

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)

**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	
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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.

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 November 2016
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 (<i>left at 6:36pm</i>)
Matthew Jessup	Resident – Frenchs Forest Ward
Gareth Jones	Avalon Palm Beach Business Chamber
David Morrissey	Resident – Curl Curl Ward
David Owen	CABPRA
Frank Peylaire	Resident – Manly Ward (<i>joined at 5.11</i>)
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
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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

- 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 Beaches Hospital	Louise Hardy

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*

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 Download Draft 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	1. Our businesses are well-connected and thrive in a progressive environment of innovation and economic growth	<ul style="list-style-type: none"> - Improved access to information, incentives and support - Innovative environments (e.g. start-ups, creatives) - Support local business networks
	2. Our local economy provides for a range of employment and education opportunities to better match the skills and aspirations of the population	<ul style="list-style-type: none"> - 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
	3. Our local businesses create a diverse range of opportunities for work, education, leisure, and social life	<ul style="list-style-type: none"> - 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	<ul style="list-style-type: none"> - 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	<ul style="list-style-type: none"> - 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
	6. Our community and visitors are able to easily connect and communicate through reliable and innovative communication technologies	<ul style="list-style-type: none"> - 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	<ul style="list-style-type: none"> - 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	<ul style="list-style-type: none"> - 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	9. Our community is prepared for future climate change and we will work collaboratively to mitigate our impacts	<ul style="list-style-type: none"> - 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	<ul style="list-style-type: none"> - 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	<ul style="list-style-type: none"> - Reduce waste - Cleaner urban environments

Community Outcomes	DRAFT Goals	DRAFT 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	<ul style="list-style-type: none"> - 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	<ul style="list-style-type: none"> - 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	<ul style="list-style-type: none"> - 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	<ul style="list-style-type: none"> - 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	<ul style="list-style-type: none"> - 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	<ul style="list-style-type: none"> - 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	<ul style="list-style-type: none"> - 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	<ul style="list-style-type: none"> - 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	<ul style="list-style-type: none"> - 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	<ul style="list-style-type: none"> - Collaboration on priority services - Collaboration between community, business and NGOs - Represent the views of the community and advocate on their behalf

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.

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.

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.

ITEM 4.5	SCOPING OF NORTHERN BEACHES ACTIVE AND SUSTAINABLE TRANSPORT STRATEGY
REPORTING OFFICER	EXECUTIVE MANAGER TRANSPORT & URBAN
TRIM FILE REF	2017/035883
ATTACHMENTS	<ol style="list-style-type: none"> 1 ↓ Workshop preparation notes 2 ⇒ DRAFT Pittwater Active Travel Strategy 2016-2021 (Included In Attachments Booklet) 3 ⇒ 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 Warringah	Former Manly
<p>1 Integration: Design Places for people</p> <p>a) Optimize space and land-use in Town Centre by responding to daytime and night-time economy demands and offering greater shared-access to transport choice and the ability to use Active Travel to connect to key destinations.</p> <p>b) 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.</p> <p>c) Develop an Active Travel network that provides connections to Town Centre and Villages and reduces short-trips by car to those destinations.</p>	<p>Principle 2 – Increased Integration</p> <p>2.1 Focus New Development near Sustainable Transport Options</p> <p>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.</p> <p>2.2 Better Design</p> <p>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 spaces including parks, playgrounds, schools and eating precincts.</p> <p>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.</p> <p>c) Implement walking infrastructure improvements through an area based approach centred in and around destinations.</p> <p>2.3 Discourage Car Use</p> <p>Discourage car use and longer term parking in the most accessible and connected areas and locations in the LGA.</p>	<p>Relevant Community Values for Manly (p34 Manly Community Strategic Plan 'Beyond 2025')</p> <ul style="list-style-type: none"> A sustainable environment and economy Accessible places (active travel for seniors?) Connected and involved local community that is culturally vibrant <p>Relevant Goals (Environmental) (p51 Manly Community Strategic Plan 'Beyond 2025')</p> <ul style="list-style-type: none"> Reduction in greenhouse gases <p>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.</p> <p>The 'Sustaining Healthy Communities Program' (B1.4 p.31) included planning actions for:</p> <ul style="list-style-type: none"> 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 suitability for people, wheelchairs, mobility scooters, cyclists rather than vehicles to encourage walking, cycling, the use of public transport and socialising amongst residents.' planning at all levels to consider the needs of the community to improve access to all recreational facilities. <p>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 accommodated shared bike /pedestrian access where practical.</p>
	<p>Principle 5 - Reducing Transport Inequality</p> <p>more people live closer to local jobs and have better and more affordable daily travel options</p> <p>5.1 Reduce proportion of population outside these distance thresholds</p> <p>Reductions can be achieved by expanding the network of public transport and by improving the accessibility of existing stops.</p> <p>5.2 Reducing the distances people need to access employment and services</p>	<p>Relevant Goals (Economic) (p43 Manly Community Strategic Plan 'Beyond 2025')</p> <ul style="list-style-type: none"> Improving... Sustainable transport options. Measures of progress include: increased proportions of population that travel to work on public transport, bicycle or walked to work extent of kms dedicated to walking and cycling trails and changes over time level of satisfaction... improvements achieved incl public transport

	Planning policies need to encourage local employment and future housing near existing public transport services and employment hubs.	connections... reduced accidents
<p>2 Prioritisation: Assess to deliver assurance</p> <ul style="list-style-type: none"> 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. 	<p>Principle 1 - Ensure Priority</p> <p>Sustainable transport mode hierarchy:</p> <p>Walking Bicycle Riding Public Transport Freight</p> <p>Multiple-Occupancy Vehicles Single-Occupancy Vehicles</p> <p>1.1 Walking and Bike Networks</p> <p>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.</p> <p>1.2 Improve Directness of Sustainable Travel</p> <p>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.</p>	<p>In relation to Manly Surfing the Future 2006, one of the 6 visions of the 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:</p> <ul style="list-style-type: none"> Integrating sustainable transport options such as walking, cycling and public transport whilst minimising private motor vehicle use. Maintaining efficient and reliable public transport
<p>3 Innovation: Partner and Promote</p> <ol style="list-style-type: none"> 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. 	<p>Principle 4 - Raise Profile and Awareness of Sustainable Transport</p> <p>4.1 Advocacy</p> <p>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.</p> <p>4.2 Raise Awareness</p> <p>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.</p> <p>4.3 Monitor and Measure</p> <p>Strengthen the information base to measure changes and trends to provide enhanced understanding of issues relating to sustainable transport.</p>	<p>A well governed Manly with transparent and responsible decision-making in partnership with the community by goals to (extracted from Manly Community Strategic Plan 'Beyond 2025')...</p> <p>Work in partnership with the community</p> <p>Efficient use of Council's resources</p> <p>Advocate to State and Federal Governments</p>
<p>4 Ensuring: safe access and linkages</p> <ol style="list-style-type: none"> Reduce speed limits in an specific area-based approach that in turn links the increase of them to active travellers and increases shared areas. 	<p>Principle 3 – Improve Safety and Accessibility</p> <p>3.1 Maintain Infrastructure</p> <p>Ensure the walking and bike riding network of routes are well maintained</p>	<p>Relevant Goals (Social) (p37 Manly Community Strategic Plan 'Beyond 2026')</p> <ul style="list-style-type: none"> A connected, involved and safe community...

<p>b) Build to width and create paths that enable and encourage shared use of both cycling and walking.</p> <p>c) Provide lighting infrastructure and natural shading along routes to increase connectedness and comfort.</p>	<p>In accordance with the latest standards.</p> <p>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.</p> <p>3.3 Partnerships Work with Council's key partners to ensure that streets and public transport stops are accessible by all people.</p>	<ul style="list-style-type: none"> o promote healthy and active Manly community "a place that is particularly conducive to healthy and active lifestyles, with numerous opportunities for recreation and leisure" o maintain and support connected neighbourhoods and amenities o more culturally vibrant <ul style="list-style-type: none"> ▪ viable for work, employment and infrastructure <ul style="list-style-type: none"> o sustainable transport options ▪ A sustainable, protected and well managed natural and built environment
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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.
- b) 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.
- c) 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

- a) Focus Active Travel infrastructure and capital works priorities in accordance with legislative standards and regulations.
- b) Apply Active Travel Impact Assessment to prioritise works and ensure the delivery of projects are assured to standard.
- c) 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

- a) 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.
- b) Continue to partner with regional and state agencies to ensure that areas of growth are accessible by public transport.
- c) 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

- a) Reduce speed limits in an specific area-based approach that in turn limits the increase of harm to active travellers and increases shared areas.
- b) Build to width and create paths that enable and encourage shared use of both cycling and walking.
- c) 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

- 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 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.
- c) 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 suitability 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
 - 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