. The B line is a 30 minutes walk or we need to get the 139 which is very infrequent. I don't have access to a car when I'm travelling by public transport which means the park and ride option is useless to me and is not really addressing the goal of getting cars off the road. I've also heard complaints from friends that if you travel late often the car park is full. So if you manage to actually get to the B line the problem for people in the lower north shore at Warringah Mall the buses are all full. If you're really lucky you'll get on and stand the whole way. It's not like the journey we've been sold.</p> <p>With regards to the South Curl Curl service, for some reason despite being called the South Curl Curl to City service only approximately half of these services include South Curl Curl and start from Freshwater. As if it wasn't bad enough that going around the houses in Freshwater adds another half hour onto the journey. How about providing services that go from South Curl Curl and some limited, if any stops in Freshwater?</p> <p>So this is why my partner and I on most days drive to work. Public transport is far from good enough but it seems so obvious how you can make small changes to fix this. It's worth noting that I have complained on numerous occasions to Sydney Buses and</p>

	received no reply.
DAVIDSON, NSW	<p>As an elderly person in the Northern Beaches Community I find it almost impossible to move around the Council area. To get to rehabilitation classes at Mona Vale hospital it takes 4 buses and hours of time. Not easy if you are ill. Not sure how I would go about visiting any of the beaches. I do know that it takes an hour to get to Dee Why Library. However my biggest worry is getting to the new hospital at Frenchs Forest. Will I have to climb on and off numerous buses? It seems absurd when we are only a few minutes away.</p> <p>And that is the problem with the Northern Beaches. We are more than the coastal strip. Too much of our transport goes North South. We now need transport to take us East West as well. I read recently that once there was a proposal to have a rail line from Narrabeen to Gordon. Great idea. It would move traffic away from the 2 bridges and give a transport channel up the centre of the Council area. It makes sense to me to hub out of the Centre of the area rather than along one edge.</p>
DAVIDSON, NSW	<p>1) we need a real public transport solution on the Brookvale to Chatswood corridor. Heavy or light rail link is the best solution. It will remove a huge amount of traffic. Enable residents better access to the city and create a sustainable transport option that is future proof.</p> <p>2) parking permits should not be touched. We all pay rates and these cover services across the council area. One permit for all residents with no restrictions.</p> <p>3) no further development should occur until we have proper transport infrastructure.</p>
DAVIDSON, NSW	<p>Cycling On the roads on Northern Beaches is dangerous.</p> <p>Required are Cycle lanes that do not disappear and force cyclists onto roads where automobiles are racing to their destination with little regard for the safety of cyclists or pedestrians.</p> <p>Pedestrian crossing rules need to be enforced. Vehicles rarely stop.</p>
DAVIDSON, NSW	<p>I'm disappointed that your listening posts on transport occur when commuters are at work. How about a Saturday morning or Thursday night when those stuck in traffic or on buses are more able to provide comment in person. And why advertise listening posts in a newsletter that are past? There are many issues worth discussing and the most effective way are being in places that people can visit, rather than responding formally. Thanks for listening :)</p>
DEE WHY, NSW	<p>1% of journeys are by bicycle!! This is terrible.</p> <p>While recreational bicycle routes such as the Palm Beach cycleway are good for a small number of recreational cyclists, the likely use will be families DRIVING to the cycleway with the bikes on a bike rack.</p> <p>There is a HUGE opportunity to seriously improve bicycle commuting. This will require SAFE and EFFICIENT cycle paths ALONGSIDE the major routes: Mona Vale Rd, Warringah Rd, Pittwater Rd, Forest Way and Wakehurst PkWay.</p> <p>The long term future I like to envisage is many people using these routes on electric bicycles, which keep you fit, but also take the pain out of the hills. We have a wonderful climate for cycling, but currently it's too dangerous and too slow (navigating junctions and crossing roads) for most people to consider it.</p> <p>Please do not crow about the number of kilometres of cycle routes put in. It's total BS. Painting a bicycle sign on the road (or unsuitable pedestrian path) does not make any material difference - it is dishonest, lazy and frankly pathetic.</p>

DEE WHY, NSW	<p>As I rarely use public transport, this is comment from my son who uses the buses from Spit Junction to the city and return...it may be useful...</p> <p>Comments are:</p> <p>" Before the change to B-Line this year, I could walk up to Spit Junction at any time during peak hour – around 8 am – and within 1-7 minutes be on a bus to Wynyard.</p> <p>Now with the new 'service,' the wait is at least 20 minutes on average. It's advertised that there is a B-Line every 5 mins, but the first 3 are almost always full and the 4th often can only let a few people on. Forget about getting a seat, all the preferenced northern beaches commuters are nice and ensconsed in the seats. The other blue buses sometimes pick up the slack, whilst others just sail past, either full, or just don't stop at Spit Junction.</p> <p>Even with the 2 new services stopping there, it hasn't changed much.</p> <p>There seems to be 7,000 buses going to Chatswood or Milsons Point, always nearly empty, why so many?</p> <p>Often a bus is stopped going to Misons Point or Chatwood, then a city buss rolls up behind and opens its' doors and just lets people on from the middle and the back of the line totally shafting everyone who has been waiting for much longer. "</p>
DEE WHY, NSW	I think that parking in bus lines should be completely abolished (at least from Monday to Friday).
DEE WHY, NSW	<p>It needs to be made safer to cycle. I try to cycle to work in Mosman as often as possible, but the number of near misses I have had have lowered greatly my confidence to ride to work now that I have a 8 month old son.</p> <p>The majority of these happen between home and the spit bridge, particularly coming up Oliver St in the afternoon. Despite signposting on the road that it is to be shared cars are not at all generous and more than once I have almost been run up the back by people not paying attention, presumably on their phone.</p> <p>Truly seperated, dedicated bike paths are the only real solution, that do not add an undue distance to the trip. I already add 3 - 4 km on the way home to avoid Pittwater rd.</p>
FAIRLIGHT, NSW	<p>I have looked at the transport document and I have these comments.</p> <ul style="list-style-type: none"> • One of the most important conveyors of transport is the Hop Skip and Jump bus as this keeps the residents away from using our car to drop down to Manly. Even if this is running at a loss it is providing a service and reducing congestion in Manly and the need to build more parking immediately in Manly. Surly there is scope to get some sponsorship for this service. • One easy way of improving traffic flow immediately to the Spit Rd and beyond Neutral Bay is to remove all parking to the bridge turn off for 24 hours. Traffic is so much worse on the weekend when parents are taking the children to various Sports events • With the increase of more restaurants in Manly and a change of use of the Aquarium on the Western Esplanade area we need to create some more parking. All business' have struggled to survive without suitable local parking. Have angle parking on Commonwealth Parade and construct a new carpark where the water works, and associated building are located. Include the Toilets and the art gallery. Move the gallery to another area and reconstruct new change and toilet facilities with the carpark. There is a fair amount of space available that would allow for more landscaping and possibly a green wall. This could spice up the West Esplanade considerably. It all looks a bit tired. • We look at the issue of the number of new houses, but we do not mention the tourists who travel to Manly and beyond. I believe we have 8 million per year. They all do not travel by ferry. How are these numbers get caught and assessed in the statistics? Many spend the day here and come from the Western Suburbs for the day. Unless they use a car, it is a very long trip with many changes to get to the Northern Beaches by public transport. Hence the need to bypass Neutral bay and continue planning the tunnel and the

	new connection roads.
FAIRLIGHT, NSW	<p>Why not start by extending the ferry services to include stops at Spit bridge and Balmoral beach.. Buses could then stop at Spit Bridge allowing passengers direct access to and from the city (i.e. Circular Quay, Barrangaroo and Darling Harbour) during peak hours.</p> <p>We could then take a leaf out of London's DLR (Docklands Light Railway) and construct an electric light rail network that is built directly above the existing main roads.</p> <p>Taking this approach one step further, the system could self generate solar energy via roof mounted solar panels. The benefits of this includes lack of pollution, little to no additional noise, speedy construction through use of prefabricated infrastructure using local resources and materials, little disturbance during construction (i.e. no underground digging) no loss of existing housing, new jobs, less cars on the road etc..etc..</p> <p>Alongside the rail (above the road) create a covered bi-directional pathway specifically designed for cyclists and other personal transport devices such as electric skateboards and scooters. This incentive removes them from roads, shields them from adverse weather conditions and ensures safety.</p> <p>Considering that Elon Musk solved South Australia's energy issues in under 100 days, does anyone think he'd be up for the challenge (if the Council isn't able to do so?)... <input type="checkbox"/> #elonmusk @elonmusk.</p>
FAIRLIGHT, NSW	<p>I fully endorse NBC's plan to encourage and support walking and cycling in Manly. Currently I walk between Fairlight -> Manly -> LM Graham Reserve -> Fairlight every day with my dog. I also use an electric bike to run errands in Manly, go for a swim at Manly or Fairlight, and pick up things from Stockland, Bunnings or Woolworths in Balgowlah and Harris Farm Manly. I rarely use our car for local activities. Suffice to say, I think I'm well experienced to comment on what can be done to improve walking and cycling facilities.</p> <p>* Lack of bicycle racks in Manly! Just look around the wharf area, the Corso, the beachfront, Sydney Rd near Market Lane. There's a distinct shortage of bike racks. I actually took a photo in Sydney Rd the other day of bikes chained to trees and poles. There's plenty of room there - why no bike racks???</p> <p>* Narrow footpaths that are both cycle paths and walking tracks. In theory great, in practice, ridiculous. I'm often walking two dogs and there's barely enough room for us, let alone a bike too. And I say this as a cyclist who also uses those cycle lanes. We need dedicated bike lanes on roads. Simple. And I don't care how many cars we inconvenience, this is the absolute future of modern transport. The more inconvenient driving is, and the better facilities we have for bikes, the easier the transition will be to getting people out of their cars.</p> <p>* NBC to lead by example. Ever tried an e-bike? The topography of Manly and surrounding areas will always be a barrier to cycling, but an e-bike completely negates that. Put Council staff on e-bikes, install charging stations, provide under-cover bike racks. Embrace and encourage the best thing to happen to transport in decades.</p> <p>* Always remember bikes when building footpaths. At the bottom of Sydney Rd where it turns into the Mall, a new curb was built with the new paving. We come down Sydney Rd - how do we get onto the mall area? We know you can't ride bikes there, but a break in the curb (like a pram access) means you could ride up and dismount. At the moment it's a sharp left-hand turn, stop, hope a car doesn't ram up your bum, and sharp turn back around to the current ramp, which is so narrow you collide with pedestrians anyway. Just a small thing, but things like this make cycling easy. And anything to avoid cars and angry drivers is a good thing.</p>

FAIRLIGHT, NSW	<p>Congratulations to the state government and northern beaches council for the work so far and the continued commitment to public transport for the northern beaches.</p> <p>Obviously light rail and tunnels would be great, but I would imagine the cost of these is prohibitive for the population base of the northern beaches. So we are left with doing the best we can with what we have got.</p> <p>One thing we already have is a corridor that runs from the Warringah freeway to Palm beach, the buses / B1 are already using it. I think the time has come where we need to acknowledge that the city runs 24/7 and not M-F in am/pm peaks. So the idea i have is:</p> <ul style="list-style-type: none"> - convert the main roads into 24/7 no parking in both directions, both split and Warringah arterial. - permanent bus lanes in both directions all the way to Palm beach. - acquire land adjacent to main road shopping strips for parking and to compensate business for loss of parking. - build bus stops for buses to pull out of bus lane so express buses are not held up. - obviously continue the B1 parking stations and bike paths leading to these hubs. <p>Good luck with the project and remember the negative noisy are generally the minority, the silent majority want a great public transport system and appreciate sacrifices will be needed to achieve this.</p> <p>thanks</p>
FAIRLIGHT, NSW	<p>The Hop, Skip, Jump bus service should be extended, in particular the Fairy Bower service should run on summer weekends, to provide access to Fairy Bower and Shelly Beach which are both very busy in summer and also to take some passengers off the Manly Wharf via Swim Centre bus which is often full on summer weekends.</p> <p>With growing population and road traffic pressures, it is inevitable that the Northern Beaches will need a rail link. It should not be put off any longer and Council should start advocating for at least one link from the Sydney rail network to, say, Brookvale, making it a transport hub (since it is already well-connected by B-line).</p> <p>There should be at least one direct bus option from Manly into CBD, instead of having to connect with the B-Line. Rideplus, especially if used for return trip, is expensive. Price should be reduced to same as bus ticket for same distance and should be made part of Opal system, with Opal caps applying</p>
FAIRLIGHT, NSW	The local community Hop Skip & Jump bus network should be increased, and also include the Fairy Bower route over weekends.
FAIRLIGHT, NSW	Future provision or space proofing should be made for rail corridors and stations to connect both Brookvale and Dee Why to the west or the south (CBD). Preserving these rail corridors are critical to the future community and transport development of the Northern Beaches.
FOREST LODGE, NSW	I do not use the Northern Beaches area much but when I do car behaviour is very much a concern. Aggression and close passing being particular worries. This is made worse by the 'Dulux' bike paths and the expectation that bikes ride in the door zone.. so my comment is that a lot of work be done to improve driver behaviour as getting any money to build separate bike lanes or anything remotely safe for cycling seems to be a stretch too far .
FORESTVILLE,	I could not find any mention of motorcycling - it is a more active, less polluting and requires less parking space than a car. I know

NSW	<p>the preference is to move people away from polluting vehicles and towards more active transport.</p> <p>This is not as pure as a bicycle or walking solution but it is in the same direction on those measures when judged against cars.</p>
FORESTVILLE, NSW	<p>Dear Council - my 2038 vision would look like:</p> <ul style="list-style-type: none"> - duplicating the B-Line east-west (2020) - completing the northern beaches tunnel (2022) - working with state govt to provide safe cycling/pedestrian/offroad corridors via spit and roseville bridges (2024) - having recently used an eBike their potential to move people safely off-road is significant - heavy rail underground connection from Chatswood to DeeWhy via Forestville (2030). <p>Cheers</p>
FORESTVILLE, NSW	<p>My sister-in-law lives in Forestville and hoped in the future that a service like the one they have in Chatswood called The Loop could be run by Northern Beaches to take people to Hospital. My sister-in-law requires such a service now which picks her up from maybe outside Forestville Library and takes her to Hirondele Hospital. The problem is that bus services do not run to Hirondele Private Hospital from Forestville?</p>
FORESTVILLE, NSW	<p>It's hard to take the push for cycling seriously. In Forestville, there are two places I'd like to cycle, both of them effectively impossible, both involve Warringah Rd and lack cycle paths or lanes.</p> <p>One is across the Roseville Bridge. There's a footpath suitable for cycles that crosses the bridge, then the path vanishes. You have to go around and under the bridge and climb a 1-in-6 slope to Babbage Rd. That's so steep that even in the lowest granny gear, bicycles fall over backward. Why not a path continuing adjacent to or along the edge of the Roseville Golf course? Obviously; the council there sees no need for it because why would Roseville people want to visit the Beaches?</p> <p>The other direction should be a simple fix. There are paths along parts of Warringah Rd from Forestville in the direction of French's Forest... but those run adjacent to property boundaries past gates (unsafe to cyclists and pedestrians!), and are bumpy as anything. The nature strip is plenty wide enough to build a dedicated cycle path... until there is no more room where the road is being widened near Altona Ave. Where is the new bike lane between Altona Av and Forest Way? You cannot seriously expect cyclists to use the tiny narrow left lane on Warringah Rd (that is a suicide mission!), and the back roads (Woodlands/Ferguson/Keldie/Deakin/Grace are up and down hills all over the place.</p> <p>I do not believe that council is taking cycling seriously.</p>
FRENCHS FOREST EAST, NSW	<p>The Northern Beaches Transport Discussion Paper is an important initiative and well presented, with a good focus on north-south and east-west trips and a realistic 2038 timeframe. My main comment is that there are important deficiencies in the data needed to take this planning on to the next necessary level of sophistication. While I recognise that Council may not be in a position to gather all that data, it should be possible to obtain some from other agencies, e.g. State RMS. Council should then consider doing or commissioning its own data collection for some critical components that are still missing: the expenditure is likely to be minimal for what it could achieve, and indeed may prevent incurring long-term recurring expenses. I have no specific experience in Transport but am a research scientist with extensive expertise in obtaining and interpreting population data for decision-making. If Council wants further input on the issues of data for planning, exemplified by my comments below, I would be happy to volunteer help, as a</p>

	<p>proud and committed member of the Northern Beaches Community.</p> <ol style="list-style-type: none"> 1. Most important is the limited data on travel commuting times in general [p32]. The absence of data on traffic and commuting times/destinations [p36] needs to be remedied. This will require special surveys of commuters. Where do the 50% who work outside NB go? What is the length of car trips? A better understanding of vehicle trip initiation and destination locations would be useful in evaluating the feasibility of dedicated right-of-way options for public transportation. Cycling and walking are important [p 36] but the Main issue is public transport. 2. It is not clear what the forecast population growth by age [[p14] is based on. It looks very much as if the 2036 age distribution is not very different from a 20-year shift of ages from the 2011 distribution. Alternative feasible predictions need to be modelled and their implications explored. 3. 'Limited data on travel commuting times' is mentioned on p32. Steps need to be taken to get the data necessary for planning. 4. Time-specific traffic flows on Warringah Road are critical for planning and to evaluate the impact of road improvements around the Northern Beaches Hospital. Peak time speeds are given for Spit Bridge/Military Road [p35]and these also must be available for Warringah Road, beyond that average times given on p 47 5. Although comment is made about constraints on freight movement [e.g. p9], the implications are not explored. Likewise, although there is comment on p35 that 'more and more online business purchases mean increased delivery' there needs to be predictive modelling of this issue and how to address needs. 6. The figure on p17 needs to be interpreted correctly and more data provided: The proportion of car trips for commuting and work-related business is small, BUT that may be because a lot of the other trips are very short [local shops, collecting kids from schools, etc. Other ways of exploring the data to incorporate the length of trips/time spent on trips in the categories needs to be explored. 7. In general, there is insufficient attention to alternative feasible projections/predictive models, so that planners are able to understand how uncertainties of predicting the future may affect outcomes and plans 8. Some other more general points <ol style="list-style-type: none"> a. Light rail Dee Why to Chatswood and Macquarie Park is a great idea [p36] b. Private providers of Public Transport [Forest Coaches] do a marvelous job, and mechanisms should be found of fostering increased service through their established and successful service. c. What is the impact of proposed University Campuses on transport planning?
FRENCHS FOREST EAST, NSW	<p>While thinking about transport a school bus to and from terry hills to north sydney for the ever growing number of student who attend school along that route. Or more frequent buses to north sydney</p>
FRENCHS FOREST, NSW	<p>Dear Sir/Madam, With the roadworks well under way (and apparently behind schedule in some areas) more improvements can be made to the public transport system. Personally I would prefer that State Transit Sydney Buses operates more in the area as a public service. it would be good to increase the frequency of the 136 bus route on weekends (earlier start would be great). Also an express service along Warringah Road going through Frenchs Forest to Chatswood (with either a Brookvale or Dee Why start) and continuing to Chatswood via Boundary Street.</p> <p>Definitely more footpaths, especially around the Skyline Shops area of Frenchs Forest, after all we are Northern Beaches Council ratepayers too.</p>

	Kind regards.
FRENCHS FOREST, NSW	This project announcement in the Northern Beaches newsletter today (Friday 4th May) is pointless - most of the communications activities have passed. I don't recall seeing it covered in detail in previous editions.
FRENCHS FOREST, NSW	The roads need to accommodate bus lanes on major roads (Forest Way, Warringah Road, Pittwater Road, Mona Vale Road etc) or have T2 or T3 lanes to encourage car pooling or allow cars with 2 or more people in them to travel in bus lanes. More public transport options (light rail, trains) need to be investigated. Review light sequence changes....some lights are green and allow 4 cars through when there are 16 cars in the queue.
FRENCHS FOREST, NSW	Please consider the corridor Dee Why - Chatswood is a strategic option to Spit bridge and has currently to structured approach to deliver a frequent bus service with stops across main neighbourhoods.
FRENCHS FOREST, NSW	<p>Please do not exclude motorcycles/scooters from the study.</p> <p>Refer to http://www.mccofnsw.org.au/a/30.html</p> <p>"Equity in provision for parking of motorcycles is generally lacking.</p> <p>Motorcycles can make a positive contribution to transport, yet are not adequately catered for in State or Federal transport plans. Both small and large motorcycles have less impact on the environment than cars, especially those cars with only one occupant.</p> <p>Optimising motorcycle use requires relatively inexpensive changes to the infrastructure compared with accommodating additional public transport and making provision for more car traffic.</p> <p>Motorcycles use land more efficiently than any other motorised transport, occupying less road space and parking space in particular where about 5 motorcycles can use a single car space.</p> <p>Each local council area is responsible for the administration of parking and hence, different issues arise in different areas. Faulty Legislation is the problem, motorcycles appear to be invisible to public policy and are systemically discriminated against.</p> <p>Most local councils have no provision for motorcycle parking and many parking stations have boom gates which will not be triggered by a motorcycle, denying them use.</p> <p>Parking stations generally will charge a motorcycle the same rate as a car.</p> <p>Ticket parking is an on-going nightmare for motorcyclists as they simply cannot comply with the Regulation, which requires them to display the paid ticket.</p> <p>A motorcycle cannot securely display a Ticket Parking ticket, hence are issued a parking infringement whether a ticket has been purchased or not. Tickets blow away, are destroyed by rain, or are stolen by car drivers for their own use.</p> <p>The issued parking infringement is often simply jammed into a gap on the motorcycle, resulting in scratching of the paintwork, or</p>

	<p>other damage, adding to the ire. If the motorcyclist has retained the parking ticket and this shows that at the time of issue of the Infringement Notice, they had a valid ticket, they are put to the inconvenience of having to write to the Infringement Processing Bureau and argue that they had actually paid.</p> <p>The Infringement Processing Bureau will often cancel the Infringement Notice, but this appears to be done on the basis that the Council got their money, not on the basis that the ticket was incorrectly issued and raises a question as to the basis for the decision to cancel the Notice."</p>
FRENCHS FOREST, NSW	A metro link from Chatswood to Dee Why is the answer. Further increase density around the Frenchs Forest and Dee Why stations to increase patronage of the line. Will be a game changer for the northern beaches. Will also take traffic off warringah road which will be very beneficial.
FRENCHS FOREST, NSW	Hi, I spoke with Michelle Carter (I think) today regarding parking app - http://www.spotparking.com.au/
FRENCHS FOREST, NSW	<p>Has any consideration been given to the "Transit North" study commissioned by Warringah Council in 1985 into the (then current) transport situation and options for a mass transit link between the Shire and Sydney CBD?</p> <p>While the data collated would, of course, be now out of date but the philosophy of examining the options for mass transit i.e suburban rail, light rail, bus-based options (and there now later versions) would have some currency today.</p> <p>The "Final Report" and supporting detailed reports should be filed in Council. If not I have a copy of the "Final Report" which I am happy to hand over. As the Traffic Engineer at Warringah Council from 1988 to 2003 I was involved on the steering committee during the latter stages of the study.</p>
FRENCHS FOREST, NSW	The Beaches link tunnel will take much through traffic off both Spit and Roseville bridges. These arterial roads, and Mona Vale Road however will still play a vital role in connecting public transport, private and freight road users between suburbs and existing rail services. To preserve the uniqueness of the Northern Beaches Lifestyle, I believe we should not introduce rail services but focus on the public and private connectivity to them. Roads will be needed for many decades to come, even after lighter vehicles take the form of drones. The population growth requiring more buses and trucks on the road will sustain the demand for focus on eliminating traffic jams on Pittwater/Condamine/Spit Bridge/Military Rd, Mona Vale/Ryde Rd, Warringah/Roseville Bridge/Boundary Rds/ Eastern Valley Way Corridors.
FRENCHS FOREST, NSW	<p>With such a heavy reliance on cars and such a low uptake of active forms of transport (in particular for commuting to work) there are so many opportunity to change this. As part of the 1% the "active" access in and out of the northern beaches, in particular Wakehurst Pkwy and Warringah Rd (Roseville Bridge) are disgraceful. Small changes could make a large difference.</p> <p>Eg. Wakehurst parkway, extending and marking the shoulder for cycling. Clearing the shoulder of debris.</p> <p>Eg2. Lighting under Roseville Bridge (yes I realise this is outside of Northern Beaches Council). This path under Roseville Bridge is perilous at best, especially at night and low visibility. With debris, walkers (who regularly don't carry lights) and topographic difficulties, the access is just one more ebarrier to people using active transport out of the beaches.</p>
FRESHWATER, NSW	Please please include the extension of the schedule for the E65. This route only runs in the morning until around 10am I believe, so I cannot Work from home and then head into the office late morning / afternoon. Equally I cannot get home without connecting at waringah after 8pm. The connecting bus (139) only runs every 30 mins so it's often the case that I miss it and have to uber / walk

	<p>through dark streets late at night.</p> <p>This bus also does not run at the weekend, so it can take an hour and a half to do a 45 (or less) min journey.</p> <p>This impacts me financially, socially and means that I don't go into Sydney as much as I'd like to.</p>
FRESHWATER, NSW	<p>Keep the ride plus. Poorly marketed so no one has an idea that its running. If you ran peak programs for pickups at peoples homes and made it affordable, streets would rally together and get their friends involved for a group pickup from the area to a transport hub like the wharf or bline. Need to keep these affordable initiatives going and market them correctly to gain buy in. Don't just rely on social media. Not everyone is on Facebook. Email all rate payers or send a letter to get people involved in the decision making. For how much we pay in rates and stamp duty for housing in the beaches, the state government needs to act upon this. Thanks</p>
FRESHWATER, NSW	<p>Less population will eventually solve the transport problems.</p>
GREAT MACKEREL BEACH, NSW	<p>It is plain that we have more car than we have roads, so it would make sense to change the proposed road tunnel to a rail and bus corridor. This would ease congestion on our roads, decrease our carbon footprint and save having exhaust stacks.</p>
HORNSBY HEIGHTS, NSW	<p>Lots of people live in Hornsby and work on the beaches need public transport to get there direct rather than via Chatswood or the city, please we need buses that go direct.</p>
INGLESIDE, NSW	<p>Get us out of our cars and onto public transport. Please consider ferry or rail</p>
LEUMEAH, NSW	<p>um being a motorcyclist and scooter rider I find that it is beyond belief that there is no mention of these vehicles. Quite often I ride to or through these area's. Complaint sent to my local MP.</p>
MANLY EAST, NSW	<p>1.We need an airport train on the north shore line and easy access to it from the northern beaches.</p> <p>2.Why not a ferry from the Opera House that co-ordinates its departure with the end of the last performance, perhaps one of the private ones from Man o' War steps. Just ludicrous for Manly people to drive to the Opera House because of poor ferry times.</p>
MANLY VALE, NSW	<p>Please invest in safe and usable bike paths as an alternative to cars and public transport across the Northern Beaches. Riding is easy for many of those fit enough yet way too dangerous to actually undertake eg to work. Please get a safe path up and down the beaches and to the city and you will see a constant flow of people using it. For me, who has to drive to work to get home on time for school pick up, I would be swapping a car with a single driver for a bike straight away. Currently, with the traffic the way it is it would be just as fast to ride, only too dangerous now with mobile phone use and taxis that use five screens to navigate and schedule rides.</p> <p>More bikes also means less pollution.</p>
MANLY VALE, NSW	<p>A great place to start would be improving weekend bus services. While services to the city have improved significantly in the past few years, public transport to travel within the Northern Beaches is almost non-existent in many areas (particularly east-west in my experience). Even though weekend traffic is much heavier and more consistent than weekdays so many bus routes only run every 30-60+ minutes, meaning it's ruled out as an option for most people.</p> <p>In particular, Manly should have peak services all weekend. So many NB residents are travelling to Manly every weekend but it seems public transport is only provided for those travelling from the city i.e the ferry. I only live 2.5km away from Manly and often have to wait 30-40mins for a bus. Most of the time walking is the faster option - which is fine for me but what about the less mobile,</p>

	<p>families, etc?</p> <p>Other ideas would be increased bus services/hop skip jump style shuttles between sports fields and between beaches during summer to help reduce traffic congestion during these seasons.</p> <p>More should be done to promote the available bus routes and cycle paths to residents. I think a lot of people aren't aware of their other options. Perhaps try partnering with real estate agents to make sure new residents get the info?</p> <p>Also making sure bike paths are well maintained - I rode along the Burnt Bridge Deviation bike path recently at about 6.30pm and I was surprised to find that there is no lighting along the path! Even with a bike torch it was pitch black in some sections and difficult to see even a metre ahead. I know people use this path on their commute to work in the city, during winter it would be impossible to use after 5pm! The only other option is to ride in the bus line with buses charging up behind you, not a great way to convince people to choose riding as part of their commute!</p> <p>I feel like the Northern Beaches hasn't had any significant investment in transport alternatives in my lifetime, at least until now. We need to start diverting some of the millions of dollars that are automatically spent on roads to other options. For instance, I think Frenchs Forest would be a whole lot better off if, instead of creating 11 lanes for cars, that money was spent on adding a train or metro line, dedicated bus and cycle lanes. And Dee Why will be an absolute mess if no alternative options are added before those 100s of new units are completed! It really seems like these things are not seriously considered in the planning, that it's more about getting as much money as possible from developers.</p> <p>Compared to other cities around the world, we are light years behind and will remain stuck in our cars until something seriously changes!</p>
MANLY, NSW	<p>More ferries from Circular Quay to Manly in the evenings would get more cars off the roads. I recently just missed my 9.30pm ferry, which meant it took an hour and ten minutes to get from Circular Quay wharf to Manly Wharf. It isn't encouraging for people who have to work the following day.</p>
MANLY, NSW	<p>Buses - not everyone commutes to the CBD. Please check with Transport for NSW how many beaches residents commute to Macquarie Park. I think the data will show fast limited-stops buses are needed, yet the only direct (and slow) service from Manly to Macquarie Park (the 140) was cancelled. It is ridiculous to have to go via Wynyard (crossing SHB 4x per day). Also consider the route via Roseville Bridge.</p> <p>Cycling - I cycle to Macquarie Park every workday that no rain is forecast, as the route is generally good, well done council. Do not dissuade experienced cyclists descending Manly Road - Battle Blvd is an unnecessary detour for anyone coming from east of Burnt Bridge Ck. Liaise with Mosman council to ensure a good fast cycle route from Seaforth via the Spit to Parriwi Rd (without excessively long detours, excessive delays at traffic signals, or poorly maintained off-road areas).</p> <p>Ensure all inductive loop sensors in roads are able to detect cyclists. This is often a matter of tuning the existing loops and does not require replacement. Ideally, paint markings indicating where cyclists should wait to ensure the lights will phase green.</p> <p>Where separate cycle paths are used, ensure cyclists do not wait excessively at traffic signals which favour general traffic. Do not design intersections where cyclists/pedestrians must wait twice to cross a main road and sliproad, in either direction. Synchronise</p>

	<p>green phases even for 5 seconds and the majority of cyclists can cross both roads. If traffic signals favour general traffic over separate cycle paths, cyclists will ride in general traffic. If I push a pedestrian crossing button and it takes more than 2 minutes to turn green (like the one at Bickell Rd Mosman) that signal is broken.</p> <p>If the frankly ridiculous northern beaches tunnel does have to go ahead, it should have a cycle lane. Airlocked from general traffic lanes and separately ventilated for obvious reasons. The tunnel won't reduce traffic on surface roads at all (since traffic always increases to fill the available road capacity) so the tunnel won't provide any benefit to cyclists, unless they can ride through it.</p>
MONA VALE, NSW	<p>Dear Sir, public transport is clearly a major factor and it needs to be fast and reliable for people to use it. The new B Line is great but we need to ensure the bus lanes are kept for buses and other entitled forms of transport ONLY. Why on earth do you allow people to park in bus lanes? Why are people allowed to park and sell their cars in a bus lane? Why are there no bus lane cameras to catch those using the lanes when not entitled? These issues seriously impact on the traffic flow at all times of day. Yours sincerely, John Davies</p>
MONA VALE, NSW	<p>Improving Mona Vale Rd is a good start - but adding another 5000 dwellings in Ingelside will negate any benefits in traffic congestion along this corridor. Also you'll still have bottlenecks along Forest Way / Castle Cove / Castle Crag / Roseville etc. There is no public transport options along this corridor. Improving Pittwater Rd / Spit should also be a priority, but can't help feel that a tunnel under the Spit is pie in the sky. It's been promised by successive governments for 30+ years.</p>
MONA VALE, NSW	<p>B Line bus needs to go from Palm Beach to at least the QVB.</p> <p>Double deckers used to go all the way to Palm Beach so they could still do so and to have to change buses at Mona Vale is time consuming as there are far more B-Lines than 199 buses which means waiting</p> <p>Buses could go to the QVB and turn back up Clarence St more easily than those that are clogging up Wynyard Square. The queues in the evening are so long that they block the entrance to the Railway station at Wynyard even though the buses are supposed to leave every 5 minutes (they don't)</p> <p>As people do NOT want to change buses at Mona Vale the car-parking there is TOTALLY INADEQUATE for those who drive from further north</p> <p>Statistics from OPAL cards showed that passengers changed from the L90 to faster buses at Avalon or Newport and this was the reason that the L90 was stopped. It would make FAR MORE SENSE to have a FASTER bus from Palm Beach to the city than what we have now, with people having to make multiple changes or drive to Mona Vale</p> <p>The B-Line buses are NO QUICKER than the buses they replaced on the journey to the city in peak hours</p>
MONA VALE, NSW	<p>Mona Vale should be a centre for easy and safe bicycle access. Bicycles can be a way to reduce car congestion at Mona Vale particular with school traffic.</p> <p>In addition, Mona Vale will need to make car spaces available for office employees working at Mona Vale, if MV really wants to be a local business hub.</p>
MONA VALE,	<p>Would like to see more motorcycle parking at ferry/bus terminals to ease congestion and allow the growing number of riders to be</p>

NSW	represented. About 4 scooters/motorcycles take up one car space and means more people can park and use other modes of public transport.
MONA VALE, NSW	As a daily commuter on the Northern Beaches I ride my scooter from Mona Vale to Brookvale daily plus occasionally ride into the city. Due to high levels of congestion with commuters in cars I believe the improvements in public transport should also be coupled with incentives to get people out of cars and encourage motorcycle and scooter riding and parking opportunities. It does feel like two wheel riding is not considered in many plans where as in overseas highly populated areas they are a viable solution and are factored in in infrastructural planning. Hope to see more motorcycle parking in the planning.
MONA VALE, NSW	<p>I am a daily commuter from Mona Vale to the CBD and find the frequency and comfort of the new B-line buses excellent. However, there are insufficient parking spaces at Mona Vale, resulting in commuters using Golf Avenue as a defacto car park. Why is so much of the western side of Golf Ave restricted to 4P spots?</p> <p>What is the purpose of the set down stop in Neutral Bay? Surely this can be covered by the spit junction set down/pick up interchange leaving the B line to run stop free from Spit junction into the city.</p> <p>All of the time gains during the run from the Northern beaches to the city is often lost with the exit from the bridge into York street. Why are cars allowed to use the bus lanes that exit the bridge into the city?</p> <p>Why is there no express service from the Northern Beaches to Gordon Station and onto the employment hub of MacQuarie Park and on to MacQuarie University? The long, slow, route that the 197 takes through the suburban back streets of Terry Hills and the detour through Belrose make it almost unusable as a practical point to point commuter service.</p>
MOSMAN, NSW	Need ferry Clontarf to CBD and Pyrmont. Traffic causes awful jams for buses etc.
NARRABEEN, NSW	<p>Following disgraceful property development (development first transport infrastructure later) approvals over the last 20 years we are now faced with unacceptable traffic congestion. Simple quick fixes are:</p> <ol style="list-style-type: none"> 1. Synchronise the traffic lights at Sturdee Pde/Pittwater Rd, Lismore Pde/Pittwater Rd with the existing traffic lights. These two sets of lights were the last added to the Dee Why area and have caused congestion problems ever since. 2. Shorten the light phase at Gondola Rd/Pittwater Rd (pedestrian phase should be at the same time as turning traffic from Gondola). The introduction of these lights has created northbound traffic congestion back to Collaroy. 3. Synchronise lights in Mona Vale (MV Rd/Pittwater Rd, Pittwater Rd/Barrenjoey Rd & Park St/ Barrenjoey. Northbound traffic gets a green light only to see the next set go red. 4. Left hand turn arrows at South Creek Rd/Pittwater Rd Collaroy & Coronation St/Pittwater Rd. Mona Vale for southbound traffic. 5. Change 24 hour bus lanes (Condamine St & Burnt Bridge Creek Deviation) to peak hour bus lanes only. Most buses use the middle lane on Burnt Bridge Creek Dev. due to the bus lane changing at Condamine intersection to parked vehicles on Condamine St. This only causes unnecessary congestion. <p>Longer term improvements could include :</p> <ol style="list-style-type: none"> 1. BLine extension via Wakehurst Parkway to Chatswood 2. Duplication of Wakehurst Parkway
NARRABEEN, NSW	<p>We have a perfectly good and adequate road transport system. However it is being poorly managed which creates traffic congestion and unnecessary road dangers for users. Much of the solution is simple :-</p> <ol style="list-style-type: none"> 1. Implement 24hr clearways (no parking) on all main roads.

	<p>2. Where ever possible introduce rear to kerb 45 degree angle parking. This would vastly increase the number of available parking spaces and dramatically reduce the number of vehicle accidents.</p> <p>3. Introduce 40 km speed limits on residential streets.</p> <p>4. Increase / Implement further use of roundabouts.</p> <p>5. Implement/build more cycle ways to encourage more people to use this form of transport.</p> <p>6. Introduce more use of community buses to get people to major transport hubs and B-line routes.</p>
NARRABEEN, NSW	<p>Need much better design of cycle facilities. The bar is being set way too low by the provision of poorly designed shared paths being retro fitted onto pedestrian paths, or painted lines next to rows of parked cars whose doors will open on you. There is plenty of good design around the world but councils here are steadfastly ignoring it. Recent example : the 'cyclist' bridge at the bottom of Forest way apparently is 'too dangerous' to ride on so now cyclists are expected to push their bikes. Jesus wept. Do you design roads where motorists are expected to push their cars? You need to start behaving like professionals in this area. Get some decent standards and enforce them.</p>
NARRABEEN, NSW	<p>What's the point of asking for comments? All that will happen as usual is that lots of taxpayer money will be spent on grandiose plans and nothing useful will actually happen.</p>
NARRABEEN, NSW	<p>I had to write to council about cyclists on our major roads.</p> <p>Many years ago Governments / councils decided to dedicate a lane to buses and other vehicles carrying multiple persons a Transit Lane .</p> <p>Fines apply if I drive at the correct speed, but solo in this lane during our busy peak hour periods.</p> <p>The Transit Lane was created to move certain vehicles quickly to there destination.</p> <p>Why then do we allow cyclists to use them for there exercise regimes.</p> <p>They slow the Transit Lane then transit traffic has to merge into a right lane ... then back again.</p> <p>Times that by 50 and you are a passenger in a peak hour bus from Mona Vale to Manly</p> <p>Please survey a decent size group of bus drivers on this matter .</p> <p>Don't even get me started on your bloody "Share the road "campaign !</p> <p>No Cycle lane No right of way for cyclists.</p>
NEWPORT BEACH, NSW	<p>I agree that there needs to be a significant emphasis on the development of reliable and frequent east/west public transport.</p> <p>I agree that our retail and commercial centres are currently, relatively car dependent. For this reason, it is vital that we don't kill those centres by putting transport corridors through villages ahead of the priority of the ongoing healthy commercial and social success of those villages.</p> <p>To a very large degree, the centres on and adjacent to east-west corridors from the northern beaches to the north shore and north-west, such as Chatswood and Macquarie/Epping, grew up as way-points along evolving arteries. Conversely, the villages of the northern beaches were first destinations, that later became linked by roadways. (E.g. Newport was first a port on Pittwater accessible only by boat, with a track to link it to the ocean beach. It and other leisure destinations , such as Bilgola, Avalon, Palm Beach subsequently became linked by north-south access ways.</p> <p>To diminish – and even destroy – these destinations by turning them into transport corridors is to move away from everything that is the historical, the emotional and the community core of these “northern beaches”.</p> <p>This is where the proposed ad hoc extension of the B-Line to Newport is at odds with the spirit – the very existence – of the northern beaches.</p>

	<p>We need real foresight in transport planning. Mona Vale is both the town centre and the transport hub (south, north, north-west and west) for the villages and beaches north of Dee Why. Proper planning would have efficient feeder services (i.e. something with superior core planning to that of the Keoride experiment tacked on way after the commitment to a Mona Vale to CBD B-Line). Planning with foresight would have as its base, a true transport interchange in the light industrial area adjacent to the retail sector in Mona Vale (i.e. with the current bus depot as its origin). Commuters should be able to interchange from properly planned feeder services, that run the same hours as the B-Line/bus services, to provide a true northern beaches public transport system: one that does not generate the need for MORE cars onto the road, as does the current B-Line situation at Mona Vale – a cancer which will grow further with any B-Line extension to Newport.</p> <p>If the objective is for “a ‘30-minute city’ where commuters can travel to their nearest city centre by public transport within 30 minutes”, this can never be achieved by planning to force more people into private vehicles to connect to mass public transport. To plan for that is to plan to fail. We need logical solutions based on the experience of the leading international transport minds, not short-term and ad hoc politically motivated bandaids.</p> <p>A transport system planned in this way will then be in a position to integrate imminent and future developments, such as light-rail (the rubber-wheeled, painted track kind, already operational in China) into an integrated transportation system, which can readily evolve. Many of the current, half-baked ideas are destined to need sequential scrapping followed by totally fresh starts: hardly a planned approach.</p> <p>Let’s look at this holistically, in ways INTEGRATED with our unique topography, environment and community existence and say ‘No’ to stop-gap ad hocery.</p>
NEWPORT BEACH, NSW	<p>I applaud the idea of increasing the walk and ride-ability of the northern beaches but question some of the implementation. As an example: Very recently a new path was laid along Ross St, Newport.</p> <p>The previous path seemed in decent shape, was reasonably wide and was never crowded so why waste money on a new path unless it's to improve it?</p> <p>It is not an improvement.</p> <p>Like other fairly new concrete paths laid down in Newport (the section up near the northern headland and the length along the carpark beside the main road) this new path seems ill considered, most of the curves ugly. It also feels too wide and especially so where it narrows very awkwardly at the southern end to get around the tree.</p> <p>Getting the curve right on a path costs almost nothing.... just someone with some sense of aesthetics to mark it out initially. And small things like this add up. They make a difference and we have to live with the results for years when they're set in concrete..... brutal, grey concrete at that.</p> <p>Why not acknowledge the location? Use concrete with a bit of pebble mixed in and somewhat sandy in colour? A few street trees wouldn't go astray either, to shade what is often a very, hot, sunny path.</p> <p>I have mentioned this point before but I do hope, as part of the beaches walk, that native, shade trees are being planted, where appropriate.</p>
NEWPORT BEACH, NSW	<p>And here we have another expensive consultant's report that tinkers around the edges without anyone willing to accept the obvious - that bold decisions are needed to address the Northern Beaches transport situation. For example, the B-line has not improved transport beyond a few minutes. People inbetween the stops must now drive a car to one of the designated stops, to catch a bus that has not dramatically improved the time it takes to get into the city at all. The seats force passengers to awkwardly sit opposite other, while they are over-airconditioned or heated and the stairs restrict the elderly to the lower seats. The northernmost end of the beach is set to be destroyed by a terminus - four buses and a toilet stop is a terminus - while the moving traffic queue is set to be turned into chaos once a roundabout is thrown at the end of The Bends. Also, Newport residents will be forced to join the thousands</p>

	<p>of people at the city end during the homeward journey - thousands once the Meriton apartments at Dee Why are completed. The bold decision that I am referred to is a train line - a line either connecting Dee Why to Chatswood or the city. That is something that I would get into my car and drive to. Trains are the only way to transport large volumes of people without coming to a log jam. It will avoid having to put more buses on the road. As for development, Dee Why already ticks that box thanks to Meriton/council/PlanningNSW. Any report that recommends further tinkering of bus routes is irresponsible and cowardly. Now is the time to prove why we have councils. I look forward to seeing the recommendations.</p>
NEWPORT, NSW	<p>If we are to take some cars off the road we need a quick reliable public transport system. The B line service is excellent EXCEPT that it ends at Mona Vale. Extending this service to Newport (and further if possible) would make the journey even better. At present there can be delays of up to 20 mins waiting for a local bus to continue ones journey. My only other comment would be at Mona Vale on inward journeys to let the B-line bus wait for passengers if a local bus is pulling in. Frequently one hops off the local bus only to see the waiting B-line pull away from the kerb. Connecting these 2 services would be excellent! (Only when the B-line bus is not full of course!)</p>
NEWPORT, NSW	<p>The discussion paper is a great start. It is important that all transport planning is undertaken in the context of places for people and sustainability. I see four overarching concerns;</p> <ol style="list-style-type: none"> 1. The northern beaches are only connected to the rest of Greater Sydney by three roads. Transport planning needs to start by identifying the northern beaches places that employ people and the residential places that can be within 30 minutes travel time of those employment places. High frequency systems must serve those areas. 2. It is essential that transport infrastructure spending focuses on enhanced public transport connections to Greater Sydney and not roads due to the phenomena of induced traffic which sentences all roads to perpetual congestion in time. 3. Imminent transport disruption by shared autonomous vehicle (SAV) technology must recognise that cars driving themselves will create the same problems as cars driven by people and the benefits will come from fleet operated vehicles able to undertake ultra low cost last mile/first mile shuttle services. 4. All transport planning must understand urban environments must not be dominated by road traffic and infrastructure to the extent that they inhibit the human interactions that are at the heart of the social and economic life of cities
NEWPORT, NSW	Nil
NORTH BALGOWLAH, NSW	I support a ferry from Clontarf area to the City
NORTH BALGOWLAH, NSW	<p>I think it an overall positive that this process is being undertaken, as public transport has been so neglected on the Northern Beaches for decades. Mass transit is desperately required for both the Pittwater Rd (north-south) and Warringah Rd (east-west) corridors, to help remove residents total dependence upon car travel.</p> <p>The recent B-Line has been a very positive step, but needs better integration with local bus services and community transport (such as Hop, Skip, Jump) to ensure patronage is increased, not just in peak hours (when it is sometimes difficult to get on a bus at Manly Vale during morning peak) but for other trips as well (shopping, sporting activities, leisure etc.). It also should have an additional stop at Seaforth Junction, so people from Seaforth, Balgowlah and Manly can easily access the service.</p> <p>The Warringah Rd (east-west) corridor has suffered from the legacy of the Forest Coach Lines monopoly, with no direct services and inconvenient connections for existing bus services. For example a trip from Seaforth Junction to Chatswood by bus is currently impractical compared to car travel - the 143/144 takes approx 1.25 hours, a 169 and Forest Coach lines (with 10 min walk to</p>

	<p>connect) takes approx 1 hour, and car takes 25 mins. Frenchs Forest hospital will require much better public transport services, and these need to provide direct, fast access for residents from all over the Northern Beaches and to Chatswood rail services. Just as the Greater Sydney Commission believes we all should live in a 30 minute city, I believe all residents should live within a 5 minute walk of public transport services. Without this level of services, residents will still be car dependent, and our roads will become unusable with an increasing population.</p> <p>I support increases in housing in both selected precincts, and in-fill in existing suburbs - but it must only come with mass public transport options.</p> <p>I do not support the proposed Northern Beaches tunnel. It will only induce demand for more vehicles to use the road, as all other similar projects built have experienced in the past. It creates not only a congested tunnel, but results in increased congestion for local roads as more vehicles attempt to access the tunnel. The impact upon local residents near the tunnel portals is too great to be acceptable - residents will be subjected to 24hr construction noise for many years, housing acquisitions, more road noise when operational, and increased pollution from both more vehicles on local streets accessing the tunnel, and smokestacks that even RMS admit increase localised levels of pollution (including carcinogenic particles).</p> <p>The estimated \$7 billion cost for the project would design, build and run appropriate public transport for the Northern Beaches for many years, and be more beneficial to the community as a whole.</p>
NORTH CURL CURL, NSW	<p>Hello,</p> <p>I am one of those that trudge through the traffic from the northern beaches to get to Mascot.</p> <p>A possible solution would be to employ Toyota Coaster size buses to feed from all over the streets and feed into larger stops and depots at Mona Vale, Dee Why, and Brookvale.</p> <p>At Brookvale bus depot build a multi storey car park above what would be a bus interchange and underground metro running along Condamine st to Seaforth then Sydney rd, the Spit, Military rd through to Nth Sydney with multiple stops.</p> <p>Cheers</p>
NORTH CURL CURL, NSW	<p>No matter what improvements are undertaken to transport, things will get worse. the rate of population growth and approved unit development will far exceed any transport improvements. It's way overdue that council stop any more unit development. Such as the warriewood valley, dee why and now proposed for brookvale.</p>
NORTH CURL CURL, NSW	<p>I am extremely sick of sitting in endless traffic jams when I try to go anywhere from my home. Getting down Pittwater Road, over the Spit Bridge and up Spit Hill and to North Sydney, Crows Nest etc is sheer hell and a complete waste of valuable time. Politics should be kept right out of this. We need traffic and public transport alternatives urgently. A tunnel or light rail between here and Warringah Expressway is essential. The focus should be on protecting the environment and improving public transport, but also on easing congestion on the roads mentioned above. Quality of life in this area is greatly reduced because of the awful traffic problems.</p>
NORTH CURL CURL, NSW	<p>If I could safely ride my bike to st Leonard's and back again I would get my car off the road and ride to work every day.</p> <p>The rail network needs to be extended into the north beaches. Under ground.</p>
NORTH CURL CURL, NSW	<p>Northern Beaches (and whole of Sydney) needs more bike lanes. I have travelled and lived in many older cities in the world, and Sydney is far behind in appropriate bike lane... and bike culture (which will take longer to change, and can be helped with appropriate infrastructure).</p> <p>Thanks</p>

NORTH CURL CURL, NSW	More separated cycle ways are needed. Putting a white line on an existing footpath is not safe for riders or children, unleashed dogs or cars backing out of driveways. New developments like along Warriewood Rd are atrocious. It's dangerous for a car to overtake cyclists and impossible for a bus. The cycle ways need to be linked. There should be one going from Dee Why and the Mall up to the hospital. With the heavier traffic drivers get less tolerant about sharing the road so separate lanes become more necessary.
NORTH MANLY, NSW	Expand the ferry service - frequency/extra locations/bigger boats. We have a large under-utilised harbour. Also have a dedicated shuttle to/from manly wharf and B Line stops. The current ride plus service is ok but very inefficient and somewhat of a boutique service.
NORTH MANLY, NSW	This data would surely have changed with the introduction of the B-Line and should continue to change over the longer term, one would suspect. Best thing done for NB transport...only issue is the park and travel availability of car park spaces in not sufficient. Make that work, and more will use it. We have switched, and will continue to if parking is available. We have city parking, so make this public transport option an attractive choice, not a difficult one. More buses, less cars. Also for school children travelling NB to north Sydney, the buses have become a much better option than parents driving. A bus line operating like a train system (hubs with limited stops) is a wonderful option.
NORTH NARRABEEN, NSW	<p>I believe walking, cycling and public transport should be preferred travel modes, however, the car is often more convenient and faster.</p> <p>Efficient public transport is one of our state government 's obligations and local council is right to pursue ratepayers' best interests There definitely needs to be a rail system servicing the northern Beaches. At least there should be a rail line from the city to the new NB hospital. The northern beaches are restricted because of the narrow roads.</p> <p>Any public transport which further narrows the roads, will just make congestion worse.</p> <p>Although the B line is a good idea, the road system does not cope even now with the volume of traffic.(it should not replace the L 90, 88, 85 & other bus lines). The best option is a rail system either underground or a skytrain.</p> <p>Why isn't a rail line planned alongside the new NB tunnel?</p> <p>Before any new development of the Ingleside & Mona Vale precincts public transport options should be well in place with new mass transit systems (such as new light rail and train/metro options) which will quickly become viable. Also new developments should have roads wide enough and safe enough with provision for cyclists & pedestrians.</p> <p>Have electric buses been considered in new developments? We have used them while in Canada and they don't need overhead wires or cause pollution.</p> <p>Why can't we have ferry services to/from the city other than just Manly? Management of parking at interchanges in both the north and south of the Northern Beaches could be managed with encouragement of car sharing, cycling, walking & shuttle buses.</p> <p>Congestion spots which affect residents are:</p> <p>the Narrabeen Bridge (perhaps extensions each side for pedestrians & bikes may make room for an extra lane north or an underpass pedestrian/ bike path. An overpass would be great here!</p> <p>Pittwater Rd through Dee Why, Brookvale and Mona Vale could be improved by converting some roads to one way streets (or no right turn rules) lessening the time spent at traffic lights. The new turn right lanes are working well. Perhaps the clearway hours may be extended slightly, but loss of parking would need to be catered for.</p>

	<p>Pedestrian crossings (for bikes as well) should be built overhead where possible, to limit holdups. The Wakehurst Parkway to Narrabeen unfortunately at least needs passing lanes, but must have wildlife corridors to protect native fauna.</p> <p>There must be provision for cyclists and pedestrians along all roads. Surely pedestrian and cyclist safety on residential roads should be a priority. There is no path along our road, Gondola Rd from Venetian Rd to Rickard Rd. It is almost impossible to complete this walk, unless you walk on the road which is in poor condition in some parts. On one side the nature strip is too steep to walk along and the other usually has cars parked in driveways and if they are free, they are rutted or pebbly and impossible to cross with a pram or stroller. There are many residential roads in our area which do not have paths and are unsafe.</p> <p>Faster public transport must be a priority from along the major roads to train stations such as Chatswood, Frenches Forest (wishful thinking) or Macquarie Park.(there are many uni students living here on the NB) A so, better access to M an ly for the ferry c ould be explored. To reduce car travel and congestion on our roads efficient public transport that avoids using our roads must be the answer. In the meantime developments must be avoided or delayed until infrastructure is in place. The technology for 'driverless or autonomous cars or vehicles' is not developed enough to be considered at this stage. Integrating community bus services in the wider public transport network is a sensible idea.</p>
NORTH NARRABEEN, NSW	<p>Where is the essential overpass at Warringah Rd and Wakehurst Parkway?</p> <p>I don't see this ESSENTIAL piece of infrastructure as I drive past here? It is sheer madness not to put in an overpass when plenty of other roads have them. Why are we not given the same right to reasonable travel times on the road?</p> <p>I can only assume that you have made some other deal that means you want to steer us into a tunnel somewhere that will have us paying and being poorer forever.</p> <p>Costs have gone up TOO much for the poor individual voter trying to get by.</p> <p>You are there to protect and further our interests, so where is the overpass we need so badly and were promised?</p>
NORTH NARRABEEN, NSW	<p>I oppose the rate rise.</p>
NORTH NARRABEEN, NSW	<p>I've work in St Leonards and also currently spend time in Sydney at a university. I live in North Narrabeen and drive to both places as there are no viable public transport options to either relatively important hub. There needs to be direct public transport to places such as these, not options that require multiple bus changes. Even if it's a change to cover a small distance e.g. Wynyard to Sydney University it adds up to 50% to the travel time. Not to mention if you need to travel late or early or 7 days a week. I expect I'm not alone in that I'm not prepared to spend 3 hours a day on public transport when I can drive and do it in a third to half the time. Make it convenient, regular, quick and to places other than the CBD and it may help. Ultimately you need to run a loss making bus service</p>

	to make it convenient, regular and quick. When it's all those three things people like me will give up their cars in droves.
PALM BEACH, NSW	I use public transport where and when possible, however I live out of walking distance of my closest bus stops which means I must use my car to get to a bus stop. Avalon Beach village is choked with cars, many of which need not be there if more public transport was available. Small mini buses running regularly around Palm Beach, Whale Beach and Bilgola Plateau bringing people down to Avalon Beach would remove many cars off our narrow streets. I am happy to pay for this bus service which I could use for shopping trips etc. and also allowing me to catch a bus to go further afield and leave my car at home.
PALM BEACH, NSW	As a Palm Beach resident, my travel to & from the city has not improved as a result of the B- Line. Generally the "end to end" transit is slower, than previously experienced. It does, however provide the opportunity to ride on a variety of different buses & we now have an improved service to Manly. An L-90 Express once per hour 'option', whereby residents of Palm Beach, Whale Beach, Avalon North & Avalon (last stop heading south Avalon, no NewPort Arms loop) could have a faster transit to/from Wynyard, is worth looking at. Not an extra bus BUT changing 1 x L-90 to this run throughout the day/night (last L-90 of the night, would be very handy, as I've used 3 different buses that time of night to get home). Appreciate your consideration. Regards, T
RYDE, NSW	As someone who works in the Northern Beaches Council area, I draw attention to lack of detail where NBC can liase with other authorities regarding motorbike parking and safe bicycleways Frenchs Forest to Roseville. I would like to cycle to work from home during summer but unable to do so owing lack of safe passageways
SCOTLAND ISLAND, NSW	<p>I have also sent an email to Council, with a full outline of the issues we are experiencing, and a call for action to do something about it. But here is a summary.:</p> <ul style="list-style-type: none"> - I live on Scotland Island ... which is a water access only suburb - I am one of 550 offshore households, that Council has designated Church Point as their transport hub (as this is the only place Council allows for commuter boat tie ups, and the only place the ferry runs to) - The Church Point precinct (including the upper streets) only has 546 parking spaces. - Of these 546 parking spaces, the Council's current demand management plan for the area only allows 382 to be used by offshore residents during the day (the rest are leased or timed), and only 468 during the night. - Council does not prioritise offshore resident parking during peak times <p>[some of the spots are supposed to be exclusive overnight, but there is no way for Council to be able to patrol this without offshore residents also being fined (the ones unfortunate enough not to be able to get a legal spot that night)]</p> <p>... in fact... Council seems to prioritise visitors, as they have far more parking spaces available to them during the day than the offshore community does</p> <p>This needs to change. NEEDS should be prioritised before WANTS. Residential access should ALWAYS come before recreational users. [I'm sure you wouldn't want to be forced to leave your home on a relaxed Saturday or Sunday just because Council has decided to force you out to make way for tourists coming down for a coffee or lunch!? ... So why am I expected to???</p>
SEAFORTH, NSW	<p>As a community member and rates payer I am very much in favour of the proposed ferry link between Clontarf and the city particularly given its potential to support reduced traffic at peak periods over the Spit bridge.</p> <p>I would also like to raise my concern at the minimal consultation around the impact of the proposed tunnel on local residents. Why is the entrance proposed to be so close to Seaforth village and residences and not closer to the new infrastructure and major works already underway in the Frenchs Forrest precinct near to the new hospital? Would it not make greater sense to locate the tunnel</p>

	entrance closer to these amenities?
SEAFORTH, NSW	<p>Prepared Main Points for Our Transport Access to Northern Beaches 2018 -2050.</p> <p>1.Cyclist's to be Stopped from Using our Main Roads and Transport Routes. Now. 8 Deaths 2018 already. Then at Neutral Bay Junction May 2014. Bus Collided with Cyclist and Killed. Other streets and cycle ways yes. Parking is a issue look at Manly Wharf streets now.</p> <p>2. Our Buses to Manly Wharf for our Manly Ferries. Opal Card cost to be \$1for Bus & You then catch a Ferry to City.</p> <p>3. Major Transport to Beaches. New heavy Train line underground from Chatswood. Stops at Roseville across Middle Harbour to Forestville, Frenches Forest near Hospital, Beacon Hill then to western side of Warringah Mall at Brookvale. Provision for Fright Interchange for Night Use too. To service Supplies Centre for the Northern Beaches. New Station to have connection to Mall's Retail too with provision for Buses to service this Station. Then all Busses, north of Brookvale terminate at the new Station instead of City. People use Trains, the Cahill Expressway is returned back to Rail. Cars' are best @ Home</p> <p>4. Current Main Roads to City & Western Sydney from Northern Beaches. Became Clearway's both sides of roads, from 6am to 8pm to assist our traffic & transport flows. We have over 260,000 population now on the Northern Beaches. Local Retail Business & Community are affected by this action. Have new Parking Stations built similar to B Line stops to support these Business.</p> <p>Our Main Roads. Manly Vale - Condamine St. Spit Junction - Spit Road & Military Road to Neutral Bay. Beacon Hill - Warringah Road to Roseville. Mona Vale. Mona Vale Road to St Ives.</p> <p>These four (4) main points where my thoughts at Forestville's discussion last night.</p> <p>Thanking All for their time to address Transport on the Northern Beaches</p>
SEAFORTH, NSW	<p>The needs of motorcycle and scooter riders must be taken into account in these plans! Not only do they ease congestion significantly, enable choice for commuters, are much more economical and environmentally friendly compared to cars with single occupants, but just take a look around at the number of riders there are in the northern beaches! The needs of riders can't be ignored, but at the moment motorcycle/scooter riding isn't even listed as a mode of transport! Sales of scooters have risen sharply over the last 5 years as more people try and commute by scooter from the beaches into the city, yet parking is being eroded, and riders aren't being considered in any transport plans at all across Sydney! Please address this and consider the large volume of motorcycle/scooter riders you have in the beaches who choose this as their preferred mode of transport for a variety of reasons. Public transport is not, and can not be, the only answer.</p>
SEAFORTH, NSW	<p>Cut immigration by half, that is the first step and our real only hope. The following measures will help; but it's already too late...</p> <p>1st measure - make public transport cheaper instead of more expensive, like when OPAL was introduced.</p> <p>2nd measure - all main roads become 24/7 clear ways.</p> <p>3rd measure - cease all unit developments immediately as infrastructure is 50 years behind.</p> <p>4th measure - make sure that buses actually come, 50% of the time my wife tries to catch a bus it either runs late or doesn't even come; and she's Japanese, can you imagine what that's like for a Japanese person.</p> <p>5th measure - build a light rail independent from the road to service main centres, Chatswood, F Forest, Dee Why, Mona Vale, Manly.</p> <p>6th measure - build cycle tracks independent from the road.</p> <p>6th measure - put freight and shipping containers back on trains and off dangerous trucks clogging the roads.</p> <p>7th measure - use the harbour more for commuting with the introduction of smaller ferries.</p>

	8th measure - cancel the Northern Beaches tunnel link.
SEAFORTH, NSW	I take the bus to and from work (to the city) each day. The problem is not enough offpeak bus options from Seaforth into and from the city. The bus stand for the e69/169 (stand T Clarence street) is a bit of a joke given that people queue both ends and one queue snakes round the corner of erskine st in the peak so you can't actually see the number of the bus when it turns up. Thank you.
SEAFORTH, NSW	I take a school bus from seaforth to school in the morning and there are always too many people on it. I think that there should be more school buses but maybe at different times in the morning, for example an early bus and a later bus.
SEAFORTH, NSW	A train line to the northern beaches is the only sustainable long term solution. The proposed tunnel tollway will rapidly be filled to capacity. A metro would move up to 10 times the number of people and is exactly the kind infrastructure we should be building.
TERREY HILLS, NSW	Ideas: Create incentives for businesses to run pick-up minibuses to and from work for staff Bus lanes are unnecessarily slowed by pushbike riders. these lanes may also be needed by emergency services when they are in the centre lane. I would like to see pushbikes off main roads during peak hour in the same way that clearways for parking operate. People riding to work on push bikes need to use non-main roads, or ride to public transport with a bike at the other end. Managing pushbike road use is essential to better public transport.
WARRIEWOOD, NSW	Two quick comments. 1. Any transport strategy for the Northern Beaches is only addressing the symptom. This will be at the very real risk of ignoring the underlying, or "driving", problem of the area's current and proposed increasing population levels. To plan on the basis of such an increased residential population as a "given" is unacceptable, and simply enshrines this path of increasing development density and population levels which I (and I feel the majority of residents) do not support and have not been asked our views on. The recent "North District Plan" released by the Greater Sydney Commission grossly misread, or misrepresents, the views of northern beaches residents in this regard. We do not want intensified urban densities and increased population. The northern beaches is connected to the rest of Sydney by only 8 lane of traffic lanes in total (in either direction at peak times) at the narrowest points on the road network – 3 lanes on the Spit Bridge, 3 lanes on the Roseville Bridge and 2 lanes on Mona Vale Road. To countenance any significant population increase under such physical constraints is pure folly, and grossly irresponsible. 2. However any transport solution involving a heavy, or light, rail link to the beaches should never be countenanced and if proposed by others (such as the Urban Taskforce, the developers' lobby group, or the State Government) should be strenuously opposed. Rail lines are inevitably followed by increased residential and land use densities. In the current climate of unsustainable growth this inevitably means 6, 8, 12 storey or higher residential developments grossly under-served by public open space, road networks, car parking and other community facilities. Witness the developments along the north shore rail on the upper north shore, or the more recent overdevelopment in the Canterbury-Burwood area. The approval process for such over-development is also routinely taken out of the hands of the local council and community. Neither scenario is a future I want for the northern beaches. So in short, address the problem (i.e. our area's current and proposed increasing residential population), rather than falling into the trap of addressing the symptom and so enshrining and possibly escalating the real problem.
WARRIEWOOD,	As a uni student I would like to see better public transport from the northern beaches to universities in particular UNSW. It can take

NSW	over 2 hours some days to travel from Warriewood to UNSW via bus, train then another bus. I feel that having bus services that go directly to University's would be very useful for many residents on the northern beaches and would significantly reduce travel time for students. Thanks
WARRIEWOOD, NSW	How out of touch are you lot...no mention of motorcycles or scooters...the latter one of the easiest to manover and least damaging to infrastructure...have a good long hard look out our Asian neighbours...if only you followed City of Sydneys lead and went further...first two parking spots near traffic lights for scooter/MC parking increases vision and safety at intersections for both motorist and pedestrian. Untimed parking, footpath parking like the city of Melbourne giving more spaces back to traffic.... sit down and start again and ignore those trying to BUY favour from your panel
WHALE BEACH, NSW	I use a scooter, rather than a car, as much as possible. There is nothing I can see in your plans that shows that you have thought about these congestion easing modes of transport. We need access to parking, we should be encouraged to use this mode of transport by the provision of footpath parking, free parking and dedicated parking areas like has been very successfully deployed in Melbourne city. Scooters and motorbikes can contribute significantly to easing congestion and parking problems on the northern beaches.
WHEELER HEIGHTS, NSW	<p>The most frustrating time of the week for traveling on the Northern Beaches is Saturdays, especially on Pittwater Road. This is due to people going to sport and/or the shops, and this will not be addressed by increased access to public transport or a additional cycleways. (These are both good priorities, but they will not affect weekend traffic.)</p> <p>One simple and effective solution would be 9am-5pm weekend clearways on Pittwater Road/Condamine St from Long Reef the Burnt Bridge Creek deviation. Although this would have some effect on parking, my observations are that there are relatively few cars parked on these main roads and spare parking on side streets. So, a few people would have to walk an extra 100m to the shops, but thousands of people would get to their sports matches more efficiently (and with less pollution).</p>

Bus services suggestions north of Mona Vale

Community groups north of Mona Vale solution:

- Have an “E90”, a **new** bus, which goes around Palm Beach area. It should go all stops into MV **then stopping only at Warriewood, Warringah Mall Junction, Neutral Bay Junction and the City**. This should go **ever 20 minutes in off-peak and ever 15 minutes in peak times**.
 - Set-down only Warriewood, Warringah Mall and Neutral Bay Junction after Mona Vale going into the city
 - Pick-up only at Neutral Bay, Warringah Mall and Warriewood Junction before Mona Vale going towards Avalon.
- Have an “E88”, a normal size **new** bus, which goes around Careel Bay area via Avalon. This route should **not go down** Central Road but Avalon Pde instead. It should go **ever half-hour throughout the day** all stops into MV **then stopping only at Warriewood, Warringah Mall Junction, Neutral Bay Junction and the City**.
 - Set-down only Warriewood, Warringah Mall and Neutral Bay Junction after Mona Vale going into the city
 - Pick-up only at Neutral Bay, Warringah Mall and Warriewood Junction before Mona Vale going towards Avalon.
- Have an “E89”, a normal size **new** bus, which goes around Clareville/Bilgola area via Avalon (see map for more detail) **ever half-hour in throughout the day** all stops into MV **then stopping only at Warriewood, Warringah Mall Junction, Neutral Bay Junction and the City**.
 - Set-down only Warriewood, Warringah Mall and Neutral Bay Junction after Mona Vale going into the city
 - Pick-up only at Neutral Bay, Warringah Mall and Warriewood Junction before Mona Vale going towards Avalon.
- One of the above routes needs to go around the “Newport Arms” route to collect West Newport residents. The other two should go the more direct route along Barrenjoey Road.
- The 199 Manly to Palm Beach bus is a “nice-to-have” service. However it is of the lowest priority. It should not take priority or replace a direct service into the city.

Aims/Goal

- A bus stop within about 10mins walking time of most homes
- Buses get to their destination by about an hour
- Have no buses terminating in our village centres
- Take pressure off Mona Vale B-Line service - make it more reliable, less congested
- **Not** to turn Avalon, Newport or Mona Vale into car-parks - a public transport which relies on ‘park-and-ride’ is a **bad** system
- No bus changes if you are going into Sydney CBD - each time you change adds at least 10 minutes to your trip (some cases it could add up to an hour or even leave you stranded)
- Have each bus route as simple as possible - i.e. it **shouldn't** change depending on the time of day. It **shouldn't** sometimes terminate in Avalon, sometimes in Palm Beach. It shouldn't terminate sometimes in MV, sometimes in Newport.
- Limit buses on our narrowest of streets - this causes delays as buses have to squeeze down these streets.

CABPRA worked with the Avalon Preservation Association, Newport Residents Association and Palm Beach & Whale Beach Association to come up with this solution. Together they have talked with more than 400 residents.

At a Glance

Palm Beach at a glance

An express bus, for simplicity lets call it the 'E90', will travel to Mona Vale. In **peak hours**, timing of these buses will be **every 15 minutes**, in **off-peak every 20 minutes**. After Mona Vale they will:

- Set-down only Warriewood, Warringah Mall and Neutral Bay Junction after Mona Vale going into the city
- Pick-up only at Neutral Bay, Warringah Mall and Warriewood Junction before Mona Vale going towards Palm Beach.

Palm Beach will also have the '199' to Manly.

Careel Bay at a glance

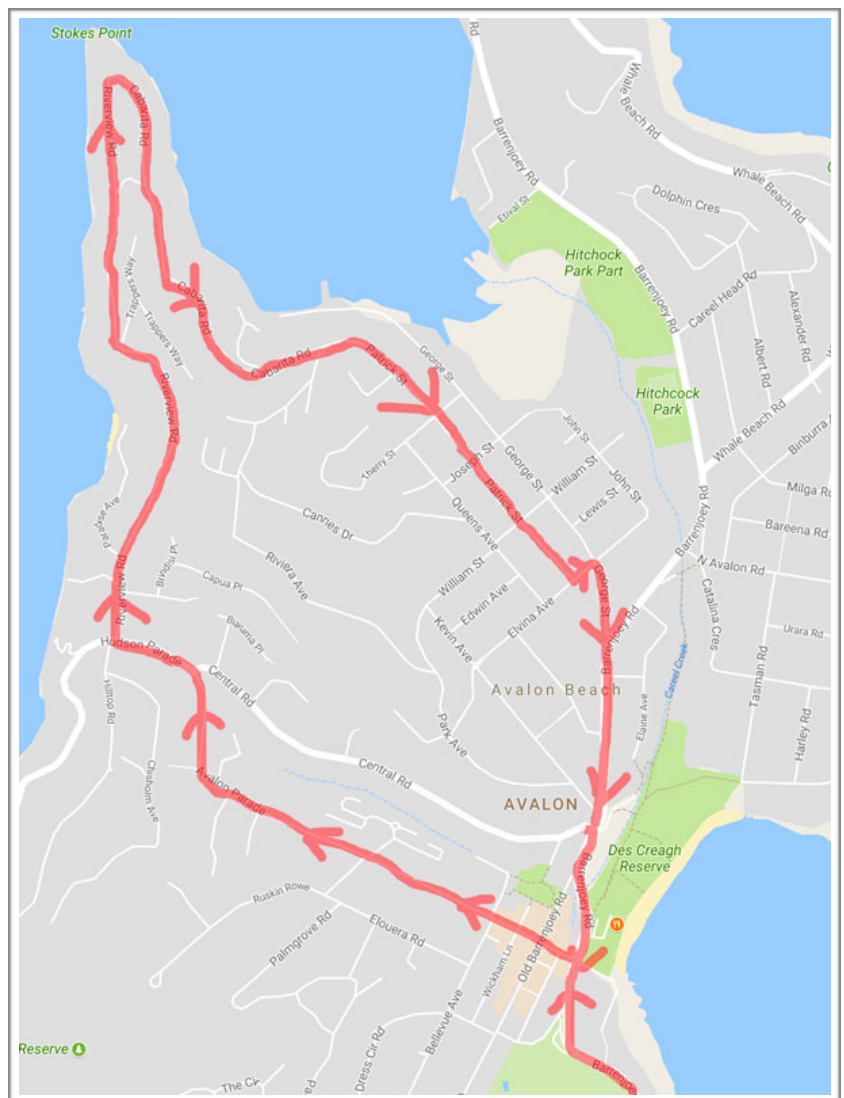
An express bus, for simplicity lets call it the 'E88', will travel the existing 192 bus route but with the change of going down Avalon Parade rather than Central Road (see map). The reason for this is that Central is becoming too congested for buses. It will also mean the elimination of the bus stop in Old Barrenjoey Road.

From Avalon this bus will then travel to Mona Vale, i.e. i. This bus will go every **30 minutes through-out the day**. After Mona Vale they will:

- Set-down only Warriewood, Warringah Mall and Neutral Bay Junction after Mona Vale going into the city
- Pick-up only at Neutral Bay, Warringah Mall and Warriewood Junction before Mona Vale going towards Avalon.

Clareville & Bilgola Plateau at a glance

An express bus, for simplicity lets call it the 'E89', will travel a similar route to the existing 191 (see map next page). However we need to cut out the Argyle Street and Raymond Terrace loop as it is too congested for buses.



From Avalon this bus will then travel the existing E88 route to Mona Vale. This bus will go every **20 minutes in peak hours** and every **30 minutes through-out the day**. After Mona Vale they will:

- Set-down only Warriewood, Warringah Mall and Neutral Bay Junction after Mona Vale going into the city
- Pick-up only at Neutral Bay, Warringah Mall and Warriewood Junction before Mona Vale going towards Avalon.

Also with these proposed E88 and E89 bus routes, there will be no need for the 191 or the 192. This will cut down on the number of buses through Avalon. It will also mean we no longer need the bus stops in the centre of Avalon. They can be relegated to the edge of the village (see map).



Avalon at a glance

In peak-hour Avalon will have:

- nine 'E' buses going into the city each hour.
- '199 buses' from Palm Beach to Manly.

In off-peak Avalon will have:

- seven 'E' buses going into the city each hour.
- '199 buses' from Palm Beach to Manly.

Buses will not stop in the centre of the village, only on the edge. This eliminates the two existing bus stops in the village freeing the area up for other use. Plus buses will no longer need to turn at the Old Barrenjoey and Barrenjoey Roads intersection.

Newport at a glance

In peak-hour Newport will have:

- nine 'E' buses going into the city each hour.
- '199 buses' from Palm Beach to Manly.

In off-peak Newport will have:

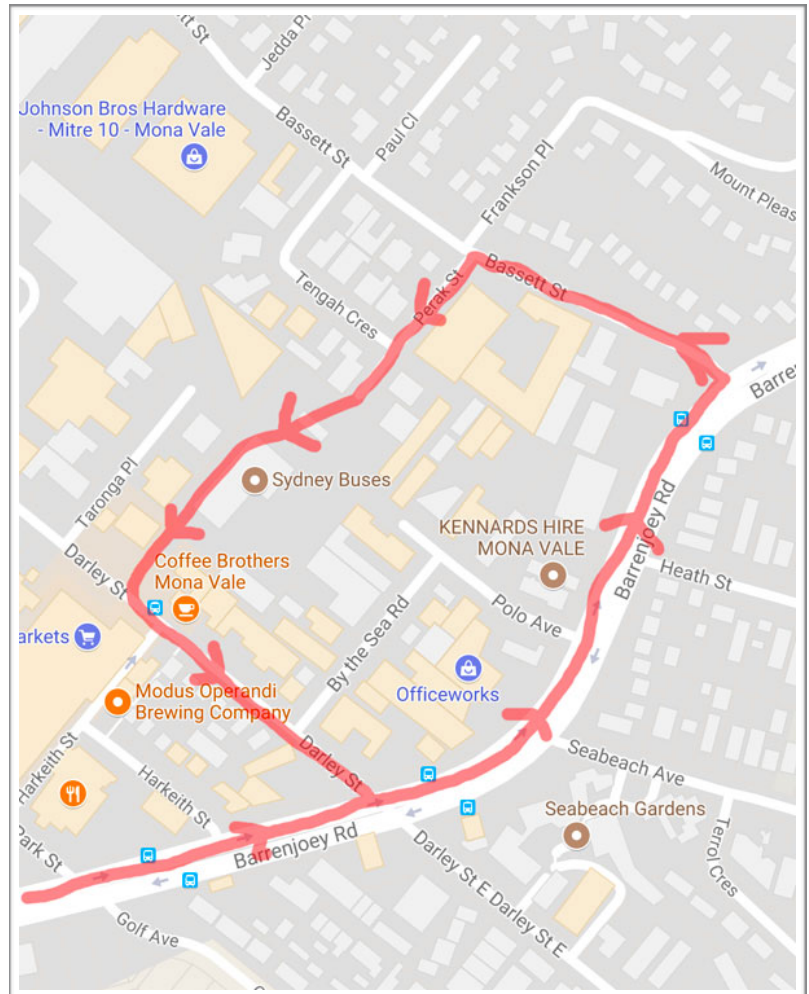
- seven 'E' buses going into the city each hour.
- '199 buses' from Palm Beach to Manly.

Mona Vale at a glance

The B-line should terminate at Mona Vale. It is a natural transport hub, going further to Newport makes no sense and will be costly.

Build the B-Line terminus at Mona Vale bus depot (see illustration), as suggested by the Mona Vale Residents Association. Transport NSW can build a carpark there, maybe a coffee shop. There will be toilets. It can ensure the carpark is for users of the B-Line only, if it wants. It will be a secure and safe stop for passengers getting on and off at night. Plus it is right opposite one of the major shopping centres in Mona Vale.

If you plan a proper bus service for people north of Mona Vale, this will take pressure off the B-Line from Mona Vale. It will make it quicker, less congested. It could also mean less buses on our roads. It will definitely mean less buses terminating and turning in our villages. Plus less need for expensive, ugly car-parks.



Final suggestion

Some money saved by not having the B-Line going to Newport could be spent on putting in safety footpaths along these bus routes where they are desperately needed, making it safer for users to walk to the bus stops.

Compiled in conjunction with all residential community groups north of Mona Vale:

- CABPRA (Clareville and Bilgola Plateau Residents Association)
- PBWBA (The Palm Beach & Whale Beach Association)
- APA (Avalon Preservation Association)
- NRA (Newport Residents Association)

Community feedback on transport issues north of Mona Vale

Overview

The B-line, using double-decker buses, is currently proposed to terminate at Mona Vale. The hope is the new service will be more reliable, more frequent and cut up-to 20 to 30 minutes off the trip from Mona Vale to the city. [Click here to read more about the B-Line service.](#)

To date there has been very little discussion on what will happen with public transport links north of Mona Vale or how these residents will actually benefit by the new service.

CABPRA (Clareville and Bilgola Plateau Residents Association) feels there is a huge need to address this and other issues so residents and people visiting the Pittwater peninsular can also take advantage of the new B-Line service.

The main purpose of this document is to help start this conversation with the **community** on feeder services and active transport links and infrastructure for the B-Line.

Plus in putting this document together we have spoken to many from the community. Some at the CABPRA General Meeting on 29 June, 2016, some from catching the bus and at bus stops. This has helped us in putting together the best possible starting document we can.

Feedback from the community

About existing 191 and 192 bus routes:

"Once an hour is just not good enough for a bus service"

"I quite often struggle to leave work in the City at 4.30pm making a run for a bus which will try and get me to a connecting 192 bus which is in fact the last bus at 6pm in front of Baker's Delight in Avalon. Despite my 1 1/2 hour journey time, I rarely ever make that 6pm connecting bus, and when this happens, its

either a 3km walk home with a heavy briefcase, or a phone call for my husband to pick me up.”

“We need smaller, more frequent buses on the 192 and 191 so it is a good link to city buses.” “Buses coming from the city never link up to the 191, meaning I can wait an hour at Avalon.”

“Buses (191 and 192) stop at 7:00pm - it takes so long to come home from the city on the L90 that this is not good enough. It means we have to use our cars. I don’t know how people without cars cope - I guess they just move away from the area.”

“I have a bus stop outside my house, yet I never catch the 192 because it is so infrequent. Instead I drive my car and park in Avalon - taking up a well needed car space, either at the shops or the beach. If I had a better service I would catch the bus from my home.”

“When I come home from the city, I look at my watch to try and figure out if I have to get off the (L90) bus at the Kamikaze Corner roundabout or go all the way into Avalon. If I just miss the bus (191) or time it wrong I’m stranded.”

“We had neighbours who had to move when their son started to go to uni as the public transport is not aimed at someone who doesn’t drive.”

“The service is so bad it is quicker to walk. Yet most who use it, who have no other alternatives e.g. the elderly and the young, must feel totally isolated and discriminated against.”

“A more regular service with smaller buses would make sense. I am convinced that people don’t use the service because it is so poor – infrequent and not well-connected to the main bus service. They use their cars when they should not have to. This situation is exactly the reason why people in my area are so car dependant.”

“The route is so twisty and the roads so narrow, sometimes the buses get stuck. I had been on the bus a couple of times when this happens. Especially around Argle St and York Terrace. Sure does stuff the timetable.”

“Buses have trouble going down Central, yet they are never full. Use smaller buses.”

“I have lived in many places, even in car-loving Texas and I have yet to see such a bad bus service. Even our bus service out to St Ives Chase was better than this and it is run by Forest Coach Line (a private company). The State Government, the council and our local MP should be ashamed!. Yet with a

little thought this could become a great service, especially with the fabulous views - even a tourist attraction."

"Buses are never full. A smaller bus would make lots of sense. Like they use in Italy."

"My independent Mum lives in Woollahra it takes her over 2 and half hours to get to my place by public transport."

"I was called up for jury duty. There was NO way I could get there by 9:00am for certain every day. I don't drive. I was told just find someone who can drive you into Avalon. You MUST be joking - is this how to run a public service!!"

"Quite often you get charged different prices - I will get charged more for going home to my house in Hudson Pde than I do going into Avalon because this (the trip to Avalon) is a shorter trip. Cost always seem to be different and I'm always wondering, even now with the Opal Card, do I get charged extra for the change of bus. And why should I be charged more for such a poor service."

"What is really frustrating is quite often the L88 terminates in Avalon and then just heads off to Mona Vale empty. If it could continue on either around the 191 or 192 route you can utilise this driver and bus and cut down the need for the other buses and drivers. PLUS it would provide a better service - win/win."

"I use my car all the time as the busses to Avalon and up to Clareville are dreadful."

About the L90, L88, E88 and E89 services:

"I hate it when I have already travelled 1 and 1/2 hours and the bus (L90) then turns off the route to go to the Newport Arms adding as much as 20 minutes to my trip home. AND then no one gets off or on at that diversion!"

"We need the E90, E88 and E89 to continue at peak times."

"Coming home from the city the bus gets full of people only going to Dee Why. They take the seats. I now have to stand for almost an hour on what sometimes can be a two hour journey."

"The E89 around Clareville into the city can be quite full. It is well used showing that this route works. Well it works going into the city anyway. However coming out it becomes full of people who don't actually want to go to Clareville - this bus needs to be prioritised for Clareville people."

“Some buses, like the E90, E88 and E89, should be express from Mona Vale only dropping off on the way into the city and only picking up on the way out of the city.”

“Stop the diversion to The Newport! It (The Newport) now has its own bus.”

“I hate all the drunks on the buses on Friday and Saturday nights. Quite often you don’t feel safe. I have even have to call the police.”

“Make sure the B-Line goes all the way to Central. It is a mess now when we get off at Wynyard. Also we get charged extra to catch a train.”

“I don’t catch the L90. The service is so bad and so unpredictable it is easier and quicker for me to drive to Gordon and catch a more reliable train - I know many who do this also. I have to get in my car anyway so why not drive to Gordon. And you wonder why the huge need for more and more ugly and expensive car parks at Gordon - well now you know!”

“I know the L90 bendy bus is iconic but it is rarely full past Mona Vale. It is dangerous on our roads for pedestrians, cyclists and cars. It is noisy, environmentally unfriendly and takes up lots of parking space. It would be far better to use normal size buses past (north of) Mona Vale.”

“The E88 should follow the 192 route around Careel Bay.”

“The L90 only goes around to the old Newport Arms to appease this business. This should stop with the new B-Line as it adds to an already long, uncomfortable ride.”

Thoughts on the new B-Line service:

“We now have the new mega Northern Beaches Council, it should be able to work with the State Government to provide a train or light rail link from Dee Why, or even Mona Vale, to Chatswood. This is the best way to provide a predictable public transport system which will truly stop congestion on our roads.”

“How is this B-Line service different from the L90? Except it doesn’t go to Palm Beach - sounds like we will be worse off not better.”

“If you look at the plan in detail it is all about adding 900 car parking slots. It is not so much about improving a public transport service.”

“I know there are some who say keep the L90 going. I think what they mean is keep the E90, E88 and E89 going. Many don’t understand the difference. In peak time people should have the most comfortable, quickest and easiest

service possible. At peak you have enough people to provide express (E buses) which go direct to the city."

"If you change the 191 and 192 routes so they go to Mona Vale instead of Avalon you will have much better links with the new B- Line service. This will stop us using our cars all the time."

"On your webpage you mention 480 new weekly services to be added in 2016. Where are the new services so badly needed by Pittwater commuters?"

"The whole planning of the B-Line seems to be around cars, which is ridiculous. How do the main users, non-car drivers use it? How do I get advantage from the B-Line?"

"Our new Federal candidate should look at the possibility of providing a public transport system which will truly get the buses and congestion off our roads. It would be great if he could live up to this election promise. A train from Dee Why to Chatswood for example - wasn't this the mayor of Warringah's idea."

"We are sick of our public spaces being turned into car parks. It is criminal that the new B-Line will cause the loss of so many public spaces along its route - and for what cars. The stupidity of this makes me angry"

"We have been a blue-ribbon seat for so long but our public transport system is anything but blue- ribbon. The B-Line is no exception - a bus service planned around cars."

"This system will make Mona Vale into a Gordon."

"The buses will finish at Wynyard. How do I get to Uni? It is a nightmare now."

"We are sick of our public green spaces becoming parking lots. B-Line will be demolishing the Mona Vale tennis courts, the scout and guide hall to put in parking for the B-Line. Then we - council ratepayers - will pay for these to be re-built. Why not just provide a better link service?"

"There is little discussion about bike infrastructure. It would be great to have secure bike storage at Avalon, Newport and Mona Vale for example."

"It is about time we have a train up here. This (the B-Line) will do little to stop congestion on our roads or produce a better transport system."

"Trains, trains and more trains ..."

Issues

From the information CABPRA has gathered by talking with commuters and potential commuters in the Pittwater area we have come up with some of the main issues with the existing B-Line plans:

- We have been told the B-Line won't go all the way to Palm beach like the L90, one reason given was because the B-line double-decker buses cannot go around the Bilgola Bends.
- Therefore passengers will need to change at Mona Vale if they want to go north (there is talk of extending it to Newport, but unless it can go all the way to Palm Beach, there are no real benefits from this and many disadvantages - here is just what Newport Residents say).
- The only linking service is the L90/L88 which means that passengers wanting to travel to Clareville, Bilgola Plateau and Careel Bay will need to change twice; once at Mona Vale and then again at Avalon.
- The existing bus services to Careel Bay, Clareville and Bilgola Plateau only go once an hour, nowhere near frequent enough to take advantage of the B-Line and only to Avalon (so won't connect).
- These services also stop at around 7:00pm.
- The L90/L88 divert off to the Newport Arms adding an extra 10 to 15 minutes to an already long, uncomfortable trip.
- B-Line mentions 480 new weekly bus services to be added around the B-Line services. People in Pittwater, north of Mona Vale, need to ensure they get new services which meet their needs.
- Payments around changing buses and trains, in the city, are often confusing: "do I get charged extra for the change of bus".
- Changing and waiting for buses can add time and discomfort to any trip.
- There needs to be an express bus going around Careel Bay into the city. Maybe the E88 could do this?
- Larger buses sometimes find it difficult to travel our narrow, hilly roads.

- Adding extra parking at Mona Vale will do little to solve these issue and, in fact will add to congestion and parking issues in the long term and make Mona Vale ugly (look at Gordon as an example).
- Many complain about the buses now stopping at Wynyard. Can the B-Line go to Central? Commuters are now charged more to catch another bus, a train or, in the future, a tram (light-rail) to get to Central. Ticketing need to ensure they are NOT charged more.
- So far there has been media releases from the Northern Beaches Council; one suggesting car parking at Mona Vale for the B-Line on public spaces and another suggesting the possibility of extending the B-Line to Newport, adding a Manly service and a Macquarie University service. These suggestions will do little to fix any of the issues seen by Pittwater residents.