

AGENDA

SUSTAINABLE TRANSPORT STRATEGIC REFERENCE GROUP MEETING

Notice is hereby given that a meeting of the Sustainable Transport Strategic Reference Group will be held in the Flannel Flower Room, Civic Centre, Dee Why on

THURSDAY 27 APRIL 2017

Beginning at 5.00pm for the purpose of considering and determining matters included in this agenda.

To Committee Members

Cathy Griffin (Chair)	Implementation Advisory Group
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 Morrisey	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

Council Officer Contacts

Andrew Davies	Executive Manager Transport & Urban
Annie Lang	Administration Officer Governance

Quorum

Majority of members (excluding vacant positions)

Agenda for a meeting of the Sustainable Transport Strategic Reference Group

to be held on Thursday 27 April 2017

in the Flannel Flower Room, Civic Centre, Dee Why

Commencing at 5.00pm

1.0	APOLOGIES	
2.0	DECLARATION OF PECUNIARY AND CONFLICTS OF INTEREST	
3.0	REVIEW OF MEETING NOTES	
3.1	Minutes of Sustainable Transport Strategic Reference Group held 23 February 2017	1
4.0	AGENDA ITEMS	6
4.1	Northern Beaches Tunnel Proposal - Update.....	6
4.2	Active and Sustainable Transport Strategy - Workshop	11
4.3	Developing the Community Strategic Plan - Update	21
5.0	UPDATE ON ACTIONS FROM LAST MEETING	
	Nil	
6.0	GENERAL BUSINESS	
	NEXT MEETING Thursday 29 June 2017	

2.0 CONFIRMATION OF MINUTES OF PREVIOUS MEETINGS

2.1 MINUTES OF SUSTAINABLE TRANSPORT STRATEGIC REFERENCE GROUP HELD 23 FEBRUARY 20171

RECOMMENDATION

That the Minutes of the Sustainable Transport Strategic Reference Group held 23 February 2017, copies of which were previously circulated to all Members, be confirmed as a true and correct record of the proceedings of that meeting.

NOTES

SUSTAINABLE TRANSPORT STRATEGIC REFERENCE GROUP MEETING

held in the Flannel Flower Room, Civic Centre, Dee Why on

THURSDAY 23 FEBRUARY 2017

**Notes of the Sustainable Transport Strategic Reference Group Meeting
held on Thursday 23 February 2017
in the Flannel Flower Room, Civic Centre, Dee Why
Commencing at 5.04pm**

ATTENDANCE:

To Committee Members

Cathy Griffin (Chair)	Environment Local Representative Committee
Barbara Bice	Ability Links, Settlement Services International
Rebecca Bourcier	Resident – Narrabeen Ward
Kelly Munroe	Transport for NSW
Rob Smerdon	Transport for NSW
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
David Morrisey	Resident – Curl Curl Ward
Michael Moulds	Resident – Frenchs Forest Ward
David Owen	CABPRA
Francie Rigg	Manly Community Forum
Michelle Washington	Resident – Manly Ward

Council Officer Contacts

Andrew Davies	Executive Manager Transport & Urban
Annie Lang	Administration Officer Governance
Louise Hardy	Community Engagement Officer
Steve Watson	Road Assets Manager
Jack Gelabert	Engineering Intern

Quorum

Majority of members (excluding vacant positions)

1.0 APOLOGIES

The apologies from Scott Brown, Frank Peylaire, Bradley Martin and Megan Bridge be noted. Kelly Munroe and Rob Smerdon attended as an alternate delegate on behalf of Transport for NSW.

2.0 DECLARATION OF PECUNIARY AND CONFLICTS OF INTEREST

Nil

3.0 CONFIRMATION OF NOTES OF PREVIOUS MEETINGS

3.1 NOTES OF SUSTAINABLE TRANSPORT STRATEGIC REFERENCE GROUP HELD 10 NOVEMBER 2016

DECISION

That the Notes of the Sustainable Transport Strategic Reference Group held 10 November 2016, copies of which were previously circulated to all Members , are hereby confirmed as a true and correct record of the proceedings of that meeting.

4.0 AGENDA ITEMS

4.1 COMMUNITY STRATEGIC PLAN DEVELOPMENT WORK – LOUISE HARDY

DISCUSSION

Louise Hardy, Research Officer discussed the Community Strategic Plan (CSP) and gave a presentation (Attachment 1) on the development work done so far.

Members participated in a workshop to consider the goals and strategic considerations and to suggest any additional goals that should be considered.

DECISION

That the Sustainable Transport Strategic Reference Group participate in a workshop to assist in the development of the Community Strategic Plan.

4.2 B-LINE UPDATE – KELLY MUNROE

DISCUSSION

Rob Smerdon, Transport for NSW presented on this item (Attachment 2).

The following points were discussed:

- Although Commuter Carparks are not large enough to accommodate all people using public transport it does however take the pressure off surrounding streets.
- Any updates regarding services north of Mona Vale will come when the service plan is released, this will definitely be before October.
- Transport for NSW is looking at who is using the T3 lanes and are aware that people do use these lanes illegally.
- It is hoped that with an improved bus service this will encourage people to use public transport over driving.
- There has been no announcement to who will be operating the B-Line buses.
- The B-Line buses are not stand alone and are a part of an integrated system.

The final stop for the B-Line in the City will be Wynyard and it will take the same loop as buses now do to go back north.

4.3 UPDATE ON NORTHERN BEACHES HOSPITAL ROADWORKS – STEVE WATSON

Steve Watson presented on this item (Attachment 3).

The following points were discussed:

- The Committee suggested that where there is the current structure plan and it is assumed that the area will be demolished, there be plans put in place to buy back some of the land to make a a cycle path or shared pathway.
- The inclusion of cycle paths to RMS roads is the responsibility of RMS if it is already in the Bike Plan.
- Transport for NSW will release a bus service plan which will show how people will get to and from the Northern Beaches Hospital. Connecting services will also be addressed in the plan.
- As the new services are implemented there will be Transport for NSW staff on site educating and assisting people.
- Council is looking to create the position Transport Planning Project Manager that would report directly to the Deputy General Manager of Environmental and Infrastructure to work with RMS and Transport for NSW
- It was agreed by the Committee that Council staff within different departments need to be more collaborative for future projects. Council is already working towards staff from Transport and Urban to be more involved in the early stages with Planning.

4.4 CONNECTING THE NORTHERN BEACHES – STEVE WATSON

DISCUSSION

Steve Watson presented on this item (Attachment 4).

The following points were discussed:

- Council needs to assess the value of certain public assets and evaluate whether some street

parking can be replaced with wider footpaths giving way for a cycle path and pedestrian walkway. Some roads proposed were Allambie Road and Aquatic Drive, on these particular roads it is mainly trailers parked.

- Council is looking at parking in a sustainable holistic way.
- The funds have already been allocated for the new paths through the Grant Council received for Connecting the Northern Beaches.
- Confirmation is needed for off road cycle path and shared path as these are very different things.

4.5 SCOPING OF NORTHERN BEACHES ACTIVE AND SUSTAINABLE TRANSPORT STRATEGY – LOUISE HARDY

DISCUSSION

Louise Hardy presented on this item.

Members participated in a workshop to identify their priority issues that concern them to set the foundations for a new waste strategy. Members restated the need to include measures and targets when setting a new waste strategy.

DECISION

Members agreed to take the handout (Attachment 5) and work on their ideal Active and Sustainable Transport Strategy in their own time and send it back to Louise.Hardy@northernbeaches.nsw.gov.au by 23 March 2017. This will then be presented at the next meeting.

NEXT MEETING

27 April 2017

The meeting concluded at 7.17

This is the final page of the Notes comprising 5 pages
numbered 5 to 5 of the Sustainable Transport Strategic Reference Group
meeting held on Thursday 23 February 2017 and confirmed on Thursday 27 April 2017

4.0 AGENDA ITEMS

ITEM 4.1	NORTHERN BEACHES TUNNEL PROPOSAL - UPDATE
REPORTING OFFICER	EXECUTIVE MANAGER TRANSPORT & URBAN
TRIM FILE REF	2017/102656
ATTACHMENTS	1 ↓ RMS Fact Sheet - Beaches Tunnel Proposal

ISSUE

The NSW Government has proposed a preferred route for the Beaches Link Tunnel and is proceeding with a feasibility study.

BACKGROUND

A tunnel was proposed as part of the Government's Long Term Transport MasterPlan in 2012. Its purpose is to reduce travel times for Northern Beaches commuters, and reduce congestion along Spit and Military Roads. It would bypass up to 19 sets of traffic lights and cut up to 40 minutes in travel time between Brookvale and the CBD, including reducing bus travel times up to 40%.

DISCUSSION

The plan for the Beaches Link Tunnel would connect the Warringah Freeway, cross underneath Middle Harbour, and connect with the Burnt Bridge Creek Deviation at Balgowlah. Wakehurst Parkway would be upgraded to two lanes each way, between Seaforth and Frenchs Forest. Construction of the tunnel and approaches may directly affect over 70 properties.

A Fact sheet from RMS is attached and further information can be found on the RMS project page:

<http://www.rms.nsw.gov.au/projects/sydney-north/western-harbour-tunnel-beaches-link/index.html>

An update on the project will be provided at the SRG meeting.

RECOMMENDATION OF EXECUTIVE MANAGER TRANSPORT & URBAN

That the Sustainable Transport Strategic Reference Group note the information provided in the update during the meeting.



Transport
Roads & Maritime
Services

Fact sheet

March 2017

Western Harbour Tunnel and Beaches Link



The NSW Government has announced the preferred route, the start of geotechnical drilling and the commencement of a market sounding process for the delivery of Beaches Link and the Western Harbour Tunnel.

Beaches Link is a tunnel which will connect to the Warringah Freeway, cross underneath Middle Harbour connecting with the Burnt Bridge Creek Deviation at Balgowlah and upgrade the Wakehurst Parkway to two lanes each way, between Seaforth and Frenchs Forest.

The Western Harbour Tunnel will connect to WestConnex at the Rozelle Interchange, cross underneath Sydney Harbour between the Birchgrove and Waverton areas and connect with the Warringah Freeway at North Sydney.

Over the next six months, up to 235 borehole sites will be tested in suburbs including Balgowlah, Seaforth, North Sydney, Neutral Bay and Cammeray. These investigations will feed into engineering design, final costings for the project and further route analysis. This testing will begin around the Warringah Freeway at depths of up to 150 metres shortly after Easter.

Roads and Maritime Services will commence consultation with 71 property owners in these areas. It is too early to confirm whether these properties will be impacted,

but we want to contact owners early in the process, so they are engaged and informed of the investigations underway.

Further work over the coming months will include detailed financial analysis, discussions with the private sector over funding options, community consultation, as well as extensive field work such as geotechnical studies, traffic analysis, noise and air quality monitoring, and flora, fauna and marine ecology studies.

This next stage of work is expected to be completed in mid-2018 and will include a reference design; confirmed final project costings; funding strategy including tolling options and private sector involvement; and construction timeline including start and completion dates.

Site investigations

Site investigations will be carried out to help inform the design for the proposed tunnels.

Although a great deal is already known about underground conditions around Sydney, a more detailed assessment is needed to confirm existing data and to obtain further information about geological features, such as rock fault lines.

The tests will be carried out over a broad study area. Their location does not indicate a project alignment.

Where possible, investigations will be carried out in open space such as parks or on roads.

Test work will include geotechnical drilling on both dry land and in Sydney Harbour and Middle Harbour.

Geotechnical testing involves drilling a small diameter hole (about the size of an orange) to extract a rock core sample used for scientific testing and analysis.

Equipment used may include a truck-mounted or self-propelled drilling rig, support equipment, hand tools and other items.

Temporary work sites with safety fencing will be established to ensure community safety.

Drilling work at each site will take about a week, and will only occur between 7am and 5pm Monday to Friday and between 7am and 12 noon on Saturdays.

There will be no test drilling on Sundays or public holidays.

When the work is complete, drill holes on dry land will be capped and the test site restored to its previous condition.

There may be some noise associated with some of the testing work.

Roads and Maritime will notify local residents. We will work to minimise any disturbance to the local community and operate in an environmentally sensitive and sustainable manner.

Other tests will include

- Non-invasive marine ecology surveys and sonar investigations to determine precise water and sediment depths for the harbour crossings
- Terrestrial ecology surveys – non-destructive sampling and research into land based flora and fauna
- Contamination testing – to identify possible contamination from previous pollution on land and under water
- Air quality monitoring – to assess possible project impacts and benefits to air quality
- Traffic counts – to measure current traffic flows



Geotechnical drilling rig.

Western Harbour Tunnel

- Western Harbour Tunnel will connect WestConnex at Rozelle with the Warringah Freeway via a new tunnel beneath Sydney Harbour.
- This new cross-harbour bypass of the CBD will take pressure off the Sydney Harbour Bridge and Sydney Harbour Tunnel.
- The project will provide essential capacity to connect the North Shore and Northern Beaches with the Sydney CBD and beyond.

Beaches Link Tunnel

- Beaches Link Tunnel will connect the Warringah Freeway with the Burnt Bridge Creek Deviation at Balgowlah. The Wakehurst Parkway will be duplicated to Warringah Road.
- The tunnel will bypass 19 sets of traffic lights in 5 kilometres between The Spit and Falcon Street.
- Beaches Link will significantly reduce travel times for Northern Beaches bus commuters by up to 40 per cent.
- Beaches Link offers opportunities for seamless interchange with both Sydney Metro and Sydney Trains at North Sydney.

Warringah Freeway

- The Warringah Freeway is one of the most complex roads in Australia.
- Changes to the Warringah Freeway will make the road safer. Local traffic will be separated more efficiently from freeway users, leading to more reliable journeys.
- The Warringah Freeway will include connectivity for both the Western Harbour Tunnel and the Beaches Link Tunnel.

Project Outline

Every year, congestion costs the economy \$5 billion and this is forecast to increase to \$8 billion a year by 2020 if nothing is done. This congestion-busting project will deliver time savings of:

- Brookvale to CBD of up to 40 minutes
- Dee Why to Airport of up to 45 minutes
- Manly to Macquarie Park of up to 35 minutes
- Manly to Parramatta of up to 45 minutes
- Seaford to North Sydney of up to 35 minutes

The Sydney Harbour Bridge is Australia's busiest road, carrying 165,000 vehicles every weekday. In 2015, there were almost 4,000 accidents and breakdowns on the Sydney Harbour Bridge. A major bridge incident can delay traffic for over three hours and cause backlogs to the Lane Cove Tunnel and the Anzac Bridge.

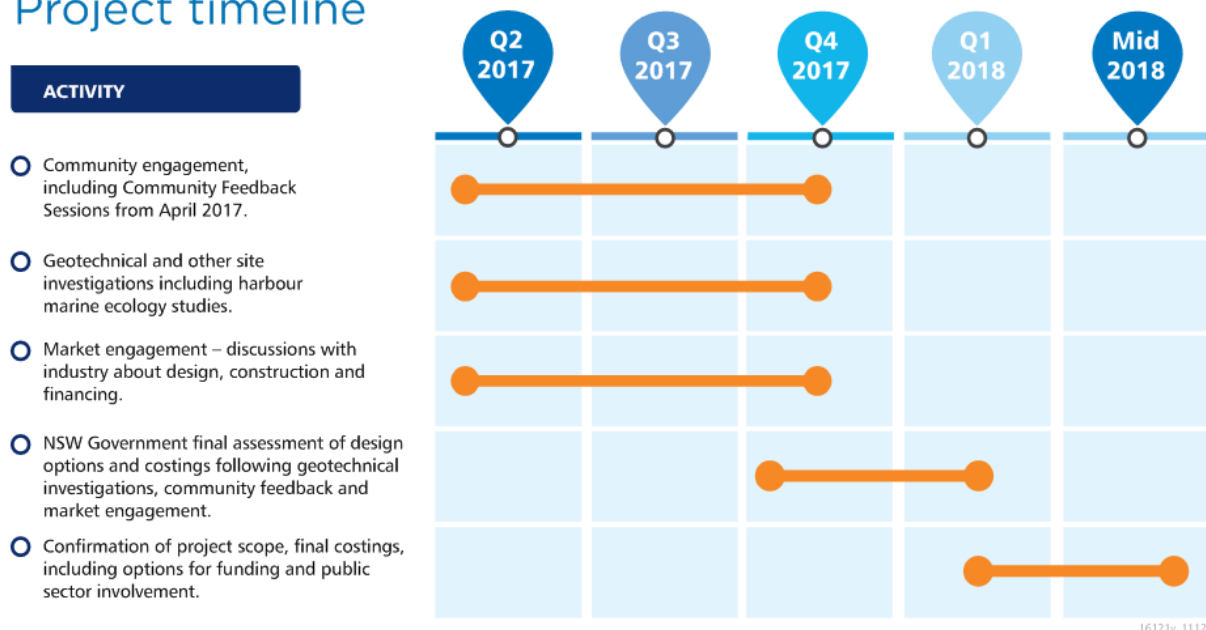
The Spit Bridge is the only opening bridge on an arterial road in Sydney. There are long road queues whenever the bridge opens for maritime traffic. Travel times on Military Road around The Spit and Mosman in the morning peak can be as slow as 12 km/h.



Project objectives

- Improve public transport for the Northern Beaches
- Future-proof Sydney's transport to meet population and growth challenges
- "Step change" for public transport for the Northern Beaches and Mosman
- Deliver a new crossing of Sydney Harbour to make Sydney's busiest transport corridor shock-proof
- Cut congestion across northern Sydney and the Sydney CBD
- Work in tandem with local communities
- Better access to jobs, education and community services for northern Sydney
- East-West, North-South connectivity
- Reduce rat-running on local community roads

Project timeline



Community Feedback

We will be engaging with the community early, to gain a better understanding of how the project might be delivered in line with your expectations.

Roads and Maritime Services has commenced notifying property owners who may be affected and we will consult closely with property owners.

We will be sharing information and seeking your feedback on a number of factors. This will include how we reduce the impact on local communities both during and after construction.

Pop up information kiosks will be appearing in local neighbourhoods and a series of community feedback sessions will be held.

Community feedback sessions

Community and stakeholder input will be critical to the decision making process for the project.

Roads and Maritime will be running community feedback sessions commencing April 2017.

You will be able to attend these informal information sessions where you can meet with the technical experts who have developed the project concept to date, and share your feedback.

There is no need to make an appointment to attend these sessions - you can drop in at any time.

Details of the community feedback sessions will be announced soon, with information available at www.rms.nsw.gov.au

Keep in touch


There will be more opportunities to learn more and have your say about the proposals. If you would like to receive project updates, please contact us.

For more information

 www.rms.nsw.gov.au

1800 789 297

 motorwaydevelopment@rms.nsw.gov.au

 Customer feedback
Roads and Maritime Services
Locked Bag 928, North Sydney NSW 2059



This document contains important information about transport projects in your area. If you need an interpreter, please call the Translating and Interpreting Service on **131 450** and ask them to call the project team on **1800 789 297**. The interpreter will then help you with translation.

Privacy Roads and Maritime Services ("RMS") is subject to the Privacy and Personal Information Protection Act 1998 ("PPII Act") which requires that we comply with the Information Privacy Principles set out in the PPII Act. All information in correspondence is collected for the sole purpose of assisting the assessment of this proposal. The information received, including names and addresses of respondents, may be published in subsequent documents unless a clear indication is given in the correspondence that all or part of that information is not to be published. Otherwise RMS will only disclose your personal information, without your consent, if authorised by the law. Your personal information will be held by RMS. You have the right to access and correct the information if you believe that it is incorrect.

RMS 17.093

ITEM 4.2	ACTIVE AND SUSTAINABLE TRANSPORT STRATEGY - WORKSHOP
REPORTING OFFICER	EXECUTIVE MANAGER TRANSPORT & URBAN
TRIM FILE REF	2017/102665
ATTACHMENTS	1 ↓ Draft Northern Beaches Active Travel Framework

ISSUE

To progress the SRG's input into the Northern Beaches Active and Sustainable Transport Strategy

BACKGROUND

The Sustainable Transport SRG provided valuable input at its last meeting in February 2017 towards developing this Strategy. This included reviewing content from the previous Councils' documents such as the Pittwater Draft Active Travel Strategy, Warringah Sustainable Transport Strategy and the Manly Community Strategic Plan.

DISCUSSION

The Vision for this draft Strategy is "*To enable a culture which supports active travel choices that benefit their health, enhance community lifestyle and create a village atmosphere in a well-connected active transport network*". Its focus is collaborative and enabling.

The attached draft framework outlines seven key principles, each with supporting goals:

1. Priority
2. Integration
3. Safety and accessibility
4. Partner and promote
5. Sustainable and green travel
6. Accountability
7. Parking Management

SRG members are requested to pre-read the draft framework prior to the 27 April session, and consider whether the principles and goals need further refinement, changes, or additions.

During the session, each principle will be workshopped in small groups for 10 minutes, then rotating onto the next principle, so the most benefit will be gained if SRG members can bring their ideas with them to the session.

RECOMMENDATION OF EXECUTIVE MANAGER TRANSPORT & URBAN

That the Sustainable Transport Strategic Reference Group undertakes some preparation for the session by reading the attached draft framework, so that the draft Active and Sustainable Transport Strategy can be further developed at the SRG meeting on 27 April.

0.03 Draft Active and Sustainable Travel – April 2017

Northern Beaches Active and Sustainable Travel Strategy - Our active and sustainable approach to moving around the Northern Beaches

Our approach to active travel from planning to implementation is reflective of the following set of guiding principles. These will ensure Council has clear direction in delivering priorities which promote *Council's vision: to enable a culture which supports active travel choices that benefit their health, enhance community lifestyle and create a village atmosphere in a well-connected active transport network.*

The following principles will ensure that our role is collaborative and undertaken to encourage, educate and facilitate. They will provide clear direction in how Council will make decisions, to ensure active and sustainable travel is embedded in our community and future planning.

GUIDING PRINCIPLE	STRATEGIC DIRECTION	STRATEGIES
Principle 1: Priority Give consideration to walking and cycling networks across all infrastructure projects.	<p>1.1 Apply a hierarchy of priority for implementation of active and sustainable travel networks</p> <p>In managing and developing a safe and connected network, Council will give priority to transport modes in the following order:</p> <ul style="list-style-type: none"> - Walking/Cycling - Public Transport - Freight - Multiple-Occupancy Vehicles - Single-Occupancy Vehicles <p>Priority may be varied on specific streets, areas within the network and at different times.</p> <p>All users are important and the vulnerability of pedestrians and cyclists requires that their needs be considered early in any design or management decision.</p>	<p>1.1.1</p> <p>1.1.2</p> <p>1.1.3</p> <p>1.1.4</p>

0.03 Draft Active and Sustainable Travel – April 2017

GUIDING PRINCIPLE	STRATEGIC DIRECTION	STRATEGIES
Principle 1: Priority Give consideration to walking and cycling networks across all infrastructure projects.	1.2 Develop walking and cycling networks that link key destinations across the Northern Beaches, and create frameworks for strategic improvements that prioritise active travel by walking and bike riding <ul style="list-style-type: none"> - Recreation and open space facilities - B-Line, bus and ferry services - PCYC - Beaches - Villages and Town Centres - Northern Beaches Hospital 	1.2.1 1.2.2 1.2.3 1.2.4
	1.3 Improve directness of travel for walking, cycling and public transport modes	1.3.1 1.3.2 1.3.3 1.3.4
	2.1 Focus more intensive commercial, residential and fixed-use development in the most accessible and connected locations close to public transport services	2.1.1 2.1.2 2.1.3 2.1.4
	Principle 2: Integration Strive to achieve an LGA where places are interlinked through walking, bike riding and public transport routes that are efficient, direct, attractive and competitive.	

0.03 Draft Active and Sustainable Travel – April 2017

GUIDING PRINCIPLE	STRATEGIC DIRECTION	STRATEGIES
<p>Principle 2: Integration Strive to achieve an LGA where places are interlinked through walking, bike riding and public transport routes that are efficient, direct, attractive and competitive.</p>	<p>2.2 Facilitate access and linkages to key destinations beyond the Northern Beaches to enable people to work and visit places beyond the LGA</p> <ul style="list-style-type: none"> - Sydney CBD - Macquarie Park - Parramatta CBD - Chatswood CBD 	<p>2.2.1</p> <p>2.2.2</p> <p>2.2.3</p> <p>2.2.4</p>
	<p>2.3 Adopt a Place Planning approach to ensure the design of streets and land uses reflect the needs of people walking and bike riding - including the linking of these to public transport, recreational and open space facilities, schools and social precincts</p>	<p>2.3.1</p> <p>2.3.2</p> <p>2.3.3</p> <p>2.3.4</p>
	<p>2.4 Encourage walking and cycling in the most accessible and connected areas and locations in the LGA</p> <ul style="list-style-type: none"> - Manly - Mona Vale - Dee Why - Brookvale 	<p>2.4.1</p> <p>2.4.2</p> <p>2.4.3</p> <p>2.4.4</p>

0.03 Draft Active and Sustainable Travel – April 2017

GUIDING PRINCIPLE	STRATEGIC DIRECTION	STRATEGIES
Principle 2: Integration Strive to achieve an LGA where places are interlinked through walking, bike riding and public transport routes that are efficient, direct, attractive and competitive.	2.5 Use connections between walking, cycling and public transport routes to deliver improved transport interchanges. <ul style="list-style-type: none"> - Northern Beaches B-Line - Manly ferry wharf and bus interchange - Brookvale 	2.5.1 2.5.2 2.5.3 2.5.4
	2.6 Implement walking and cycling infrastructure improvements through an area-based approach centred in and around destinations	2.6.1 2.6.2 2.6.3 2.6.4
Principle 3: Safety & Accessibility Work to provide conditions which allow people of all abilities to feel safer using our streets and active transport routes.	3.1 Improve the safety of walking and cycling and public transport use through speed limit reductions in designated areas	3.1.1 3.1.2 3.1.3 3.1.4

0.03 Draft Active and Sustainable Travel – April 2017

GUIDING PRINCIPLE	STRATEGIC DIRECTION	STRATEGIES
Principle 3: Safety & Accessibility Work to provide conditions which allow people of all abilities to feel safer using our streets and active transport routes.	3.2 Address safety issues - and the perceptions of safety within the urban environment - that act as barriers to people choosing active transport	3.2.1
		3.2.2
		3.2.3
		3.2.4
		3.3.1
	3.3 Ensure road user safety remains a priority throughout design and implementation of active travel infrastructure	3.3.2
		3.3.3
		3.3.4
		3.3.5
		3.4.1
	3.4 Work with Council's key partners to ensure that streets and public transport stops are accessible by all abilities	3.4.2
		3.4.3
		3.4.4

0.03 Draft Active and Sustainable Travel – April 2017

GUIDING PRINCIPLE	STRATEGIC DIRECTION	STRATEGIES
Principle 3: Safety & Accessibility Work to provide conditions which allow people of all abilities to feel safer using our streets and active transport routes.	3.5 Ensure that 'wayfinder' signage is in place to provide direction to users <ul style="list-style-type: none"> - Walking - Cycling - Park - Pathways 	3.5.1 3.5.2 3.5.3 3.5.4
	4.1 Advocate and collaborate with key partners, including State Government, to influence decision making and secure sufficient funding in order to encourage people to choose active transport	4.1.1 4.1.2 4.1.3 4.1.4
	4.2 Increase the community's level of awareness of the benefit in choosing to active travel over using private vehicles <ul style="list-style-type: none"> - Health - Social - Environmental 	4.2.1 4.2.2 4.2.3 4.2.4

0.03 Draft Active and Sustainable Travel – April 2017

GUIDING PRINCIPLE	STRATEGIC DIRECTION	STRATEGIES
<p>Strive to raise the profile of walking, cycling, and public transport and the benefits of these transport modes through the provision of information, facilities and active promotion to drive change in travel behaviour</p> <p>Principle 5: Sustainable and Green Travel</p>	<p>4.3 Influence the community's decisions to select active travel by providing appropriate support, information and skill development</p> <ul style="list-style-type: none"> - Cycle training workshops - Cycle maintenance workshops - Producing resources, such as maps and websites. 	<p>4.3.1</p> <p>4.3.2</p> <p>4.3.3</p> <p>4.3.4</p>
	<p>5.1 Reduce vehicle greenhouse gas emissions across the Northern Beaches</p>	<p>5.1.1</p> <p>5.1.2</p> <p>5.1.3</p> <p>5.1.4</p>
	<p>5.2 Implement travel behaviour change programs</p>	<p>5.2.1</p> <p>5.2.2</p> <p>5.2.3</p> <p>5.2.4</p>
	<p>5.3 Encourage the community to travel more sustainably</p>	<p>5.3.1</p> <p>5.3.2</p> <p>5.3.3</p> <p>5.3.4</p>

0.03 Draft Active and Sustainable Travel – April 2017

GUIDING PRINCIPLE	STRATEGIC DIRECTION	STRATEGIES
Principle 6: Accountability	6.1 Apply best design standards and practices for all transport projects	6.1.1 6.1.2 6.1.3 6.1.4
	6.2 Strengthen the information base to measure changes and trends that will provide enhanced understanding of issues relating to active travel	6.2.1 6.2.2 6.2.3 6.2.4
	<ul style="list-style-type: none"> - Analyse RMS crash data - Undertake Super Tuesday and Super Sunday bicycle counts - Review community contact with council relating to walking, cycling, driving, travelling and parking around the Northern Beaches 	
	6.3 Partner with walking and cycling groups and organisations when planning infrastructure	6.3.1 6.3.2 6.3.3 6.3.4

0.03 Draft Active and Sustainable Travel – April 2017

GUIDING PRINCIPLE	STRATEGIC DIRECTION	STRATEGIES
Principle 7: Parking Management	7.1 Prioritise space for pedestrians, cyclists and users of public transport over on-street car parking	7.1.1 7.1.2 7.1.3
	7.2 Optimise the use of on-street and off-street parking, whilst catering for people with special needs, taxis, carers etc	7.1.4 7.2.1 7.2.2 7.2.3 7.2.4
	7.3 Improve the performance of on-street and off-street parking	7.3.1 7.3.2 7.3.3 7.3.4
	7.4 Increase utilisation of commercial, private and car share spaces	7.4.1 7.4.2 7.4.3 7.4.4

ITEM 4.3	DEVELOPING THE COMMUNITY STRATEGIC PLAN - UPDATE
REPORTING OFFICER	EXECUTIVE MANAGER CORPORATE STRATEGY & PLANNING
TRIM FILE REF	2017/102680
ATTACHMENTS	NIL

ISSUE

Update on the development of the first Community Strategic Plan (CSP) for the Northern Beaches Council.

BACKGROUND

The development of the CSP is currently in Stage 2, with a Discussion Paper released and various community forums held throughout the Northern Beaches. Almost 300 people have attended forums so far, and provided valuable feedback on the draft goals and strategies. A tailored Youth workshop was conducted last week. All 11 SRGs were consulted in their February 2017 meetings, with a workshop on draft goals and strategies for the Discussion Paper.



Consultation details and the full Discussion Paper can be found at <http://yoursay.northernbeaches.nsw.gov.au/communitystrategicplan2>

DISCUSSION

All comments from the SRGs were considered and analysed. The comments were generally thoughtful and helpful in understanding that Council was on the right track with the Discussion Paper goals and strategies. The comments varied in relevance from strategies for the 10-year CSP, to actions for Council's next Operational Plans and Delivery Programs, and actions that Council could consider in future service delivery.

Where it was considered relevant, some of the goals and strategies were 'tweaked' and adjusted at this stage to provide greater clarity and definition. The comments will still be used in the context of further adjustments to CSP goals and strategies, and considerations for future planning and performance targets.

With regards to the specific comments raised in February by the Sustainable Transport SRG, the following was noted:

Many comments were noted as important for future consideration in Delivery Programs eg.

- Especially those within council control - Cycle ways, conflicts of uses
- Lobbying needed – for improved public transport, BLine North of Mona Vale, etc

Other comments also related to Council actions that are already being resourced, or priorities for future consideration to be resourced.

The next steps in developing the CSP include further refinement of the goals and strategies in April-May, and production of the draft CSP document in May-June. This will then be exhibited for final community feedback in July-August 2017.

RECOMMENDATION OF EXECUTIVE MANAGER TRANSPORT & URBAN

That the Sustainable Transport Strategic Reference Group note the information update on the development of the Community Strategic Plan.
