



MINUTES

EXTRAORDINARY TRANSPORT & TRAVEL STRATEGIC REFERENCE GROUP MEETING

held in the Council Chambers, Manly Town Hall on

THURSDAY 21 JUNE 2018

**Minutes of the Extraordinary Transport & Travel
Strategic Reference Group Meeting
held on Thursday 21 June 2018
in the Council Chambers, Manly Town Hall
Commencing at 6:00pm**

ATTENDANCE:

Committee Members

Cr Sarah Grattan (Chair)	
Mayor Michael Regan	
Cr Kylie Ferguson	
Graeme Laughton	
Emma Tonkin	
Wendy Dunnet	Newport Residents Association
Keith Povah	
John Hawkins	Bicycle NSW
Victor Konijn	
Peta Smith	Roads and Maritime Services

Council Officer Contacts

Ben Taylor	General Manager Environment & Infrastructure
Andy Davies	Executive Manager Transport & Civil Infrastructure
Michael McDermid	Manager, Corporate Strategy
Kathryn Parker	Principal Analyst, Corporate Performance & Strategy
Andrew Grocott	Manager, Community Engagement
Lisa Trewin	Community Engagement Officer
Phillip Devon	Manager, Transport Network
Michelle Carter	Active Travel Officer

1.0 APOLOGIES

Apologies were received from Cr Rory Amon, Andrew Chivers, Richard Saunders and Craig Smith.

2.0 DECLARATION OF PECUNIARY AND CONFLICTS OF INTEREST

There were no declarations of pecuniary or non-pecuniary conflicts of interest.

3.0 AGENDA ITEMS

3.1 TRANSPORT STRATEGY WORKSHOP PART 2: THEMES AND DIRECTIONS

Kathryn Parker and Michael McDermid facilitated a workshop with the group. The notes of the discussion during the workshop are attached to the minutes at Attachment 1.

ATTACHMENT 1

Notes of Transport and Travel Strategic Reference Group Workshop (2) – 21 June 2018, Manly Council Chambers

Topic (additions)	Discussion
Transport Strategy Vision: Enable freedom of movement to, from and within the Northern Beaches using a safe, smart , efficient, integrated and sustainable transport network.	<ul style="list-style-type: none"> The word “smart” has been omitted from the draft Vision and needs to be added in; Whether there are too many adjectives in the statement. Efficient and integrated are similar in concept.
Key vision words <ul style="list-style-type: none"> freedom of movement: choices in transport, safe, personal, all community, not dangerous, responsive, efficient, reliable, smart, convenient, dependable integrated smart, connected with other modes & other users, multi-modal sustainable transport good for environment preservation, carbon emissions reduction, healthy choices, less pollution, clean 	Summary of discussion: Unpacking the key vision words was important for understanding Add in: <i>“Smart”, new technology, innovative ways of travelling, ‘thinking outside the box’ in the way we want to move in the future</i>
Top 5 Aspirations towards 2036 <ol style="list-style-type: none"> 30% increase in public transport (Source: JTW) 35% decrease in private car usage, and 20% decrease in car travel to work (Source: JTW) 100% increase in primary and high school students use of active travel to and from school (Source: TBC for Baseline) 25% reduction in car emissions from motor vehicles (Source: Council) 100% increase in non-car journeys by households (Source: BTR Household Travel Survey) 	Summary of discussion: more work is needed to clarify the measure - percentages, baselines and source data. Specific comments included: <ul style="list-style-type: none"> Only make sense to have aspirations when they are really bold; Overall targets need to be more ambitious 100%? Is this ambitious; not possible without a baseline; What is the base line? Need to better understand current travel patterns and data Clarity of what the % applies to and what is the base needs better definition; how is it calculated? Does the measure for school students exclude kids catching buses to go to school out of the area; Kids travelling outside the area is a problem in terms of traffic congestion <ul style="list-style-type: none"> Put the word ‘local’ in front of schools – expand to public transport usage

Topic (additions)	Discussion
	<ul style="list-style-type: none"> • Split agreement on whether 100% is achievable • Non car journeys – what does that mean; define; non-car measure was a duplicate of active travel • 25% decrease in emissions is way too low - electric cars will be a game changer
<p>Theme 5. Parking</p> <ol style="list-style-type: none"> 1. Developing a Northern Beaches Parking Plan 2. Developing local parking management plans based on investigating data and the needs of towns and village centres 3. Supporting new and innovative parking technology to improve information and experiences 4. Enabling on-street and off-street dedicated parking for car share providers and charging stations for electric vehicles 5. Ensuring parking permit schemes are balanced, fair and equitable 6. Offering better parking options that support resident and visitor needs in non-peak and peak periods <p>Feedback</p> <p><i>7. Shifting travel modes to support public transport and car sharing options</i></p> <p><i>8. Investigation and delivery of additional park and ride facilities to support public transport and active travel</i></p> <p><i>9. Supporting additional bike, and motor vehicle parking</i></p>	<p>Summary of discussion: issues about parking need to be balanced with main themes and vision about reducing car based travel in the area, and linked to better public transport and active travel needs.</p> <p>Consider in the future how technology will change parking and the information available about where we travel to. Therefore, also the adaptability of parking for changes in transport modes.</p> <p>Specific comments included:</p> <ul style="list-style-type: none"> • Liked parking solutions that improved mobility: accommodate UBER and private vehicles • Why increase parking as it may not deter vehicle travel? • Education is required to discourage four wheel drives • Perception that leaving cars in the parking station may not be safe; car could possibly be damaged • Parking needs to be part of the integrated solution • Free parking leads to more congestion • Direction 3. Seed ideas on other solutions – enablers; prioritise/inform; Technology – can assist with strategy demand / needs more expertise; increase time limits across the LGA; get people out of cars • Direction 5. Don't penalise; reduce on-selling of permits; especially in the Manly area • Direction 6. Better pedestrian access between parking centres and town centres • Direction 7. Set at start; assist moving residents; pedestrian precincts encouraged to decrease cars.

Topic (additions)	Discussion
<p>Theme 1. Integrated Transport & Landuse</p> <ol style="list-style-type: none"> 1. Supporting well designed and sustainable urban development that reduces the need to travel far and provides <i>frequent public transport, walking and cycling options</i> 2. Developing new communities with sustainable integrated transport systems 3. Encouraging the development of strong and viable centres 4. Prioritising future urban development in centres integrated with <i>public transport corridors</i> and to <i>engage with the state and federal governments</i> to deliver the transport systems to support growth, improve quality of life and connect with services in other parts. 5. <i>Investigating new mass transit systems (such as light rail and metro options) as part of long term landuse planning for existing and new centres, especially on East – West and North-South transport corridors</i> 6. <i>Reviewing local development control plans to support public transport and active travel implementation in key centres, villages and new developments</i> 7. <i>Supporting and reviewing parking development controls to support & charge electronic vehicles</i> 	<p>Summary of discussion: Generally supportive of the theme and its directions; need to consider interests of businesses, freight, visitors and other stakeholders (e.g neighbouring councils). Consider also infill transport needs as this is where there is the greatest opportunity for growth.</p> <p>Specific comments included:</p> <ul style="list-style-type: none"> • Consideration of freight movements is needed and how this is protected; directions focus on people but not other things; this is missing • Tunnel is missing from this theme; public transport part of the solution • Should include looking at inter / intra trips for smaller shuttle services • Where you locate new development is highly important • Design a place for people that integrates and is aesthetically pleasing – e.g landscaping • Cost effective mass transport • Car free from town centres • Prioritise main roads for transport – encourage clearways and local roads are for local people • Wild life corridors protected • Underground car park • What do you/we want? Light rail, or heavy rail; level of infrastructure needs to be put in place for the long term; B line/light rail seems to be the community preference
<p>Theme 2. Walking & Cycling</p> <ol style="list-style-type: none"> 1. Partnering with the State Government to deliver active travel network improvements, including missing links, accessibility and way-finding signage 2. Prioritising and delivering network improvements via our Walk Plan and Cycle Plan 3. Integrating and prioritising safe and active transport across all modes of travel 	<p>Summary of discussion: Generally, supportive of directions. Link to vision about zero deaths and prioritise safety. Comments noted about regional connections, lowering speeds in centres and separation of modes to encourage greater active travel.</p> <p>Specific comments included:</p> <ul style="list-style-type: none"> • Bike racks on buses and greater public transport options; support electric chargers in end of trip facilities • Continuing journeys across Sydney?

Topic (additions)	Discussion
<ol style="list-style-type: none"> 4. Promoting end of trip facilities to support the active transport network 5. Reduce conflict between road users 6. <i>Supporting public transport with further active travel infrastructure</i> 7. <i>Other?</i> 	<p>Regional connections need to be considered for continuation of travel; Local improvements; target schools and surf clubs; funding and destination research needed</p> <ul style="list-style-type: none"> • Separated cycleways: think about the best option for separation; is LGA diverse topography taken into account? Consider different user skills – not a homogenous group; Education around bike safety • Technology; security; rules of use – flexibility with reason; e-week • Best practise; prioritise traffic lights for pedestrians • Supporting use of active travel for daily activity; Reducing speed limits – 30km or less; • Use technology – guides to parking spaces; directions; way finder; paths • Zero deaths in Active travel
<p>Theme 3. Public and Community Transport</p> <ol style="list-style-type: none"> 1. Developing a Northern Beaches Public Transport Plan to future proof public and community transport options 2. Working with Transport for NSW to progress delivery of B-Line network expansions and improve travel times 3. Identifying and delivering fast and reliable public transport options between Brookvale, Dee Why, Frenchs Forest, Chatswood, Mona Vale and Macquarie Park 4. Continuing to review and monitor public transport requirements for the area and service <i>patronage data and travel times</i> across all transport modes (including ferries), particularly in areas with limited or infrequent services 5. Integrating <i>community bus services</i> in the wider public transport network 6. Advocating for <i>better public transport and additional feeder line</i> connections along north-south and east-west corridors and within the area 	<p>Overall public and community transport comments: this is a critical part of changing how we move on the Northern Beaches, and key advocacy is required to deliver this. Smaller feeder buses supported throughout the area and linked to major transport stops. Directions needs to be linked and supported by active travel infrastructure.</p> <p>Specific comments included:</p> <ul style="list-style-type: none"> • Flexible – not tie into one mode • What does the future look like • Infrastructure to allow for growth • Facilitate modal change • Public transport – preferred mode for town centres • Transport free flow • Aspirations: 24 hours clearways; this should be part of another strategy to improve traffic flows & journeys • Buses for students to school • Data usage for planning

Topic (additions)	Discussion
<p>7. <i>Further investigation of additional commuter parking facilities in key transport hubs</i></p> <p>8. <i>Public transport supports active travel</i></p>	<ul style="list-style-type: none"> School children – adequate service in order for a realistic alternative to private car Need appropriate infrastructure Improve roads – widen; fit for purpose (i.e B-Line to Palm Beach); ‘First - Last mile’ <p>(6) Maybe not necessary – better way of doing it? Needs to be considered. Suggestion - replace ‘community’ with smaller/shuttle/ feeder bus services; can be accommodated through on-demand to replace a community funded legacy service</p> <p>(8) Integrate Public Transport with Active Travel</p> <ul style="list-style-type: none"> The way we move needs to change – key message
<p>Theme 4. Roads and Traffic</p> <p>1. Work with NSW Government and advocate on behalf of the community in the planning of the Beaches Link Tunnel, particularly public transport patronage and dedicated lanes in this infrastructure</p> <p>2. Continue to advocate for the full delivery of the Mona Vale road upgrade</p> <p>3. Continue working with State agencies and key transport providers in improving roads and traffic network, and town and village developments</p> <p>4. Consider the delivery of infrastructure improvements for greater road network efficiency</p> <p>5. Advocating for road improvements to reduce travel times on the east-west and north-south road corridors</p> <p>6. 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</p> <p>7. Supporting improved decision making through more accurate and up-to-date traffic information</p>	<p>Overall Theme Comments: Supportive of reducing traffic and road congestion; and greater public transport advocacy & delivery for the area. Freight traffic needs also need to be considered and balanced with the other road users and priorities of centres. Large number of directions, and possibly balance these out through the other directions.</p> <p>Specific comments:</p> <ul style="list-style-type: none"> Is the most important and must have public transport – B- Line Priority also from a safety perspective – must have dedicated public transport. Prioritise major arterial roads for transport – clearways Road improvements to prioritise active travel and public transport not cars Autonomous cars are not a solution for congestion Statement vision zero is supported Freight also needs recognition Congestion tax – financial disincentive to driving Main roads are for transport; local roads for local traffic

Topic (additions)	Discussion
<p>8. Supporting environmental improvements, research and innovation in vehicle technology, particularly safety of autonomous vehicles</p> <p>9. Continue partnering with NSW Government to deliver travel change behaviour and road safety programs</p> <p>10. Vision zero for road danger (<i>i.e elimination of all deaths and serious injuries on the Northern Beaches transport system</i>) (74% survey support)</p> <p>11. Development of a plan that focuses on other smaller vehicles (e.g motor cycles) safety within the road network</p> <p>12. Prioritise major road corridors for public transport and active transport, rather than private vehicles</p>	<ul style="list-style-type: none"> Freight needs to consider landuse in terms of warehousing & employment centres