

NOTES

SUSTAINABLE TRANSPORT STRATEGIC REFERENCE GROUP

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 |
|--------------|------------------|

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*

Strategic Reference Group Protocols and Guidelines

Overview

The new Strategic Reference Groups (SRGs) are aligned to the Local Representation Committee priorities and will help shape the draft Community Strategic Plan. The SRGs replace the role of the previous formal special interest committees across the former council areas

The SRGs will be a collective voice to provide input to the development of the vision and priorities for the draft Community Strategic Plan. The SRGs play an advisory role on Strategic Regional priorities.

The scope of each SRG is included in the separate Terms of Reference Document

Read the [Terms of Reference for the Strategic Reference Groups](#).

The Strategic Reference Groups are listed below.

| Local Representation Group | Strategic Reference Groups (SRGs) |
|----------------------------|--|
| Economic | Affordable Housing Economic Development and Tourism Place Making |
| Environment | Natural Environment Waste and Recovery Management Sustainable Transport |
| Social | Art, Culture and Heritage Community Safety Inclusive Communities . Open Space and Recreation . Youth |

Membership

Council aims to include a diversity of members and ensure geographical coverage of the region. Each SRG will comprise of 10 people from [the five new wards](#), as well as five others from across the broader Council region. Their input will help develop the draft Community Strategic Plan.

Meeting Schedule

The SRGs will meet twice during 2016 and three times in 2017.

The meetings will be on Thursday evenings from 5-7pm at venues including Manly and Dee Why. Meetings will run for no longer than two hours. Members can agree to extend the meeting by no more than thirty minutes if all members are in agreement.

Role of the Chair

The chair will be the Implementation Advisory Group representative. Their role is to independently chair the meeting to time and agenda.

They will also work with the Executive Manager to agree items for the agenda that are of Regional Significance.

Role of the Executive Manager

An Executive Manager has been allocated to each SRG. They will be supported by Research Officers, Governance and technical staff as required. They will finalise the agenda items and prepare reports and briefing notes. They will also approve meeting notes prior to circulation.

Conduct at Meetings

Members should be familiar with and comply with the [Office of Local Government's Model Code of Conduct for Local Councils in NSW](#) as this applies to staff, Administrator and all members of committees.

Attendance at Meetings

Apologies for attendance should be sent to the Governance contact and Chairperson as soon as possible prior to the meeting, either by telephone or email.

Please inform your Governance contact if you require any assistance accessing the meeting venue or have any dietary requirements.

Quorum

The meeting quorum is a majority of SRG members (minus any vacancies).
If the Chair is unable to attend, they will nominate a Local Representation Committee member to chair the meeting.

If there are no members of the Local Representation Committee are in attendance the Executive Manager will chair the meeting.

Agenda

The meeting agenda and reports will be forwarded at least 5 working days prior to the meeting.

Members may suggest items for inclusion on the agenda. Proposed items are to be forwarded to the Governance contact, Chair and Executive Manager at least 10 working days prior to the meeting.

Items on the agenda will be agreed by the Chair and Executive Manager and should be of Strategic Regional significance.

Meeting notes

Meeting notes will be taken at SRG meetings. The notes of the SRG meetings will be circulated to the relevant Local Representation Committees for consideration. Recommendations of the SRG that require allocation of Council resources will require approval by Council prior to proceeding. These matters will need to be supported by the LRC and will be reported to Council as part of the LRC meeting notes.

The SRG notes will also be published on the Northern Beaches website.



Overview of Role

Strategic Reference Group - Protocols and Guidelines

- Role of Strategic Reference Group
- Meetings
- Agenda
- Meeting Notes

Northern Beaches Profile information

Demographics: Who Are We?

- **Why are demographics important?**

- Assists in planning directions and priorities
- Vital connection for the new Council = more effective in serving the region
- Communications and community connections = your important role

- **Variety of data sources for a comprehensive snapshot**

- ABS,
- SHOROC,
- State & Agency studies & plans

- **Context**

- 2012 – Regional Action Plan
- Greater Sydney Commission;
- New regional council;
- Expectations from DP&C;

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Northern Beaches Region

- Fringed by coastal waters & bush
- Aging population
- Higher income than NSW average
- Strong sense of community
 - high levels of volunteering
 - Competitive advantages
- Highly skilled & competitive workforce with significant knowledge base
- Key industries:
 - property & business services, hospitality,
 - international education, recreation & tourism
- Connected to Sydney and central coast
- High quality TAFE, Vocational Education & Training; English Language skills



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Population: Now & Forecast

(NSW Department of Planning, 2016)

Northern Beaches Region

| | |
|---|----------|
| Population 2016 | 263,700 |
| Forecast 2031 (NSW DOP, 2016) | 287,650 |
| Population Increase 2016-2031 *revised, 2016 | 23,950* |
| % Increase *revised 2016 | 9.0%* |
| Average annual growth | 0.5-0.7% |

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Housing Implications...

Northern Beaches Region

| | |
|---|--------------|
| Total Households (2016) | 99,350 |
| Total Households (2031) NSW DOP 2016 | 110,300* |
| Households Increase (2016- 2031) | 10,950 = 11% |

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Highlights: social, income, housing

| | Northern Beaches Region | Greater Sydney |
|--------------------------------|-------------------------------|-------------------|
| Median Age | 39 | 36 |
| Median Weekly household income | \$1,921 | \$1447 |
| Couples with children | 35% | 35% |
| Medium & high density housing | 43% | 40% |
| Households with a mortgage | 33% | 33% |
| Households renting (LGA) | 26% | 30% |

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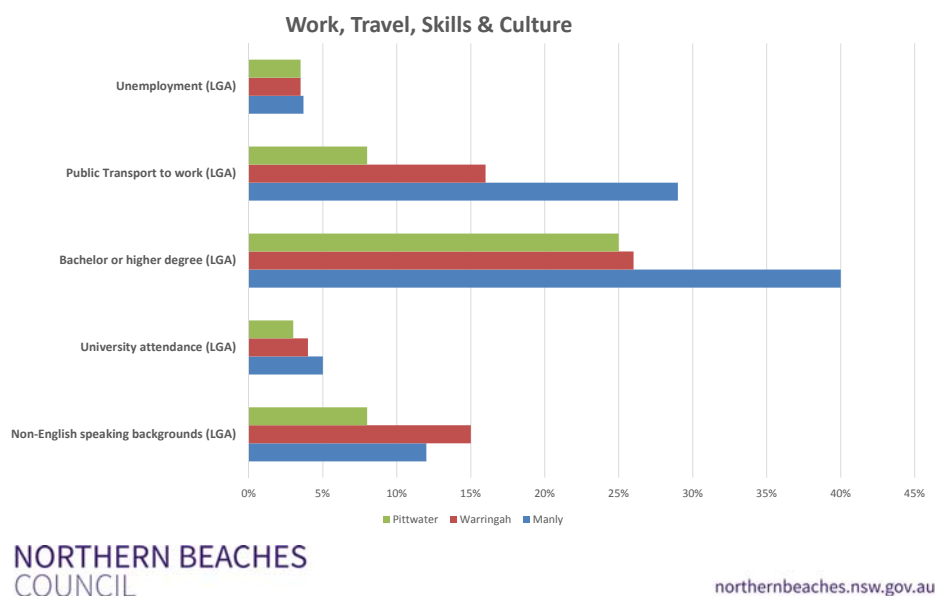
Who are we? Community Profile

| | Northern Beaches | Greater Sydney |
|-------------------------------|---------------------|-------------------|
| NESB | 11.6% | 26% |
| Bachelor/higher Degree | 30.3% | 24% |
| Vocational | 15% | 15% |
| Public Transport (to work) | 17.6% | 20% |
| Unemployment | 3.5% | 5.6% |

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Demographics from north to south



Economic characteristics

Northern Beaches region

| | |
|--|---|
| Gross Regional Product | \$13.35B |
| Local Jobs | 95,131 |
| Local Businesses | 30,415 |
| Employed Residents | 141,200 |
| Containment Rates (% of residents employed locally) | 49% |
| Largest Industries | Health Care & Social Assistance Retail Construction |

Natural Environment

- Highly valued by residents
- Water quality for swimming
21 Beaches: Good to Very Good (Beachwatch)
- Waterway health
4 Estuaries: Most meet targets for health (State of the Catchments Report 2010)
4 Lagoons: 'Fair' ecosystem health in Manly, Dee Why and Narrabeen
'Poor' health but improving in Curl Curl Lagoon
(Lagoon Health Report Card 2014/15)
- Biodiversity
 - > 2000 native species plants & animals
 - 35 vegetation communities
 - ~ 10% are Endangered / vulnerable
 - > 60% bushland is high/very high conservation value

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Built Environment

- Transport & Mobility since 2007:
 - ➡ No. public transport trips stable
 - ⬆ No. private cars
 - ⬆ Private trips
 - ⬆ Cycleways
 - ⬆ Travel times
- Domestic waste since 2013:
 - ⬆ Recycling
 - ⬆ Waste per capita
- Water and energy footprint since 2007:
 - ⬆ Energy consumption per capita – residential & business
 - ⬆ Water consumption per capita
 - ⬆ Council carbon emissions
 - ⬆ Council renewable energy capacity
- Affordable housing
= major issue for region and key public sector workers

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(From Council annual reports 2015; Transport NSW stats 2007-13)

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What does this tell us?

- **Local Workforce:** Highly skilled & qualified; also ageing workforce;
- **Strong economy:** employed residents; small business;
- **Growing:** higher density housing & future demand;
- **Environmental constraints:** beaches, lagoons and floodplains, steep slopes, bushland and threatened species
- **Opportunities / Challenges:**
 - Harness collective social capital & skills,
 - Protecting environmental & heritage of region
 - Lobbying & working with key agencies to ensure improvements
 - Political role to ensure benefits & LT infrastructure improvements
 - Strong community building role to enable cohesive region;
 - Enable future community & business partnerships;
 - Harness future opportunities & minimise challenges; and
 - Global Sydney links with transport, infrastructure & residents;

Overview:

Community Strategic Plan (CSP) Process
and
Integrated Planning and Reporting (IP&R)

COMMUNITY STRATEGIC PLAN

| | |
|------------------------------------|---|
| VISION & PRIORITIES | Sep - Nov 2016 Community engagement: Issues Paper |
| STRATEGIES | Mar - Apr 2017 Community engagement: Discussion Paper Staff and stakeholder engagement |
| PUBLIC EXHIBITION DRAFT CSP | Jul - Aug 2017 Community engagement: Feedback on draft |
| FINAL CSP ADOPTED | Adoption post September 2017 by the newly elected Council |

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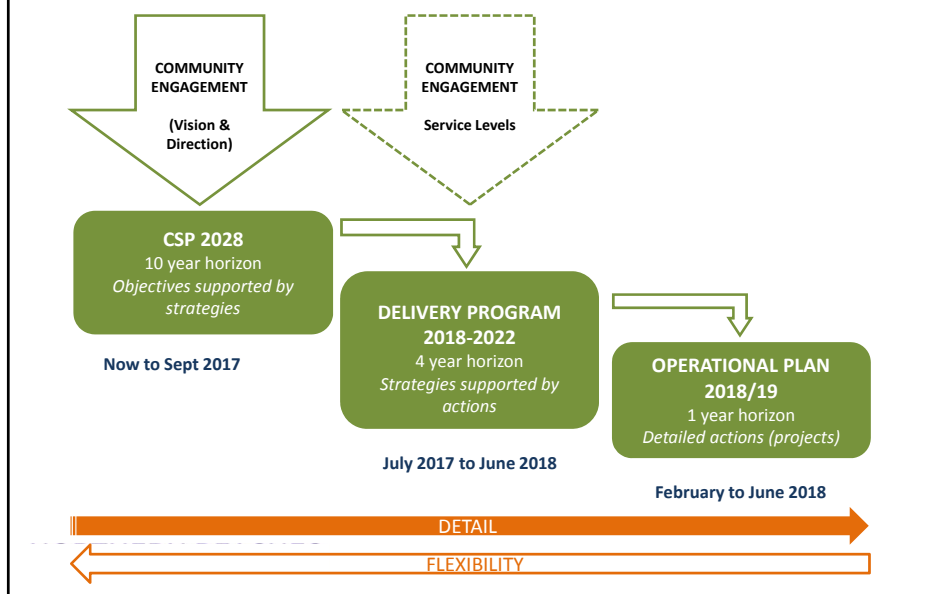
Integrated Planning and reporting overview



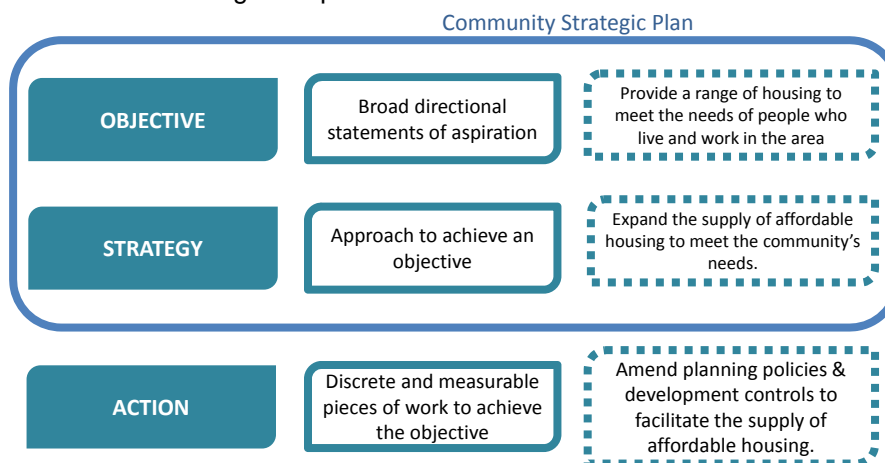
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Corporate planning products and deliverables: from community objectives to strategies and specific actions



Affordable Housing example



Draft Implementation Plan Northern Beaches Council



[Click to view Draft Plan](#)

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Working on the outcomes of the Strategic Reference Group workshop

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Workshop – Challenges & Issues

*From the perspective of your SRG
is any thing missing?*

Workshop – Priorities

*Looking at the Challenge/Issue what are
your top ten priorities across the region?*

General Business

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Meeting Close

Next SRG meeting

February 2017
TBC

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An aerial photograph of a crowded beach. The top half of the image shows a wide expanse of golden sand filled with hundreds of people, many of whom are sitting or lying down. The bottom half of the image shows the ocean with clear, turquoise water and white waves breaking onto the shore. People are also seen swimming and surfing in the water. A large, semi-transparent purple rectangle is overlaid on the right side of the image, containing the council's name and website.

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Active Travel Strategy Documents

1. Warringah Council Sustainable Transport Strategy
2. Pittwater Active Travel Strategy (draft)
3. Active Travel referenced in Manly CSP and Delivery Program

Bike Plans

1. Warringah Bike Plan

2. Bike Pittwater

3. Manly Bike Plan

Walking Plans

1. Warringah PAMP

1. Pittwater Walking Plans

2. Manly Walking Plans

Public Transport

1. B-Line bus network improvements
 - 9m funding from TfNSW

1. Ferry services (public & private)

Parking

1. Demand Management
2. Town Centre and Village Parking
3. Pay & Display
4. Parking Permits

2016/2017 RMS Active Transport Funding

- Cycle network map
- Bike parking
- Avalon PAMP and Manly PAMP
- Cycle training
- Wayfinder signs

2017/2018 RMS Active Transport Funding

- Bike Plan
- Bike parking
- Seaforth PAMP
- Cycle training
- Wayfinder network
- Shared path networks

Future opportunities

1. Palm Beach Walkway
2. Manly to Palm Beach Network
3. RMS/TfNSW
 - Principal Bicycle Network Northern Precinct

The following information summarises the results of the workshop held with the Sustainable Transport SRG to prioritise the challenges and issues facing the northern beaches for the next 10 years.

Black issues are those from the Issues Paper

Blue issues are those identified at the SRG workshop at Dee Why RSL on 28 September 2016

Green issues are those identified by the Sustainable Transport SRG from their perspective at the meeting on 10 November 2016

The column on the right shows the number of dots placed by members to indicate their view of the priorities across the region.

| Environment | Number of dots |
|---|----------------|
| Challenge - Clean Environment | 1 |
| Diminishing landfill capacity for disposal of waste | 1 |
| Limited recycling and waste reduction opportunities, incentives and education | 1 |
| Lack of general awareness of long term and cumulative impacts of littering and rubbish dumping on the environment | |
| Impacts of stormwater pollution on creeks, lagoons, rivers and the ocean | |
| Air pollution associated with increased traffic and congestion | |
| Peak waste generated by visitors, sports and events including problematic cigarette butts | |
| Inadequate reach of education on waste, litter and plastic reduction eg. to schools, retirement homes, group homes, business | |
| Inadequate investment and use of tools to reduce waste and pollution eg. legislation, enforcement, targets, infrastructure and technology, business leases/licences | 1 |
| Impacts of buses, cars, car parking on noise, air quality and visual impact | 1 |
| Challenge - Catchments, Coasts and Waterways | |
| Cumulative impacts of urban development on our lagoons, creeks and beaches, including impacts of pollution and sedimentation and habitat loss | |
| Impacts of recreational activities in and around our major waterways | |
| Impacts of flooding and flood mitigation measures on waterways | |
| Erosion and associated risks to property, infrastructure and natural areas | |
| Impacts of sewage overflows and uncontrolled stormwater on riparian and aquatic environments, caused in part by ageing infrastructure and illegal connections | 1 |

| Environment | Number of dots |
|---|----------------|
| Increasing costs of climate change impacts on the coast including planning, hazard reduction and emergency management | |
| Increasing impacts on marine ecosystems | |
| Challenge - Bushland and Biodiversity | |
| Pressures on bushland and biodiversity through loss of core areas of vegetation as a consequence of development and illegal land clearing | 2 |
| Loss and fragmentation of bushland and wildlife corridors and habitat areas on public and private land | |
| Decline in native biodiversity from threats such as climate change, pest plants and fungi, companion and feral animals | |
| Impacts of unauthorised recreation activities on environmentally sensitive areas | |
| Intrinsic difficulties in effectively managing and measuring biodiversity | |
| Impacts on natural areas from recreational access, amenity and sports | |
| Declining fish biodiversity resulting from development in catchments | |
| Challenge - Climate Change | |
| Large environmental footprint of the area, especially as related to energy and water consumption | 1 |
| Heavy dependence by Council and the community on coal-fired power for energy consumption | |
| Poor incentive structures for promotion of sustainable building design (e.g. funding, knowledge, accessibility, regulation) | |
| High level of car dependency | 2 |
| Urban heat island effect, where heat retention of hard surfaces results in higher than average localised temperatures | 1 |
| Risks to energy supply during heatwaves where demand for air-conditioning increases | |
| Local food security and supply | |
| Effects of climate change on natural environment and biodiversity e.g.. storms, erosion, flooding, fire, drought, sea level rise | |
| Lack of understanding and data on changes over time | |
| Lack of investment in alternative modes of transport | 1 |
| Quality of public transport impacts on potential for modal shift to public transport from public cars | 2 |
| Challenge - Natural Hazard Management | |
| Increase in frequency and severity of extreme storm events and droughts with associated risks to life and property | |
| Impacts of erosion and landslip areas on public and private places and property | |

| Environment | Number of dots |
|---|----------------|
| Balancing the impacts of hazard reduction measures on environmental values with the need for property protection (i.e. managing bushfire back burning, flood mitigation measures, landslip management and seawalls in an environmentally sensitive way) | 1 |
| Potential opposition, namely from property owners, to the implementation of hazard mitigation development controls (e.g. risk mapping and planning in regards to bushfire and floodplains respectively) | |
| Impacts of sea level rise on local flooding and coastal management | |
| Potential impacts of heatwaves on the health and wellbeing of elderly people and other people vulnerable to extreme temperatures | |
| Challenge - Built environment interactions | |
| Government pressures for more housing and growth | 1 |
| Ensuring population and urban expansion matches the character of the area | 1 |
| Planning and building not meeting sustainable development goals e.g.. mandating solar power | |
| Ensuring population and urban expansion matches the character of the area | |
| Low uptake by the community of sustainable practices - need more opportunities and education | |
| Encroaching on nature strips – boats, trailers, storage etc. | |
| Visual pollution from excessive signage | |
| Growth considered a problem because it does not come with supporting infrastructure - high quality public transport and schools etc. | 1 |

| Economic | Number of dots |
|--|----------------|
| Challenge – Business Diversity, Innovation and Growth | |
| Ability to attract and retain medium to large sized businesses | 1 |
| Limited commercial space and industrial land for businesses to establish, expand and prosper in the region (including co-worker space and business incubators) | |

| Economic | Number of dots |
|--|----------------|
| Downward pressures on manufacturing and traditional industries in the area, with a need for manufacturing-based businesses to adapt towards 'advanced manufacturing' and emerging industries | |
| Restricted opportunities to support larger scaled industries due to market pressure for rezoning of existing industrial lands to retail, commercial and/or residential uses | |
| Mixed-use development in commercial centres is difficult given existing market preferences for residential uses | |
| Lack of support for start-up businesses, and restricted opportunities for local networking | |
| Lack of support, hubs and events for small business | 1 |
| Constraints to business growth - limited key workers that live locally; cars congesting village centres; inadequate internet/ delayed NBN | 1 |
| NBN should be mandatory for all new developments | |
| Marine and environment business potential can be exploited with tech/innovation/excellence centres, targeted education programs etc. | |
| Lack of relationship between development and transport infrastructure | |
| Challenge – Transport, Infrastructure and Connectivity | |
| High level of private car dependency of resident workers (nearly 60% stated car as primary mode of travel to work) | 3 |
| Limited road capacity and increasing congestion and traffic on all main roads, with critical impact on commuters on the main access roads: Mona Vale Road, Warringah Road and Pittwater Road | 5 |
| Increasing pressures on the East/West corridor and potential impacts on growth in strategic centres (linking the northern beaches and the new strategic centre in Frenchs Forest with Chatswood, Macquarie Park, and Norwest) | 4 |
| Low levels of public transport patronage due to inefficiencies and unavailability of bus services and public transport facilities (such as poor timetabling, poor coverage in terms of stops in the LGA, as well as limited end destination coverage and facilities) | 4 |
| Maintenance and upgrades to public infrastructure and transport facilities, namely in geographically isolated areas (i.e. maintenance of wharves to waterside communities and statutory provision of disability access to wharves by 2020) | 1 |
| Slow internet speed, broadband access and capacity | 5 |

| Economic | Number of dots |
|---|----------------|
| Poor public transport connections to employment centres across the Northern Beaches to attract workers and customers. This also affects the region's night-time economy | 4 |
| Not enough support/ infrastructure for active travel and small-scale accessible transit eg. community buses, cycleways | 7 |
| Consistent culture of advocating sustainability in transport planning and solutions | |
| Building options that support a car free existence | |
| Integration into greater Sydney Transport Strategy | |
| Combine transport hubs with high density zoning | |
| People with disabilities are being encouraged to be more included in their local communities. They wish to walk/wheelchair around but the timing of the green pedestrian lights is too short for many | |
| Unlike trains, buses do not have announcements of approaching stops. This is very difficult for newly arrived migrants and tourists | |
| Impact of increases to road capacity eg. Northern Beaches hospital creating congestion | 6 |
| Better pedestrian and cycling routes required to support local journeys to schools, parks, shops and community centres | |
| Inefficient water links between Manly and Sydney. | |
| Manly fast ferry full and Manly public ferry running at half capacity - public ferry to upgrade with better bus interchange connections | |
| Shuttle buses from parking spots to major locations eg. to and along popular beach areas | 1 |
| Much more emphasis on commuter safe cycleways | |
| Number of school children leaving the region to attend school at Nth Sydney, Chatswood and city. Public transport does not meet demand particularly for early starts | |
| Northern Beaches has highest number of drivers under 25 years | 1 |
| Challenge – Local Employment and Education | |
| Mismatch between local job opportunities and existing skills and professions of resident workforce | |
| Limited range of tertiary education facilities and training and opportunities on the northern beaches (from apprenticeships to university degrees), especially for youth | 3 |
| High level of commuting out of northern beaches (47%) for work, especially to Sydney CBD and wider Global Economic Corridor | 3 |
| Housing affordability to accommodate key workers in the region and future generations | 1 |
| Limited data on businesses, local economy, employment and telecommuting needs for making sound decisions | |
| Limited capacity to create new employment areas and maintain/ stimulate existing ones such as Brookvale | 1 |

| Economic | Number of dots |
|--|----------------|
| Withstand pressure from government for housing and population growth | 1 |
| Challenge – Tourism and Visitor Economy | |
| Potential community resistance to tourism and increases in visitor numbers in areas with strong and localised sense of place and identity | |
| High concentration of visitor activity around Manly, with a lack of general awareness of other areas of the northern beaches combined with restricted public transport options being the main barriers for better visitor distribution across the region | 1 |
| High visitor numbers but low spending yields | 2 |
| Potential impacts and/or residents' perception of night-time economy on local amenity | |
| Environmental impacts of tourism on sensitive natural areas and assets | 2 |
| Limited accommodation for visitors - under-supply is critical for the industry | 1 |
| High potential for eco-tourism is unrealised | |
| Emphasis on shopping malls rather than strip shopping which is environmentally easier to access by active travel | |
| Possible stop to \$2.50 Sunday public transport fares - impact on congestion | |
| High backlog of active transport infrastructure in Pittwater area needs mega dollars to fix | 1 |

| Social | Number of dots |
|--|----------------|
| Challenge - Connected Community | |
| Risk of social isolation particularly affecting older people and people with a disability in the community | |
| Equity of access to support services across the northern beaches | |
| Developing sense of community and social cohesion in new and growing communities (i.e. new land release areas and infill sites) | |
| Limited opportunities for young people to be active, showcase their talents and skills, and to connect with their peers | |
| Ever increasing price of housing and lack of affordable stock and housing options, particularly for people on low incomes, people with a disability and young people | 4 |
| Limited public transport connectivity outside of commuter routes, exacerbated by topographical issues in a number of areas | 5 |

| Social | Number of dots |
|---|----------------|
| Support for our elderly i.e. health care access; affordable housing; accessibility in area; lifelong learning | 1 |
| Support for special care and disabilities e.g.. with childcare; youth before and after school care; respite care | |
| Youth need more opportunities to be mentored, have their views incorporated, reduce homelessness, and access education and training | |
| Maintaining programs and facilities that build social capital e.g.. libraries, community centres | 1 |
| Access to universities, centres outside CBD eg. Parramatta, Macquarie Park, health services | |
| Challenge - Health, wellbeing and safety | |
| Equitable access to health, family and aged care services across northern beaches | |
| Impacts of drug and alcohol intake on public health and wellbeing, including safety risks in public places | |
| Limited crisis and short term housing options to accommodate people in need of housing and shelter | |
| Increased prevalence of mental health issues among young people | |
| Prevalence and hidden nature of domestic violence | |
| Lack of community knowledge and awareness on how to support the inclusion of people with a disability and other vulnerable population groups in community life | |
| Keeping up community safety to reduce assaults and violence | |
| Some areas need more street lighting, passive surveillance or liquor licence control | |
| Challenge - Recreation and open space | |
| Whole of life-cycle consideration for provision of recreation and sporting facilities, investing in quality products and creative solutions | |
| Holistic and integrated open space planning for a range of uses within each area | 1 |
| Equitable access to recreational facilities for new and emerging sports | |
| Upgrading existing facilities to ensure accessibility for the whole community | |
| Meeting the needs for open space, relaxation, meeting places, playgrounds, recreation, public art, local markets | 1 |
| Overall sustainability - overarching objective connecting social, economic and environmental | |
| Public space access needs to be constantly kept in good condition with understanding of what people with disabilities esp. wheelchair users need to enter these spaces eg. smooth pathways, width of pathways etc | |
| Challenge - Arts, culture and heritage | |

| Social | Number of dots |
|---|----------------|
| Availability of a diverse and evolving range of cultural and creative facilities and events that meet the needs of the whole community | 1 |
| Limited night-life across the region | |
| Lack of creative and performance spaces and venues | |
| Valuing and protecting heritage assets (Indigenous and non-Indigenous) | |
| Lack of support for local artists - Lack of acknowledgement and collections on work of local artists and writers | |
| Support for Indigenous Culture – education and protection of indigenous heritage and culture | |
| Inclusive opportunities for youth, families, multicultural and outdoor events beyond Manly; and links to Vivid & other Sydney events | |
| Challenge - Planning for future communities | |
| Encouraging and supporting creativity and innovation in urban design | |
| Meeting the infrastructure, economic and social needs of a changing demographic | 2 |
| Providing adequate and accessible infrastructure and services for infill development and land release areas | |
| Increasing densities and its impact on traffic congestion and parking. | 1 |
| Increased demand on existing under resourced public transport and active travel networks | |
| Need a Housing Strategy for growing population and changing demographics - with greater diversity, affordability and people-friendly villages & centres | |
| Need more diversified town planning controls – for greater flexibility in accommodation options that are inclusive, accessible and pedestrian-friendly | |
| Need for more affordable housing: diversity for key workers, and intergenerational needs of young, elderly and future generations | 1 |
| Providing housing and transport options for 'global talent' knowledge workers | |
| If we don't build public transport to support growth | |