NORTHERN BEACHES COUNCIL

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 23 FEBRUARY 2017

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

To Committee Members

Cathy Griffin (Chair) Environment Local Representative Committee

Selena Griffith Economic Local Representative Committee

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

Beth Lawsen Deputy General Manager Public Affairs
Andrew Davies Executive Manager Transport & Urban

Annie Lang Administration Officer Governance

Quorum

Majority of members (excluding vacant positions)

NORTHERN BEACHES COUNCIL

Agenda for a meeting of the Sustainable Transport Strategic Reference Group to be held on Thursday 23 February 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	Notes of Sustainable Transport Strategic Reference Group held 10 November 2016	1
4.0	AGENDA ITEMS	7
4.1	Community Strategic Plan Development Work	7
4.2	B-Line Update	.12
4.3	Update on Northern Beaches Hospital Roadworks	.13
4.4	Connecting the Northern Beaches	.14
4.5	Scoping of Northern Beaches Active and Sustainable Transport Strategy	.15
5.0	GENERAL BUSINESS	
	NEXT MEETING Thursday 27 April 2017	

2.0 CONFIRMATION OF MINUTES OF PREVIOUS MEETINGS

2.1	NOTES OF SUSTAINABLE TRANSPORT STRATEGIC REFERENCE GROUP HELD 10
	NOVEMBER 20161

RECOMMENDATION

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

NORTHERN BEACHES COUNCIL

NOTES

SUSTAINABLE TRANSPORT STRATEGIC REFERENCE GROUP MEETING

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

THURSDAY 10 NOVEMBER 2016

Notes of the Sustainable Transport Strategic Reference Group Meeting held on Thursday 10 November2016 in the Flannel Flower Room Civic Centre, Dee Why Commencing at 5:01pm

ATTENDANCE

Members

Cathy Griffin (Chair) Implementation Advisory Group

Barbara Bice Ability Links, Settlement Services International

Scott Brown Resident – Curl Curl Ward

Angela Doolan Easylink Community Services Limited (Easy Transport)

Anne Grunseit Resident – Curl Curl Ward (left at 6:36pm)

Matthew Jessup Resident – Frenchs Forest Ward

Gareth Jones Avalon Palm Beach Business Chamber

David Morrisey Resident – Curl Curl Ward

David Owen CABPRA

Frank Peylaire Resident – Manly Ward (joined at 5.11)

Francie Rigg Manly Community Forum

Michelle Washington Resident – Manly Ward

Council Officers

Andrew Davies Executive Manager Transport and Urban

Annie Laing Governance Administration Officer (Notes)

Michelle Carter Active Transport Officer

Visitors

Louise Hardy Research Officer

1.0 ACKNOWLEDGEMENT OF COUNTRY

DISCUSSION

Cathy Griffin gave an acknowledgement of Country.

2.0 APOLOGIES

DISCUSSION

Michael Moulds, Selena Griffith, Rebecca Bourcier, Bradley Martin and Megan Bridge be noted.

3.0 DECLARATIONS OF PECUNIARY AND CONFLICTS OF INTEREST

DISCUSSION

Nil

4.0 WELCOME AND INTRODUCTIONS

4.1 INTRODUCTION AND ROLE OF STRATEGIC REFERENCE GROUP - CATHY GRIFFIN

DISCUSSION

Cathy Griffin advised the group that they should approach the meetings at a strategic level.

NOTE: Members are advised that if they have any comments on these Guidelines please send to annie.laing@northernbeaches.nsw.gov.au before the next meeting.

4.2 PROFILE OF NORTHERN BEACHES - LOUISE HARDY

DISCUSSION

Louise Hardy, Research Officer gave a presentation (Attachment 1) to members and highlighted the following points:

- Local demographics
- Greater Sydney Commission (Link)
- LGA (Local Government Area) population
- Local housing implications

5.0 COUNCIL UPDATES

5.1 OVERVIEW OF CORPORATE STRATEGIC PLAN AND PLANNING PROCESS – LOUISE HARDY

DISCUSSION

Louise Hardy, Research Officer discussed the Community Strategic Plan (CSP) and the priorities that have been identified and noted the following:

- CSP will be prepared in readiness for election of the new Council
- Council will begin work on the delivery program in July
- Followed by the operation plan in 2018
- Draft Implementation (Link)

5.2 REVIEW OF ISSUES PAPER – LOUISE HARDY

DISCUSSION

Members participated in a workshop to identify their 10 priority issues that need to be addressed across the key themes: Social, Economic and Environment.

A summary of the workshop is attached (Attachment 2).

6.0 GENERAL BUSINESS

6.1 TRANSPORT AND URBAN INTRODUCTION – ANDREW DAVIES

DISCUSSION

Andrew Davies, Executive Manager Transport and Urban gave a brief introduction on his department and its functions.

6.2 ACTIVE TRAVEL - MICHELLE CARTER

DISCUSSION

Michelle Carter, Active Transport Officer gave a presentation (Attachment 3) to members and highlighted the following points:

- Active Strategy Documents from the three former Councils.
- Bike Plans
- Walking Plans
- Public Transport

NOTES OF SUSTAINABLE TRANSPORT STRATEGIC REFERENCE GROUP MEETING

10 NOVEMBER 2016

- Parking
- 2016/2017 RMS Active Transport Funding
- 2017/2018 RMS Active Transport Funding
- Future opportunities

C Griffin asked the group what they believe their aims and objectives should be for the remaining meetings at a high strategic level:

- Reduced peoples dependence on cars, this would include changing people's behaviours.
- Connectivity and containment.
- The effect travel particularly to and from the workplace has on mental health.
- Inefficiency of public transport on the Northern Beaches for example the fast ferry versus the public ferry.
- A KPI being 'Zero Additional Cars'.
- Northern Beaches Council to be an advocate or benchmark for new ways of transport for example electric bikes and cars.
- The use of technology to maximise the use of shared transportation.
- The need for existing networks to be more efficient.
- The need for all transport to be inclusive.
- A Connected Northern Beaches.
- Identifying areas where parking isn't necessary and using this to widen roads and footpaths to encourage active transport.
- Exploring how we can involve the private sector to assist with funding for all aspects of travel.

A Davies reminded the group of Councils capabilities.

6.3 UPCOMING MEETINGS

DISCUSSION

C Griffin asked the members to provide suggestions for agenda items for upcoming meetings, the suggestions were as follows:

- B Line Service & Park and Ride.
- Potential to introduce a rail system to the Northern Beaches, and other future options for the LGA.
- Utilisation of the public transport systems currently on the Northern Beaches.
- Sydney Ferries presentation.
- Wharf RMS section to discuss the need to prioritise Manly Wharf.

 A presentation of the impact the new Northern Beaches Council parking permit has had on the parking demand at beaches and reserves as well as congestion on the roads.

6.4 PARKING LOT

- Demand management high occupancy vehicle lanes
- Have schools and parents to volunteer for initial planning for safe routes to schools
- The need for Kenneth Road to be widened
- Concerns regarding the park and ride for the new B Line
- There is a need for a pedestrian crossing on Balgowlah Road to access the child care, dog park and pool.
- Safe places for kids to ride
- Cycle paths through Dee Why Inconsistency between communications and planning documents
- Trailers and boats on roads and bike paths
- Impact of Aquatic Drive connection to Wakehurst Parkway on pedestrians and cyclists

7.0 NEXT MEETING

The next meeting will be held in February 2017. Details will be circulated shortly.

SUMMARY OF ACTIONS

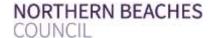
ACTION RESPONSIBLE OFFICER

Information session regarding the road at the new Northern Louise Hardy Beaches Hospital

The meeting concluded at 7:15pm

This is the final page of the Notes comprising 6 pages
numbered 1 to 6 of the Sustainable Transport Strategic Reference Group
meeting held on 10 November 2016

REPORT TO SUSTAINABLE TRANSPORT STRATEGIC REFERENCE GROUP MFFTING



ITEM NO. 4.1 - 23 FEBRUARY 2017

4.0 AGENDA ITEMS

ITEM 4.1 COMMUNITY STRATEGIC PLAN DEVELOPMENT WORK

REPORTING OFFICER EXECUTIVE MANAGER CORPORATE STRATEGY & PLANNING

TRIM FILE REF 2017/033864

ATTACHMENTS 1 UDraft Goals and Strategic Considerations for CSP

EXECUTIVE SUMMARY

PURPOSE

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

BACKGROUND

Council at its meeting on 13 December 2016 considered the results of Stage 1 of community engagement for the Community Strategic Plan and approved for exhibition a draft vision statement, aspirations and priorities. Links to the Council report and Engagement Report are provided below for your information:

View Council Report

View Engagement Report

The workshop will focus on the development of the framework (outcomes and goals) in the Discussion Paper.

Attached is some information for members to read in preparation for the workshop.

RECOMMENDATION OF EXECUTIVE MANAGER CORPORATE STRATEGY & PLANNING

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



DRAFT GOALS AND STRATEGIC CONSIDERATIONS FOR CSP

For LRCs and SRGs consideration

Community Outcomes	DRAFT Goals	DRAFT Strategic considerations (key words for LRC)
VIBRANT LOCAL ECONOMY	Our businesses are well- connected and thrive in a progressive environment of innovation and economic growth	Improved access to information, incentives and support Innovative environments (e.g. start-ups, creatives) Support local business networks
	Our local economy provides for a range of employment and education opportunities to better match the skills and aspirations of the population	- Higher education opportunities locally - Reduce need for commuter traffic through flexible work options - Attract higher skilled jobs - Better employment and education opportunities for youth and disadvantaged
	 Our local businesses create a diverse range of opportunities for work, education, leisure, and social life 	Diverse job growth in strategic and district centres Evening economy that is respectful of local character Sustainable and well-distributed tourism economy
TRANSPORT, INFRASTRUCTURE AND CONNECTIVITY	4. Our community is connected to a broad range of work, education, leisure and social opportunities across Sydney	- Promote sustainable commuter travel - Connect to destinations beyond CBD (e.g. universities, business centres)
	5. Our community and visitors are able to easily access and enjoy the diverse villages and places within the Northern Beaches	Better and more connected public transport for travel within the Northern Beaches Cycling and walking as safe and convenient options Parking Provide and maintain assets and infrastructure
	Our community and visitors are able to easily connect and communicate through reliable and innovative communication technologies	Public spaces connected with communications and WiFi technology Digital and physical communication infrastructure



Community Outcomes	DRAFT Goals	DRAFT Strategic considerations (key words for LRC)
ENVIRONMENTAL PROTECTION AND NATURAL HAZARDS	7. Our bushland, coasts and waterway assets are protected and managed for their natural values, allowing for appropriate and safe use and enjoyment	- Local indigenous biodiversity - Ecological condition of bushland and natural water systems - Natural and cultural value of council managed land with sustainable visitor access - Enable community participation
	8. Our environment is resilient to natural hazards, ensuring a balance between essential ecological services and the built environment	Risk management of natural hazards Partnerships to manage natural hazards Natural hazard management and warning systems Community's ability to respond effectively before, during and after emergencies Better planning of urban environments to improve resilience to natural hazards
SUSTAINABILITY	Our community is prepared for future climate change and we will work collaboratively to mitigate our impacts	Climate change mitigation and monitoring Respond to risks posed by expected changes to climate to protect community
	10. Our urban centres and assets are managed sustainably and 'greener developments' actively encouraged	Improve environmental standards in residential and precinct developments Water, energy and resources sustainability within built environment
	11. Our community will be resource efficient and will continuously work towards resource sustainability	Reduce waste Cleaner urban environments



Community Outcomes	DRAFT Goals	ORAFT Strategic considerations (key words for LRC)
PLACES FOR PEOPLE	12. Our future is well planned with respect for the diverse communities and villages across the Northern Beaches	- Balanced and holistic planning for future population growth - Diverse & quality housing options - Housing choice and affordability - Infrastructure development that keeps up with population growth
	13. Our well-designed public spaces inspire social interaction and inclusion and support our healthy, active Northern Beaches lifestyle	Urban design that supports health, wellbeing, safety and inclusion, particularly for our elderly and people who live with a disability Activate public domain Improve look and feel of public spaces
	14. Our vibrant Northern Beaches culture is stimulated through the arts and a variety of cultural and creative events	Support local artists & culture (creative industry, live music, performance space, venues, public art, workshop spaces etc) Expand public events and nightlife across Northern Beaches More opportunities for youth
COMMUNITY AND BELONGING	15. Our community feels safe and supported	Quality services and facilities for diverse needs of community Equal opportunity and inclusion Stronger communities where neighbours know each other
	16. Our community is healthy, active and enjoys the Northern Beaches lifestyle	Public spaces equitably support active and passive recreation Partnerships to encourage healthy, active living Promote social interaction & wellbeing
	17. Our community is open and friendly, providing social and cultural opportunities for everyone	- Volunteer opportunities - Enabling broad engagement in civic life (across all demographics)



Community Outcomes	DRAFT Goals	DRAFT Strategic considerations (key words for LRC)		
GOOD GOVERNANCE	18. A transparent Council that the community confidently trusts to make decisions on its behalf	- Embed transparency and accountability throughout Council - Transparent and regular reporting - Ethical and equitable decision-making that balances local needs with strategic priorities		
	19. A unified Council that efficiently and effectively responds to the evolving needs of the community	- Streamlined systems and processes - Long term financial sustainability (ie. ability to maintain assets and service levels over time) - Survey the community regarding service levels and satisfaction on a regular basis		
PARTICIPATION AND PARTNERSHIPS	20. Our community is actively engaged in decision- making processes	- Community capacity to be involved - Innovative engagement that connects with and involves a broad audience - Build confidence in the community that their input is considered and responded to		
	21. Our Northern Beaches Council builds and maintains strong partnerships and advocates effectively on behalf of the community	Collaboration on priority services Collaboration between community, business and NGOs Represent the views of the community and advocate on their behalf		



NORTHERN BEACHES
COUNCIL

ITEM NO. 4.2 - 23 FEBRUARY 2017

ITEM 4.2 B-LINE UPDATE

REPORTING OFFICER EXECUTIVE MANAGER TRANSPORT & URBAN

TRIM FILE REF 2017/036078

ATTACHMENTS NIL

PURPOSE

To provide members of the SRG with an update on progress towards completion of the B-Line bus route and service.

BACKGROUND

Members wishing to undertake pre-reading on the latest public information regarding this project may like to access the State government project page at this link - http://www.b-line.transport.nsw.gov.au/

RECOMMENDATION OF EXECUTIVE MANAGER TRANSPORT & URBAN

That the information presented at the meeting be noted.

REPORT TO SUSTAINABLE TRANSPORT STRATEGIC REFERENCE GROUP MFFTING

NORTHERN BEACHES
COUNCIL

ITEM NO. 4.3 - 23 FEBRUARY 2017

ITEM 4.3 UPDATE ON NORTHERN BEACHES HOSPITAL ROADWORKS

REPORTING OFFICER EXECUTIVE MANAGER TRANSPORT & URBAN

TRIM FILE REF 2017/036094

ATTACHMENTS NIL

PURPOSE

To provide an update to SRG members on the construction of the roads around the Northern Beaches Hospital.

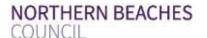
BACKGROUND

Members who would like to undertake pre-reading on this project can access the State government project webpage at this link - http://www.rms.nsw.gov.au/projects/sydney-north/northern-beaches-hospital/

Community updates are located on the right-hand-side of this webpage.

RECOMMENDATION OF EXECUTIVE MANAGER TRANSPORT & URBAN

That the information presented to the meeting be noted.



REPORT TO SUSTAINABLE TRANSPORT STRATEGIC REFERENCE GROUP

ITEM NO. 4.4 - 23 FEBRUARY 2017

ITEM 4.4 CONNECTING THE NORTHERN BEACHES

REPORTING OFFICER EXECUTIVE MANAGER TRANSPORT & URBAN

TRIM FILE REF 2017/036125

ATTACHMENTS NIL

ISSUE

Council recently announced a project to connect the northern beaches for walking and cycling. The project will focus in integrating active walking paths and cycleways that link to B-Line transport hubs and services.

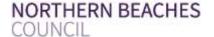
A brief presentation on the project will be given to the SRG at its meeting on 23 February 2017.

Members wishing to become familiar with this project prior to the meeting may do so via the following link - https://www.northernbeaches.nsw.gov.au/council/connecting-northern-beaches

RECOMMENDATION OF EXECUTIVE MANAGER TRANSPORT & URBAN

That the information presented at the meeting be noted.

REPORT TO SUSTAINABLE TRANSPORT STRATEGIC REFERENCE GROUP MEETING



ITEM NO. 4.5 - 23 FEBRUARY 2017

ITEM 4.5 SCOPING OF NORTHERN BEACHES ACTIVE AND

SUSTAINABLE TRANSPORT STRATEGY

REPORTING OFFICER EXECUTIVE MANAGER TRANSPORT & URBAN

TRIM FILE REF 2017/035883

ATTACHMENTS 1 \$\mathcal{J}\$ Workshop preparation notes

2 <u>⇒</u>DRAFT Pittwater Active Travel Strategy 2016-2021

(Included In Attachments Booklet)

3 <u>⇒</u>Warringah Sustainable Transport Strategy August 2013

(Included In Attachments Booklet)

EXECUTIVE SUMMARY

PURPOSE

To review the active and sustainable transport strategies and directions of the three amalgamated northern beaches Councils with a view to the development of a new Northern Beaches Active and Sustainable Transport Strategy.

SUMMARY/REPORT

Prior to amalgamation, the three northern beaches Councils each had a focus on active and sustainable transport. The former Councils worked on projects that connected local communities and enabled people to make choices about transport mode. The three approaches had similar principles that can be merged into a strategy to encompass the whole northern beaches region.

The Sustainable Transport SRG will be working together to develop the high level goals that will shape the direction for the Northern Beaches Council.

In preparation for the first session to discuss the Strategy, Officers have prepared Attachment 1 for SRG members to read and consider. This document contains extracts from the planning documents of the previous Councils.

The planning documents referred to are also attached as resources for SRG members. They are the former Pittwater Draft Active Travel Strategy 2016-2021 (prepared prior to amalgamation, but never exhibited) and the former Warringah Sustainable Transport Strategy (dated August 2013 – a public document). Whilst there was not a specific transport strategy for Manly, the Manly Community Strategic Plan and other documents contained many references to transport and these have been extracted and are presented in Attachment 1.

RECOMMENDATION OF EXECUTIVE MANAGER TRANSPORT & URBAN

That Sustainable Transport Strategic Reference Group members undertake some preparation for the session so that a set of goals for the Active and Sustainable Transport Strategy can be developed at the SRG meeting to be held on 23 February 2016.

Former Pittwater	Former Warringan	Former Maniy
	Principle 2 - Increased Integration	Relevant Community Values for Manly (p34 Manly Community Strategic Plan 'Berond 2025')
 a) Opportuse space and kind-use in Town Certire by responding to daytime and night-time economy demands and offering greater 	2.1 Focus New Development near Sustainable Transport Options	 A sustainable environment and economy
shared-access to transport choice and the ability to use Active Travel to connect to key destinations.	Focus more intensive commercial, residential and mixed-use development	 Accessible places (active travel for service?)
b) Design attractive Active Travel Inkages in the Town Centre and	in the most accessible and commettee occanions closer to place, wareport services, Sustainable transport links to key destination nodes beyond the	 Corrected and involved local community that is culturally vibrant
Villages that appeal to people watking and cycling to public transport nodes, keed alraps, schools, parks and reserves.	boundaries of the LGA should be enhanced for people that work and visit places beyond the LGA or for people that live and work in other areas to access dealinations in the LGA.	Relevant Qoals (Environmental) (p51 Manly Community Strategic Plan 'Beyond 2026')
Com Centre and Wilages and reduces short-fitte by car to those	2.2 Better Design	Reduction in greathcode gases
destinations.	 a) Ensure the design of streets and land uses reflects the needs of people walking and bicycle riding including the linking of these to public transport services and other public and open species includes order. 	In retinion to Manly Sustainability Strategy 2006, Visions and Goals (p.26) to 'pursue integrated public transport in the sub-region and improve existing services in the with the SH/2002 Regional Transport Pelicy', described and international colored and integrated to describe a service or the recent existing to describe a service or the recent
	 Use connections between walking, blocke riding and public. 	containment within the SHOROC great.
	transport routes to deliver Improved transport Interchanges, enhance the public realm and create people places in coordination with key partners.	The Sustaining Healthy Communities Program (B1.4 p.31) included planning scions for:
	 implement walking inhadructure improvements through an area based approach centred in and around desinations. 	 commissioning a comprehensive study into the range of recreational opportunities provided and needs of all residents
	2.3 Discourage Car Use	 continued work on the walking trail system in Council open space and
	Discourage can use and longer term parking in the most accessible and connected ereas and locations in the LGA.	aspectate the natural area.
		 Cheation of Living Sheats — with the emphasis on suitably for people, wheelchairs, mobility ecoolemis cyclicis rather than vehicles to encounage walking, cycling, the use of public transport and socializing emorgst residents.
		 planning at all levels to consider the needs of the community to improve access to all recreational facilities.
		Management actions under this strategy saw work towards full implementation of the Maniy Bicycle Plan (1999) together with addisonal soutes where demand warranted. Work programs for tootpaths were checked to ensure they accommodate shared bike (pedestrian access where practical.
		Relevant Goals (Economic) (p43 Manly Community Strategic Plan Bayond 2026)
	most people and upon a roca jour and have being and made drain the property frame galabus. 7. 4. Reduce proposed from all property and	 Improving Sustainable transport options. Nessures of progress include:
	firefolds	 Increased proportions of population that travel to sork on public transport, bicycle or walked to work.
	manufactors can be accessfully of existing stops. on by	 extent of kins dedicated to walking and cycling traits and changes over time
	5.2 Reducing the distances people need to access employment and services	 level of satisfaction improvements achieved incl public transport

	Phenting policies need to encourage local employment and luture housing near existing public transport services and employment hubs.	connections reduced accidents
2 Prioritisation: Assess to deliver assurance Focus Active Travel infrastructure and capital works priorities in accordance with legislative standards and regulations. Apply Active Travel impact Assessment to prioritise works and ensure the delivery of projects are assured to standard. Review Active Travel impact Assessment on an origining basis to ensure best practice and the capture of medis are considered.	Principle 1 - Ensure Priority Sustainable transport mode trimmetry: Walking Bicycle Riding Rubic Transport Freight Multiple-Occupancy Vehicles Single-Occupancy Vehicles 1.1 Walking and Bike Networks Develop walking and Bike Networks Clevelop walking and bike riding networks that link key destinations within the LGA and consult transverse for strategic improvements that priorities transport modes by weeking to returne the physical burriers to freight movement consistent with the road user hierarchy.	In reliation to Marry Sarting the Puture 2006, one of the 6 viscors of this Vision Statement is Y Moving Marry – transport, access and getting account is a which the strand opportunities are to "Sacilisate the use of sustainable transport that minimise negative accide and emirrormental effects, and improved access. The stated challenges of this vision are as follows: • Imtegrating sustainable transport options such as walking, opting and public transport white minimising private such as walking, opting and public transport white minimising private such as walking, opting and public transport white minimising private such as walking, opting and public transport white and saliable public transport.
3 Innovation: Partner and Promote a) Raise the profile of Active Travel across the community, particularly with local achods and businesses in Tose Cantre and Villages by promoting the benefits of changed travel choices. b) Certinue to partner with regional and state agenticis to ensure that areas of growth are accessible by public transport. c) Facilitate access to both face-to-tace and web-based information and escuross of Active Travel to increase public participation and engage the community.	Principle 4 - Raise Profile and Awareness of Sustainable Transport 4.1 Advocator 4.1 Advocator 4.2 Advocator Advocate and calabrate with key partners, including State Government, to influence decision making and secure subject thading to order to encurage growing numbers of people to walk, ride or catch public transport. 4.2 Raise Awarenese Increase the community's level of awareness of the benefit in choosing to travel by walking, beyde riding or catching public transport over using a private to walking, beyde riding or catching public transport over using a private whitch. Influence the community's decisions to basel wis socialished transport by providing appropriate support, information and skill development. 4.3 Monitor and Measure Sovenghen the information base to measure changes and tends to provide entrended understanding of issues relating to sustainable transport.	A well governed Manly with transparent and responsible decision-making in partnership with the community by goals to (axtracted from Nanly Community Strategic Plan 'Seyond 2025') Work is partnership with the community Efficient use of Council's resources Advocate to State and Federal Covernments
4 Ensuring: safe access and linkages a) Reduce speed limits in an specific area-based approach that in turn limits the increase of here to active travellers and increases attanded areas.	Principle 3 – Improve Safety and Accessibility 3.1 Maintain infrastructure Ensure the waiking and blue ciding network of routes are well maintained	Relevant Goals (Social) (p37 Manly Community Strategic Plan Beyond 2026') A corrected, minked and sale community

 promote healthy and active Manly community to place that is 		0	o more culturally vibrant	 visible for work, employment and infrastructure 	o sustainable transport options	 A sustainable, protected and well managed natural and built anvironment 	
in accordance with the takest standards.	3.2 Increase Safety	Address sofety issues and the perceptions of safety within the urban environment that act as barriers to people choosing to walk, ride or calcin public transport.	3.3 Partnerships	Work with Council's key partners to ansure that streets and public	transport stops are accessible by all people.		
b). Build to width and create paths that enable and encourage shared. In accordance with the latest standards.		 C) Provide righting intrastructure and natural shading along noutes to increase commediatiness and confort. 					



Former Pittwater Guiding Principles – Source: DRAFT Pittwater Active Travel Strategy, 2016-2021

1 Integration: Design Places for people

- a) Optimize space and land-use in Town Centre by responding to daytime and nighttime economy demands and offering greater shared-access to transport choice and the ability to use Active Travel to connect to key destinations.
- Design attractive Active Travel linkages in the Town Centre and Villages that appeal to people walking and cycling to public transport nodes, local shops, schools, parks and reserves.
- Develop an Active Travel network that provides connections to Town Centre and Villages and reduces short-trips by car to those destinations.

2 Prioritisation: Assess to deliver assurance

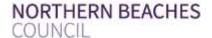
- Focus Active Travel infrastructure and capital works priorities in accordance with legislative standards and regulations.
- Apply Active Travel Impact Assessment to prioritise works and ensure the delivery of projects are assured to standard.
- Review Active Travel Impact Assessment on an ongoing basis to ensure best practice and the capture of needs are considered.

3 Innovation: Partner and Promote

- Raise the profile of Active Travel across the community, particularly with local schools and businesses in Town Centre and Villages by promoting the benefits of changed travel choices
- Continue to partner with regional and state agencies to ensure that areas of growth are accessible by public transport.
- Facilitate access to both face-to-face and web-based information and resources of Active Travel to increase public participation and engage the community.

4 Ensuring: safe access and linkages

- Reduce speed limits in an specific area-based approach that in turn limits the increase of harm to active travellers and increases shared areas.
- Build to width and create paths that enable and encourage shared use of both cycling and walking.
- Provide lighting infrastructure and natural shading along routes to increase connectedness and comfort.
- Goal 1 Connect people to place: create a linked network accessible to walking and cycling
- Goal 2 Promote cultural change: demonstrate the benefits of changed travel choices
- Goal 3 Build facilities and infrastructure: Enhance and encourage a walking and cycling lifestyle
- Goal 4 Integrate practice: priorities shared objectives to secure future sustainable outcomes



Former Warringah Guiding Principles – Source Sustainable Transport Strategy, August 2013

1 Ensure Priority

The Council will give preference to, and right of way to sustainable transport modes in terms of allocating time, space and facilities, guided by Council's transport user hierarchy. In managing and developing a safe and well-connected transport network, Council will give priority to transport modes in the following hierarchy:



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

1.1 Walking and Bike Networks

Develop walking and bike riding networks that link key destinations within the LGA and create frameworks for strategic improvements that prioritise travelling by walking and bike riding.

1.2 Improve Directness of Sustainable Travel

Improve the directness of travel for walking, bike riding and public transport modes by working to reduce the physical barriers to their movement consistent with the road user hierarchy.

2 Increased Integration

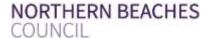
The Council will strive to achieve an LGA where places are interlinked through walking, bike riding and public transport routes that are efficient, direct, attractive and competitive.

2.1 Focus New Development near Sustainable Transport Options

Focus more intensive commercial, residential and mixed-use development in the most accessible and connected locations close to public transport services. Sustainable transport links to key destination nodes beyond the boundaries of the LGA should be enhanced for people that work and visit places beyond the LGA or for people that live and work in other areas to access destinations in the LGA.

2.2 Better Design

- Ensure the design of streets and land uses reflects the needs of people walking and bicycle riding including the linking of these to public transport services and other public and open spaces including parks, playgrounds, schools and eating precincts.
- b) Use connections between walking, bicycle riding and public transport routes to deliver improved transport interchanges, enhance the public realm and create people places in coordination with key partners.
- Implement walking infrastructure improvements through an area based approach centred in and around destinations.



2.3 Discourage Car Use

Discourage car use and longer term parking in the most accessible and connected areas and locations in the LGA.

3 Improve Safety and Accessibility

Provide conditions which allow people of all abilities to feel safer using our streets and sustainable transport options.

3.1 Maintain Infrastructure

Ensure the walking and bike riding network of routes are well maintained in accordance with the latest standards.

3.2 Increase Safety

Address safety issues and the perceptions of safety within the urban environment that act as barriers to people choosing to walk, ride or catch public transport.

3.3 Partnerships

Work with Council's key partners to ensure that streets and public transport stops are accessible by all people.

4 Raise Profile and Awareness of Sustainable Transport

Strive to raise the profile of walking, bicycle riding 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.

4.1 Advocacy

Advocate and collaborate with key partners, including State Government, to influence decision making and secure sufficient funding in order to encourage growing numbers of people to walk, ride or catch public transport.

4.2 Raise Awareness

Increase the community's level of awareness of the benefit in choosing to travel by walking, bicycle riding or catching public transport over using a private vehicle. Influence the community's decisions to travel via sustainable transport by providing appropriate support, information and skill development.

4.3 Monitor and Measure

Strengthen the information base to measure changes and trends to provide enhanced understanding of issues relating to sustainable transport.

5 Reducing Transport Inequality

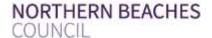
Addressing transport inequality is not only a matter of providing more frequent public transport services – it also means getting the right transport and other conditions in place so that more people live closer to local jobs and have better and more affordable daily travel options.

5.1 Reduce proportion of population outside these distance thresholds.

Reductions can be achieved by expanding the network of public transport and by improving the accessibility of existing stops.

5.2 Reducing the distances people need to access employment and services.

Planning policies need to encourage local employment and future housing near existing public transport services and employment hubs.



Former Manly Council – Source Manly Council 2026 Community Strategic Plan (which was drafted and endorsed by Council in April 2016, but not adopted, owing to Council merger on 12 May)

In drawing on the Manly Community Strategic Plan 'Beyond 2026' in relation to Active Travel I note that at p23 (Existing Plans and Strategies) it makes reference to other relevant documents as follows:

- SHOROC Shaping our Sustainable Future 2011 (incl former Pittwater & Warringah)
- Manly Surfing the Future 2006

In relation to **Manly Surfing the Future 2006**, one of the 6 visions of this Vision Statement is 'A Moving Manly – transport, access and getting around' in which the stated opportunities are to 'facilitate the use of sustainable transport that minimise negative social and environmental effects, and improved access'. The stated challenges of this vision are as follows:

- Integrating sustainable transport options such as walking, cycling and public transport whilst minimising private motor vehicle use.
- Maintaining efficient and reliable public transport
- Manly Sustainability Strategy 2006

In relation to Manly Sustainability Strategy 2006, Visions and Goals (p.26) to 'pursue integrated public transport in the sub-region and improve existing services in line with the SHOROC Regional Transport Policy'. Identified targets in this regard related to declining private car use and job containment within the SHOROC area.

The 'Sustaining Healthy Communities Program' (B1.4 p.31) included planning actions for:

- commissioning a comprehensive study into the range of recreational opportunities provided and needs of all residents
- continued work on the walking trail system in Council open space and adjacent National Parks inviting the community and tourists to appreciate the natural area.
- Creation of Living Streets with the emphasis on suitably for people, wheelchairs, mobility scooters& cyclists rather than vehicles to encourage walking, cycling, the use of public transport and socializing amongst residents.'
- planning at all levels to consider the needs of the community to improve access to all recreational facilities.

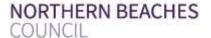
Management actions under this strategy saw work towards full implementation of the Manly Bicycle Plan (1999) together with additional routes where demand warranted. Work programs for footpaths were checked to ensure they accommodate shared bike /pedestrian access where practical.

Relevant Community Values for Manly (p34)

- A sustainable environment and economy
- Accessible places (active travel for seniors?)
- · Connected and involved local community that is culturally vibrant

Relevant Goals (Social) (p37)

A connected, involved and safe community...



- promote healthy and active Manly community "a place that is particularly conducive to healthy and active lifestyles, with numerous opportunities for recreation and leisure"
- maintain and support connected neighbourhoods and amenities
- more culturally vibrant
- viable for work, employment and infrastructure
 - sustainable transport options
- · A sustainable, protected and well managed natural and built environment

Relevant Goals (Economic) (p43)

- · Improving.. Sustainable transport options. Measures of progress include:
 - increased proportions of population that travel to work on public transport, bicycle or walked to work
 - o extent of kms dedicated to walking and cycling trails and changes over time
 - level of satisfaction... improvements achieved incl public transport connections... reduced accidents

Relevant Goals (Environmental) (p51)

· Reduction in greenhouse gases