



## 3: Public and Community Transport

### Our Objective

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.

### Our Challenges

Northern Beaches residents are car dependent. Public transport usage is below other parts of Sydney despite buses and now the B-Line. There is no rail line or tram to help move people around more efficiently on the Northern Beaches.

In 2016, 18% of our residents used public transport to commute to work; while private vehicle usage (as driver and passenger) was 60%. However, this is low compared to Greater Sydney where 23% commuted via public transport and 58% by private vehicle.

Responsibility for delivering public transport involves multiple Government agencies and private operators. Our community is often confused about responsibilities, service frequency and relationships between them.

Much of the Northern Beaches is not serviced effectively by public transport and there is no rail line. The north-south Pittwater Road corridor is well serviced by buses. However, the east-west corridors are less frequently serviced by buses and the roads operate at capacity during peak periods. This will constrain Northern Beaches planned land releases and offshore or remote communities (e.g. Church Point, Ingleside, Duffys Forest, Oxford Falls and Belrose).

Council operates a community Hop Skip & Jump bus service in the southern part of the Northern Beaches area. Approximately 350,000 passengers use the service each year. Extending this service across the Northern Beaches might assist community transport needs. There could be community transport services undertaken by private transport operators. However, the extent

of needs and options available require further funding and investigation.

Ferry services to and from the Northern Beaches have improved in recent years. However, there are still challenges in interconnecting transport and parking at both the northern and southern ends of the peninsula.

Approximately 5.7 million people used the Manly Ferry during the year to November 2017 <sup>10</sup>. The data does not distinguish between residents, commuters or visitors. Large numbers of people arriving from areas outside of the Northern Beaches pose challenges, particularly in balancing commuter, visitor and residential priorities for parking, access and transport. Parking limitations in the Manly Town Centre were identified as a major source of commuter dissatisfaction in NSW Transport survey <sup>11</sup>.

<sup>10</sup> November 2016-2017, there were 5.7m passengers using the F1 Manly Ferry, at [www.transport.nsw.gov.au/performance-and-analytics/passenger-travel/ferry-patronage/ferry-patronage-monthly-comparison](http://www.transport.nsw.gov.au/performance-and-analytics/passenger-travel/ferry-patronage/ferry-patronage-monthly-comparison)

<sup>11</sup> Customer Satisfaction with Public Transport Services, Transport Customer Survey, NSW Transport 2011 showed that commuter and visitor parking options were a major source of dissatisfaction for the Manly Ferry passengers compared to other service aspects of ferry travel.