

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



CSP Overview



Stage 1 Outcomes

- ✓ **Strong vision statement** (draft) supported and informed by clear community aspirations
- ✓ **Well defined priorities** providing a solid foundation for the Discussion Paper
- ✓ **Good community participation:** more than 1,000 community members, LRCs and SRGs provided input
- ✓ **Overall support for the new Council** expressed during the engagement

NORTHERN BEACHES
COUNCIL

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Northern Beaches:

*a safe, inclusive and
connected community that
values the natural and built
environment*

Community Feedback...

Priority areas	Comments (N=2467)	By Theme
<ul style="list-style-type: none"> Environment Management & Protection (incl. climate change, natural hazards & biodiversity) 	16%	Environment or 46%
<ul style="list-style-type: none"> Clean Environment 	4%	
<ul style="list-style-type: none"> Planning for Future communities Built Environment interactions 	26%	
<ul style="list-style-type: none"> Open space & Diverse recreation Arts/culture/creative activities & spaces Community, health, well being & safety 	7% 6% 7%	Social or 20%
<ul style="list-style-type: none"> Transport, Infrastructure & Connectivity 	20%	Economic or 34%
<ul style="list-style-type: none"> Economic Development (diversity, innovation & growth, local employment & education, tourism and visitors) 	14%	

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Discussion Paper: Purpose and objectives

The purpose of the Discussion Paper is to inform discussions with the community on how to work toward their vision

- To **reflect back** what we have heard is important to the community (confirm vision and aspirations)
- To identify **goals and strategies**
- To facilitate **open and constructive dialogue** on 'the big picture' and on balances
- To consider **interrelationships between issues**
- To consider the **policy context and trends**

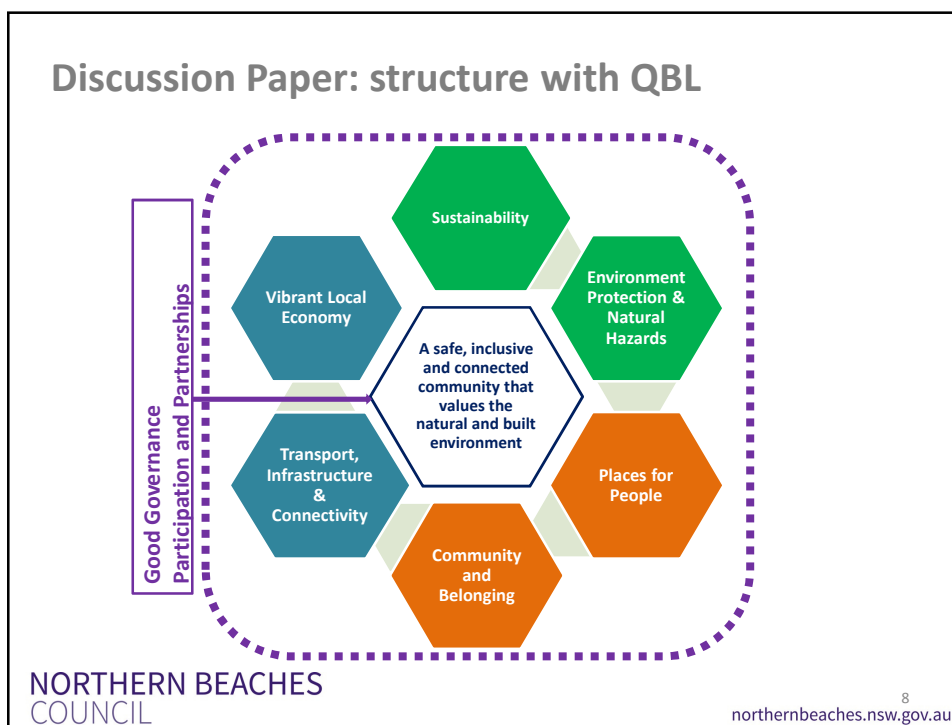


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Community Priorities from consultation	Discussion Paper: Themes
<ul style="list-style-type: none"> Environment Management & Protection (incl. natural hazards, climate change, bushland & biodiversity) 	1. Environmental sustainability
<ul style="list-style-type: none"> Clean Environment 	2. Natural Values
<ul style="list-style-type: none"> Population growth, development & infrastructure Housing Affordability 	3. Places for People
<ul style="list-style-type: none"> Open space & Diverse recreation Arts/culture/creative activities & spaces Community Connectedness Health, Well Being, Safety 	4. Community and Belonging
<ul style="list-style-type: none"> Transport & connectivity Traffic, roads and congestion 	5. Integrated Transport Planning
<ul style="list-style-type: none"> Economic Development 	6. Vibrant Local Economy
<ul style="list-style-type: none"> Leadership Transparency Accountability 	7. Good Governance
<ul style="list-style-type: none"> Local area representation 	8. Participation and Partnerships

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Outcomes (themes) and community aspirations

Sustainability

Growth is sustainable and well balanced

Environmental Protection & Natural Hazards

We are inspired by bush, beaches & waterways

Development is balanced with our lifestyle and environment

Places for People

Our streets & neighbourhoods are safe, clean & family friendly

We celebrate local villages and communities

Our communities and businesses are connected and inclusive

Community and Belonging

We have vibrant spaces with diverse arts & cultural experiences

Transport, Infrastructure and Connectivity

Transport is seamless and integrated

Vibrant Local Economy

Businesses have the infrastructure to grow locally and globally

Local businesses thrive and grow

Good Governance

We demonstrate strong community leadership and environmental stewardship

Our governance is open and transparent

Participation and Partnerships

We have a say in what happens in our local area

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Table of Contents - draft

1. MESSAGE FROM THE ADMINISTRATOR

- Opportunities for creating a more connected and inclusive community

2. INTRODUCTION

3. A SNAPSHOT OF THE NORTHERN BEACHES

4. WHAT THE COMMUNITY HAVE SAID

5. POLICY CONTEXT

- Integrated Planning and Reporting
- Key policies and plans (e.g. District Plan)

6. COMMUNITY OUTCOMES (8 THEMES)

- How the outcome area contributes to the vision
- Why it is a priority to the community?
- Benefits to the community
- Where are we now? Where should we be heading?
- **Goals and strategies**

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WORKSHOP objectives

To consider the goals and strategic considerations;

Flag if there are any issues:



1. Do the goal and strategic considerations reflect community needs:

✓ yes

✗ no/ not supported (Fill out a post-it-note with number)

2. Is anything missing? (Fill out a post-it-note with number)

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Vision	
SHOROC Too Good to Waste	<p>Vision to 2021:</p> <p>Lead and support our community to avoid, reuse, recycle and recover valuable waste resources</p>
Manly Zero Waste Strategy	<p>Aim: Develop and promote a set of actions and tasks designed to guide the Manly community towards the goal of Zero Waste; addressing both through waste generation and waste disposal</p>
City of Sydney Interim Waste Strategy	<p>Aim: Ensure that people of the City can responsibly manage their waste- by providing targeted systems, infrastructure and support for improving access at each level of the waste hierarchy</p>



Transport
for NSW



Northern Beaches B-Line Program

Rob Smerdon / February 2017



1



Transport
for NSW



Scope

- **Modern B-Line stops** at Mona Vale, Warriewood, Narrabeen, Collaroy, Dee Why, Brookvale, Manly Vale, Spit Junction (Mosman) and Neutral Bay.
- **Commuter car parks** at Mona Vale, Warriewood, Narrabeen, Dee Why, Brookvale and Manly Vale providing about 900 spaces.
- Brand **new double deck** buses with improved on-board capacity and comfort in addition to existing fleet.
- **Roadworks** including new bus lanes, bus bays, minor lane widening and other road improvements to support bus services.
- **Improved pedestrian, bicycle links and bicycle parking facilities** to connect customers with B-Line stops.
- **Northern Beaches Bus Services Plan** to be implemented at the same time the B-Line service begins in late 2017.

2



Transport
for NSW



Customer benefits

- A more reliable and frequent bus service from the Northern Beaches to Sydney CBD (frequency 10mins all week, 5 mins weekday peak).
- Improved peak period passenger capacity, reducing crowding on buses and at bus stops.
- Improved bus stop facilities.
- Access to more commuter car parking near bus stops.
- Improved cycling and walking connections to bus services.
- Better connections between bus services and between buses and other modes of transport.
- A bus services plan for the Northern Beaches Region that is easier to understand.

3



Transport
for NSW



Precinct approach

1. Mona Vale Precinct
2. Warriewood Precinct
3. Narrabeen Precinct
4. Collaroy Precinct
5. Dee Why Precinct
6. Brookvale Precinct
7. Manly Vale Precinct
8. Seaforth Precinct
9. Spit Road & Spit Junction Precinct
10. Military Road Precinct.



4

Current status

- November 2016 – Major work contract awarded to Fulton Hogan.
- December 2016 – Intersection works in Collaroy completed by Downer Mouchel Joint Venture (RMS maintenance contractor).
- December 2016 – Northern Beaches Active Transport Strategy launched.
- January 2017 – Construction early works at Narrabeen car park.
- February 2017 – Site establishment work for Warriewood and Manly Vale car parks and other locations south of Spit Junction.
- March 2017 – Construction on approved commuter car parks to begin at Narrabeen, Warriewood and Manly Vale.
- Planning approval process underway for road infrastructure works at Dee Why, Brookvale, Seaforth and Spit Bridge to Neutral Bay.
- Continuing consultation with impacted stakeholders.

5

Focus on sustainability and innovation

- | | |
|---|---|
| <ul style="list-style-type: none"> • Focus on sustainability and innovation in <ul style="list-style-type: none"> – design – procurement – implementation – operation | <ul style="list-style-type: none"> • Range of benefits include <ul style="list-style-type: none"> – infrastructure resilience – cost savings – positive contributions to environmental, social and economic outcomes |
|---|---|



6

Sustainability principles

- A number of principles are incorporated into the scope of works for the B-Line Program to achieve sustainable outcomes:
 - Sustainability is incorporated into management and governance.
 - Infrastructure is climate resilient.
 - Energy and Green House Gas emissions are reduced.
 - Minimising waste and materials.
 - Use of Water Sensitive Urban Design principles.
 - Pollution control.
 - Maximising biodiversity.
 - Preserving heritage.
 - Using good urban design principles incl. Crime Prevention Through Environmental Design.
 - Leaving a positive legacy.

7

Sustainability in design

- Sustainability in design identified in Transport for NSW (TfNSW) *Sustainable Design Guidelines – Version 3.0* groups sustainability into seven themes:
 - energy and greenhouse gases
 - climate resilience
 - materials and waste
 - biodiversity and heritage
 - water
 - pollution control
 - community benefits
- It is currently anticipated that the B-Line program will achieve a 'GOLD' sustainability in design rating.
- The new B-Line bus fleet will have a Euro 5 engine which meets related emissions standards and is an improvement on the existing fleet, which is largely a mix of Euro 2 - 4 engines.

8

Northern Beaches Region Bus Service Plan

- The new plan will identify changes and improvements to the regional bus network, these are designed to:
 - Provide 'turn-up-and-go' bus services from Northern Beaches to Sydney's CBD.
 - Support local regional travel patterns.
 - Improve connections to B-Line service.
 - Provide access to the new Northern Beaches Hospital when it opens in 2018.
 - Reduce duplication and complexity of the bus network.

9

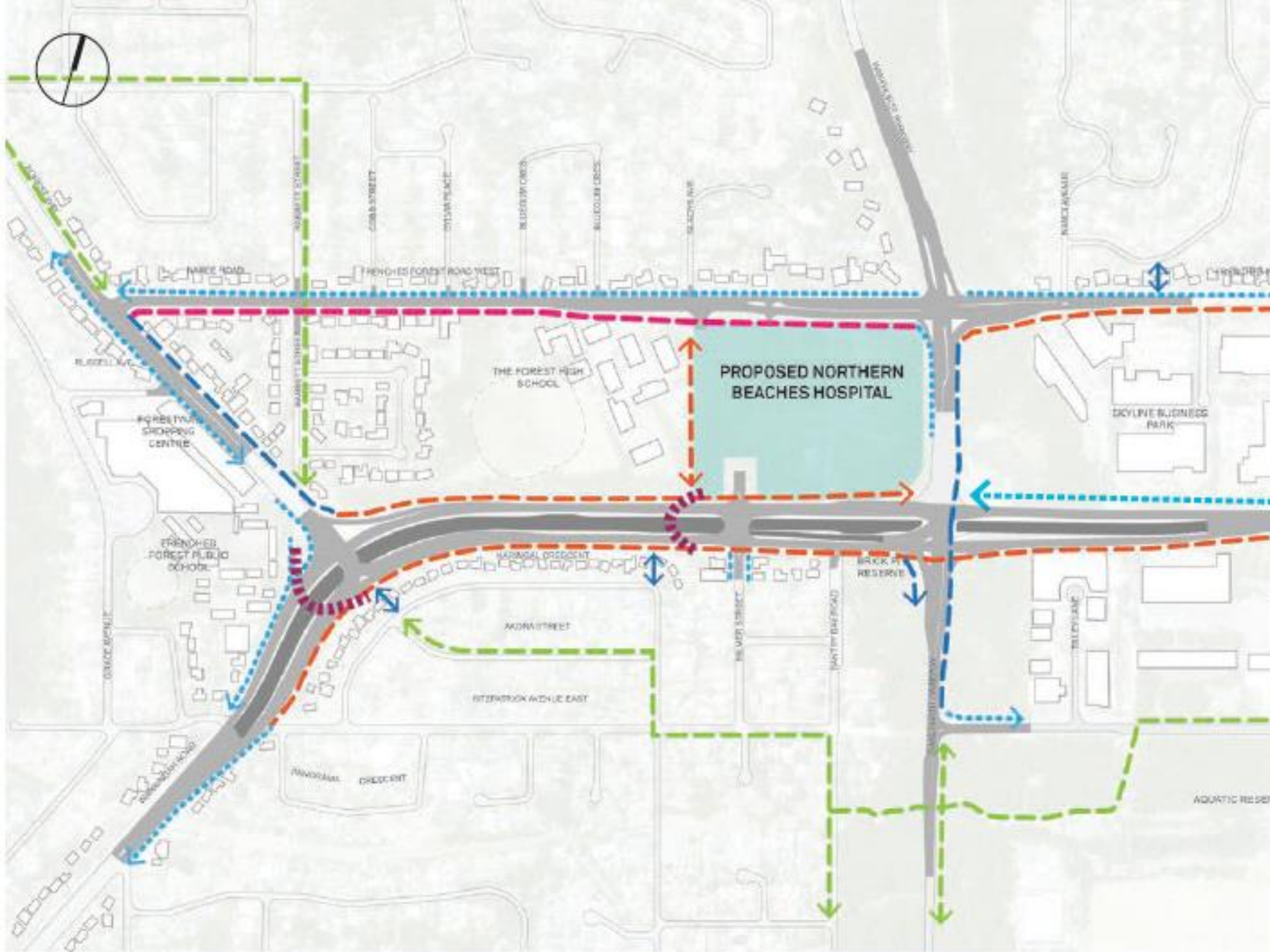
Active Transport

- TfNSW has worked in partnership with Northern Beaches Councils to integrate the B-Line's pedestrian and cycle ways with local active transport plan, and provide incentives to increase the connections between selected stops.



10

NB Hospital Connectivity and Network Enhancement Roadworks







SHARED PATH TO NORTHERN SIDE OF
WARRINGAH ROAD

EXISTING TREES NOT IMPACTED
BY THE WORKS

FULL HEIGHT TRANSPARENT PANEL TO
RAMP ON PEDESTRIAN BRIDGE

TREE PLANTING TO TOP OF SLOTT

SOIL NAIL RETAINING WALL WITH PRECAST
CONCRETE FASCIA AND COPING PANEL

HILMER STREET SHARED PATH BRIDGE

SHARED USER PATH

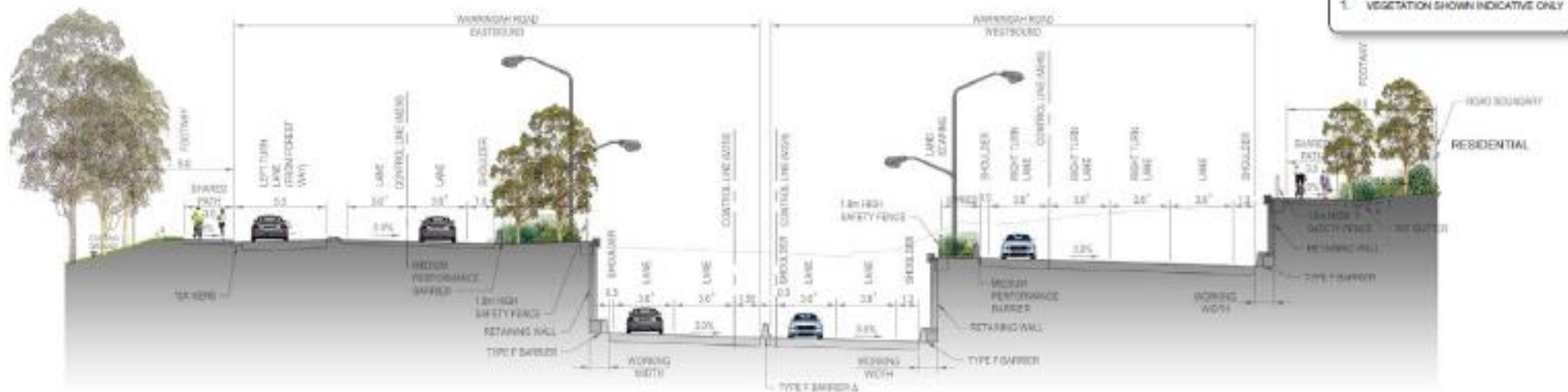
NOISE WALL OVERLAP

NOISE WALL TO
PROPERTIES ALONG
KARINGAL
CRESCENT

EXISTING BLUE GUM
SPECIMEN(S)

THROW SCREEN

SMOOTH TRANSITION FROM
COPING PANEL TO BRIDGE
PARAPET



01

**TYPICAL SECTION
WARRINGAH ROAD EAST OF FOREST WAY UNDERPASS
SCALE 1:250**



02

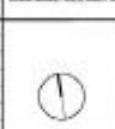
**TYPICAL SECTION
WARRINGAH ROAD WEST OF FOREST WAY BRIDGE
SCALE 1:250**

DATE: 15/01/2024

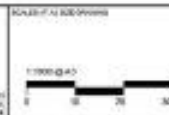
PROJECT: WARRINGAH ROAD

REV	DATE	DESCRIPTION	BY	CHECKED
A	15/01/2024	UPDATES TO CONCEPT DESIGN FROM PRELIMINARY DESIGN	LD/100A	TS
B	21/01/2024	UPDATES TO FINAL DESIGN FROM CONCEPT DESIGN	LD/100A	TS
C	21/01/2024	UPDATES TO FINAL DESIGN FROM CONCEPT DESIGN	LD/100A	TS

DESIGN: ROAD DESIGN AND/OR ASSOCIATED CIVIL ENGINEERING



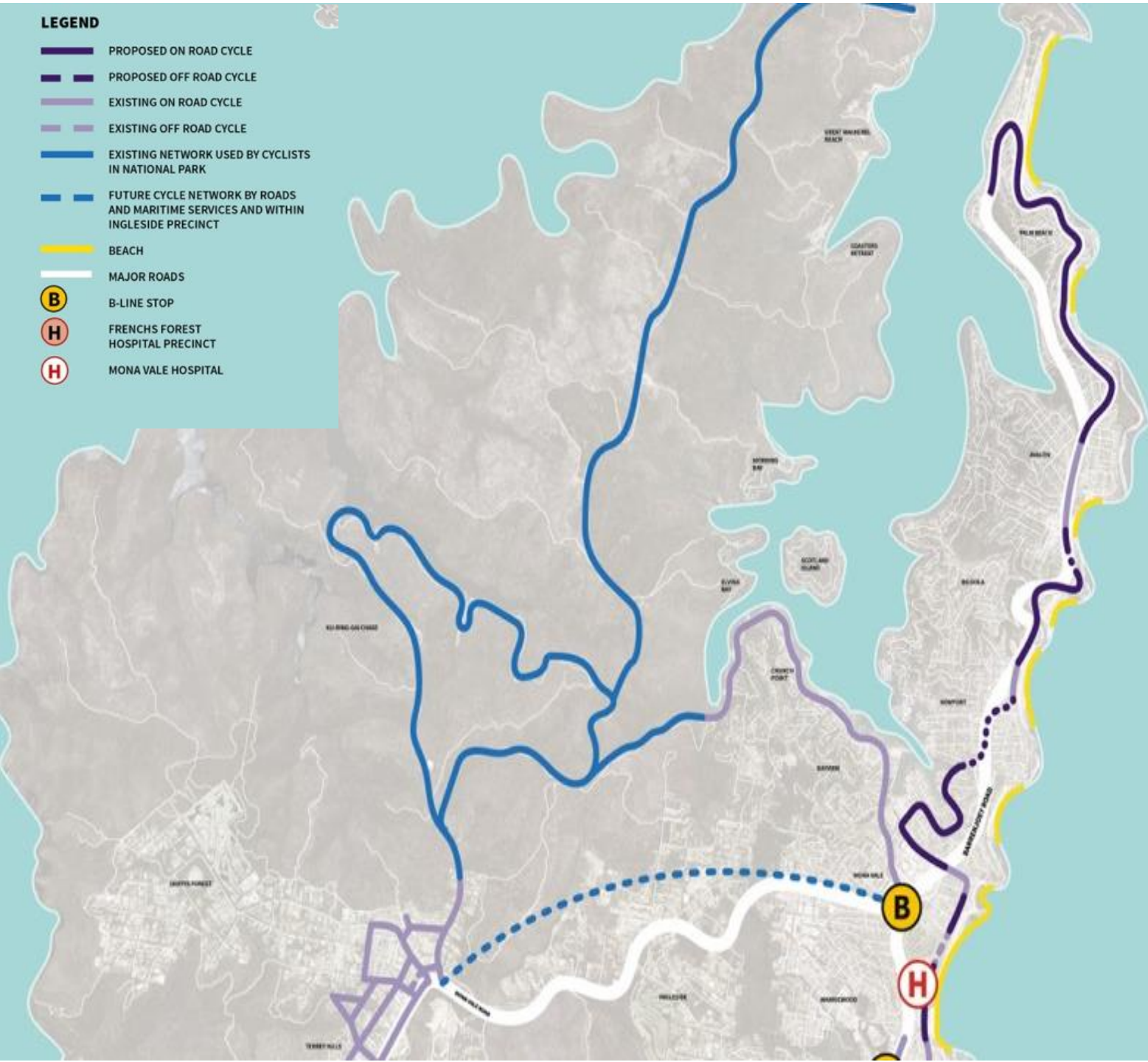
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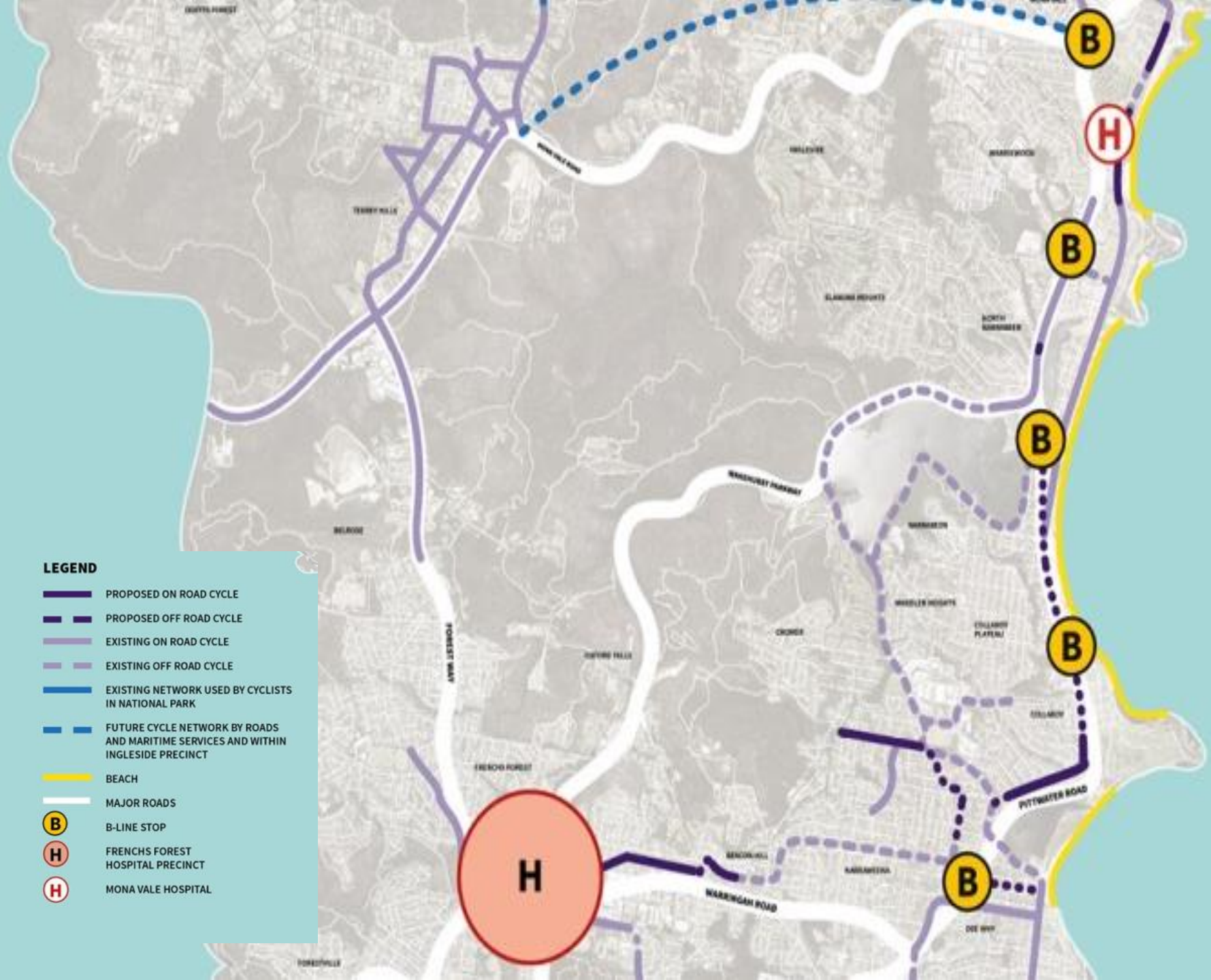


PROJECT: WARRINGAH ROAD	NBR-SHT-2000-UD-2101	000
NORTH-SOUTH BOUNDARY: HOSPITAL CORNER CITY AND NORTH-SOUTH BOUNDARY		
LANDSCAPE & URBAN DESIGN		
ZONE 2000 - STAGE 2		
LANDSCAPE & URBAN DESIGN SECTIONS		
DATE: 15/01/2024	FINAL DESIGN	000

LEGEND

- PROPOSED ON ROAD CYCLE
- PROPOSED OFF ROAD CYCLE
- EXISTING ON ROAD CYCLE
- EXISTING OFF ROAD CYCLE
- EXISTING NETWORK USED BY CYCLISTS IN NATIONAL PARK
- FUTURE CYCLE NETWORK BY ROADS AND MARITIME SERVICES AND WITHIN INGLESIDE PRECINCT
- BEACH
- MAJOR ROADS
- B-LINE STOP
- FRENCHS FOREST HOSPITAL PRECINCT
- MONA VALE HOSPITAL







Palm Beach

PROPOSED COASTAL WALKWAY AND MAJOR INVESTMENTS

Palm Beach Walkway – Barrenjoey Road

- Pedestrian connectivity and safety between Palm Beach Wharf and Governor Phillip Park
- Quality, landmark infrastructure which includes a cantilevered walkway and landscape to maintain the natural beauty of the area and protect tourism values.

\$1.83 million

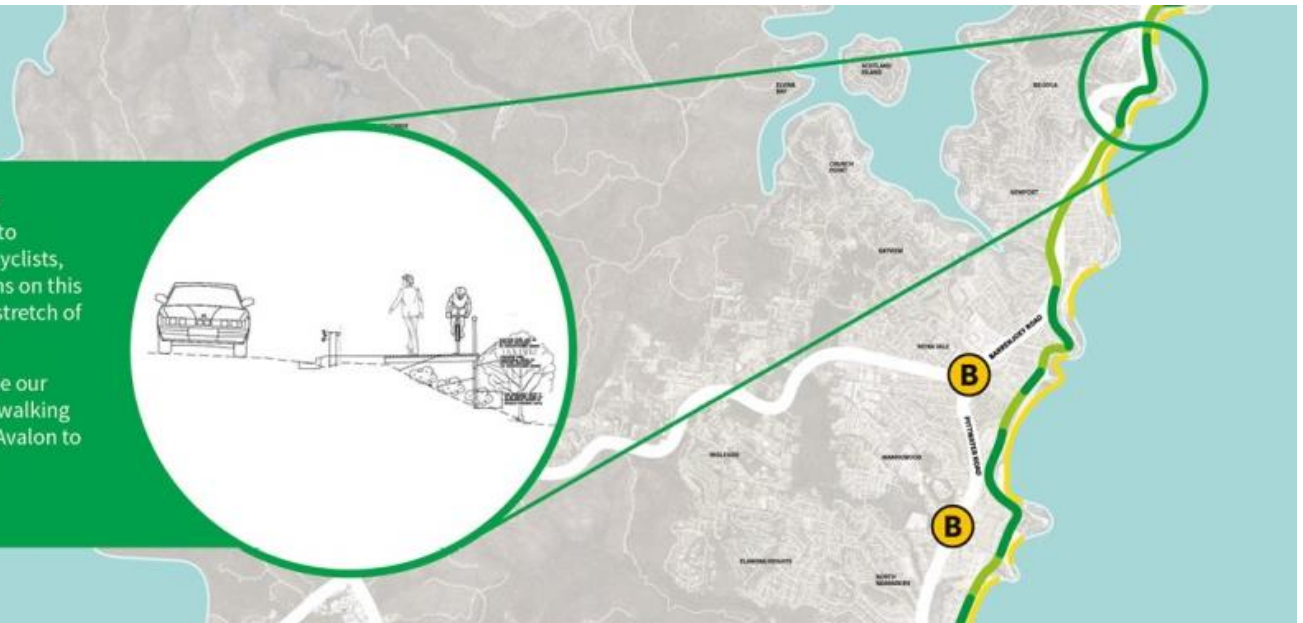
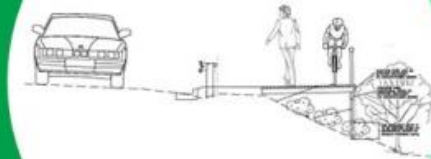


Bilgola Bends

Bilgola Bends Shared Path

- A significant investment to improve road safety for cyclists, motorists and pedestrians on this notoriously challenging stretch of Barrenjoey Road
- A shared path will provide our community and tourists walking and cycling access from Avalon to Newport.

\$3.19 million



Collaroy to Narrabeen – Shared path



Highlights

- Connecting our community through linkages with existing public transport connections, the **B-Line** and Northern Beaches Hospital
- **36 km** of continuous all-weather coastal **walkways** from Palm Beach to Manly
 - ▶ Including **8km of new footpaths**, boardwalks and stairs
 - ▶ New footpaths and tracks, including the Palm Beach Walkway from Palm Beach Ferry to Beach Road
- **30 km of new cycleways** connecting north-south and east-west across the Local Government Area
 - ▶ Including **10km of new off-road** shared paths, **20km designated as on-road routes**, connecting to the existing network
 - ▶ New shared paths including around Bilgola Bends and from Collaroy to Narrabeen.

	Stronger Community Funds	Transport for NSW funding for B-line Active Transport	TOTAL
Walking	\$6.39m	\$0.5m	\$6.89m
Cycling	\$2.61m	\$8.67m	\$11.28m
Total	\$9.0m	\$9.17m	\$18.17m

Proposed Timeline

Stage One: Completion by October 2017

Stage Two: January 2019

Former Pittwater	Former Warringah	Former Manly
<p>1 Integration: Design Places for people</p> <ul style="list-style-type: none"> 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. 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. 	<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> <ul style="list-style-type: none"> 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. <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 2026’)</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 2026’)</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 socializing 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 accommodate 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 2026’)</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

<div><div>b) Build to width and create paths that enable and encourage shared use of both cycling and walking.</div><div>c) Provide lighting infrastructure and natural shading along routes to increase connectedness and comfort.</div></div>	<div>in accordance with the latest standards.</div> <div>3.2 Increase Safety</div> <div>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.</div> <div>3.3 Partnerships</div> <div>Work with Council's key partners to ensure that streets and public transport stops are accessible by all people.</div>	<div><div><div>○ promote healthy and active Manly community “a place that is particularly conducive to healthy and active lifestyles, with numerous opportunities for recreation and leisure”</div><div>○ maintain and support connected neighbourhoods and amenities</div><div>○ more culturally vibrant</div></div><div>• viable for work, employment and infrastructure</div><div><div>○ sustainable transport options</div></div><div>• A sustainable, protected and well managed natural and built environment</div></div>
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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

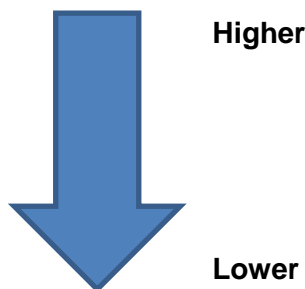
Goal 4 Integrate practice: priorities shared objectives to secure future sustainable outcomes

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:

- ☐ Walking
- ☐ Bicycle Riding
- ☐ Public Transport
- ☐ Freight
- ☐ Multiple-Occupancy Vehicles
- ☐ Single-Occupancy Vehicles



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