

# SUSTAINABLE TRANSPORT STRATEGIC REFERENCE GROUP DIRECTIONS PAPER

## Towards a draft transport and active travel strategy - July 2017

Our approach to walking, cycling, public transport, parking, safety and network management

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**Walking | Cycling | Public Transport | Parking | Network Management | Safety | Accountability | Partner |  
Integration | Promote | Innovation**

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### 1. PURPOSE

This document seeks to provide a solid framework to enable Council to partner with stakeholders to deliver key infrastructure projects across our transport network. By working towards this approach, our organisation can ensure that the northern beaches is delivered a road network for our community which addresses our transport issues, and which will encourage people to make more trips by walking, cycling and public transport, as well as providing innovative parking experience.

We recognise the importance to be connected, no matter who you are or where you live, so having access to a variety of destinations results in greater liveability and local area vitality.

The development of a Transport Strategy will help us to challenge our current transport and network issues, and best meet the changing demands of the future. Issues include traffic congestion, lack of reliable and convenient public transport, parking demand management, road safety, and difficulty walking and cycling due to topography and lack of connected footpaths and off-road cycle networks.

## 2. INTRODUCTION

Following the formation of the new Northern Beaches Council in May 2016, eleven Strategic Reference Groups (SRGs) were formed across key areas of Council's operation. The role of the SRGs is to provide a valuable contribution to the directions of the new Council, including input into the development of the Community Strategic Plan (CSP) and future plans and strategies. SRG members were recruited via EOI, represent a cross-section of the community, and bring expertise to their area of appointment. Each group also includes two-three former Councillors as Chair and Deputy Chair.

The Sustainable Transport SRG consists of 18 members. The terms of reference of the SRG are to:

- Provide input to the Vision, Priorities and Objectives for the Northern Beaches Draft Community Strategic Plan
- Promote and advocate for enhanced provisions of all forms of sustainable transport including public transport, carpooling, car share, cyclists and pedestrians
- Consider integrated active transport network, such as; transport hubs, mode changes and facilities, hop skip jump, cycle ways, and bike racks
- Promote and educate for active transport options and benefits to reduce reliance on private vehicles
- Provide advice and input to improve the east - west transport corridor

The actions detailed in this document have been prepared in partnership with the Sustainable Transport SRG over a 10 month period over 2016-17 and captures their enthusiasm and aspirations for an active and connected northern beaches community. A full list of the SRG members is included in Appendix 1.

### 3. OUR TRANSPORT VISION

To enable a culture which supports people to choose active travel choices that benefit their health, enhance community lifestyle and create village atmosphere in a well-connected and efficient transport network, while providing for an innovative parking system.

→ **Access and Linkages**

Footpath and cycling networks

→ **Public Transport**

Reliable and efficient transport linking to B-Line hubs and key destinations

→ **Healthy and Connected Communities**

Walking and cycling networks to support an active and social lifestyle

→ **Smart Growth**

Designing places for people

→ **Village Atmosphere**

Travel that is characterised by local lifestyle

→ **Road Network**

Deliver a network for the northern beaches community which addresses local transport issues and improves road and public transport connections across the Sydney Region

→ **Innovative Parking**

Innovative parking technology, management, customer service and promotion

#### **4. OUR PRIORITIES**

The road user hierarchy assigns priority, in design and management of a corridor, to pedestrians first followed by consideration of other user modes in order to ensure that all modes that may be present are served in a balanced way. The view is that all users are important and the vulnerability of pedestrians and cyclists requires that their needs be considered early in any design or management decision. This is not to imply that all modes be catered for in all corridor sections and does not mean that pedestrians will always have a higher priority than other modes. Council will work towards making transport and parking decisions that are consistent with transport modes in the following order:

- Walking
- Cycling
- Public Transport
- Freight
- Multiple-Occupancy Vehicles
- Single-Occupancy Vehicles

#### **5. WHAT IS ACTIVE TRAVEL**

Active travel involves a degree of physical activity through either walking or cycling or a combination of both. Active travel can be combined with other transport modes for example walking to the bus stop to catch a bus.

Active travel can bring a number of benefits:

- Promote better public health and well-being by increasing levels of physical activity
- Increase accessibility and reduce congestion
- Improve air quality and reduce carbon emissions
- Support local economy

Active travel can also bring economic benefits – a healthier, more active workforce means reduced absenteeism and increased productivity, and reduced congestion means better journey time reliability (Department of Infrastructure and Transport 2011). The Heart Foundation “Good for Business” Discussion Paper asserts that a well-designed, quality street environment that promotes walking, cycling and public transport is

good for business. Shopping streets that hinder pedestrians and cyclists, along with poor public transport, risk losing business, productivity and employees. Improvements in the walking and cycling environment have the potential to increase the value of residential and retail properties.

Active travel is therefore a significant component of an integrated transport network and it is vital that, as we plan, we address walking and cycling, whether as stand-alone transport modes or combined with other modes such as public transport.

## 6. LOCAL POLICY CONTEXT

### Shape 2028

“Shape 2028” is an extensive community engagement program by the Council, that was undertaken in 2016-17, to develop the first Community Strategic Plan (CSP) for the Northern Beaches. The CSP will be the new Council’s 10-year plan, which captures the community’s needs and aspirations, and provides directions for Council in planning its services. Some 2,500 community members have provided feedback in Stages One and Two, including all the SRGs. While the draft CSP is not yet finalised, key feedback to date has been used to help prepare this Framework.

The draft Community Strategic Plan was endorsed for public exhibition at the Council Meeting held on Tuesday 27 June 2017 and will be reported back for adoption by the newly elected Council.

Transport, infrastructure and connectivity are key elements in creating a safe, inclusive and connected community. The draft goals and strategies detailed below have been developed in direct response to the issues and considerations raised by community members during the Shape 2028 engagement:

#### **Goal 16 - Our integrated transport networks meet the needs of our community**

##### **Strategies:**

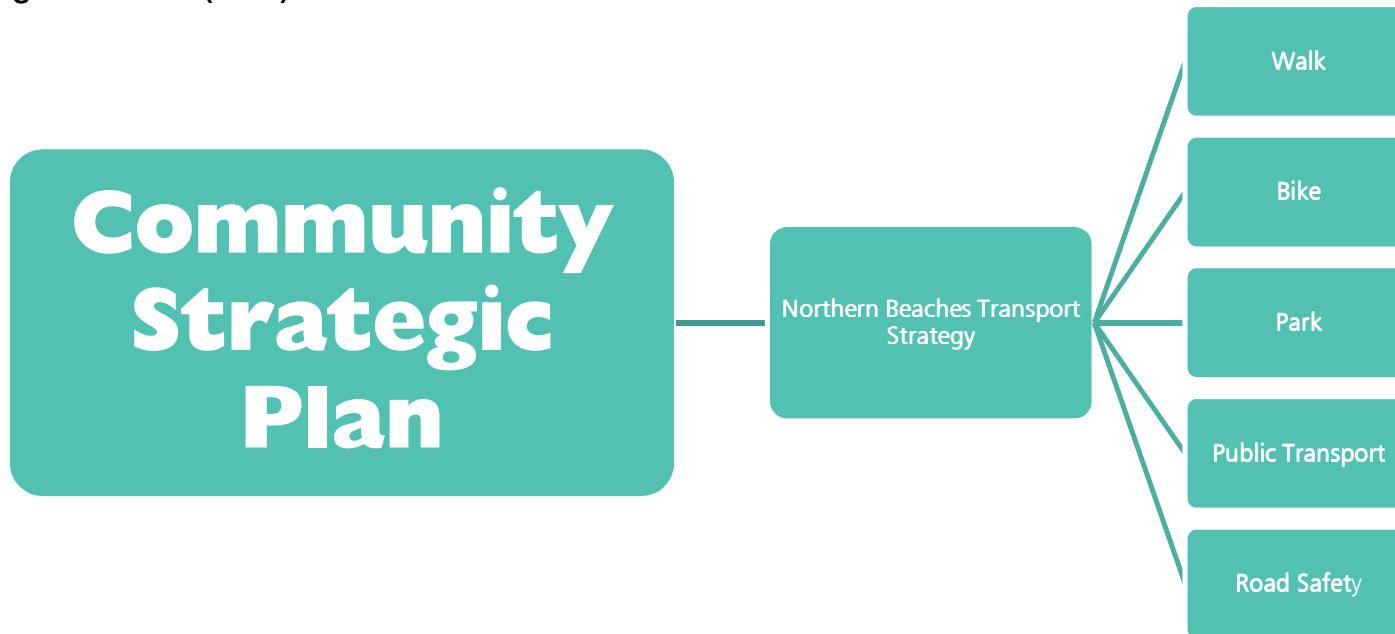
- 16a. Advocate for improved transport options and networks
- 16b. Ensure transport planning is integrated with land use planning and takes account of emerging technologies
- 16c. Facilitate and promote safe transport options that reduce car-based commuter travel
- 16d. Maintain and enhance roads and road-related infrastructure

#### **Goal 17 - Our community can safely and efficiently travel within and beyond Northern Beaches**

##### **Strategies:**

- 17a. Improve public transport options and connectivity to better meet our community’s travel needs
- 17b. Facilitate and promote safe cycling and walking networks as convenient transport options
- 17c. Improve parking options in centres, villages and places

7. Strategic Direction (draft)



**Related council documents:**

- Disability Inclusion Plan
- Community Events Strategy (under development)
- Open Space and Recreational Strategy (under development)
- Footpath priority schedule (under development)
- Bike Plan
- Parking Plan

## 8. ACTIONS

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### WALKING

We will continue expand the footpath network to improve connectivity throughout our community

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#### Walk Northern Beaches

- Develop a walking plan for the Northern Beaches through integration of existing strategy documents
- Ensure that we are connected by identifying missing links in the footpath network
- Establish criteria to use when determining our footpath priority schedule
- Locate where we need new or upgraded pedestrian crossings, pedestrian refuges, traffic signals and kerb ramps
- Improve walking connections through upgrading and promoting our many pathways
- Ensure good and safe access for everyone through footpath renewals program

#### Health, social and wellbeing

- Create places for people through place planning methods
- Promote the benefits of walking – great views, less traffic, better for the environment, fitness and social

#### Wayfinder signs

- Disability Inclusion Plan sign requirements for vision impaired mobility aid users.
- Identify most used routes and destinations
- Connect people to our pathways through way finder signage
- Provide direction for tourists from public transport to coastal walkway

#### Active Travel to School

- Partner with schools to support initiatives to travel actively to school
- Develop a Northern Beaches walking schedule for footpaths and pedestrian infrastructure considerations
- Partner with schools and attend P&C meetings to discuss council initiatives and opportunities to work together

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## **CYCLING**

We will continue to deliver cycling initiatives throughout our community and to provide a connected network

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### **Bike Northern Beaches**

- Develop a bike plan for the Northern Beaches through integration of existing bike plans
- Expand on the shared path network
- Provide separated cycle ways
- Ensure connections to playgrounds and sporting facilities
- Increase cycling participation of woman, families and older riders
- Continue Bicycle Network Super Tuesday and Super Sunday bike counts

### **Bicycle parking and end of trip facilities**

- Allow the community tell us where they need bicycle parking
- Work with Transport for NSW (TfNSW) to ensure bicycle parking is in place for commuters
- Implement commuter parking stations
- Pump stations and bicycle tool kit kiosks at key commuter and recreational hubs
- Work place end of trip – be a leader
- Push for bike racks on B-Line services

### **Bike share and E Bikes**

- Implement trial of bike share scheme in Manly
- Provide power charging areas for E-bikes
- Council initiatives – what we are doing for end of trip and E-Bike

### **Cyclist's way finder network and resources**

- Continue to improve cyclist way finder network through signage
- Produce cycle network maps



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## **PUBLIC TRANSPORT**

We will work in an advocacy and lobbying role for improved public transport to, from and around the northern beaches

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### **Bus and Ferry Network**

- Feeder routes to transport hubs
- Frequent and efficient service
- Increase CBD destinations for ferries departing Manly
- Inexpensive travel to encourage use
- Effective East/West Public Transport routes (e.g. between Dee Why and Chatswood)
- Scheduling changes to provide for connections to private and public ferries
- Low emission transport options

### **Technology**

- Partner with NSW Government to implement Future Transport Technology Roadmap strategies.
- Encourage use of apps for bus scheduling information
- Ensure interactive network and local information is provided at B-Line transport hubs

### **Improved connections**

- East west network to Chatswood, Macquarie Park
- Ensure bus and ferry time schedules link to ensure efficient mode transfer
- Connector buses to move people to ferry and bus transport hubs
- Implement actions from Northern Beaches Council Disability Inclusion Plan relating to public transport

### **Increase use of public transport**

- Promote benefits of public transport usage
- Raise the profile of public transport
- Target youth 17+ to continue using public transport
- Easy access to Opal Card for senior members of our community
- Encourage Opal Card use for faster travel time
- Innovative payment methods for public transport travel

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## **PARKING**

Council will apply a balanced and fair approach to parking across the northern beaches through the development of a parking strategy which will provide direction to how we manage parking

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- Improved parking accessibility of disabled spaces
  - Reducing the demand for parking through active and public travel
  - Implement innovative parking technology through digital solutions, enforcement, parking over stay detection devices and smart poles
  - Increased car sharing spaces throughout the northern beaches
  - Provide electric charging spaces for e cars and e bikes in council car parking stations
  - Parking demand management strategies
  - Connect parking with the 'last mile' active travel options
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## **NETWORK MANAGEMENT**

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### **Road network priority**

- Accept only high quality infrastructure which address the transport issues for the northern beaches community
- Deliver improvements to network efficiency through clear ways, bus lanes and bus only lanes
- Advocate for future infrastructure upgrades to provide dedicated bus lanes for travel time reduction; Northern Beaches Hospital, Beaches Tunnel Link, Mona Vale Road, Warringah Road, Wakehurst Parkway etc.
- Innovative road design in commercial areas and transport hubs
- Ensure intersections are designed for pedestrian and cyclists
- Ensure local knowledge is considered in network planning and delivery
- Ensure infrastructure supports local deliveries and freight to provide economic activity

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## **SAFETY**

We will ensure road user safety remains a priority through the development of a road safety strategy and partnership with the Roads and Maritime Services (RMS) to ensure that we can achieve Vision Zero through the Safe Systems approach of safer people, safer roads, safer speeds and safer vehicles

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### **Walking**

- Lighting on our walking network
- Explore initiative lighting technology, such as Smart Poles
- Education and enforcement around schools to create a safe road environment.
- Continue partnership between Council and RMS through Local Government Road Safety Program and targeted pedestrian safety campaigns, senior road safety talks, awareness to drivers and road rule changes
- Advocate for speed limit reductions through 40km High Pedestrian Activity Areas, 10km Shared Zones and traffic calming
- Ensure road signs are easy to read and graffiti free
- Analyse RMS crash data to determine pedestrian crash hot spots to assist with project prioritisation

### **Cyclists**

- Priorities separated cycle ways
- Through Learner Driver workshops, educate parents and supervisors of learner drivers cycling road rules and how to share the road with cyclists
- Through fleet management, educate council staff on cycling road rules and how to share the road with cyclists
- Ensure Council waste contractors are provided education on cycling road rules and how to share the road with cyclist
- Participate in NSW Bike Week each year
- Run workshops to improve the skills and confidence of our riders, including build confidence and practice of young bike users through bike tracks in parks (Winnerrerremy Bay and Apex Park)
- Identify cycle routes through Super Tuesday and Super Sunday bike counts
- Analyse RMS crash data to determine cyclist crash hot spots to assist with project prioritisation
- Promotion of rider and driver road rules
- Increase awareness of shared path etiquette

### **Parking**

- Ensure traffic calming provide a safe pedestrian environment
- Security measures implemented in car parks

### **Public Transport**

- Ensure B-Line car parks and transport hubs are well lit.
- Ensure safe night travel through increased security and CCTV on buses and transport hubs
- Passive surveillance to support transport safety

### **Speed Limits**

- Investigate 40km High Pedestrian Activity Areas in shopping areas
- Lobby for reduction of speed limits on Regional Roads
- Ensure Police enforcement in areas of concern
- Analysis RMS crash data to determine speed related crashes and contributing factors and use this information in project prioritisation

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## **ACCOUNTABILITY**

We will keep the community informed of our progress

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- Report to Council annually on status updates from Northern Beaches Transport Strategy
- Designs and plans to relevant standards and legislation with a technical review through the Traffic Committee
- Create an active transport hub on the Northern Beaches Council website to provide updates on Active Travel projects and events
- Evaluation of projects to see whether they achieve intended outcomes
- Reduction in traffic congestion and traffic volumes
- Reduction in crashes in the road network for all road users

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## **PARTNER**

We will partner with our internal and external stakeholders to ensure that we deliver a quality product and service to the community

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- Build on partnerships with Sustainable Transport Reference Group members to lobby State Government for transport improvements for the northern beaches community
- RMS, TfNSW and Centre for Road Safety
- NSW Police and Highway Patrol
- Northern Sydney Councils
- Premiers Council for Active Living
- State Transit and Sydney Ferries
- Department of Planning
- Easy Link Community Services Limited
- Community associations and business chambers
- Bicycle Network to promote active travel to schools
- BUGs (Bicycle User Groups)
- Pedestrian Council of Australia
- Local schools to encourage active and public travel to school and events; grandparents day, school fetes, open days.
- Northern Sydney Area Health
- Work with the Heart Foundation to establish walking groups in the community
- Link with universities for expertise in future planning best practice and research
- Northern Beaches Council customer service team to provide transport network information to customers; parking, active transport, public transport and road network

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## **INTEGRATION**

We will work with commercial and neighbourhood centres to address transport and parking needs and to integrate active travel through walking, cycling and public transport routes that are efficient and direct

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### **Place Planning**

- Pedestrian-friendly shopping areas
- Improved street design that supports on-street activity
- Ensure transport hubs are well located
- Provide car free days
- Use of bollards to pedestrianise areas for events and night time activities

### **Development**

- Ensure zoning supports mixed land use to reduce trip frequency
  - Consideration of draft Northern Sydney District Plan
  - Ensure Section 94 walking and cycling infrastructure continued to be delivered in Warriewood Valley
  - Work to create an active and connected Ingleside community
  - Ensure that end of trip facilities are included in developments
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## **PROMOTE**

We will strive to raise the profile of the Transport Network and Parking Operations, highlighting the services and benefits that are provided

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- Work with local businesses to promote economic benefits of walking and cycling
- Use of print media and social media to encourage active travel and public transport mode of travel
- Publicise projects supporting active travel
- Place up to date interactive route finders on Council's website
- Publicise active and public travel for events and areas where parking operates at capacity; such as Taste of Manly, Manly Jazz Festival, Sporting events, Market Days, School Fetes

- Expand on the Pittwater Walkway app and include the connection to Manly
  - Promotion of parking availability through the development of a communications plan to incorporate social media, web based platforms, and print media
  - Promotion of Travel Training program through Easy Link Community Services
  - Promote parking across the northern beaches to internal and external stakeholders
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## **INNOVATION**

The electric transport space is moving in a fast paced environment and Council welcomes the opportunity to explore emerging trends and to implement change to our travel behaviour

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- Remote working and working from home
- Co working and creative spaces in local neighbourhoods located close to transport hubs
- E-business
- Car sharing
- Electric Scooter
- Electric Monowheel
- Electric Bicycles
- Electric motorcycles
- Neighbour Electric Vehicles (NEVs) - a new EV format coming out of the US between a small car and a golf buggy for use only in your local neighbourhood
- Autonomous Vehicles
- Ride sourcing, such as Uber

## APPENDIX 1 – SUSTAINABLE TRANSPORT STRATEGIC REFERENCE GROUP

### Sustainable Transport

|                       |  |
|-----------------------|--|
| Cathy Griffin (Chair) | Implementation Advisory Group                        |
| Selena Griffith       | Local Representative Committee - Economic            |
| Barbara Bice          | Ability Links - Settlement Services International    |
| Rebecca Bourcier      | Resident - Narrabeen Ward                            |
| Megan Bridge          | Transport for NSW                                    |
| Scott Brown           | Resident - Curl Curl Ward                            |
| Angela Doolan         | Easylink Community Services Limited (Easy Transport) |
| Anne Grunseit         | Resident – Curl Curl Ward                            |
| Matthew Jessup        | Resident – Frenchs Forest Ward                       |
| Gareth Jones          | Avalon Palm Beach Business Chamber                   |
| Bradley Martin        | Resident – Frenchs Forest Ward                       |
| David Morrissey       | Resident – Curl Curl Ward                            |
| Michael Moulds        | Resident – Frenchs Forest Ward                       |
| David Owen            | CABPRA   |
| Frank Peylaire        | Resident – Manly Ward                                |
| Francie Rigg          | Manly Community Forum                                |
| Michelle Washington   | Resident – Manly Ward                                |



## **APPENDIX 2 – TRANSPORT CONTEXT**

### **1. Regional Policy Context**

#### **1.1 A Plan for Growing Sydney (2014)**

The NSW Government’s “A Plan for Growing Sydney” has identified the Northern Beaches Hospital Precinct as one of Sydney’s Strategic Centres. Removing transport “pinch points” in access to strategic centres and transport gateways improves access to jobs and services. The public transport network connecting these centres provides many people with direct access to a range of job locations, as well as access to education facilities, health centres and hospitals, and sporting, cultural and entertainment facilities. Delivering more housing through targeted urban renewal around centres on the transport network will provide more homes closer to jobs and boost the productivity of the city.

Benefits of connecting centres with a networked transport system are:

- The public transport network connects people to centres. In doing this, it connects people to jobs, education facilities, health centres and hospitals, and sporting, cultural and entertainment facilities.
- Centres rely on efficient transport to serve their customers, support their growing business and freight functions, and to connect to the global economy.
- Efficient links within centres improves convenience for customers, and efficient links into centres and between centres helps people to get to jobs, schools, universities, shops and leisure activities.
- Making it easy to get to centres and offering a range of services at centres makes them a focal point for the community and increases prospects for economic growth and job creation.

#### **1.2 Long Term Transport Master Plan (2012)**

The “Long Term Transport Master Plan” will guide the NSW Government’s transport funding priorities over the next 20 years, providing the overall framework for how our transport system develops, whether it is the services that are delivered or the infrastructure that underpins them.

Actions outlined in the plan will deliver improvements for northern beaches customers of the NSW transport system through:

- A fully integrated transport system, where customers move seamlessly across modes and between services, supported by the Opal ticketing system

- A modern bus system that meets changing needs, particularly in growth areas, and complements the heavy and light rail networks
- A connected motorway network in Sydney, beginning with WestConnex, which will provide a step change in Sydney's connectivity, then the F3(M1)/M2 link, and then the F6(M1), alongside significant investments in arterial roads throughout regional NSW
- Unclogging the Sydney CBD to create a new level of amenity, by removing the monorail, building the Wynyard Walk, introducing more light rail, undertaking a major redesign of the bus network, increasing ferry use, providing more capacity on the rail system and better walking and cycling infrastructure
- Supporting the growth of new economic centres through investments in the North West Rail Link and the South West Rail Link, new roads in growth corridors, and new bus infrastructure
- Boost walking and cycling and support its integration with public transport, including extensions and improvements to the State's walking and cycling networks, better storage facilities and signs, and new interchanges that are attractive activity hubs for local communities
- Preserve future transport corridors to ensure that as demand increases the transport networks can be expanded, covering 19 corridors in Greater Sydney

### **1.3 Draft Sydney North District Plan (2016)**

The draft District Plan proposes a 20-year vision for the North District, which includes the Hornsby, Hunters Hill, Ku-ring-gai, Lane Cove, Northern Beaches, Mosman, North Sydney, Ryde and Willoughby local government areas. This plan is prepared by the Greater Sydney Commission.

Brookvale-Dee Why Proposed priorities:

- Maintain the mix of uses so that Brookvale-Dee Why continues to perform strongly as a well-balanced, self-sustaining combined centre
- Encourage and support improvements to Warringah Mall and better integrate it with the fabric and life of Brookvale-Dee Why
- Encourage provision of affordable housing to attract and retain key workers in local industries, particularly in Brookvale
- Recognise and enhance the economic and employment opportunities along Pittwater Road and encourage revitalisation along this commercial strip
- Promote walking, cycling and public transport to Warringah Mall, the Brookvale industrial area and Dee Why to alleviate traffic congestion on Pittwater Road and to reduce car dependency
- Encourage the establishment of new, innovative and creative industries in the Brookvale industrial area
- Encourage new lifestyle or entertainment uses to activate local streets in Brookvale-Dee Why
- Improve connections between Brookvale-Dee Why and Northern Beaches Hospital and beyond

Manly Proposed priorities:

- Further develop Manly as a cultural, tourist, retail and entertainment precinct
- Improve transport connections to Manly Wharf from other lower Northern Beaches suburbs
- Provide faster public transport to Chatswood, Frenchs Forest, St Leonards, Macquarie Park and Macquarie University
- Encourage diversified commercial activity to improve economic resilience
- Encourage eco-tourism around North Head and the Cabbage Tree Bay Aquatic Reserve

Mona Vale Proposed priorities:

- Protect and enhance the commercial and retail function of the centre to provide employment growth and maintain high job containment
- Ensure sufficient retail and commercial floor space is provided to meet future demand
- Leverage the Mona Vale b-line stop to facilitate intensification of uses in the centre, with an emphasis on the provision of housing affordability to retain 18 to 35 year olds
- Explore opportunities to increase residential diversification around the centre
- Improve access and linkages to local destinations, such as Mona Vale hospital, through priority pedestrian networks
- Promote walking and cycling to the centre and within it
- Retain and protect the industrial precinct to the north of the centre to serve the growing population
- Investigate feasibility of existing planning provisions and controls as they relate to mixed-use and residential development within the centre
- Prioritise place making initiatives to promote mixed-use activities, urban activation and more diverse housing, and improve connectivity and integration with existing networks