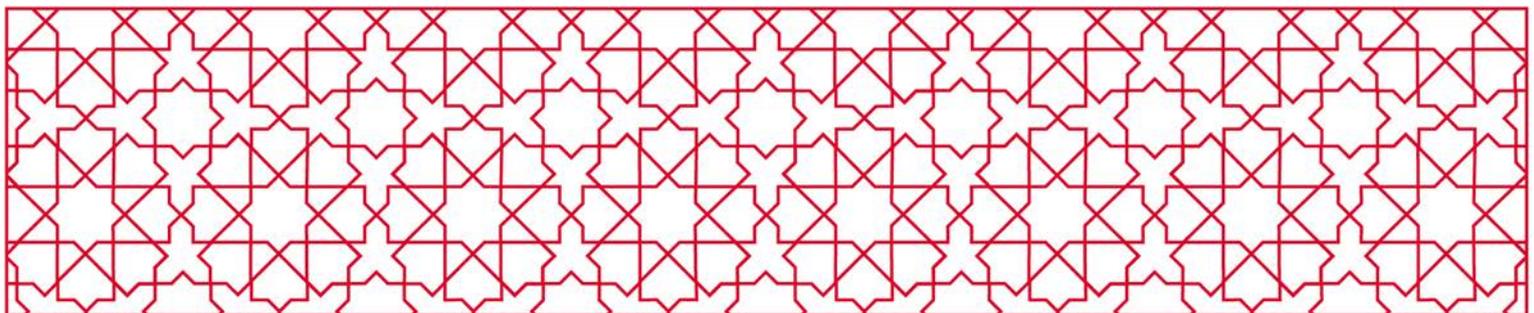


Leisa Prowse
CONSULTING

Move Northern Beaches Transport Discussion Paper

Community Engagement Report

June 2018



Contents

Executive Summary	1
Integrating transport and land-use	1
Walking and cycling	2
Public and community transport	2
Roads and Traffic	2
Parking	3
1. Introduction	4
2. Key findings and common themes	5
2.1 Engagement outcomes	5
2.2 Key Findings	6
2.2.1 Integrated transport and land-use	6
2.2.2 Active transport	6
2.2.3 Public and community transport	7
2.2.4 Roads and traffic	7
2.2.5 Parking	7
3. Background	9
3.1 Engagement objective	9
3.2 Engagement approach	9
3.2.1 Media coverage	9
3.2.1 Community drop-in sessions	9
3.2.3 Listening posts	12
3.2.4 Targeted demographics	12
3.2.5 Written comments	12
3.2.6 Online survey	13
3.2.7 Have Your Say online feedback form	14
4. Detailed community feedback	15
4.1 Integrating transport and land-use	15
4.1.1 Have Your Say	15
4.1.2 Online survey	15
4.1.3 Community drop-in sessions	17
4.2 Walking and cycling	18
4.2.1 Have Your Say	18

4.2.2 Online Survey	18
4.2.3 Community drop-in sessions.....	21
4.3 Public and community transport.....	21
4.3.1 Have Your Say	21
4.3.2 Online Survey	22
4.3.3 Community drop-in sessions.....	24
4.4. Roads and Traffic	25
4.4.1 Have Your Say	25
4.4.2 Online Survey	25
4.4.3 Community drop-in sessions.....	27
4.5 Parking.....	27
4.5.1 Have Your Say	27
4.5.2 Online Survey	27
4.5.3 Community drop-in sessions.....	29

-

Executive Summary

Community engagement to inform the development of the Move - Northern Beaches Transport Strategy 2038 took place between Saturday 14 April and Sunday 13 May 2018.

The Move - Northern Beaches Transport Strategy 2038 aims to integrate public, active and private transport and guide Council's transport planning for the next 20 years. Community input during the engagement process provided detail about current challenges and opportunities for future improvements across the Northern Beaches transport network that could potentially be addressed as part of the transport strategy.

Community input was captured through a range of online and face-to-face engagement methods, and included:

- 216 feedback forms completed on Council's Have Your Say webpage
- 302 completed online survey responses
- 73 attendees participating at the five drop-in sessions
- nine listening posts, which engaged an estimated 300 community members
- nine commuter pop-up sessions, which engaged an estimated 1,900 community members
- 20 detailed letters provided to Council
- two engagement sessions with representatives from local high schools, which engaged an estimated 60 students.

This report documents the community and stakeholder engagement activities, the feedback captured during these engagement activities, and key findings and common themes. It is structured to reflect community feedback on the objectives explored by Council in relation to:

- integrating transport and land-use
- walking and cycling
- public and community transport
- roads and traffic
- parking.

Integrating transport and land-use

Council's objective for integrating transport and land-use is:

To support well-designed urban development, integrating transport and land-use that reduces the need to travel and is easy to access via frequent public transport, walking and cycling.

Community members agreed with the need to address residential development as part of future transport planning strategies. According to participants in the engagement process, the current transport network is at capacity and intensifying land-use would place further stress on transport corridors.

Participants explored the possibility of activating different town centres across the Northern Beaches area to reduce commuting times and distances while providing increased job opportunities for residents.

'Well designed active town centres containing jobs, community services, restaurants and a choice of housing, including larger housing for families, clustered around metro stations' — Participant vision for the Northern Beaches.

Incorporating mass transit in the Northern Beaches area generated contrasting feedback from participants, which was directly related to the reliance these transport systems have on high urban densities. Generally, community members expressed concern about higher density development in the Northern Beaches.

Walking and cycling

Council's objective for walking and cycling is:

To expand the active travel network to improve connectivity and safety that helps make walking and cycling attractive alternatives to the car.

Prioritising and delivering network improvements via a Walk Plan and Cycle Plan, integrating safe and active transport across all modes of travel, and promoting end-of-trip facilities to support the active transport network were identified as part of Council's priorities.

Participants in the engagement process indicated support for prioritising active transport infrastructure, with this future priority repeatedly mentioned during engagement activities. Improved sustainability and health were regarded as the main benefits to be gained from cycling or walking.

'It will not only improve traffic congestion but have health benefits as the population become more physically active' — Survey participant comment on active transport infrastructure.

Safety and accessibility were identified by participants as the key factors that would encourage people to walk and cycle more. Participants also highlighted the need to integrate active transport with other modes of travel such as public transport.

Public and community transport

Through recent research, Council found that 60% of Northern Beaches community members generally use a private car as their preferred commuting mode, while only 18% of community members rely on public and community transport options. Public transport use is lower in the Northern Beaches than other parts of Sydney.

Council's objective for public and community transport is:

To improve the quality of the public and community transport system so it provides an attractive alternative to the car and is frequent, reliable and accessible.

As part of the engagement process Council asked the community to comment on the quality, frequency, reliability, accessibility and connectivity of the current public transport system, and how to improve it. Feeder buses for the current B-Line were identified as a successful public transport approach, and increasing these services was frequently mentioned by participants.

Efficient management of current transport corridors with clearways and priority bus lanes were also identified by participants as alternatives to consider for the transport strategy.

'Rapid bus as the infrastructure is already there. Improve this facility with bus priority lanes and 24/7 clearways and improve active travel.' — Survey participant comment on public transport.

Roads and Traffic

Council's objective for roads and traffic is:

To develop and manage an efficient road network that supports connectivity for the movement of people and goods within and beyond the Northern Beaches, and that can be safely shared by all users.

Community members were invited to comment on potential future priorities aimed at improving roads and traffic efficiency, management and capacity. This included references to proposed infrastructure projects such as the Beaches Tunnel and the improvement of east-west links.

To improve current traffic and congestion issues in the Northern Beaches, participants repeatedly mentioned the need to increase public and active travel options to reduce the need to rely on private vehicles.

'Simply facilitating safe active transport and using existing infrastructure and services in a better managed and coordinated way resulting in a travel shift from the car to active and sustainable modes of travel.' — Participant vision.

Some participants also discussed the need to include motorbike and scooter riders as a road user group due to the growing number of people using these vehicles to travel around the Northern Beaches.

Parking

Council's objective for parking is:

To manage car parking in a way that is equitable and supports the economic viability of centres and boosts sustainable, public transport and active transport use.

Parking management, which was identified as being directly related to traffic flow, street amenity and economic development in the Northern Beaches, was explored by Council during the engagement process.

According to participants, park and ride options provided as a complement to the B-Line service have encouraged reduced private car use. However, the peak hour capacity of these facilities has been identified by participants as an area that needs to be addressed, so that alternative parking is available when these park and ride facilities are full.

Participants also discussed the need to give priority to residents by clearly differentiating them from visitors in terms of parking availability and parking prices.

1. Introduction

Northern Beaches Council is currently developing a transport strategy for the Northern Beaches, which will integrate the previous active, public and private transport approaches adopted by the former Councils of Manly, Pittwater and Warringah. Ultimately, the Move - Northern Beaches Transport Strategy 2038 will guide Council's planning and implementation of transport, travel, parking projects and infrastructure across the Northern Beaches for the next 20 years.

According to the Community Strategic Plan 2017–2028, the community identified transport issues as the biggest challenge to improving liveability and environmental sustainability in the Northern Beaches local government area. Therefore, working with the community to generate discussion was a crucial first step in identifying traffic and transport network priorities.

Community engagement to inform the development of the Move - Northern Beaches Transport Strategy 2038 took place between Saturday 14 April and Sunday 13 May 2018. The process comprised a broad range of online and face-to-face engagement methods with the purpose of discussing objectives, challenges and priorities in relation to active, public and private transport in the Northern Beaches area.

An online survey and an online feedback form were made available for the community on Council's Your Say webpage. In addition to the online tools, Council hosted five drop-in sessions, one in each of Council's wards, in which community members were invited to discuss their concerns about the current transport network as well as their views about future priorities. Listening posts, pop-up sessions, written comments, media coverage and sessions with particular demographic groups (e.g. young people and commuters) were also included as part of the engagement process.

Council was interested in capturing community input in relation to:

- integrating transport and land-use
- walking and cycling
- public and community transport
- roads and traffic
- parking.

This report documents the community discussion generated by the Move - Northern Beaches Transport Discussion Paper. This discussion represents the first phase of community and stakeholder engagement implemented to support the development of the Move - Northern Beaches Transport Strategy 2038. This report documents:

- key findings and common themes
- community and stakeholder engagement activities
- community and stakeholder feedback captured during the engagement activities.

The next steps are for Council to use the feedback obtained through this engagement process to help inform the development of the draft Move - Northern Beaches Transport Strategy 2038. Key stakeholders, including young people, schools, aged care facilities, disability services and sporting groups, and the broader community will have the opportunity to comment on the draft Move - Northern Beaches Transport Strategy 2038 when it is placed on public exhibition following endorsement from Council.

2. Key findings and common themes

The feedback and comments received through online and face-to-face engagement tools provided insights to inform Council's approach to the Move - Northern Beaches Transport Strategy 2038. The level of community involvement and interest during this engagement process demonstrates the importance of an efficient, reliable and connected transport network to the Northern Beaches community.

Common themes that emerged throughout the engagement process provided insight into community priorities. Public transport efficiency and connectivity, pedestrian and cycling safety, motorcycle use, and reduction of traffic congestion using innovative methods to decrease single occupant vehicle use were frequently mentioned by participants.

As shown in Figure 1, when community members were asked about their vision for the transport network in the Northern Beaches in 2038, public transport, car use, connectivity, cycling and safety were frequently mentioned.

The following section of this report outlines community engagement outcomes and key findings for the Move - Northern Beaches Transport Strategy 2038.



Figure 1: 2038 vision for Northern Beaches transport

2.1 Engagement outcomes

Input obtained during the engagement process provides a clear picture of community interests and concerns in the Northern Beaches. The high level of interest the Northern Beaches community has in current and future active, public and private transport strategies is demonstrated through the 302 completed survey responses, 216 completed feedback forms, 73 community drop-in session attendees, and the high level of engagement through commuter pop-ups and listening posts.

Participants in the engagement process commented frequently about better public transport connectivity to provide more efficient travel times to, from and within the Northern Beaches. An integrated transport network that includes frequent and reliable public transport, 'park and ride' options for private car users, safe off-road shared paths for active transport commuters, and efficient management of current infrastructure with dedicated lanes for buses were the themes repeatedly mentioned by participants.

Participants commented on their 20 year vision for transport in the Northern Beaches. This community vision for the future encompassed a strong focus on a transport system integrated with urban development and land-use. Identifying and developing active town centres that could provide jobs and community services, and ultimately reduce commuting distances were also frequently mentioned as something to strive for in 2038.

A strong desire for better cycling and walking infrastructure, with dedicated shared paths and bike lanes, demonstrated community interest in active transport as an alternative to public transport and private car use. Many participants indicated they would choose active transport for two main reasons: to overcome extended travel times due to road congestion, and to increase health and wellbeing with physical exercise.

Reducing reliance on private vehicle use by focusing on providing more frequent public transport with feeder services that could cater for different community groups was also repeatedly expressed as a vision for the Northern Beaches. A road hierarchy with prioritised public transport was highlighted by several participants as a workable solution.

2.2 Key Findings

The high level of community interest in the Move - Northern Beaches engagement process presents an opportunity for Council to leverage this interest and deliver a high-quality future transport strategy that addresses the concerns of Northern Beaches residents.

This section provides an outline on key findings by Move - Northern Beaches discussion paper theme.

2.2.1 Integrated transport and land-use

Analysis of community feedback in relation to integrated transport and land-use provides the following key findings.

- Participants indicated that increased traffic is a key concern. Many participants indicated that the cause of increased traffic is 'over development' in the Northern Beaches area, and that limiting future urban development should be one of Council's priorities. Online survey participants indicated that intensified land-use would directly translate into further stress on existing transport corridors.
- Concerns about the current need to travel to and from the Sydney CBD for work were raised by participants. Several participants indicated that activating town centres could provide local job opportunities and reduce the need for people to travel in and out of the Northern Beaches.
- According to survey results, participants agreed with the need for well-designed urban development, which integrates different transport modes with land-use and addresses current population growth. However, the potential to provide mass transit systems attracted contrasting community opinions, directly related to the reliance these systems have on higher density urban development.
- Drop-in session participants also expressed concern in relation to supporting higher density development options in the Northern Beaches.

2.2.2 Active transport

Analysis of community feedback in relation to active transport provides the following key findings.

- Community feedback indicates support for prioritising active transport alternatives. Many participant comments related to the need to improve existing cycling and walking networks around the Northern Beaches.
- Safety was identified as a priority for both current and potential active transport users. Providing more dedicated cycleways and walkways was regarded as necessary to encourage community members to cycle or walk more around the Northern Beaches. Feedback indicates that participants perceive that greater use of active transport will help to reduce traffic congestion caused by private vehicles.
- Participants indicated infrastructure upgrades, end-of-trip facilities, appropriate signage and accessibility options as potential characteristics that could increase active transport use.
- High school students commented on the need to prioritise active transport options, particularly footpath and cycling path upgrades. Providing bike carriage spaces on buses was also mentioned by young people as a way to promote use of active transport in the Northern Beaches

- Participants also indicated that community education could encourage use of more sustainable options such as active transport and ride sharing.

2.2.3 Public and community transport

Analysis of community feedback in relation to public and community transport provides the following key findings.

- Public and community transport options were mentioned frequently by participants throughout the engagement process. Participants expressed that encouraging increased public transport use was the best way to address current traffic congestion.
- The main concerns indicated by participants related to frequency of current bus services, specifically the B-Line services and after-hours (or late night) services. Providing feeder buses for the B-Line services was repeatedly mentioned as a way to increase public transport use.
- Extending park and ride options near transport hubs was identified by participants as a potential option for people who choose to use private vehicles to commute into, out of, and around the Northern Beaches.
- Ferry services were also frequently mentioned as a public transport option to increase connectivity between the Northern Beaches and the Sydney CBD. Participants specifically mentioned that the Clontarf-CBD and Manly-CBD connections required further investigation.
- Participants indicated that better use of road infrastructure would achieve better public transport travel times and encourage public transport use. Solutions such as clearways and dedicated lanes for public transport during peak hours were identified as options to consider.

2.2.4 Roads and traffic

Analysis of community feedback in relation to roads and traffic provides the following key findings.

- Participants indicated that they are eager to consider alternative travel options, such as public and active transport, to reduce current road congestion.
- Commuting times were identified as a primary concern, and participants provided frequent comments about road management.
- Council continuing to advocate for the Beaches Link Tunnel was supported by participants if public transport lanes were included to discourage private vehicle use.
- In response to questions about the potential use of autonomous vehicles on Northern Beaches roads, participants indicated that further research was needed about implementing driverless technologies. As safety and efficiency of this alternative technology is yet to be proven, general community perceptions were conservative.
- Participants indicated that they are concerned about managing, prioritising and parking for motorcycles, and that this could potentially be addressed as part of the transport strategy, with motorbike and scooter users included as a separate group. Participants stated that traffic congestion has led to the increased use of these vehicles, and there is a need to prioritise policies that help these users share the road with bigger vehicles, and manage parking options.

2.2.5 Parking

Analysis of community feedback in relation to parking provides the following key findings.

- The parking priorities identified by Council were supported by participants. Differentiating between residents and visitors through more rigorous pricing and parking schemes were frequently mentioned by participants.
- Participants indicated concerns about the misuse of street parking, with boats and campervans parked on roads. Participants indicated that Council should have stricter policies when it comes to enforcing street parking.
- Providing park and ride facilities was also frequently mentioned by participants as a potential priority focus for Council to reduce private vehicle use. Participants mentioned that the current B-Line carparks are at capacity during peak hours, leaving residents with no choice other than continuing to commute

using their private vehicle. Participants also indicated that an alternative solution was provide more feeder buses to and from B-Line stations.

- Survey participants indicated that supporting a shift in travel modes and car sharing were potential ways to manage high parking demand in the Northern Beaches.
- Cycle and motorcycle parking options were also highlighted by participants as a priority for Council to consider.

3. Background

3.1 Engagement objective

The goal of the engagement process was to build awareness and generate discussion with diverse groups from the community to identify current and future traffic and transport priorities, and guide the development of the Move - Northern Beaches Transport Strategy 2038.

The engagement process was designed to capture community input that would help inform Council's provision of an integrated and sustainable transport network including active transport, public transport, and infrastructure links within the Northern Beaches and to the Greater Sydney area.

3.2 Engagement approach

The community engagement process commenced with the Move - Northern Beaches Transport Discussion Paper being made publicly available on Council's Your Say webpage. This page also included links to an online survey and an online Have Your Say feedback form.

In addition to the online tools, Council:

- hosted drop-in sessions and listening posts to explore community perspectives about current and future needs of integrated transport in the Northern Beaches
- conducted targeted sessions with young people at Cromer and Barrenjoey high schools, as well as commuters at key public transport locations
- captured media coverage to inform the community about engagement opportunities.

The following section provides an outline of community and stakeholder engagement activities. It also highlights common themes that emerged from comments made by respondents using particular engagement methods.

3.2.1 Media coverage

With the purpose of building awareness and encouraging the community to participate, Council published information about sessions, activities and the engagement process in the Manly Daily and the Northern Beaches News E-Newsletter. Social media coverage was also provided through Council's Facebook page, including an online video inviting people to comment and participate in the conversation on the draft discussion paper.

An email was also sent to over 19,000 community members inviting them to engage in the conversation about transport in Northern Beaches.

3.2.1 Community drop-in sessions

Five community drop-in sessions were held in community centres and were designed to explore each of the themes outlined by Council in the Move - Northern Beaches Discussion Paper. Appendix 2 provides details about the drop-in sessions.

A total of 73 community members attended the five drop-in sessions. Figure 2 provides an outline of the number of comments for the identified priorities by theme. The engagement appendices include comments made by participants.

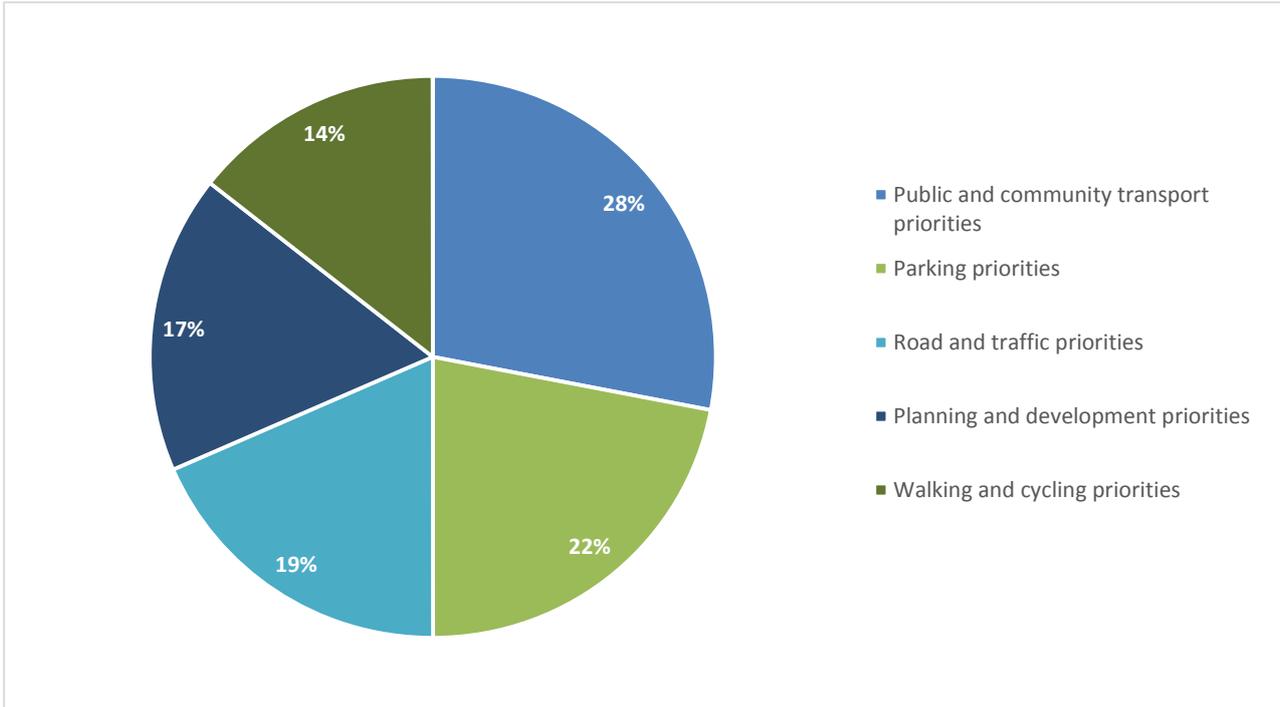


Figure 2: Themes and priorities identified at drop-in sessions

Figure 3 shows the key themes for transport improvements around the Northern Beaches identified through the drop-in sessions. One of the most discussed themes related to the extension of mini-bus feeder services to provide better connectivity for public transport users.

Promotion of active travel, with the provision of safe off-road cycle and pedestrian infrastructure, was also identified as a priority by participants. Further analysis of priorities identified through the drop-in sessions, and the outcomes of a 'thumbs up'/'thumbs down' activity designed to encourage community members to indicate support for Council's transport objectives, are presented in the detailed feedback section of this report.

Key themes for transport improvements around the Northern Beaches

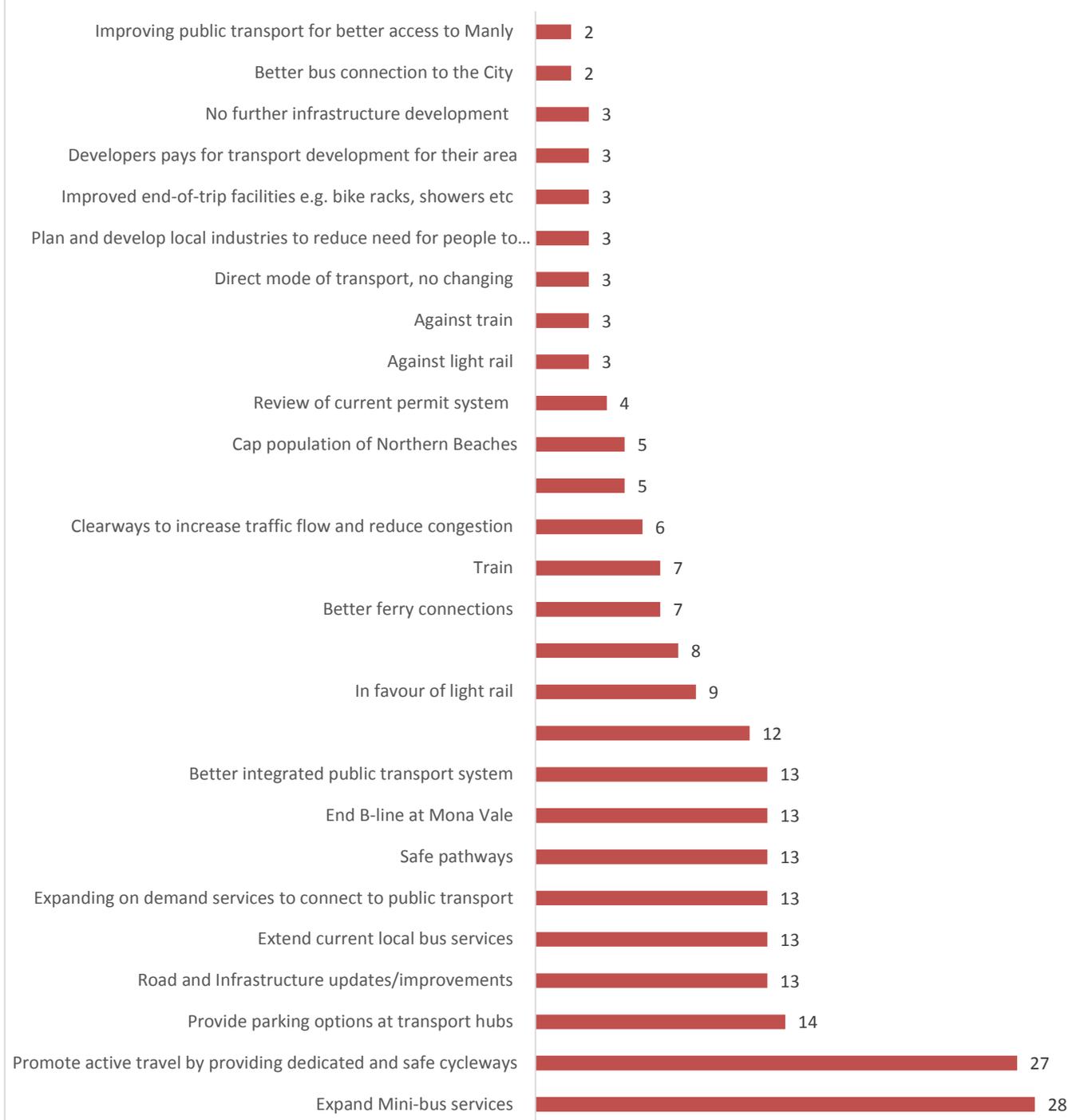


Figure 3: Key Themes for Transport Improvements around the Northern Beaches

3.2.3 Listening posts

Nine listening posts were set-up in areas with high pedestrian activity. The purpose of the listening posts was to capture community comments and opinions about the future of transport in the Northern Beaches area. The engagement summary provides details about the listening posts, which engaged more than 300 people.

Detailed analysis of feedback provided at the listening posts is provided in the engagement appendices.

However, the general themes that emerged throughout the comments include:

- There has been a perceived decline in bus services and availability since the B-Line started operating. Participants identified that this was a concern in Manly, Cromer and Narrabeen.
- High development and population growth was also mentioned by participants as a concern. Some participants commented they do not support the increased population documented through the North District Plan.
- Participants provided positive feedback on the 'Hop, Skip & Jump Bus' service. Participants indicated that the community expects this service to be extended due to its success.
- Participants expressed their support for the B-Line extension to Avalon. However, some participants expressed frustration that they now have to get different buses if traveling longer distances (e.g. one bus to Mona Vale and then another bus to the Sydney CBD).
- One participant indicated that they disliked the B-Line bus extension to Newport, with another 10 participants mentioning the need to extend this service.
- Younger people within the community indicated the need to provide better connectivity to universities.

3.2.4 Targeted demographics

As part of the engagement process, input was captured from a range of individuals representing diverse community interests, including young people, and public and active transport users.

3.2.4.1 Youth engagement

Council's engagement with young people involved meetings designed to gather comments and opinions about their vision for a successful transport strategy for Northern Beaches. A total of 60 students from Barrenjoey and Cromer High Schools participated in two sessions undertaken on 7 May 2018 and 8 May 2018 respectively.

Young people commented on the need to prioritise active transport options, particularly footpath and cycling path upgrades. Providing bike carriage spaces on buses was also explored by young people as an option to promote the use of active transport in the Northern Beaches. Young people also mentioned the need to provide more cycling facilities, such as cages and bike racks.

In terms of public transport, young people proposed a new B-Line to Manly, indicating that there is a priority for a direct link between the Northern Beaches and central Sydney. These participants also indicated that light rail options were also needed from the Northern Beaches to Chatswood and Macquarie. These participants also proposed that Opal cards be integrated with phones.

Young people also mentioned specific services such as the 155-bus route, which is a service that runs full during peak hours. As a result, participants indicated the need for more public transport options for students. These participants also discussed the need for better public transport connectivity between the Northern Beaches and the University of New South Wales (UNSW) and Sydney University. The engagement appendices provide comments made by young participants.

3.2.4.2 Commuter pop-up sessions

Nine community engagement pop-up sessions targeting commuters were held throughout the Northern Beaches. An estimated 1,900 community members were engaged in this activity. The engagement appendices provide details about these pop-up commuter sessions.

3.2.5 Written comments

Twenty written letters and comments were received by Council as part of the engagement process. Of the written comments received, the road network, and public transport connectivity and frequency were the most

frequently mentioned concerns. Figure 4 shows the common themes mentioned in the written comments, compiled and de-identified written comments can be found in the engagement appendices.

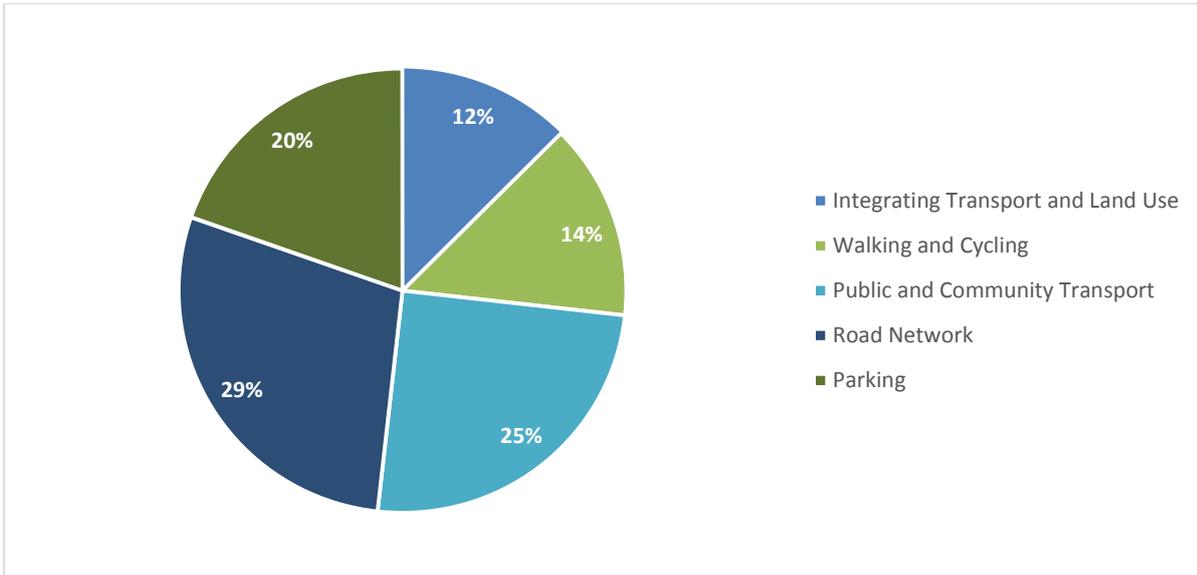


Figure 4: Written comments

3.2.6 Online survey

The online survey was designed to identify current and future traffic and transport priorities by asking community members about Council’s priorities presented in the Move - Northern Beaches Discussion Paper. The survey, which included 40 closed and open-ended questions, helped community members to identify existing network challenges and potential opportunities for improvement. The engagement appendices compile all comments made by participants in the open-ended questions and additional comments.

A total of 579 community members started the online survey, with 302 completing and submitting the survey during the engagement period. For the purposes of this community engagement report, partially completed surveys were also considered.

The age ranges that most participated in the online survey were the 35 to 44-year-olds, with almost 28% of respondents, and the 44 to 54-year-olds, with almost 24% of respondents. Young adult respondents were not widely represented, with only 1.9% of respondents being 19–24 years old. More than half, 54%, of survey respondents identified as male, and 46% as female.

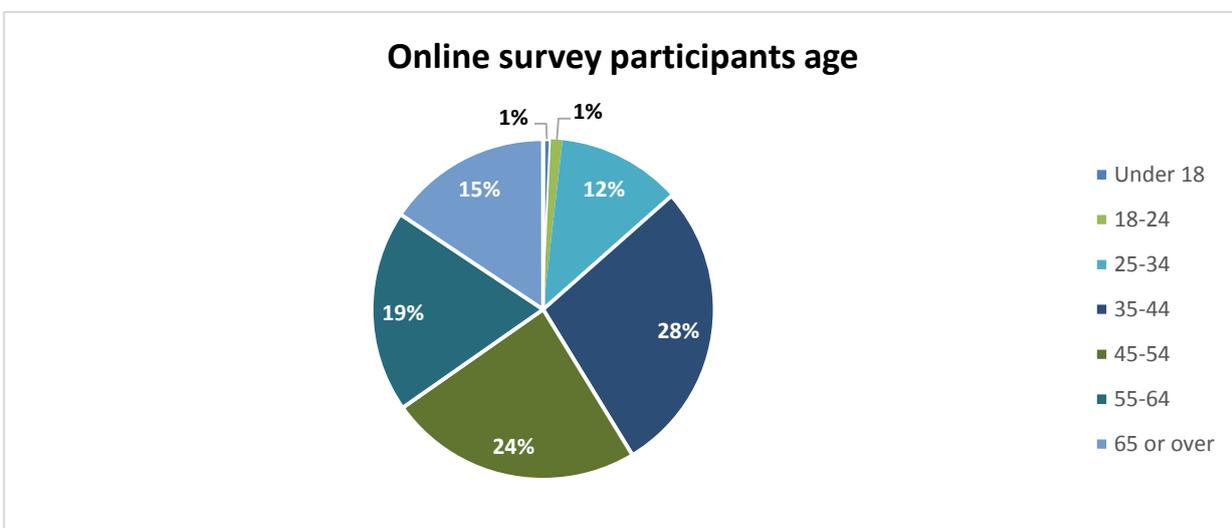


Figure 5: Online Survey participants by age

Manly and Pittwater were the wards that participated the most; with 27% and 24% of respondents respectively. Respondents from Frenchs Forest represented 18% of participation, Curl Curl represented 15%, and Narrabeen represented 10%. A small proportion, 4%, of respondents stated they were unsure of the ward they lived in, and 2% of respondents mentioned that they live outside the Northern Beaches LGA area.

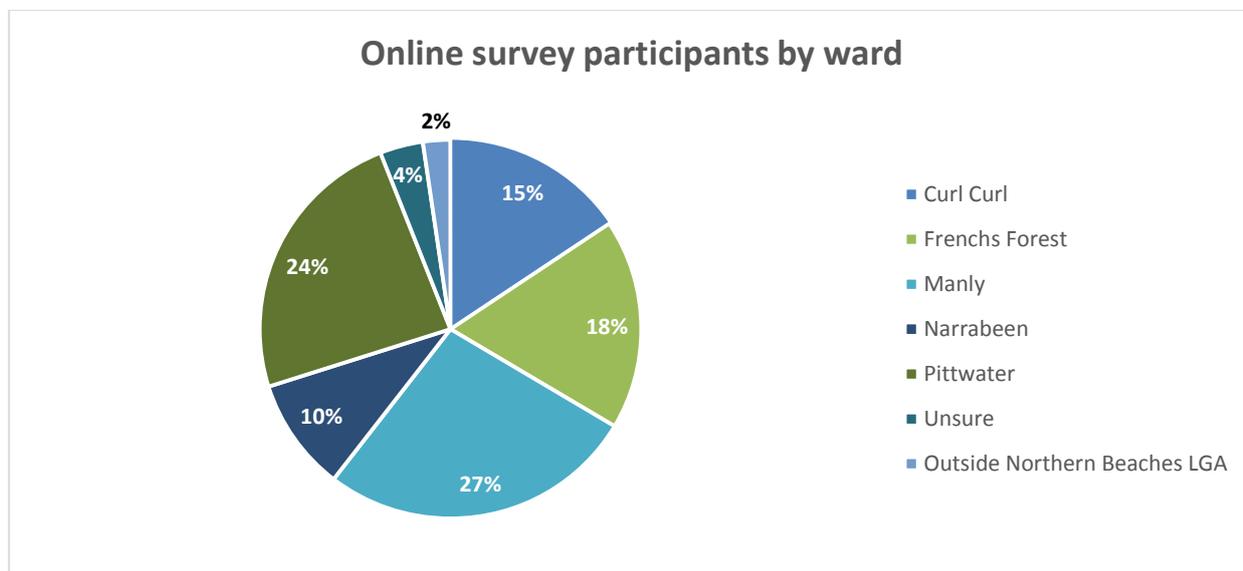


Figure 6: Online Survey participants by ward

3.2.7 Have Your Say online feedback form

Participants completed 216 Have Your Say feedback forms during the community engagement period. As the online feedback form used an open-ended format, these comments have not been quantitatively assessed. Instead, key highlights have been reported. The engagement appendices include online feedback from comments.

Clontarf and Frenchs Forest had a higher participation rate than other suburbs with 36 and 27 feedback forms submitted respectively. Most participant responses from these two suburbs were focused on advocating for the need for a new ferry service between Clontarf and the Sydney CBD. It is evident that a template response was created, and participants that mentioned the need for this ferry service submitted the template.

4. Detailed community feedback

4.1 Integrating transport and land-use

As part of the engagement process, Council asked the community for their opinions about integrating transport and land-use. Specifically, Council was interested in community opinion about:

- how to connect future centres to other places
- how to achieve better connections for existing centres
- whether to pursue mass transit options that require higher densities.

4.1.1 Have Your Say

A number of community members who provided input through the Have Your Say feedback form indicated that they perceive that increased traffic is mostly a result of residential over development in the Northern Beaches area. According to these participants, this growth is unsustainable as the transport network is at capacity, yet higher density development is still being approved.

Some respondents indicated that intensifying land-use and higher densities are a great concern to the community. These participants indicated that this higher density development would place stress on public transport and existing transport corridors.

Participants also indicated that growing residential areas in the Northern Beaches provide a strong reason for Council and the State Government to focus on east-west connectivity.

4.1.2 Online survey

The integration of transport and land-use section of the online survey was explored with both closed and open-ended questions. Participants were asked to provide their opinion about, or support for, integrated land-use and transport systems, and the infrastructure needed for it to be implemented in the Northern Beaches area.

Of the 495 survey responses received, 86.5% of participants agreed that they supported Council's objective to integrate transport and land-use in the Northern Beaches. A further 10.9% of participants were not sure, and 2.6% indicated that they did not support the objective.

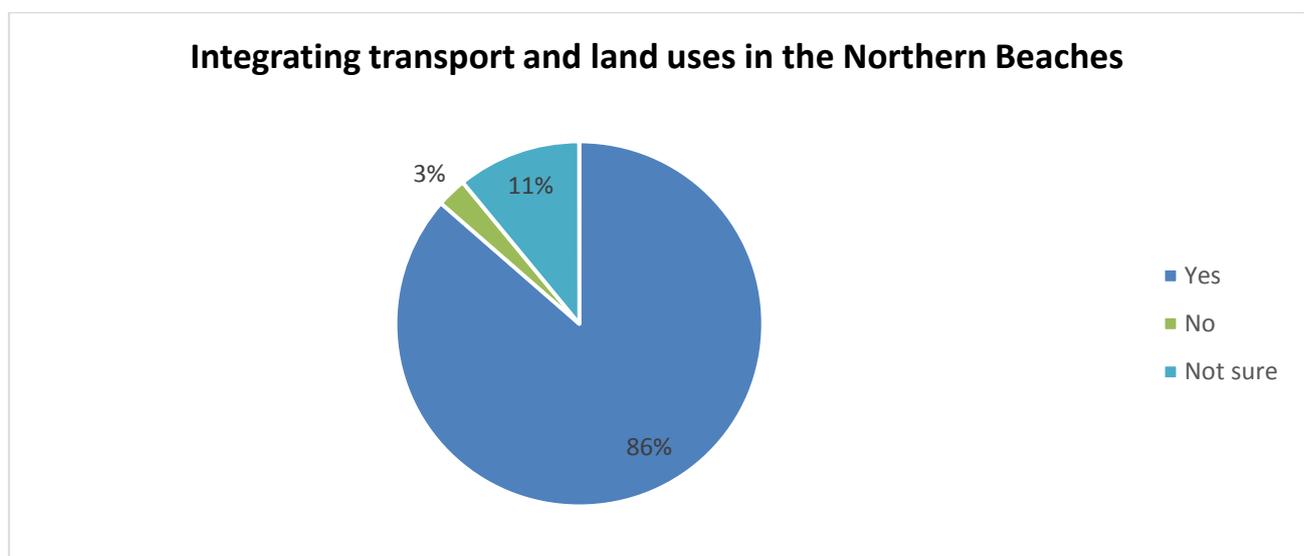


Figure 7: Support for integrating transport and land-use objective

Participants were asked if they supported prioritising future urban development in centres, integrating these centres with public transport corridors, and engaging State and Federal Governments to deliver transport systems to support growth, improve quality of life and connect with services. Just under 60% of the 395 survey responses indicated that participants strongly agreed that these would be appropriate priorities for the Northern Beaches.

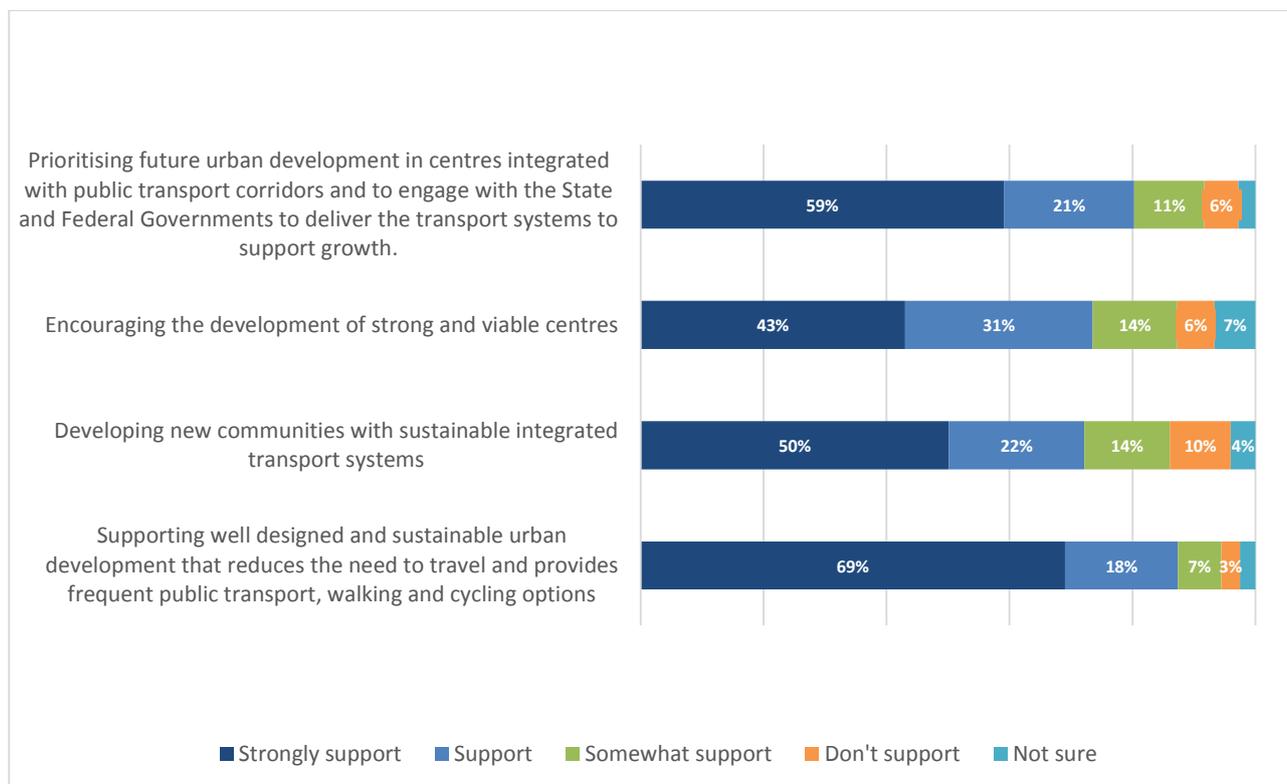


Figure 8: Future transport and land-use planning priorities

More than 72% of participants indicated their support and strong support for developing new communities with sustainable integrated transport systems, and a further 14% of participants indicated they somewhat support this priority. Only 10% did not support this priority.

Survey participants strongly supported the priority of well-designed and sustainable urban development that could reduce the need to travel, provide more frequent public transport, and increase walking and cycling options. Slightly more than 87% of participants expressed support and strong support for this priority.

Integrating different transport modes and providing better active transport infrastructure were repeatedly mentioned by participants. Prioritising better use of existing transport corridors with traffic management policies such as clearways and congestion charges, to financially discourage private car use, were also mentioned by participants in the online survey.

Existing gaps in public transport were also identified as a current challenge by survey participants, who stated that better connections, frequency and availability, particularly at night, should be an area of focus. Prioritising Northern Beaches residents over visitors and sustainable land-use for urban development were also highlighted by participants as ways to improve transport and land-use integration in the Northern Beaches.

When survey participants were asked to consider the idea of providing higher residential densities with new infrastructure, more than 48% of the participants indicated some level of support for this idea, with 21% somewhat supporting the idea.

When participants were asked about their level of support for different transport options to connect Northern Beaches, just over 46% strongly supported new metro lines or underground train lines, 33% strongly supported a new light rail option, and 41% strongly supported a new B-Line bus network. Encouraging active transport was strongly supported by 55% of participants.

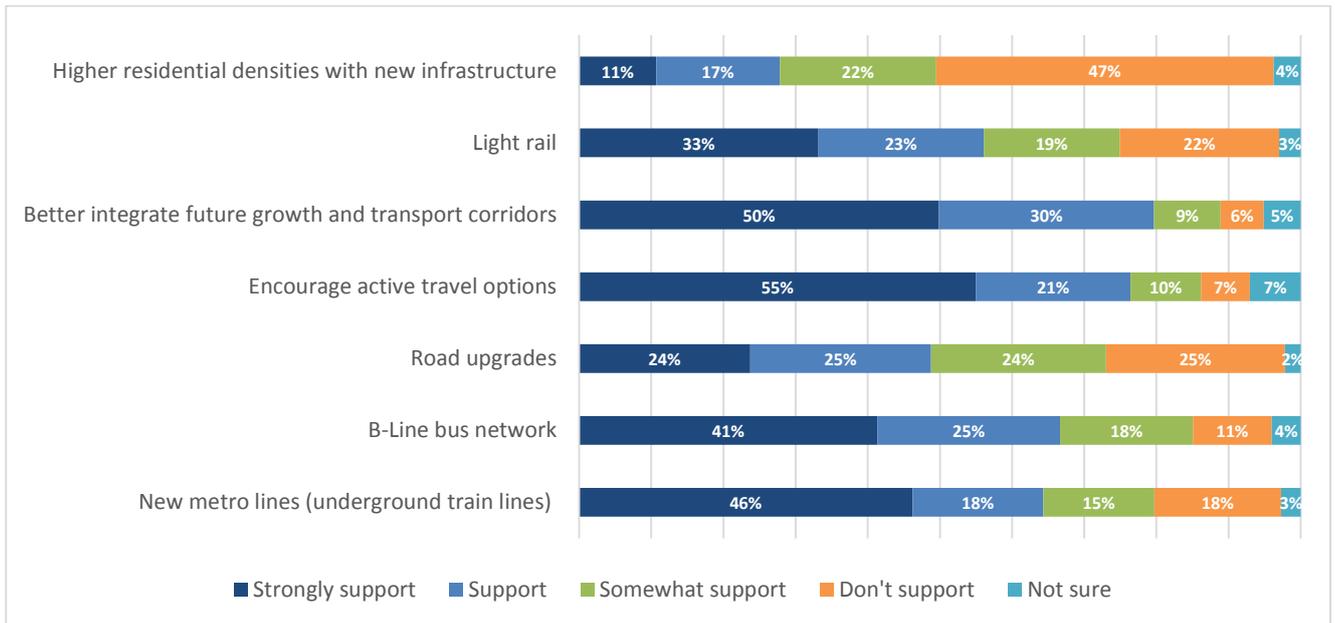


Figure 9: How should the Northern Beaches be connected with key destinations

Survey participants were asked for their opinions about the provision of mass transit systems, such as a metro and light rail in Northern Beaches. Based on the information that these mass transit options would need higher urban densities to make them viable, 47% of survey participants did not support higher residential densities with new infrastructure, while 53% stated they would rather Council pursued other options.

Amongst the broad range of different options, participants mentioned the following more frequently:

- a stronger focus on encouragement and education to make active transport more attractive
- providing better cycling and pedestrian infrastructure
- sustainable bus systems
- emphasis on providing more job options in the Northern Beaches, so that people can live and work in the same area, creating better demand and supply management.

When asked about the expansion of the existing active transport network to improve connectivity and safety, 85% of participants agreed, demonstrating that the Northern Beaches community are seeking alternatives to using the car and other individual motorised vehicles.

4.1.3 Community drop-in sessions

The common themes that emerged during the drop-in sessions in relation to integrating transport and land-use were aligned with comments and feedback received through the online survey and the Have Your Say feedback form.

Participants prioritised the need for better local industry and job opportunities to reduce travel time while increasing opportunities to live and work in the same area. Better bus and ferry connections from Pittwater and Manly to the Sydney CBD, and reduced waiting times for public transport services were common themes identified during the sessions.

Improving east-west connectivity before focusing on further urban development of the Northern Beaches was also a theme explored by participants during the drop-in sessions.

Drop-in sessions also included a 'thumbs up' or 'thumbs down' activity, where participants were asked to provide their opinion in terms of supporting or opposing Council's priorities in integrating transport and land-use.

Drop-in session participants supported, or provided 16 'thumbs up', for the concept of well-designed and sustainable urban development that could reduce the need to travel far and provide frequent public transport, walking and cycling options. Thirteen thumbs up were given for both the development of new communities with sustainable integrated transport systems and the objective of focusing on the delivery of transport systems that support growth and improve quality of life.

On the other hand, participants provided 14 'thumbs down' for the idea that Council should advocate for a new mass transit system to support higher density development in the Northern Beaches.

4.2 Walking and cycling

Council's priorities included:

- partnering with the State Government to deliver network improvements, including missing links, and way-finding signage
- prioritising and delivering network improvements via a Walk Plan and Cycle Plan
- integrating safe and active transport across all modes of travel
- promoting end-of-trip facilities to support the active transport network
- reducing conflict between road users.

Northern Beaches community members were asked to comment on the importance of a walkable local community for them, what would encourage them to walk and cycle more, and how better infrastructure could be provided for an ageing population.

The following section outlines common themes that emerged through community responses.

4.2.1 Have Your Say

Have Your Say participants repeatedly mentioned the need for more off-road bike paths, citing safety as the greatest concern when deciding to commute using active transport alternatives. Due to these safety concerns, a number of participants suggested that Council should prohibit cyclists from using main roads during peak hours.

The perception that there is a low percentage of active transport users in the Northern Beaches seemed to be a concern amongst participants. Some participants mentioned the need to encourage active transport by providing better infrastructure, which would ultimately assist in reducing traffic congestion caused by private vehicles travelling with one occupant.

As an alternative for recreation, a couple of participants mentioned the need to focus on existing mountain bike infrastructure. This option was also considered to provide a tourism opportunity as well as a recreational option for residents.

Participants mentioned that shared paths are sometimes used by motorised vehicles, bicycles and pedestrians at the same time, which can create hazardous situations.

4.2.2 Online Survey

The walking and cycling chapter of the online survey focused on asking participants about the current active transport network in the Northern Beaches. It also explored potential opportunities to improve connectivity and safety with the purpose of making cycling and walking more attractive commuting alternatives for the community.

When survey participants were asked if they supported the objective to expand the active travel network to improve connectivity and safety, 85% agreed, 8% did not support the objective and 7% were not sure.

Support for active travel network expansion, connectivity and safety

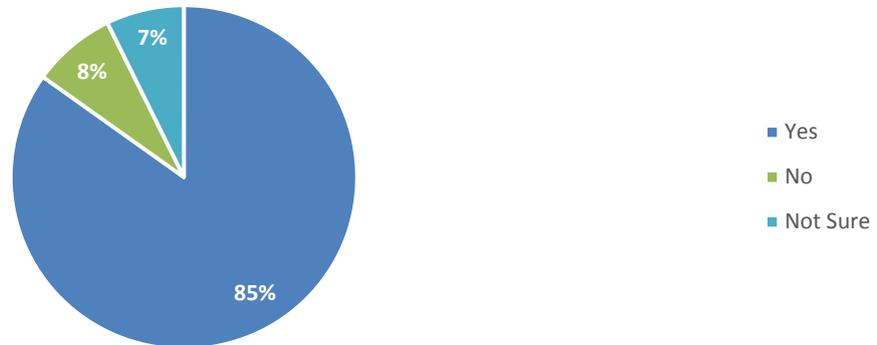


Figure 10: Support to expand the current active transport network in the Northern Beaches to improve connectivity and safety

Survey participants highlighted that supporting extended active transport infrastructure would positively influence the health and physical well-being of the community. Likewise, participants commented that having more options to cycle and walk would create better outcomes in relation to sustainability and environmentally friendly transport approaches for the Northern Beaches while easing local traffic congestion. Amongst the participants who did not support this objective, safety was the primary concern, as on-road cycling and walking options in some areas were perceived to be potentially hazardous for community members.

In relation to the questions focused on the level of support for future walking and cycling priorities, more than 76% of survey participants strongly supported the need to prioritise off-road cycling options to reduce conflicts between road users. The need for better end-of-trip facilities to support the active transport network was prioritised by 54% of participants, and 65% of participants commented on the need to integrate cycling and walking across all modes of transport provided in the Northern Beaches.

Prioritising improvements to the existing active transport network was considered by 59% of participants to be the most important way to provide better connectivity and options for cyclists and pedestrians. Wayfinding signage was also identified as a priority, with 39% of participants strongly agreeing with the need to improve this infrastructure.

In terms of local and state government interaction, more than half of the participants expressed that a partnership with the New South Wales State Government to deliver network improvements, including missing links and way-finding signage, should be a priority for Council.

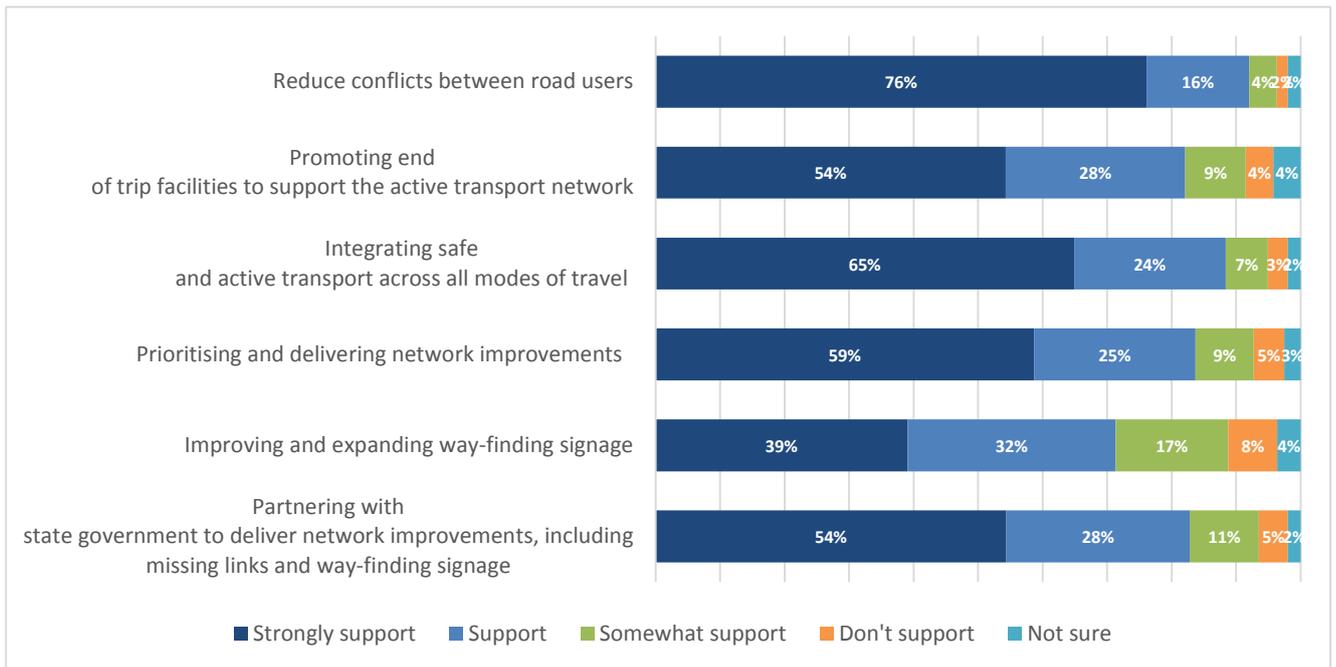


Figure 11: Support for future walking and cycling priorities

Survey participants were also asked what would encourage them to use active transport as a commuting option more frequently. Off-road cycle paths and dedicated bike lanes were identified as the most important feature, with almost 80% of participants commenting that improved safety would encourage them to rely more on active transport.

More direct routes to popular destinations, more footpath options for pedestrians, and secure bike parking areas were also regarded by participants as features that would positively encourage the Northern Beaches community to walk and cycle more. Figure 12 illustrates the priorities chosen by survey participants.

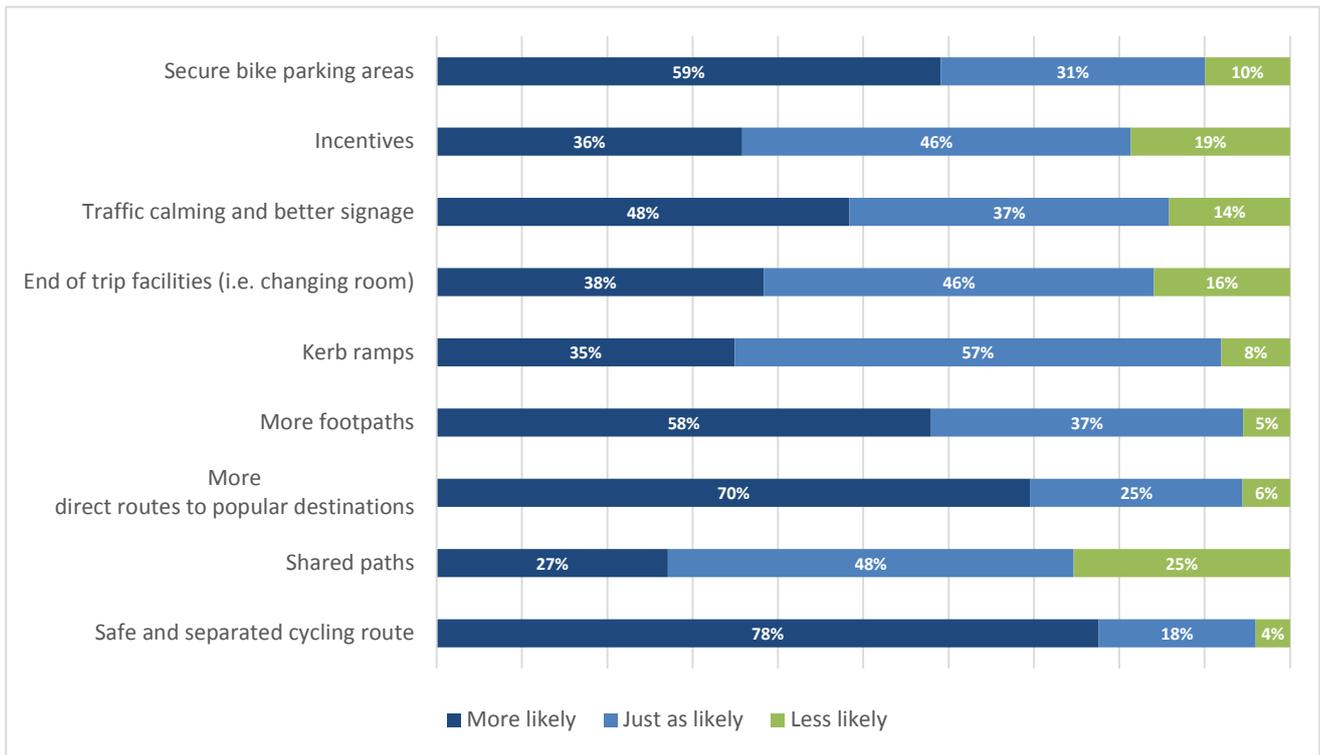


Figure 12: What would encourage Northern Beaches community to walk and cycle more

4.2.3 Community drop-in sessions

Walking and cycling themes discussed during the drop-in sessions focused on the need for improved safety by providing off-road active transport infrastructure. Improved pedestrian crossing signage, safe footpaths to bus stops, dedicated cycleways and promotion of active travel for school aged children were also discussed.

Some participants indicated specific footpaths around Avalon, Barrenjoey Road and Kirkwood Street as areas Council could investigate as part of the transport strategy.

A ‘thumbs up’ was given by 16 community members to the suggestion that Council could prioritise active transport network improvements, support safe and connected active transport and provide end-of-trip facilities such as bike parking. This further demonstrated community support for Council’s approach for a future focus on active transport.

4.3 Public and community transport

Council documented that focusing on public transport should be a priority as it will help to reduce road congestion, carbon emissions and improve health and wellbeing as it will encourage walking to and from stops and stations.

As part of the engagement process, Council asked the community to comment on the quality, frequency, reliability, accessibility and connectivity of the current public transport system, and how to improve it. Community members were asked to evaluate potentially better connections and additional links that would be needed to provide a more comprehensive public transport service.

4.3.1 Have Your Say

Participants commented that the B-Line service is running empty in some sections, such as McCarrs Creek Road, during off-peak hours. In contrast, participants also commented that at other times the bus service runs above capacity, which impacts negatively on commuters who chose public transport as their travel option. Some participants mentioned that their decision to change back to private car use was due to the lack of services during peak hours.

Feeder buses for the B-Line were frequently mentioned through the Have Your Say feedback form. Mona Vale and Curl Curl residents indicated that there is a need to provide better feeder connectivity, particularly after midnight on Fridays and weekends.

Likewise, some participants mentioned that previous services, such as the L90, were more efficient, as commuters did not have to change buses. Some participants indicated that the need to change buses when using the B-Line services has not been well received in the community, as the B-Line service has not improved travel times.

Participants also mentioned the need to provide separate lanes for B-Line routes, especially during peak hours. This was identified as a priority to encourage public transport use in the Northern Beaches area.

A commuter ferry from Clontarf to the CBD was repeatedly mentioned by participants. More than 60 of the 216 feedback form participants indicated that the provision of this service was the most urgent public transport issue to deal with in the Northern Beaches. The reasons cited by participants to highlight the need for the new ferry service related to commuting times and accessibility to more direct routes. As mentioned in Section 3, it is apparent that a template feedback form was created and used to encourage community members to request this specific ferry service.

The Manly Ferry service was mentioned by some participants as a service that needed to be provided more frequently.

Another public transport proposal mentioned by some participants related to charging different rates for residents and visitors to use public transport, particularly on ferry services. This was suggested as an incentive for Northern Beaches community members to use public transport instead of private vehicles, therefore reducing traffic congestion.

In relation to train lines and train services, Have Your Say participants focused mostly on expressing the need for a train line between Brookvale and Chatswood to improve east-west connectivity between Northern Beaches suburbs.

Have Your Say participants also focused on the need to provide educational campaigns to school children to encourage them to use public transport as a commuting mode to and from school.

'Hop, Skip and Jump Bus' services were highlighted by participants as a very good option for the older population. However, participants also mentioned that accessibility and walking times to B-Line and feeder buses were potentially a disincentive for older people.

4.3.2 Online Survey

Survey participants were asked whether they would support Council to focus on providing more frequent, reliable and accessible public transport as a commuting alternative to the private car. A majority of 97% of participants agreed with this objective. Improved travel times and connectivity, diversification of public transport options, and positive impact to the environment were the main reasons for participants to support the Council's objective to enhance the public transport network.

Council focus on providing better public and community transport options

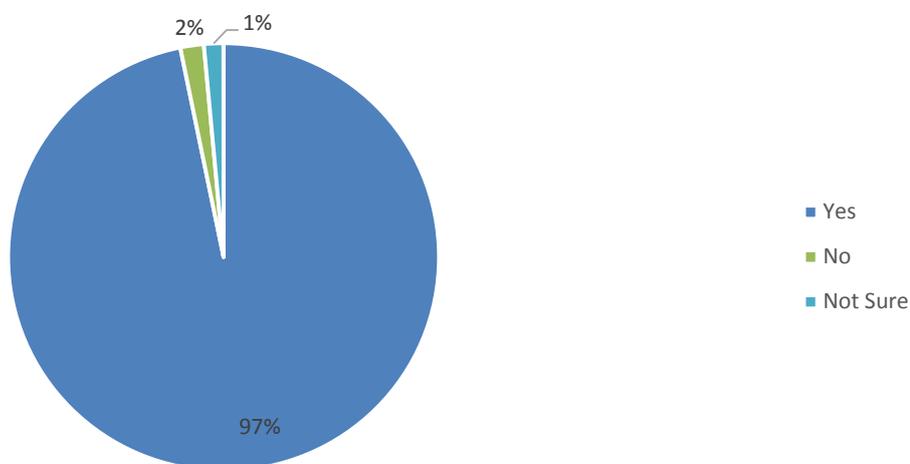


Figure 13: Support for Council to provide more frequent, accessible and reliable public transport system in the Northern Beaches.

Participants were also asked to indicate their level of support for future public transport priorities identified by Council. Figure 14 shows strong support for Council's priorities, such as advocating for better public transport connections along both north-south and east-west corridors within the Northern Beaches areas and partnering with the NSW State Government for expansion and improvement of the B-Line network.

Reviewing and monitoring existing public transport conditions, and identifying potential challenges and requirements in terms of service patronage to improve coverage particularly in areas with limited and infrequent public transport, was also supported by participants as a priority for Council to focus on.

Additional comments made by survey participants in relation to potential Council priorities indicated that there is a perception that Council should have a stronger focus on the need for mini-buses to increase connectivity between main B-Line routes and the suburbs. Prioritising existing physical infrastructure to provide better travel times for public transport users, such as clearways and dedicated lanes during peak hours, were also identified as important elements to consider.

In relation to public transport, survey participants indicated that connectivity was the most relevant characteristic. Survey participants indicated that mass transit systems such as trains or light rail should be improved to cater for current population growth. Connection between public transport provided on main roads and residential areas was highlighted by survey participants, as was the provision of feeder mini-buses and active transport paths for those who choose to walk or cycle from public transport hubs around the Northern Beaches.

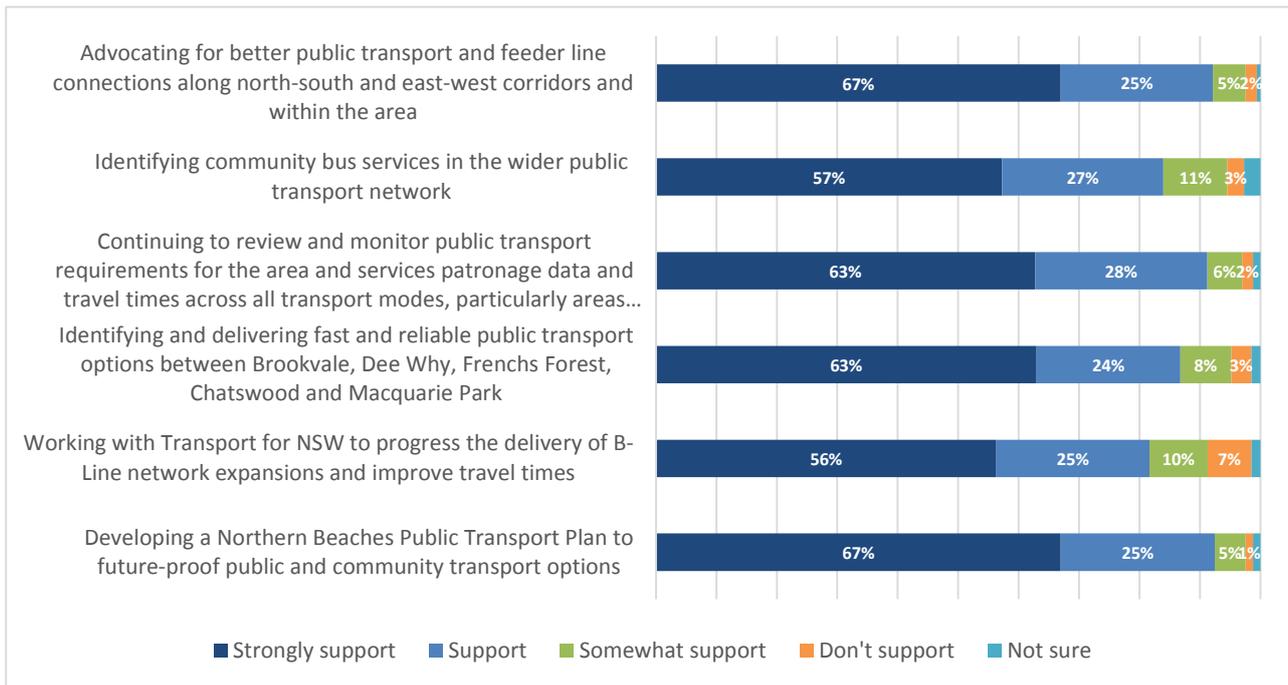


Figure 14: Support for future public and community transport priorities

4.3.3 Community drop-in sessions

Public and community transport priorities were frequently discussed by participants during the drop-in sessions. Flexible, frequent, accessible and reliable public transport was repeatedly mentioned by participants as an important key focus for the Northern Beaches transport strategy.

The need to prioritise small feeder buses, 'Hop, Skip & Jump Bus' services, and east-west links were mentioned by participants as being important for Northern Beaches residents. Providing consistently better accessibility through public transport was also identified by participants as a potential priority for Council to focus on.

Several participants indicated that an expansion of the B-Line service to Newport would most likely create a new traffic issue for the area. However, a B-Line bus to Chatswood, via the hospital, was supported by participants.

When participants were asked about other transport links that could be explored, light rail, train and more direct routes were repeatedly mentioned. Extension of the 170, E89 and E88 bus routes to being available seven days a week were also proposed by participants. Participants indicated that the provision of 24-hour buses and extended timetables would improve safety and provide additional travel options for community members when socialising, particularly if they had chosen to drink alcohol.

Participants also indicated during the drop-in sessions that the establishment of better, and extended, ferry services to areas such as Pittwater and Mona Vale would address a community need.

When asked about the level of support for Council's priorities, 23 community members gave a 'thumbs up' to the identification of bus and rail opportunities to deliver faster public transport options between areas of high interest amongst the community such as Brookvale, Dee Why, Frenchs Forests, Chatswood and Macquarie Park.

Although 13 'thumbs up' were given to the priority of working with Transport for NSW to progress delivery of B-Line network expansions and improve travel times, four community members also disagreed with this priority giving it 'thumbs down'.

4.4. Roads and Traffic

Community members were invited to comment on proposed infrastructure projects such as a Beaches Link Tunnel, the improvement of east-west links, and the impact this could have on congestion around the Northern Beaches. Survey participants were asked to comment on the viability and feasibility of autonomous vehicles as alternatives to reduce road congestion.

4.4.1 Have Your Say

Participants indicated that the solution to traffic congestion is to encourage residents and visitors to get out of their private cars and use active and public transport. However, public transport availability, frequency and options for feeder buses was also repeatedly mentioned by participants an improvement needed in the area.

Participants indicated both support and little support for the Beaches Link Tunnel. Although some participants mentioned that the Beaches Link Tunnel could be a solution to reduce commuting times and provide better accessibility to and from the Northern Beaches area, other participants expressed that car-oriented solutions would not alleviate current traffic conditions. Some participants indicated that consultation about the impact of the proposed tunnel had been minimal.

Participants mentioned that an efficient use of current infrastructure could be a more viable option, providing more immediate results. Increasing clearways, imposing speed limits, and limiting on-road cycling by increasing off-road cycling facilities were proposed by participants as an alternative option for Council to focus on.

4.4.2 Online Survey

Survey participants indicated that traffic management is a primary concern for residents in the Northern Beaches, as there is a perception that the roads are currently at capacity. Due to current levels of traffic congestion around the Northern Beaches, participants indicated that a focus on traffic management on major roads, and the introduction of policies and strategies to address peak and non-peak traffic challenges, are important priorities for Council. Development and management of a road network that supports connectivity and movement to, from and within the Northern Beaches is one of Council's objectives to improve current conditions.

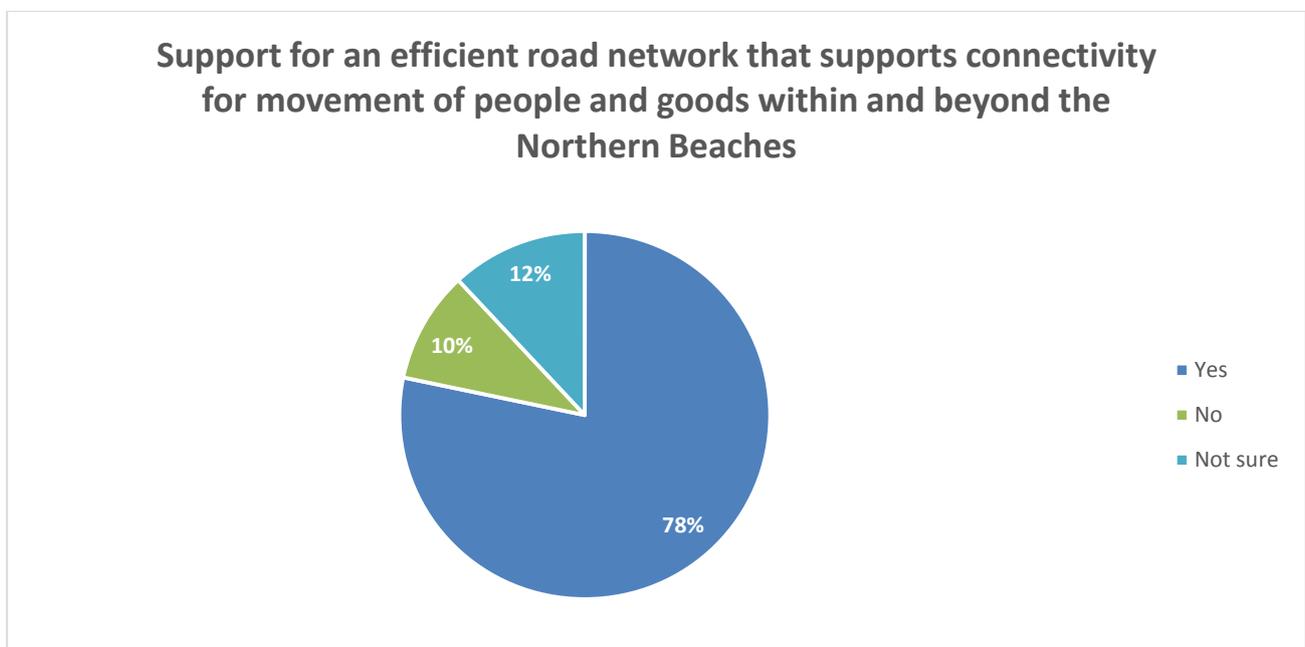


Figure 15: To develop and manage an efficient road network that supports connectivity for movement of people and goods within and beyond the Northern Beaches

As shown in Figure 15, survey participants supported Council's objective for roads and traffic, principally because road network improvement would positively impact on public transport options, frequency and availability. Participants commented that providing further road infrastructure could encourage private car

use, which consequently could deepen the current traffic congestion challenge. As such, some participants suggested prioritising public transport on existing infrastructure while discouraging sole drivers in private vehicles should be one of Council's priorities.

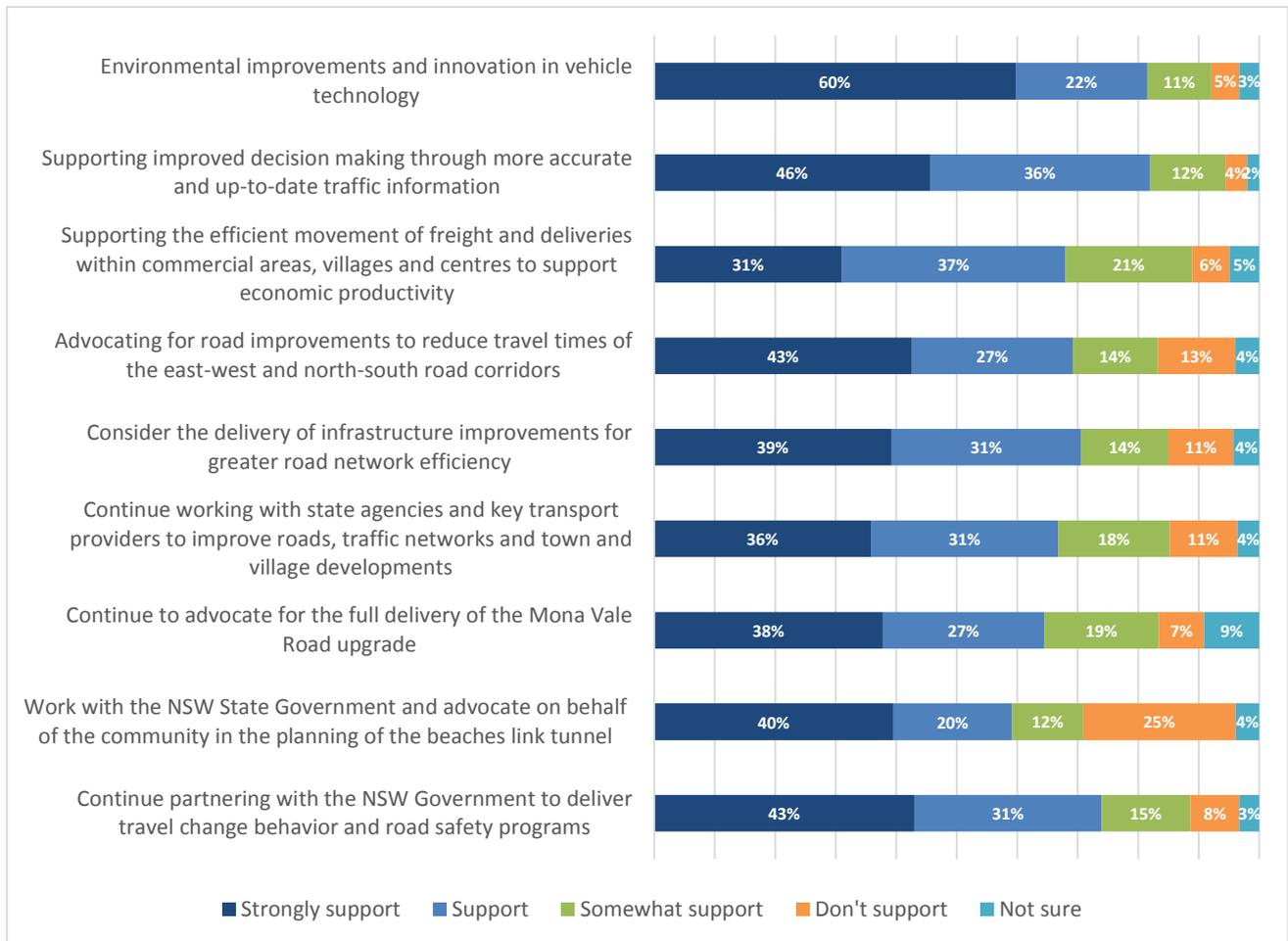


Figure 16: Level of support for roads and traffic priorities

Survey participants were asked to indicate their support for road and traffic priorities identified by Council. Amongst Council's priorities, partnering with the NSW State Government to deliver travel-change behaviour and road safety programs, grounding decision-making on accurate and up-to-date traffic information, and environmental improvements in vehicle technology were strongly supported by participants.

Survey participants also provided comments related to traffic and congestion. The impact of a new Beaches Link Tunnel was frequently mentioned by survey participants. Some participants agreed with the need for better transport infrastructure connecting the Northern Beaches with Sydney. Some of these participants indicated that there was a need to prioritise public transport use of the tunnel, instead of focusing on single occupant vehicles as the main tunnel users.

Participants were also asked about their ideas in relation to the ability of autonomous vehicles to support management of traffic and congestion in the Northern Beaches. A need for further research and confidence in the system was frequently mentioned by participants.

Participants indicated that they could not find a direct link between implementing driverless vehicles and reducing congestion and traffic. However, some participants highlighted that, with proper research, implementation of driverless rail systems, such as trams or light rail, that move through dedicated lanes could be an option for the Northern Beaches.

4.4.3 Community drop-in sessions

Participants highlighted the need to promote and provide incentives for community members to shift from private cars to public transport. Participants acknowledged that a comprehensive public transport system needed to be provided before asking community members to reduce their car use.

Better commuter parking and 'Park and Ride' facilities were highlighted by participants as being necessary to increase public transport use and to positively impact on reducing traffic and congestion.

When asked to give a 'thumbs up' or 'thumbs down' to Council's priorities, 22 participants indicated their support for advocating for road improvement to reduce travel times on both north-south and east-west corridors. One community member showed a 'thumb down' for that same priority. Focusing on travel change behaviour and road safety programs received 18 thumbs up by community members attending the drop-in session.

4.5 Parking

This section outlines the common themes and findings in relation to parking.

4.5.1 Have Your Say

The Keoride App, used for B-Line park and ride services, was mentioned frequently by participants. A number of participants expressed their concern about using this online service in relation to booking preferences and availability of parking spots.

Participants indicated that B-Line carparks are at capacity during peak hours. These participants suggested that Council should seek alternative options to encourage residents to rely on public transport. A potential solution, frequently mentioned by participants, was the provision of more feeder buses.

Participants frequently mentioned the need to reduce parking fees and enforce timing restrictions. This was specifically suggested for visitors, as some participants indicated that they believe visitors are using scarce parking resources.

Some participants mentioned that backpackers and homeless people use their cars as housing options, parking for long periods, specifically around the Avalon area. The need for a strict division between resident and visitor parking in terms of access to facilities was repeatedly mentioned by participants.

In terms of bicycle and motorbike parking, participants indicated that there are opportunities for improvement as current parking options are limited.

A participant from Scotland Island highlighted that parking and permits are an issue for boat-only access areas. This participant suggested that residents of Scotland Island should have priority for parking on mainland areas of the Northern Beaches.

4.5.2 Online Survey

Participants perceive that parking is an integral part of the transport infrastructure network, with parking management being critical to a comprehensive approach to transport planning.

Survey participants were asked to indicate whether they supported Council's parking objective: to manage car parking in a way that is equitable and supports the economic viability of centres and boosts sustainable public transport and active transport use. Over 80% of participants indicated they support the objective, and 5% indicated that did not support it. A further 12% of participants remained unsure.

Parking options near transport hubs (i.e. park and ride facilities) and parking availability near local centres were identified by participants as two potential priorities for Council.

Support for Council's car parking management objective

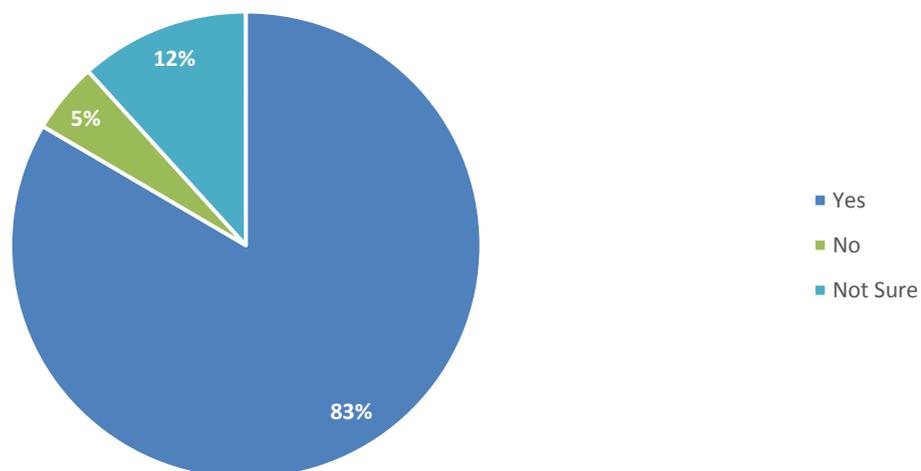


Figure 17: Support for Council's objective to manage car parking in a way that is equitable and supports the economic viability of centres and boosts sustainable public transport and active transport use.

When participants were asked to comment on Council's future parking priorities, most participants strongly supported, or supported, all six priorities identified. This is illustrated in Figure 18. Additional comments from participants were focused on the need to prioritise residential parking needs above visitor needs, particularly in relation to pricing and availability of street parking.

Removal of boats from kerbs was also mentioned by participants as a priority that would create valuable parking space in the Northern Beaches. Participants also commented about the need to reduce reliance on private vehicles by ensuring other travel modes are available, such as frequent and accessible public transport, and safe off-road shared paths for pedestrians and cyclists.

Participants also indicated that cycle and motorcycle parking options were a priority for Council to focus on. Several survey participants mentioned that the discussion paper did not deliver an approach to these users in terms of parking availability.

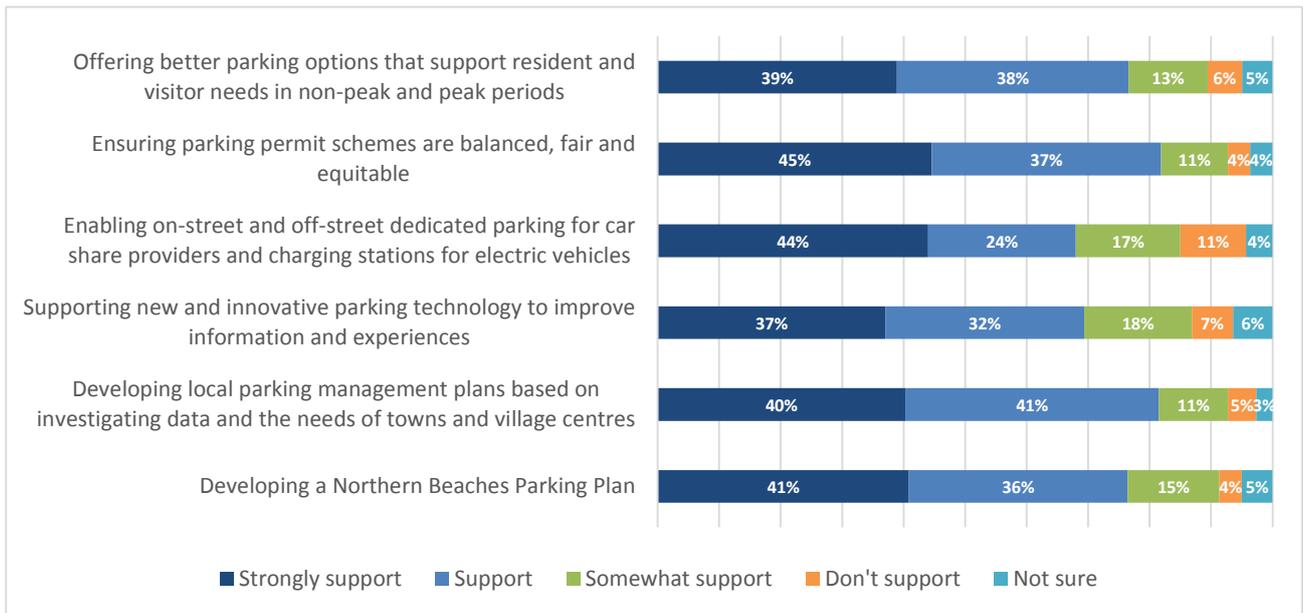


Figure 18: Level of support for Northern Beaches future parking priorities

In relation to potential ways to better manage high parking demand in the Northern Beaches, 83% of survey participants indicated their support for shifting travel modes to encourage use of public transport and car sharing options. In addition, 71% of participants supported the need to improve car parking options, particularly in key destinations such as town centres and around beaches as shown in Figure 19.

When asked who should be prioritised for future parking policies in the Northern Beaches, participants overwhelmingly indicated that residents should be the first group to be addressed in relation to parking benefits. Comments in relation to this priority were focused on park and ride opportunities to encourage public transport use and to help reduce traffic congestion in the area.

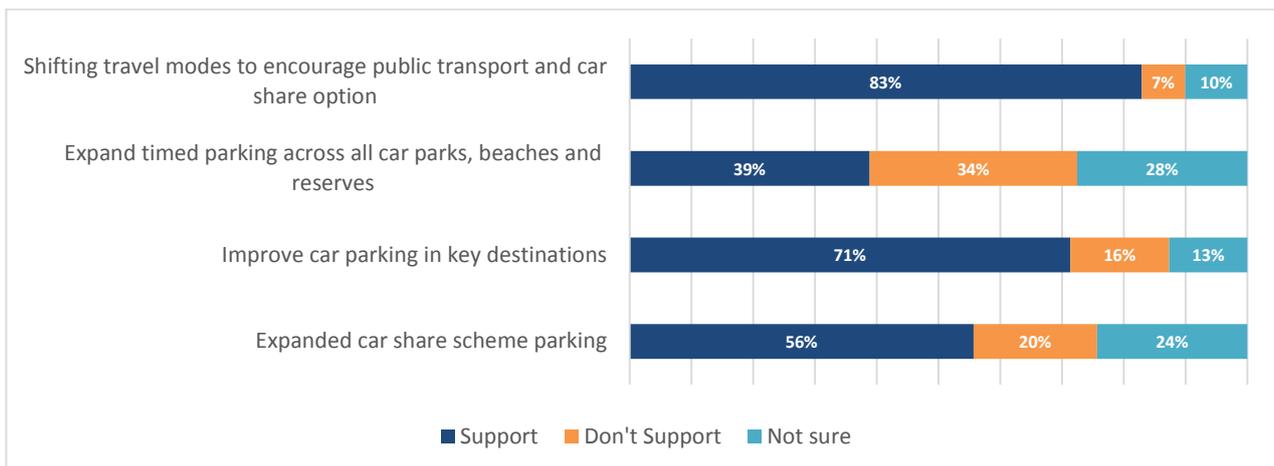


Figure 19: Level of support for how better manage high demand for parking in the Northern Beaches

4.5.3 Community drop-in sessions

Participants at the community drop-in sessions agreed with prioritising the development of a parking plan for the Northern Beaches. Participants also highlighted the need for the development of local parking management plans based on individual needs of each town centre or village. Participants also emphasised the need for Northern Beaches resident to be prioritised over visitors.