

Move

Northern Beaches Transport Discussion Paper

northern beaches council

Contents

Mayor's Message 5

Purpose 6

- Using This Discussion Paper 7
- Overview 8
- Our Plans 10

Transport Insights and Trends 12

- Current Population 13
- A Growing Northern Beaches 14
- Multiple Motor Vehicles 15
- Low Public Transport Patronage 16
- Why People Travel 17
- Journey to Work 18
- Addressing Climate Change 19
- Transport Improvements Planned 20

1: Integrating Transport and Landuse 22

2: Walking and Cycling 26

3: Public and Community Transport 30

4: Roads and Traffic 34

5: Parking 38

Appendix 1: Community Concerns 42

Appendix 2: Traffic Volumes 46

Appendix 3: Transport Stakeholders and State Plans 48


B-line northern beaches
B1 Mona Vale
Opal bus
Transport Buses
Dee Why B-Line
B-Line
Collaroy Plateau
Mona Vale
Palm Beach



Mayor's Message

For many, many years I have been advocating for a better transport system for the Northern Beaches. Too many residents struggle daily with long commutes, traffic jams and bottlenecks. It just shouldn't be this hard to get around.

Our community continues to identify transport as the biggest challenge to improving liveability and environmental sustainability on the Northern Beaches. The ability to easily and efficiently move around for work and leisure is limited and many residents are left with little alternative but to use cars. This is not a great solution for our future health, environment and safety; and our congested roads limit our ability to make this a great place to live and work.

Part of the solution is providing a more integrated and sustainable transport network. Through more active transport options, public transport and better links, we will connect people, homes, workplaces, schools, communities, villages, town centres and beaches in the Northern Beaches and to Greater Sydney.

There have been improvements to the transport network. The roll-out of the B-Line and associated parking facilities in partnership with the NSW Government are making a difference on the north-south Pittwater Road corridor. However, much more focus is needed on our east-west corridors. This is a key priority for new release areas at Ingleside and strategic centres at Frenchs Forest, Brookvale and Dee Why and we need a link from Mona Vale to Macquarie Park.

The purpose of this discussion paper is to spark conversation and gather ideas to feed into a transport strategy and related transport plans in support of our advocacy to the NSW Government and transport providers to improve our transport network.

Northern Beaches Council is now in a unique position. Our size and strategic capacity make us a capable advocate, and partner with, the NSW Government agencies and transport providers. We are a strong voice for our community and can influence transport outcomes for our area.

The transport strategy will set the framework and directions to strengthen these relationships and ensure Council has a seat at the table when important regional transport decisions are being made.

Your input is essential to ensure we develop a future transport strategy that reflects your priorities and needs. I look forward to the discussion.

Michael Regan
Mayor



Purpose

The purpose of Move - Northern Beaches Transport Discussion Paper is to generate community discussion on our traffic and transport priorities for the Northern Beaches. It will also be used to engage with key transport stakeholders such as neighbouring councils, transport providers and State and Federal agencies.

The paper outlines how we intend to respond to some of the key transport challenges and opportunities facing our community now and in the future.

Your input will assist the development of a Move - Northern Beaches Transport Strategy 2038 guiding the provision of transport on the Northern Beaches in the future (20-years plus).

Using This Discussion Paper

We are interested in understanding your priorities for travelling in and around the Northern Beaches.

This discussion paper is structured around five discussion topics:

1. Integrating Transport and Landuse
2. Walking and Cycling
3. Public Transport
4. Roads and Traffic
5. Parking

Each topic has an objective outlining what Council seeks to improve, describes the challenges and opportunities, and outlines our key priorities.

We want your input to inform our future objectives and priorities for each topic.

As you read each topic, consider how you get around and how you use transport in your life for personal and work/ business purposes.

Council plays a pivotal role in making the Northern Beaches a better place to live, work and travel to.

Think about what is important to you, now and in the future, and how we can improve the transport network.

Overview

Our community and visitors want an efficient and sustainable way to travel to and from the Northern Beaches. These views were expressed over the last 18 months through the development of the Community Strategic Plan [1].

Travelling around the area for social or recreation purposes - accessing local services, shopping, making deliveries and visiting friends is generally by car. Commuting for work or education purposes is also predominantly by car. Sixty percent of commuting trips in 2016 were made by private motor vehicle compared to 18% by public transport, and travel surveys indicate similar levels of car usage for getting around [2].

The consequence is that our road network is congested and operating at capacity. The three roads that connect the Northern Beaches to the rest of Sydney - Mona Vale Road, Warringah Road and Pittwater Road via the Spit Bridge - carry the majority of inter-regional journeys for freight, commuter and personal travel. The area has no rail or tram options to move people faster and more efficiently.

We can encourage and support safer and sustainable ways of travelling within the area and encourage a shift in travel modes and patterns away from cars. These include supporting and encouraging more public transport, dedicating more pedestrian and cycling paths, integrating on-demand transport links and community bus services, and providing more commuter parking options in and around our town centres and villages.

Changes in how we move around the Northern Beaches is urgently required to reduce traffic congestion. Council will work with NSW agencies and operators to improve provision, reliability and accessibility to public transport, infrastructure and change travel behaviours to more sustainable active travel options. Our future objectives, priorities and directions follow in this Discussion Paper.

[1] Community Strategic Plan Report to Council, 27 June 2017, and https://yoursay.northernbeaches.nsw.gov.au/communitystrategicplan2

[2] Household Travel Surveys undertaken by the Bureau of Transport Statistics , 2012-13, and 2015-16 provide periodic information on purpose of travel, distances travelled, and travel time information for the Northern Beaches compared to other areas of Sydney. See https://data.nsw.gov.au/bureau-transport-statistics

Transport Insights

Travel times along local and major roads and on public transport on the Northern Beaches are currently amongst the worst in Sydney according to household surveys. Our traffic volumes show no sign of easing despite efforts to encourage public transport patronage.

Freight movement is also constrained due to the length of vehicles permitted on our major roads. This limits business growth and expansion of the Northern Beaches' $14.5 billion economy. According to a 2015 Infrastructure Australia Report, Northern Beaches' traffic congestion costs the national economy more than $48 million.

Residents' travel by public transport is low compared to other parts of Sydney. Major bus routes operate on the north – south corridor (now via the B-Line services) that connect to feeder transport routes and commuter parking; east - west services are operated by Transport NSW and Forest Coaches.

Harbour ferries operate between Manly and the CBD; local ferries connecting the western foreshores of Pittwater, Scotland Island and the Central Coast are used by visitors and commuters. While these options provide travellers with alternatives to cars, issues arise with the management of parking at interchanges in both the north and south of the Northern Beaches.

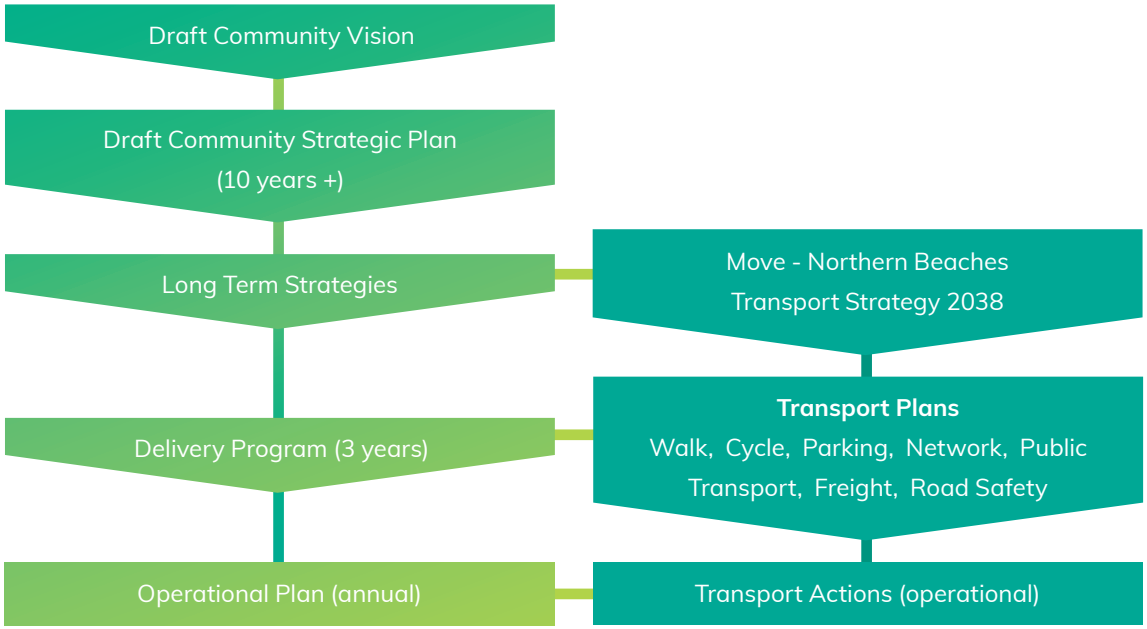
Our Plans

Your responses to this discussion paper will inform the development of Council's transport strategy - Move - Northern Beaches Transport Strategy 2038.

This strategy will provide a long term vision for transport on the Northern Beaches in response to your priorities. It will be supported by medium term transport plans for better integrating landuse and transport, and separate plans for walking, cycling, parking, our roads network and road safety.

Our planning framework provides a platform for achieving the community's vision for the Northern Beaches being "a safe, inclusive and connected community that lives in balance with our extraordinary coastal and bushland environment" [3].

Figure 1: Relationship of Community Strategic Plan and **Move-Northern Beaches Transport Strategy 2038**



[3] Community Strategic Plan SHAPE 2028 at https://yoursay.northernbeaches.nsw.gov.au/communitystrategicplan2

April 2018	May 2018	June 2018	July 2018	August 2018
Move - Northern Beaches Discussion Paper (this document)		Move - Northern Beaches Transport Strategy 2038 (Draft)		Move - Northern Beaches Transport Strategy 2038 to Council for adoption

Your Ideas and Feedback

You can assist in developing Council's Move - Northern Beaches Transport Strategy 2038 by telling us whether you support our future objectives and priorities in each topic in the Discussion Paper.

How you can get involved?

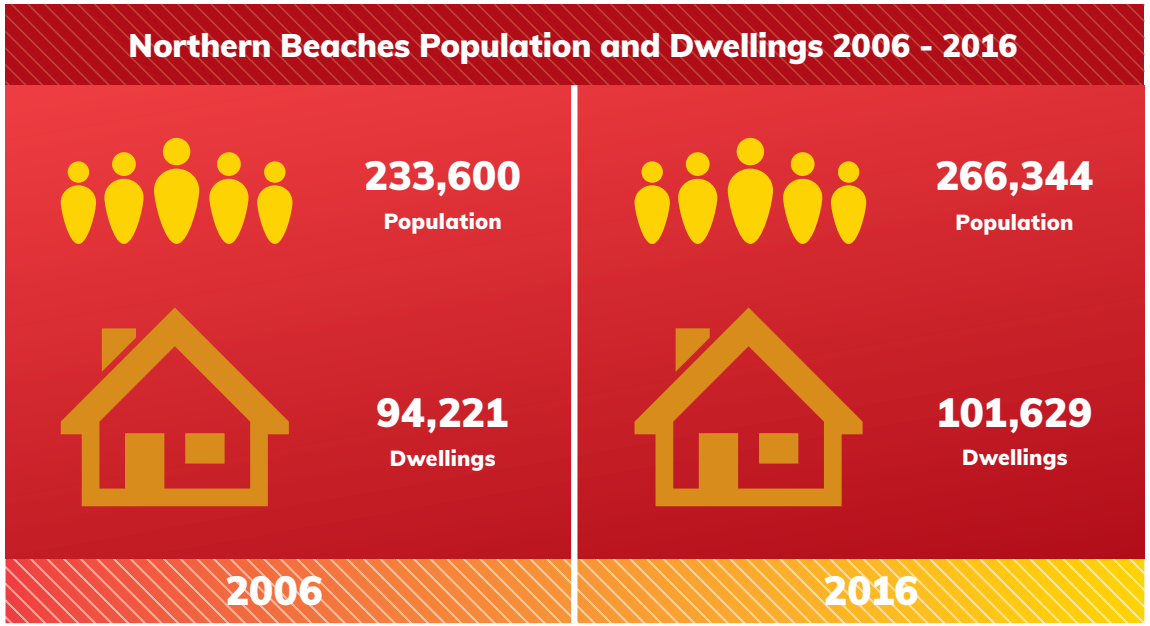
- Write to Council at records@northernbeaches.nsw.gov.au, and Northern Beaches Council, Civic Centre, 725 Pittwater Road, Dee Why, 2099.
- Complete the survey at yoursay.northernbeaches.nsw.gov.au
- Attend a community transport event. Details of events at yoursay.northernbeaches.nsw.gov.au

Transport Insights and Trends



Current Population

More people rely on the transport network than 10 years ago. As the population grew by 32,744 people, dwellings grew by 7,408 [4].

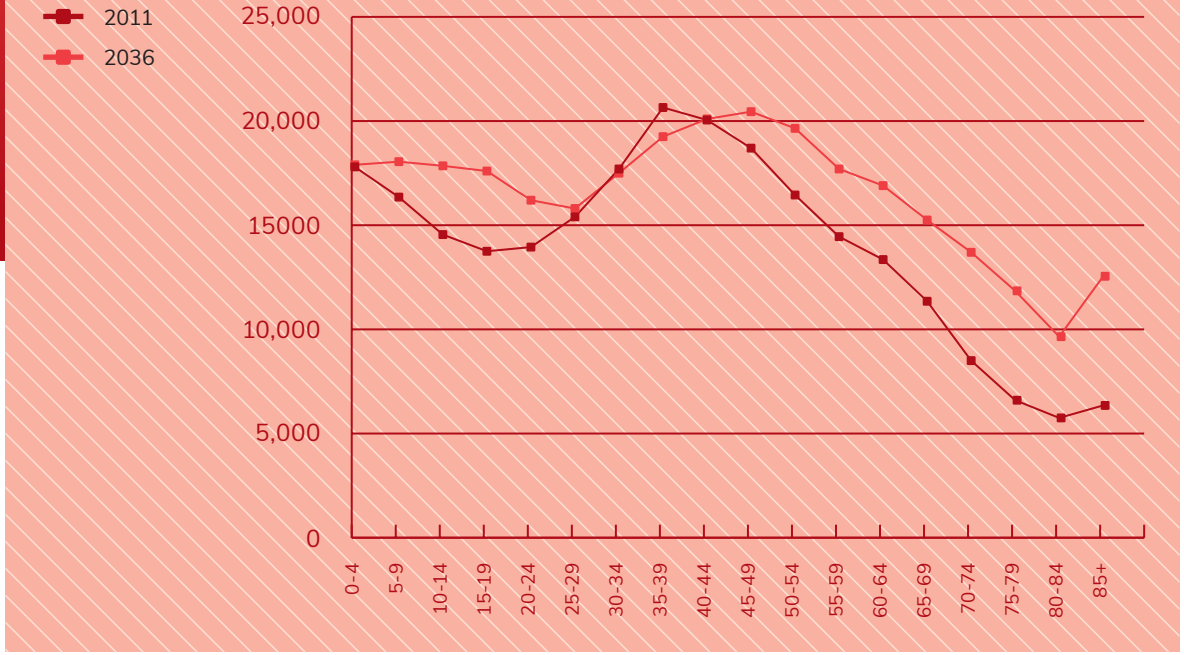


[4]ABS Estimated Resident Population, 2006-2016, profile ID at https://profile.id.com.au/northern-beaches/population

A Growing Northern Beaches

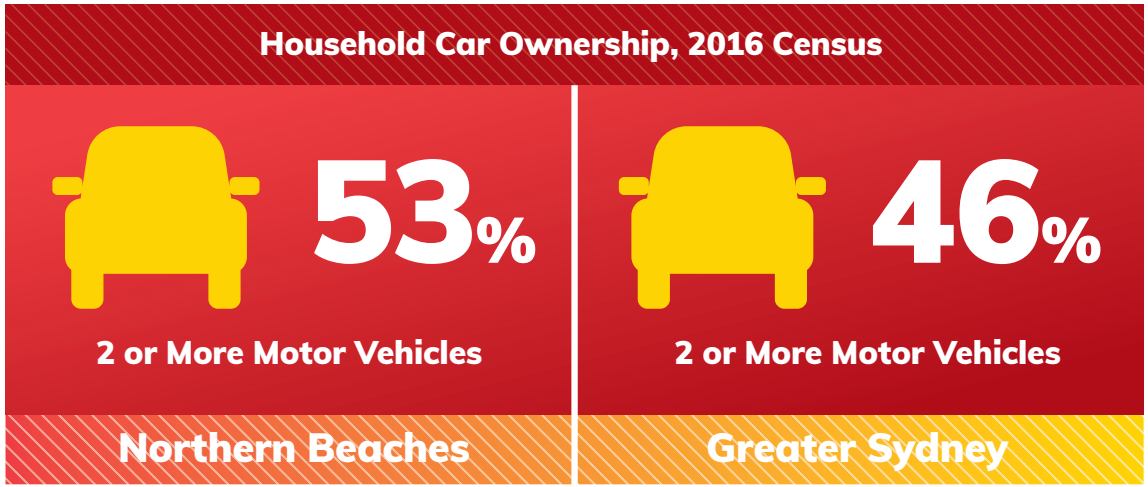
Forecasts show that by 2036 the number of people living on the Northern Beaches will increase by 46,250 people, and more of us will be aged over 45 years. This has implications for the transport network, especially more public and community transport, as well as active travel options.

Forecast Population Growth by Age Group, 2011 and 2036



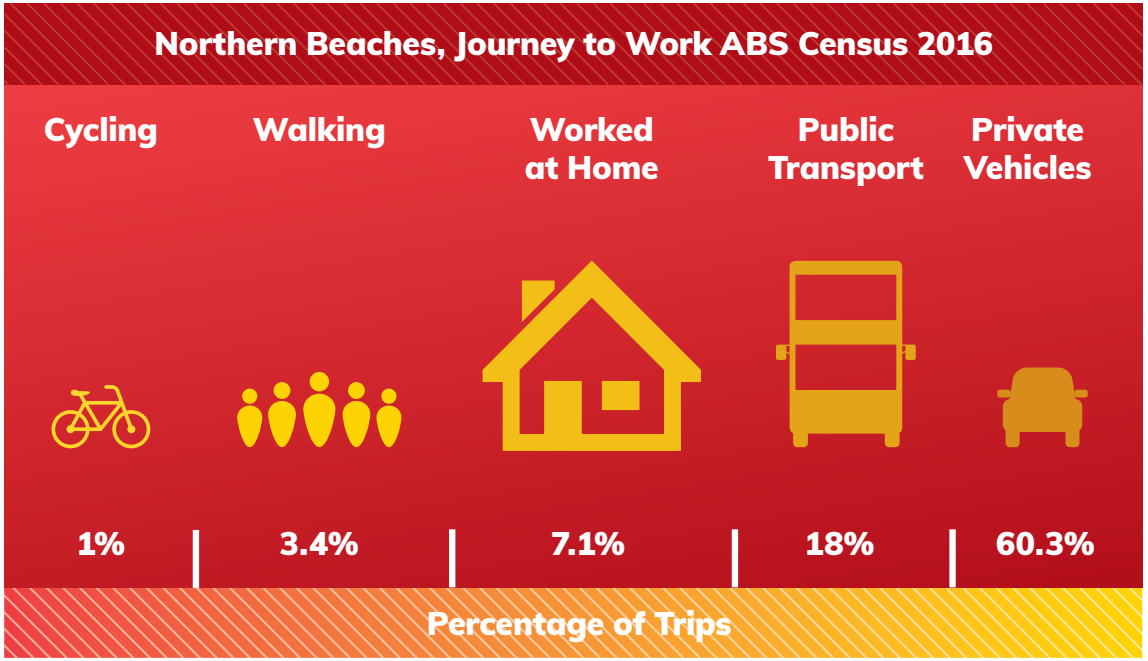
Multiple Motor Vehicles

More than half (53%) of Northern Beaches households own two or more vehicles, which is 7% higher than Greater Sydney. This shows that our residents are highly dependent on motor vehicles to get around.



Low Public Transport Patronage

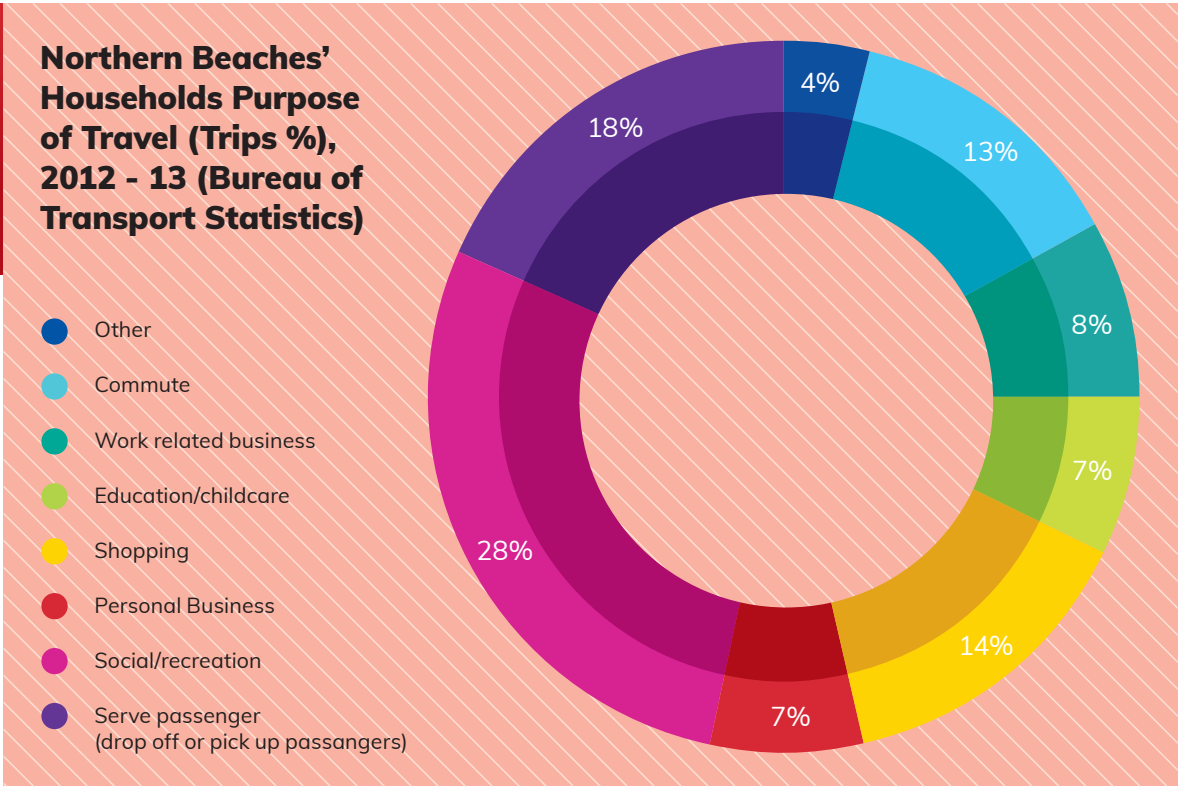
Residents are highly dependent on private vehicles (60%) to get to work compared to other travel modes, such as public transport (18%) or walking (3.4%).



Why People Travel

There are many reasons why people travel and commuting to work is only one. More than a quarter of all our travel is related to social and recreational purposes [5].

Northern Beaches' Households Purpose of Travel (Trips %), 2012 - 13 (Bureau of Transport Statistics)



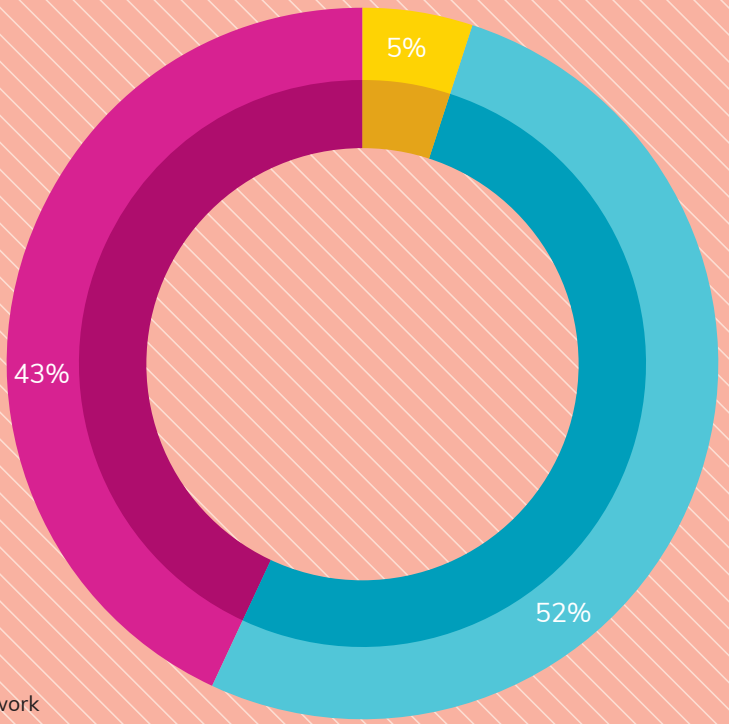
[5] Household Travel Survey Report, Sydney for Manly, Pittwater and Warringah, 2012-2013

Journey to Work

Most residents live and work on the Northern Beaches. In 2016, 67,576 residents (52%) worked locally.

However, 56,203 residents travelled outside the areas for work and 20,585 people travel into the area for work

Where Northern Beaches residents work?

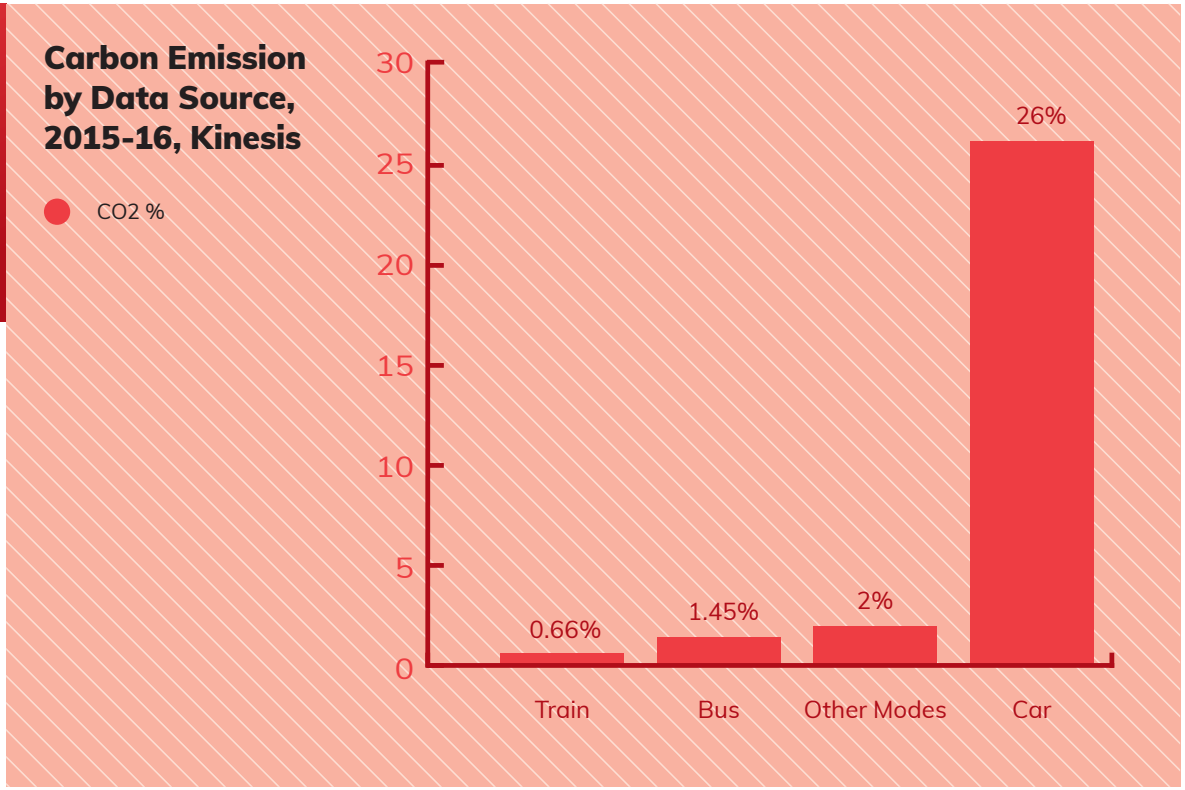


Source: ABS Census 2016, journey to work

Addressing Climate Change

Overall, transport contributed to 30% of all carbon emissions on the Northern Beaches. By and large, cars are the major contributor of all transport related emissions (26%).

Carbon Emission by Data Source, 2015-16, Kinesis



Transport Improvements Planned

1. **B-Line: Underway**

   A 24- hour express bus service from Mona Vale to the City with dedicated commuter car and bicycle parking. Planned to extend to Newport in 2018.

2. **On-Demand Transport: Underway**

   Trial of an on-demand transport service which takes people from their home to a transport hub. Currently only offered at Palm Beach and Manly.

3. **Mona Vale Road Upgrade: Planned**

   A $150 million upgrade to two sections of Mona Vale Road, between McCarrs Creek Road, Terrey Hills to Powderworks Road, Ingleside, and between Ingleside and Mona Vale. Works are due to commence in 2018.

4. **Northern Beaches Hospital Road Program: Underway**

   A $500 million upgrade to roads and intersections around the new Northern Beaches Hospital at Frenchs Forest due for completion in late 2019.

5. **Clearways Project: Underway**

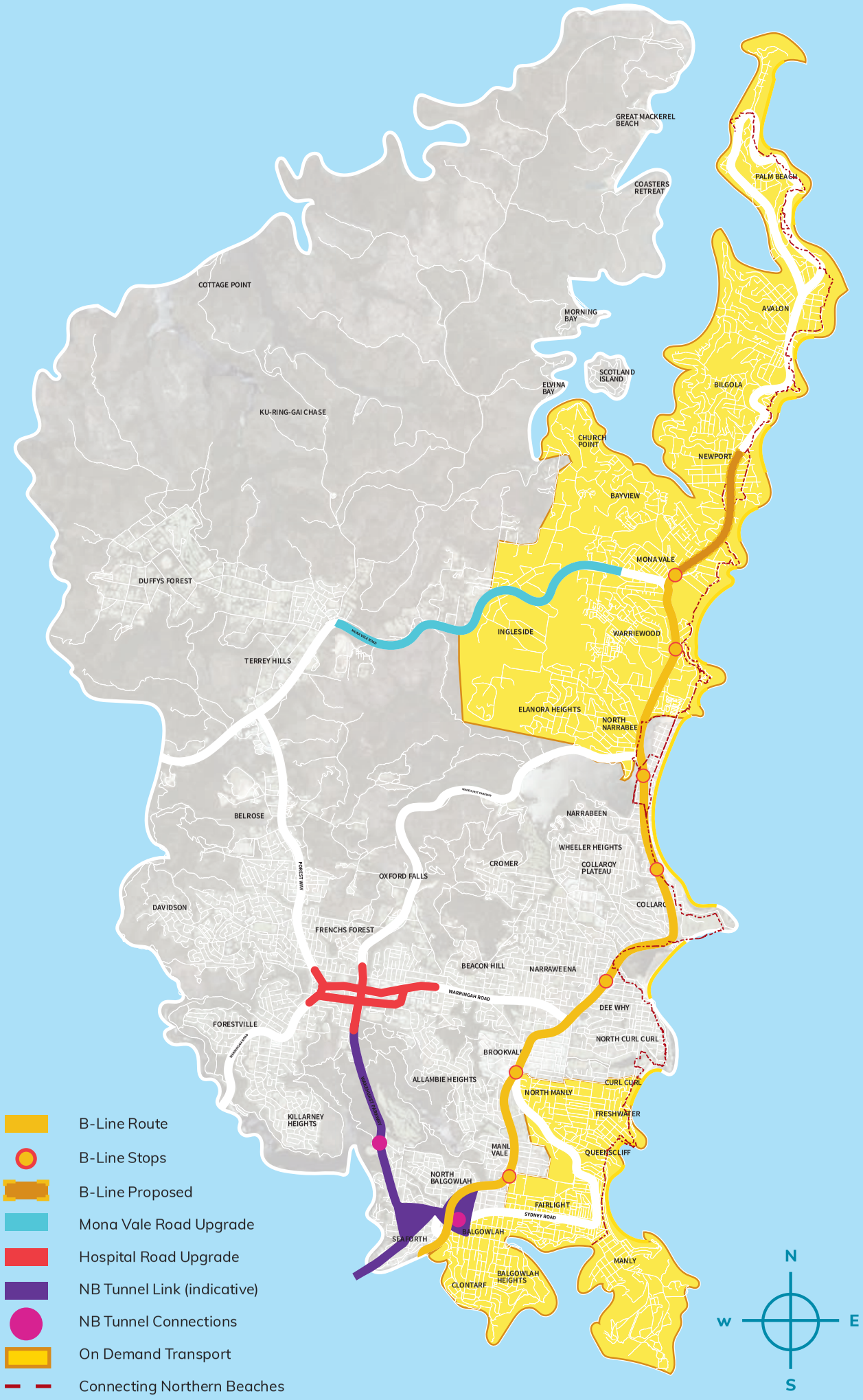
   New clearways to improve traffic flow for Warringah Road, between the Roseville Bridge and Beacon Hill; Forest Way between Wyatt Avenue / Morgan Road; Belrose to Warringah Road, Frenchs Forest, Warringah Road and Forest Way.

6. **Beaches Tunnel Link: Planned**

   Proposed Middle Harbour tunnel connecting Burnt Bridge Creek Deviation at Balgowlah and Wakehurst Parkway at Seaforth with the Gore Hill Freeway. The works will link the new strategic centre at Frenchs Forest to Greater Sydney and provide additional road capacity for the Northern Beaches.

7. **Connecting Northern Beaches: Underway**

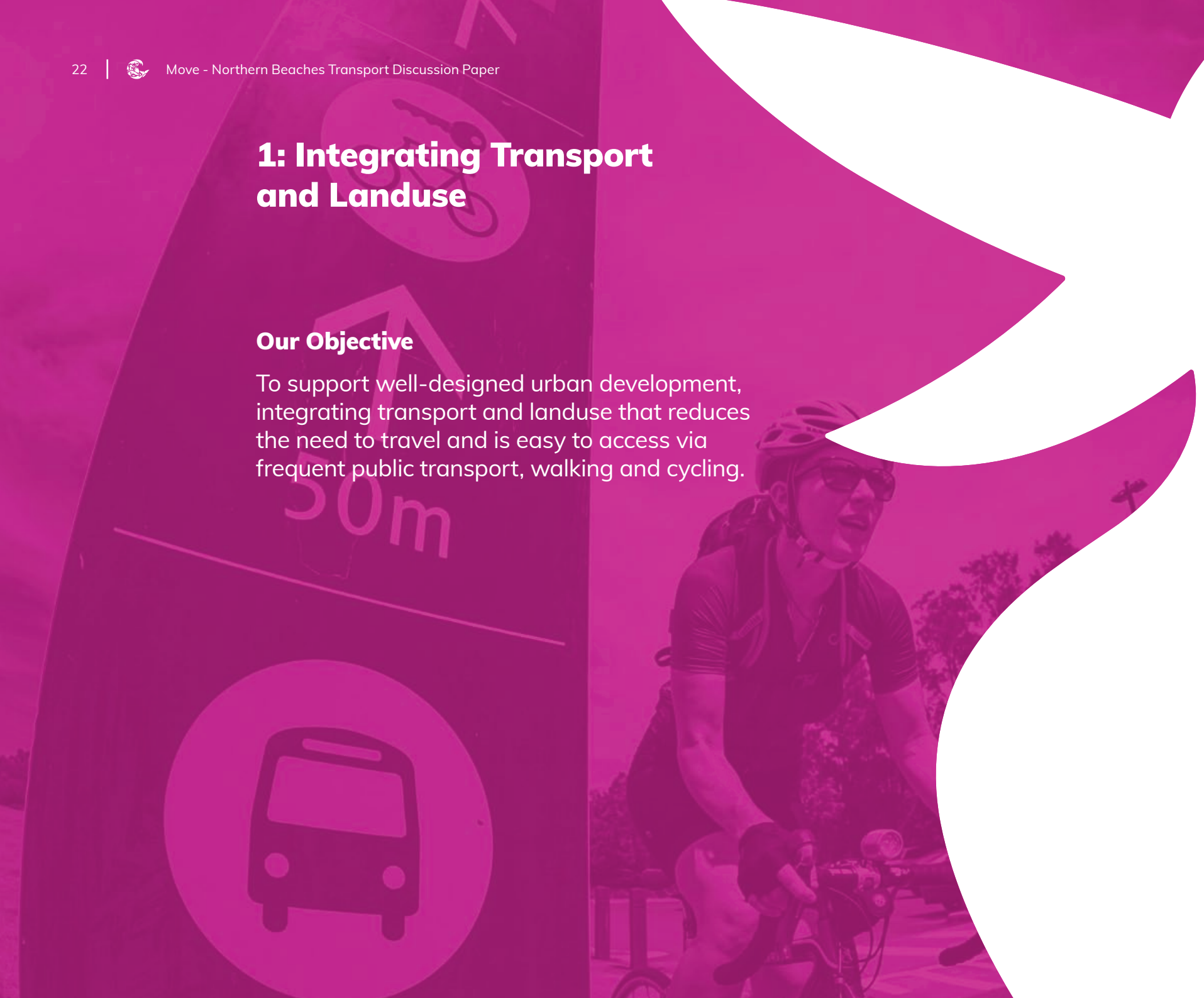
   A $22.3 million program to integrate walking paths and cycle-ways from Palm Beach to Manly and link to the B-Line, transport hubs and services. This is due for completion in 2019.


GREAT MACKEREL BEACH
COASTERS RETREAT
PALM BEACH
COTTAGE POINT
MORNING BAY
AVALON
SCOTLAND ISLAND
ELVINA BAY
BILGOLA
KU-RING-GAI CHASE
CHURCH POINT
NEWPORT
BAYVIEW
MONA VALE
DUFFYS FOREST
INGLESIDE
WARRIEWOOD
TERREY HILLS
ELANORA HEIGHTS
NORTH NARRABEEN
NARRABEEN
BELROSE
WHEELER HEIGHTS
CROMER
COLLAROY PLATEAU
OXFORD FALLS
DAVIDSON
FRENCHS FOREST
BEACON HILL
NARRAWEENA
WARRINGAH ROAD
DEE WHY
FORESTVILLE
NORTH CURL CURL
BROOKVALE
ALLAMBIE HEIGHTS
CURL CURL
NORTH MANLY
KILLARNEY HEIGHTS
FRESHWATER
MANLY VALE
QUEENSCLIFF
NORTH BALGOWLAH
FAIRLIGHT
SYDNEY ROAD
SEAFORTH
BALGOWLAH
MANLY
BALGOWLAH HEIGHTS
CLONTARF
B-Line Route
B-Line Stops
B-Line Proposed
Mona Vale Road Upgrade
Hospital Road Upgrade
NB Tunnel Link (indicative)
NB Tunnel Connections
On Demand Transport
Connecting Northern Beaches
N
W
E
S

1: Integrating Transport and Landuse

Our Objective

To support well-designed urban development, integrating transport and landuse that reduces the need to travel and is easy to access via frequent public transport, walking and cycling.



Our Challenges

The residential development of the Northern Beaches has been shaped by the rugged topography and transport related infrastructure. Development to date has responded to the dominant transport modes, most notably the car. Major infrastructure has underpinned the settlement of major towns, villages and urban areas [6].

The area has traditionally played a range of landuse functions and roles. Manly and coastal areas to the immediate north were linked to the visitor and tourist population with higher density housing and villages that traditionally catered for young adults. Areas further north and inland have provided single dwellings for families, larger acreage and semi-rural properties linking with the northern suburbs of Sydney (e.g. Killarney Heights, Belrose, Oxford Falls, Davidson and Terrey Hills).

Commercial and retail centres are relatively car dependent despite being located on public transport corridors. These include Dee Why, Brookvale, Mona Vale and Manly. The challenge is to ensure the centres are accessible by all transport modes. Greater containment of workers and local jobs is positive for the local economy and better for transport.

More people living closer to employment and other services reduces the need for them to travel and this stimulates the local economy.

High demand for housing in the area continues to place pressure on residential expansion and the transport system.

The need for improved transport links to the rest of metropolitan Sydney means that we need to come up with solutions that represent superior outcomes for the wider community. These may also have localised impacts and challenges for the Northern Beaches and require community debate. These include faster transport options such as Bus Rapid and Light Rail (discussed later in the paper).

[6] The development of the Northern Beaches is linked to available infrastructure such as the Manly Ferry (mid-1850s) by the Port Jackson and Manly Steamship company; from 1974 by the Public Transport Commission; punt services at the Spit (late 19th century to 1924); Spit Bridge (first bridge in 1924 and current bridge built in 1958); Roseville Bridge (first bridge in 1924 and current bridge in 1966); and trams from Manly from 1903 to 1939, Manly to North Manly (1903), and extended to the Spit (1911), Brookvale (1910), Collaroy and Narrabeen (1913), and Harbord (1924).

Our Opportunities

There are opportunities to better integrate future growth and transport corridors. For instance, some centres could be required to support higher residential densities with new high capacity public transport on road infrastructure. New Light Rail and Metro options to the City and Chatswood could provide faster connections and fast, efficient access to and from the Northern Beaches [7]. However, there are constraints to be managed due to high costs of this infrastructure and densities of the areas surrounding stations would likely be required to justify the NSW Government investment. The ability of these areas to sustain future growth will be explored through landuse planning and housing and employment strategies.

New strategic centres such as Frenchs Forest are planned based on current transport infrastructure. Investment in new infrastructure such as the Beaches Link Tunnel would enable this centre to support higher densities and surrounding commercial and employment growth. The success of this centre also relies on improved public transport and active travel options on the east – west corridor. This has been subject to considerable investigation and planning via the Hospital Precinct Structure Plan (Frenchs Forest) with Council and State agencies.

Future land release areas at Ingleside and Warriewood Valley provide the opportunity to plan sustainable, connected, vibrant and attractive communities. The successful development of these communities is also dependent on State Government and Council infrastructure to deliver public transport, new supportive technology, road upgrades and active travel options.

Council is currently developing a structure plan for Brookvale to improve employment, landuse options and transport accessibility in response to community needs. For other town centres and villages across the Northern Beaches, place plans are being prepared in response to our local and wider community needs.

There are funding opportunities under the Federal Government's 'Smart Cities' program that have the potential to support the development of places and transport [8]. These have the potential to better integrate high technology and new transport technologies at an early stage of planning to improve liveability, accessibility and better connections.

[7] 'Sydney Metro and light rail will allow the city to grow for next 40 years', Garry Glazebrook, 12.2.18 at https://www.smh.com.au/national/nsw/sydney-metro-and-light-rail-will-allow-the-city-to-grow-for-next-40-years-20180209-p4yzth.html

[8] Smart Cities and Suburbs Grants Program provided $50 million to support innovative smart city projects across Australian cities and towns, reference https://cities.dpmc.gov.au/smart-cities-program

Our Future Priorities

- Supporting well designed and sustainable urban development that reduces the need to travel far and provides frequent public transport, walking and cycling options
- 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.

Have Your Say on Integrating Transport and Landuse

1. Do you support our priorities? Why or why not?
2. How should we best connect our future centres to other places?
3. How do we better provide transport for our existing centres?
4. New mass transit systems (such as new light rail and metro options) rely on higher densities in urban areas to make them viable. Should mass transit that requires higher density be a priority for the Northern Beaches, or should we pursue other options that do not rely on higher densities?

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Light Rail Option

New Light Rail and Metro options are providing better and more efficient transport in other parts of Sydney. This is also being considered now in future planning by the Greater Sydney Commission. This will be considered in our future Transport Strategy.

Sydney Light Rail provides information, key features and interactive maps on existing and new light rail networks for Sydney CBD and South East. See sydneylightrail.transport.nsw.gov.au

2: Walking and Cycling



Our Objective

To expand the active travel network to improve connectivity and safety that helps make walking and cycling attractive alternatives to the car.

Our Challenges

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.

Accessible and safe pedestrian routes will also be important as the population ages. Our infrastructure has to accommodate increasing numbers of people who are less mobile and need assisted transportation options. There are also competing needs between those who choose active modes of travel, including pedestrians, rollerblading, skateboarding and cyclists.

There are many missing links in footpath and cycle-way networks and limited off-road connections between Northern Beaches communities. Regional linkages are needed for pedestrian and cyclists to get around. Funding and the topography of the area are barriers to active travel.

Work is underway on the $22.3 million Connecting Northern Beaches project in partnership with NSW Government. This will connect Palm Beach to Manly via a coastal walkway and cycleway with linkages to major transport hubs. Active travel on the east-west corridors remains a lower priority to other forms of transport with the development of the Northern Beaches Hospital and Ingleside precincts. Further separation of cycle-ways, pedestrian paths and local roads will need investigation and funding.

Our 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. It is also important for the economic viability of local centres and villages, helping reduce traffic congestion and improving environmental sustainability.

In order to make the Northern Beaches a great place to walk, we will need to expand the current footpath network to better connect our people and places including public transport hubs. This supports social connections for young families, the elderly and people with a disability.

Development of off-road shared paths for recreational walking and cycling is also critical. The Narrabeen Lagoon trail provides a dedicated recreational walking and cycleway that connects to other shared paths in Narrabeen, Cromer and Dee Why.

Community neighbourhoods that support and enable more walking and cycling and integrate all modes of travel help improve commuting and general connectivity. By creating more direct walking and cycling routes to popular destinations, improving footpath quality, installing kerb ramps, end of trip facilities, traffic calming and better signage, we can make our streets safer and accessible for all.

To improve the walking and cycling network, Council will continue to partner with the State Government to deliver active travel improvements.

Our Future Priorities

- Partnering with the State Government to deliver network improvements, including missing links, and way-finding signage
- Prioritising and delivering network improvements via a Walk Plan and Cycle Plan
- Integrating safe and active transport across all modes of travel
- Promoting end of trip facilities to support the active transport network
- Reduce conflict between road users

Have Your Say on Walking and Cycling

1. Do you support these priorities? Why or why not?
2. How important is a walkable local community to you?
3. What would help you choose to walk or cycle more?
4. What can Council do to encourage more walking and cycling?
5. How do we provide better infrastructure for an ageing population?

yoursay.northernbeaches.nsw.gov.au



The Warriewood Valley development now provides an extensive active travel network with connections to local shops, sportsfields, schools and public transport

Active travel integration has been included in the planning for the Ingleside land release and development of the Northern Beaches Hospital Precinct.

3: Public and Community Transport

Our 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.

Our Challenges

Northern Beaches residents are car dependent. Public transport usage is below other parts of Sydney despite buses and now the B-Line. There is no rail line or tram to help move people around more efficiently on the Northern Beaches.

In 2016, 18% of our residents used public transport to commute to work; while private vehicle usage (as driver and passenger) was 60%. However, this is low compared to Greater Sydney where 23% commuted via public transport and 58% by private vehicle.

Responsibility for delivering public transport involves multiple Government agencies and private operators. Our community is often confused about responsibilities, service frequency and relationships between them.

Much of the Northern Beaches is not serviced effectively by public transport and there is no rail line. The north-south Pittwater Road corridor is well serviced by buses. However, the east-west corridors are less frequently serviced by buses and the roads operate at capacity during peak periods. This will constrain Northern Beaches planned land releases and offshore or remote communities (e.g. Church Point, Ingleside, Duffys Forest, Oxford Falls and Belrose).

Council operates a community Hop Skip & Jump bus service in the southern part of the Northern Beaches area. Approximately 350,000 passengers use the service each year. Extending this service across the Northern Beaches might assist community transport needs. There could be community transport services undertaken by private transport operators. However, the extent of needs and options available require further funding and investigation.

Ferry services to and from the Northern Beaches have improved in recent years. However, there are still challenges in interconnecting transport and parking at both the northern and southern ends of the peninsula.

Approximately 5.7 million people used the Manly Ferry during the year to November 2017 [10]. The data does not distinguish between residents, commuters or visitors. Large numbers of people arriving from areas outside of the Northern Beaches pose challenges, particularly in balancing commuter, visitor and residential priorities for parking, access and transport. Parking limitations in the Manly Town Centre were identified as a major source of commuter dissatisfaction in NSW Transport survey [11].

[10] November 2016-2017, there were 5.7m passengers using the F1 Manly Ferry, at www.transport.nsw.gov.au/performance-and-analytics/passenger-travel/ferry-patronage/ferry-patronage-monthly-comparison

[11] Customer Satisfaction with Public Transport Services, Transport Customer Survey, NSW Transport 2011 showed that commuter and visitor parking options were a major source of dissatisfaction for the Manly Ferry passengers compared to other service aspects of ferry travel.

Our off-shore communities are dependent on the operation of private ferry operators to travel between their homes and the mainland. The challenges are the timetabling and frequency of the services, especially in bad weather.

Our Opportunities

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.

Public transport needs to be reliable, comfortable and affordable to move people out of their cars.

The Greater Sydney Commission Region Plan and Future Transport Strategy 2056 support a '30-minute city' where commuters can travel to their nearest city centre by public transport within 30 minutes [12]. The Northern Beaches can benefit from shorter commuting times in the future. It is too early to tell the impact of the B-Line on commuting times and there is limited data on travel commuting times in general.

Council will continue partnering with the State Government to change travel preferences and options available on the Northern Beaches. This is also to ensure better and faster public transport along key public transport routes and connections with feeder lines.

Many areas on the Northern Beaches are serviced by private transport providers. Council can work with State agencies to better understand private transport contracts (buses and ferries) in the area. This includes pricing, service frequency and routes to ensure adequate coverage of isolated areas.

Council has advocated strongly for the B-Line services, more frequent and reliable bus services with connections on the north-south routes and supported commuter parking (900 + spaces).

Council is also keen to advocate community concerns, progress planning and delivery of new community and public transport services especially links to Chatswood and Macquarie Park through on-road and off-road initiatives.

This is critical to the future growth and planning in existing and new strategic and district centres in Brookvale/Dee Why /Frenchs Forest and also places where our community works and studies.

There are also greater opportunities with improvements in technology and on-demand services for public and community transport that will make journeys more efficient, faster and door to door.

[12] Our Greater Sydney 2056, Draft North District Plan – Connecting Communities, Greater Sydney Commission, March 2018

Our Future Priorities

- Developing a Northern Beaches Public Transport Plan to future proof public and community transport options
- Working with Transport for NSW to progress delivery of B-Line network expansions and improve travel times
- Identifying and delivering fast and reliable public transport options between Brookvale, Dee Why, Frenchs Forest, Chatswood, Mona Vale and Macquarie Park
- Continuing to review and monitor public transport requirements for the area and service patronage data and travel times across all transport modes, particularly in areas with limited or infrequent services
- Integrating community bus services in the wider public transport network
- Advocating for better public transport and feeder line connections along north-south and east-west corridors and within the area

Have Your Say on Public and Community Transport

1. Do you support our priorities? Why or why not?
2. What elements are important in our future transport plan?
3. Do you support faster public transport between:
    a. Brookvale/Dee Why and Chatswood?
    b. Mona Vale and Macquarie Park?
    c. Other transport links to be explored?
4. What mode of public transport is a priority (rapid bus, electric tram, light rail, rail, other)? Why do you say that?

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4: Roads and Traffic



Our Objective

To develop and manage an efficient road network that supports connectivity for the movement of people and goods within and beyond the Northern Beaches, and that can be safely shared by all users.

Our Challenges

There are high levels of traffic and congestion on the major roads on the Northern Beaches during peak and non-peak periods (see Appendix 2). Numerous Government reports document the congestion, long journey times and poor accessibility to and from the area [13].

Travel speeds on major roads on the Northern Beaches are well below posted speed limits. Speeds on The Spit Bridge/Military Road are typically below 13 km/h during afternoon peak [14] period . Speeds on the Warringah Road corridor are between 30-40 km/h throughout the week [15]. A recent review shows that Warringah Road is already at capacity and that clearways will only provide minor improvements to traffic flows and congestion [16].

Freight connectivity to the region is also constrained. Vehicles over 19 metres are prohibited on Sydney Road/The Spit Bridge and Warringah Road. This increases freight travel times, adds to the cost of deliveries and the need for smaller trucks. There are also time limits placed on the delivery of goods and truck movements in some areas to balance commercial and residential demands (e.g. The Corso restrictions in the Manly Town Centre). This is a challenge for the future as more and more online business purchases mean increased delivery and freight movements.

Extreme weather events are increasing in both frequency and intensity. This is affecting the efficiency and resilience of the road network. For instance, Wakehurst Parkway and Pittwater Road from Collaroy to Narrabeen and at Warriewood, are susceptible to flooding.

[13] Infrastructure Audit Report 2015, and Infrastructure Australia, Australian Infrastructure Plan, Infrastructure Priority List, Project and Initiative Summaries, February 2016, states the cost of congestion in Sydney is projected to rise from $5.6 billion in 2011 to $14.8 billion in 2036. Our three main roads are cited among the third, fourth and tenth worst in Sydney – Wollongong-Newcastle.

[14] Beaches Link and Gore Hill Freeway Connection Scoping Report, NSW Government, October 2017.

[15] Proposed Clearways on Warringah Road, Roseville Bridge to Beacon Hill Road, Beacon Hill, Volume 2, Review of Environmental Factors, Appendices A – G, NSW Government, November 2017

[16] As above.

The limitations of Mona Vale Road (single lane from Ingleside to Pittwater Road at Mona Vale) are also documented [17]. Incremental improvements to Mona Vale Road are the only likely options via additional lanes. The planned development of the Ingleside centre will also depend on its connectivity by road. This accessibility is even more important when bushfire risks from the surrounding Garigal and Ku-ring-gai Chase National Parks are considered.

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.

The availability of up to date information on transport and traffic drives travel options and choices. There is limited up-to-date information on traffic volumes. Some parts of the Northern Beaches road network have no regular traffic monitoring available to the public.

Our Opportunities

The NSW Government is planning the Beaches Link Tunnel to seek to improve road and public transport between the Northern Beaches and Greater Sydney. Council has an opportunity to work with the NSW Government to ensure the project delivers the maximum benefit for our residents including fast public transport and minimises impacts on local communities.

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.

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.

Improving the efficiency of the transport network is also part of the equation. Council will work more with NSW State agencies and key transport providers. There are currently a number of planned improvements underway, and others coming in the next year or so.

'On-street rapid transit corridor via light rail or rapid bus' has been identified for the Northern Beaches, both in the North District Plan and Future Transport Strategy 2056 [18]. Specifically, this is the Brookvale/Dee Why route through Frenchs Forest to Chatswood and Macquarie Park, with possible extensions to both Terrey Hills and Manly. Improving the east-west transport corridor is a priority for Council.

[17] The Beaches Link and Gore Hill Freeway Connection Scoping Report, October 2017 (p.7)

[18] Future Transport Strategy 2056, Future Transport, NSW Government, March 2018

Advancement in technology may assist in managing transport and traffic on the Northern Beaches. The NSW Government's Future Transport Strategy 2056 identifies a range of possibilities including technology-enabled mobility; world-class mass transit, more service possibilities with connected and autonomous vehicles [19], new personalised devices for short trips, use of drones, and use of alternative fuels. Council supports initiatives which provide more reliable customer information and assist transport availability.

Continued participation in programs such as the Local Government Road Safety Program, will deliver road safety education projects across the community. It also provides road safety information around schools. There are opportunities to expand these services in partnership with the Roads and Maritime Services.

Our Future Priorities

- Work with the NSW Government and advocate on behalf of the community in the planning of the Beaches Link Tunnel.
- Continue to advocate for the full delivery of the Mona Vale road upgrade.
- Continue working with State agencies and key transport providers to improve roads and traffic network and town and village developments
- Advocating for road improvements to reduce travel times on the east-west and north-south road corridors
- Supporting the efficient movement of freight and deliveries within commercial areas, villages and centres to support the economic productivity of the Northern Beaches and new commercial precincts
- Supporting improved decision making through more accurate and up-to-date traffic information
- Supporting environmental improvements and innovation in vehicle technology
- Continue partnering with the NSW Government to deliver travel change behaviour and road safety programs

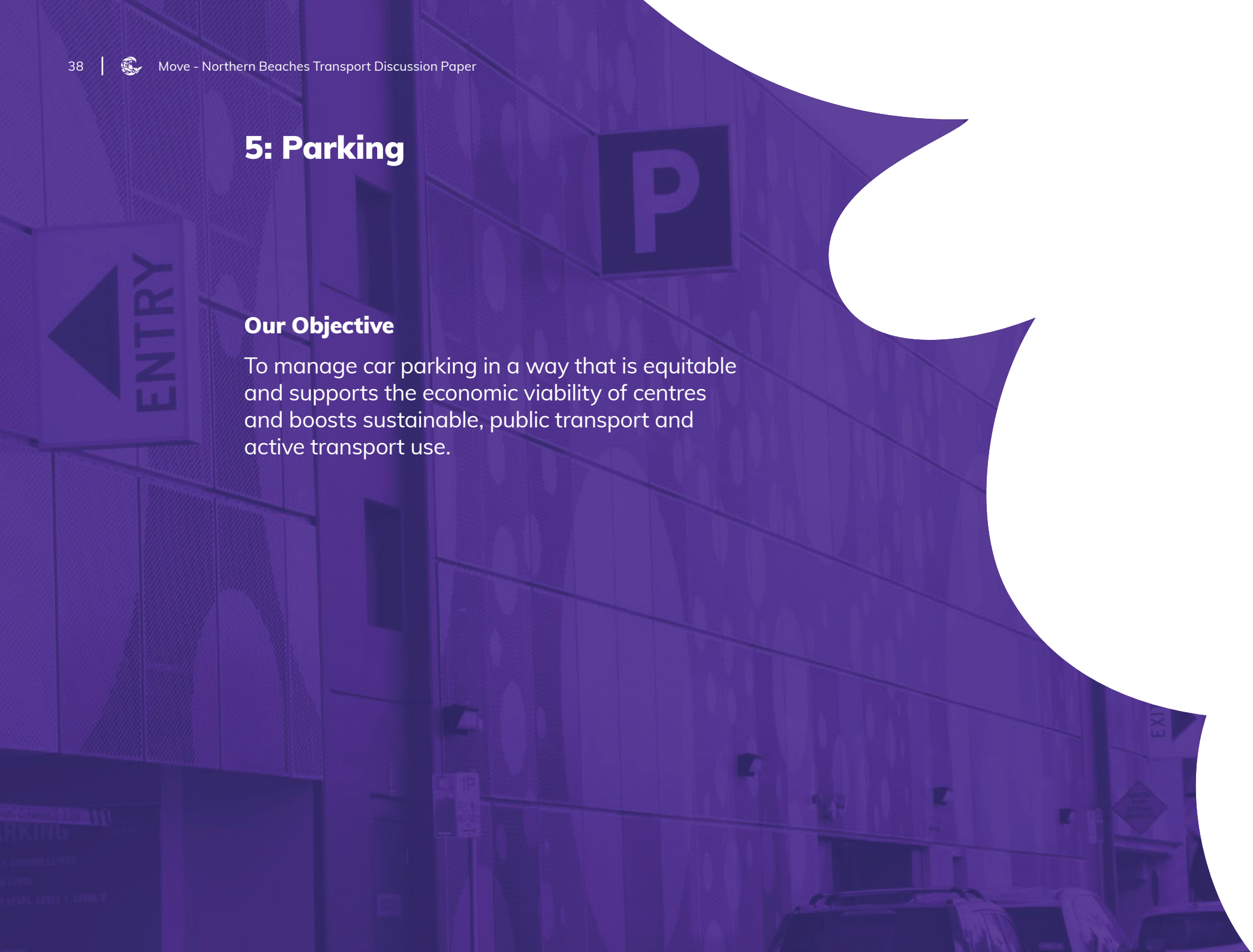
Have Your Say on Roads and Traffic

1. Do you support these priorities? Why or why not?
2. How do we reduce car travel and congestion on our roads?
3. What do you think about 'driverless or autonomous cars or vehicles', and their impact on our traffic network?

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[19] 'Driverless vehicles will fix Sydney's Transport mess', Laurie Patton, 14.1. 2018, https://thenewdaily.com.au/news/state/nsw/2018/01/14/sydney-trains-driverless-cars/

5: Parking



Our Objective

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

Our Challenges

Car parking has evolved around the development of the Northern Beaches town and village centres without consideration of broader strategic landuse and transport objectives or demands.

Parking permit schemes operate giving preference to local residents and ratepayers to park on-street and in Council reserve carparks. These schemes are having unintended consequences in places such as Manly and Palm Beach, where there are also increasing visitor and commuter demands for parking.

There is limited off-street parking near centres and transport hubs. The introduction of time limits at these locations has displaced parking into adjacent residential areas.

Other challenges include the high costs of land, capital and infrastructure in providing new or additional parking. There are limitations with the existing parking supply. There are also evolving parking standards, due to changing vehicle requirements and specifications (e.g. height, width, fire safety, lifts, electricity charging needs) over time. There is also an unknown number of private operators supplying parking throughout the area.

Council Parking

Council controls 39 carparks in reserves, mostly located on the coastline and beaches throughout the Northern Beaches via pay and display machines, mainly to control beach access and availability.

Council controls and manages five parking stations with 1,325 spaces where parking is limited for residential, commercial and commuting purposes. There is also a new Council commuter car park at Dee Why (PCYC).

Our Opportunities

Management of parking has an influence on traffic flow, economic activity and amenity of our streets. Parking is an integral part of the public transport and road network. Most vehicle journeys involve parking at both the start and end of each trip. Council needs to better understand the community's needs in terms of parking at key villages and places in the area.

Driving to and from work also impacts public transport patronage and congestion on the road network. The availability and cost of car parking also influences decisions on the transport mode used, congestion, travel time and the choice of destination.

Council will improve parking in key destinations, pay and display, car share spaces, demand management and commuter parking. We will consider the needs of all road users in accordance with our road user hierarchy and encourage walking, cycling and public transport as preferred travel modes.

Increasing parking supply is not always an option. Other ways of managing the availability of parking in high demand areas is through timed parking and enforcement.

Shifting travel modes to public transport and car share options may reduce parking demand and congestion. For instance, in some areas where parking is limited, there is a growing demand for car share schemes (e.g. Manly). These provide further opportunities to be supported and trialled throughout the Northern Beaches.

Our Future Priorities

- Developing a Northern Beaches Parking Plan
- Developing local parking management plans based on investigating data and the needs of towns and village centres
- Supporting new and innovative parking technology to improve information and experiences
- Enabling on-street and off-street dedicated parking for car share providers and charging stations for electric vehicles
- Ensuring parking permit schemes are balanced, fair and equitable
- Offering better parking options that support resident and visitor needs in non-peak and peak periods



Have Your Say On Parking

1. Do you support these priorities? Why or why not?

2. How do we better manage our high demand for parking in towns, villages and beaches?

3. Who should we prioritise parking for? Consider residents, visitors, commuters, clubs and schools.

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Appendix 1: Community Concerns



Satisfaction Survey 2017

Research undertaken by Micromex Research in June 2017 [20] found that addressing how people move around, and associated infrastructure, are the key challenges facing the Northern Beaches in the next four years.

Table 1: Key Challenges facing the Northern Beaches in next four years [21]	Percentage
Traffic congestion	35%
Access to public transport	23%
Catering for the growing population	21%
Over-development and better planning of new developments	19%
Maintenance and infrastructure of roads	18%
Availability of parking	14%

Transport Issues

The survey results are also consistent with what the community told us in 2016 -17 during the engagement for the development of the vision and Community Strategic Plan. Specific concerns included:

- Continuing population growth and development throughout the area;
- Disruptions to traffic flows arising from construction of the new hospital and concerns about implications of the strategic centre at Frenchs Forest;
- Saturation of public and private parking in tourist and highly demanded areas such as Manly, Dee Why and Mona Vale;
- The need for greater enforcement of short-term parking for visitors and residents;

[20] Northern Beaches Council, Community Satisfaction Research, July 2017, Micromex Research (756 residents).
[21] Question 5a: Thinking about the Northern Beaches, what are the key challenges our area faces over the next 4 years?

- High level of car dependencies with residents as workers use their car as the primary mode of work travel;
- Limited additional road capacity and increasing traffic congestion on all major roads; and the three main access roads: Mona Vale Road, Warringah Road and Pittwater Road;
- Increasing pressures on the east - west corridor and potential impact on growth in the new strategic centre at Frenchs Forest and links to Chatswood, Macquarie Park and Norwest Business Park;
- The impact and suitability of new road infrastructure and improvements at Frenchs Forest and the proposed Northern Beaches Tunnel;
- Low levels of public transport patronage and inferior bus services and inter-connecting public transport (especially poor timetabling, coverage and facilities);
- Maintenance and upgrades to public infrastructure and transport in geographically isolated areas;
- Slow internet speed, broadband access and capacity is also a major issue with increasingly technology-dependent travel information and access;
- Poor public transport connections to employment centres across the Northern Beaches to attract workers and customers and effects on the area's night-time economy.



Appendix 2: Traffic Volumes



Road Corridor	Description	2017 Average Annual Daily Traffic Counts
Mona Vale Road	Connects from Mona Vale to Pacific Highway at Pymble, then Hills M2 Motorway via Ryde Road	• West of Forest Way (40m) 52,629 • Ingleside (90m east of Addison Road) 33,718 • Barrenjoey Road (East of Pittwater Road (20m) 23,009
Pittwater Road	North of Wakehurst Parkway	• North Narrabeen 58,526
Warringah Road	Connects the Pacific Highway at Roseville, & Pittwater Road at Dee Why	• Roseville Bridge: 33,000 (eastbound); 34,000 (westbound) • Beacon Hill (east of Daines Road) 55,036
Forest Way	Connects Warringah Road and Mona Vale Road	• Belrose 38,822
Spit/Military Road	Connects Spit Bridge at Mosman/Manly, then Seaforth before becoming the Burnt Bridge Creek Deviation at Balgowlah	• Spit Bridge: 32,400 (eastbound); 31,200 (westbound)

[22] RMS sources including http://www.rms.nsw.gov.au/about/corporate-publications/statistics/traffic-volumes
[23] Source: NSW Government, Beaches Link and Gore Hill Freeway Connection Scoping Report, October 2017.

Note: Roads and Maritime Services maps and counts for roads in the Northern Beaches at http://www.rms.nsw.gov.au/about/corporate-publications/statistics/traffic-volumes/index.html; however, there is no one single source for this at present, and significant opportunities for improving travel data accuracy for the Northern Beaches of Sydney.

Appendix 3: Transport Stakeholders and State Plans



Our Transport Stakeholders

There are multiple agencies and providers that deliver transport on the Northern Beaches.

Some of the key NSW transport agencies and stakeholders are:

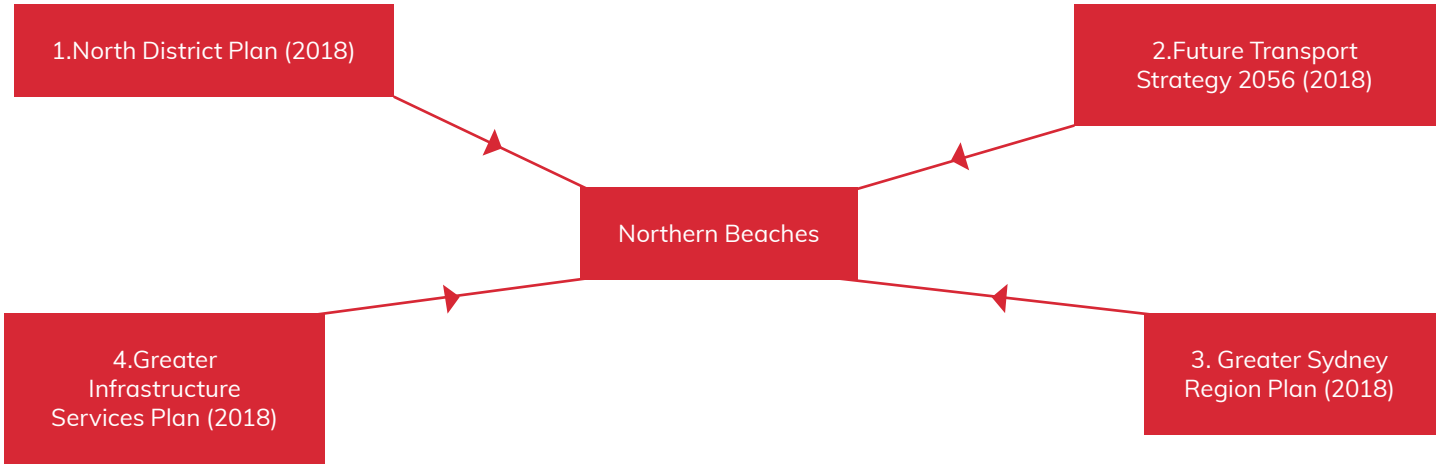
- Transport for NSW Operating Agencies, NSW Ferries, Forest Coach Lines: public transport provision
- Roads and Maritime Services: provision of roads and wharf infrastructure
- Transport for NSW's Freight, Strategy and Planning Division: provides transport planning, strategy and policy to assist operating agencies
- Industry partners to deliver customer-focused services and projects; e.g. Taxi Council, Biking Associations
- Other Councils: North Sydney, Mosman, Hornsby, Ku-ring-gai, Willoughby and Ryde
- Council funded organisations: North Shore Regional Organisation of Councils (NESROC) and NSW Local Government Association
- Community organisations across the Northern Beaches
- There are also a large number of State and regional plans developed in recent years that will further shape transport and travel on the Northern Beaches. These are briefly referenced overleaf.
  Council considers these plans in its strategic landuse planning decisions (e.g. new centres, major developments and land rezonings).

State Plans

There are a number of NSW Government and related State agencies (e.g. Greater Sydney Commission) plans that will shape the future public transport and travel patterns on the Northern Beaches. These are referenced, supported and built on to improve infrastructure, travel and landuse planning.

The Figure below shows that the relevant Transport plans with NSW State agencies and stakeholders.

Figure 3: NSW State agency plans that impact the Northern Beaches



1. **North District Plan, Greater Sydney Commission, 2018** [24]

   This North District Plan provides a 20-year vision for the north district. It has implications for Northern Beaches transport, housing and landuse plans as part of the north district. It contains a number of transport and active travel priorities for the Brookvale-Dee Why, Manly and Mona Vale areas.

2. **NSW Government Future Transport Strategy 2056** [25]

   The NSW Government's Future Transport Strategy 2056, updates the 2012 Long Term Transport Master Plan for NSW. It is a 40 year strategy and plan for Greater Sydney. It aims to use technology, improve customer, network outcomes and provide the long-term vision for communities and places. It builds on infrastructure plans addressing people and freight movements, and customer expectations with innovative services to improve networks and place-based planning.

3. **Greater Sydney Region Plan A Metropolis of Three Cities Connecting People (March 2018)** [24]

   This plan identifies Frenchs Forest as a Health and Education Precinct.

   The plan aims to deliver more housing through targeted urban renewal around centres on transport networks and providing more homes closer to jobs to boost the productivity of Sydney.

[24] www.greater.sydney/north-district-plan
[25] www.future.transport.nsw.gov.au
[26] www.planning.nsw.gov.au

4. Greater Sydney Infrastructure & Service Plan[27]

This strategy updates the 2012 State Infrastructure Strategy for the NSW Government. Rapid bus and transport priorities for the Northern Beaches are seen in terms of sustaining long-term improvements in productivity and workforce participation, support strong population growth and meet challenges emerging from a rapidly changing global marketplace.

The Western Harbour Tunnel & Beach Link are defined as 'committed, 0-10 Years' subject to final business case and funding.

[27] future.transport.nsw.gov.au
[28] transport.nsw.gov.au



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