



# SUSTAINABLE TRANSPORT STRATEGY

AUGUST 2013

# EXECUTIVE SUMMARY

## What is a Sustainable Transport Strategy and why do we need one?<sup>1</sup>

Warringah's first Sustainable Transport Strategy has its prime purpose to provide a framework and directions to guide and support sustainable transport in Warringah.

Sustainable transport prioritises those travel modes that have limited or no environmental impact. They are also better for our health and better utilise the finite land resources of the region or local area. Sustainable travel choices are intended to better allow us to meet our needs without compromising the choices of future generations.

Traffic congestion and poor public transport linkages continues to be an issue that Warringah community members identify as being a priority. Through surveys and consultation meetings, residents have clearly singled this out as one of the most important issues for Warringah over the next 5-10 years. While local governments only have a limited direct role in terms of delivering better public transport, we can advocate and lobby for better long term solutions. We can also support change through provision of facilities and services that encourage the uptake of more sustainable modes of transport (eg. by providing infrastructure that supports sustainable transport modes including bicycle lanes, park and ride and bus shelters) and through planning of our local areas to ensure more travel demand can be met through walking, cycling or public transport.



<sup>1</sup> Illustration from community engagement session at the 2012 Brookvale Show



## The Strategy

This Strategy contains principles and priorities for sustainable transport which provide a context for five supporting strategies.

Each supporting strategy is underpinned by a commitment and the opportunities to achieve each commitment. The strategy deliberately avoids identifying a specific year to achieve each commitment but does identify priorities for achieving them as well as indicating who in council should take the lead in fulfilling each commitment.

The five supporting strategies are:

- Council as a leader in sustainable transport.
- Regional advocacy and partnerships.
- Active travel.
- Place planning and connectivity.
- Information, accessibility and reporting.

The Strategy does not contain detailed recommendations or actions but highlights and identifies priorities, opportunities and challenges. Actions will be developed each year in Council's four year delivery plan and one-year operational plans including budgets.

## Integration and Review

The Strategy will integrate into Council's overall planning and delivery process. It will inform the community strategic planning process, as well as guide and assist Council to achieve the delivery of appropriate projects and programs.

It is expected that the Strategy will be formally reviewed and updated at least once every four years.



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## INTRODUCTION

The Warringah Sustainable Transport Strategy (WSTS) identifies medium to long-term directions for the continued development of travel modes, infrastructure and behaviours to transition to more sustainable transport within and beyond the Warringah LGA. It is also intended to guide the implementation of programs and actions in relation to sustainable transport that can be resourced through Warringah's Community Strategic Plan.

A significant change is required if Warringah is to take a more sustainable transport path. Such a path must achieve greater use of public transport, walking or cycling and wider ranging, more frequent, more reliable and efficient public transport services which are efficiently integrated with improved walking and cycling networks and activity centres and nodes.

Better transport services also need to be coupled with promotion, marketing and education of the issues associated with future transport planning and the benefits of shifting personal travel choices towards more sustainable transport forms and in reducing the demand for travel trips.



## **PART A. CONTEXT**

### **The Challenge of Sustainable Living and Working**

The population in Warringah is increasing, consumption levels are rising, and pressures on natural resources and spaces intensifying. The challenge is to accommodate an increasing demand for housing, employment and ancillary services in our urban environment as well as manage demand and use of Warringah open space and natural areas.

This also challenges us as individuals to change the way we think and act: our behaviours and consumption patterns have a significant bearing on some of the core causes of the environmental problems facing us today.

Sustainable living and working is one of the areas where we as individuals can contribute to long-lasting change. However, we rely on governments, businesses and other organisations to provide us with the opportunity for living and working sustainably. For example, we can only leave the car at home if there are other feasible options for travelling which do not impact as severely on the environment.

### **What Is Sustainable Transport?**

The choices we make about how we travel around impact on the environment. A sustainable transport system can be defined as one that prioritises those modes that have limited or no environmental impact. They are also better for our health and better utilise the finite land resources of the region or local area. Sustainable travel choices are intended to better allow us to meet our needs without compromising the choices of future generations.

Definitions of sustainable transport are varied but essentially contain the following elements:

- Allows the basic access and development needs of individuals, companies and societies to be met safely and in a manner consistent with human and ecosystem health, and promotes equality within and between successive generations.
- Is affordable, operates fairly and efficiently, offers a choice of transport mode, and supports a competitive economy, as well as balanced regional development.
- Limits emissions and waste within the environment's capacity to absorb them, uses renewable resources at or below their rates of generation, and uses non-renewable resources at or below the rates of development of renewable substitutes.

This can be captured in the slogan 'Avoid, Shift and Improve' (see box below).



## **“Avoid, shift, and improve”**

- **Avoid unnecessary trips with smarter planning, pricing, and telecommunications**
- **Shift trips to more sustainable modes with investments in public transport, walking and cycling, and better traveller information**
- **Improve vehicle efficiency with cleaner fuels, better-operated networks, and efficient vehicle technology adapted to local conditions and requirements**

*From Replogle and Hughes (2012)*

It is proposed that these elements should form the basis of planning for sustainable transport in Warringah.

Although sustainable transport can include recreational forms of transport, this Strategy will focus on transport associated with work, educational and household living travel needs. Recreational travel is an important issue but is being addressed elsewhere through other Council plans and strategies including the Recreation Strategy, Bike Plan, Pedestrian and Mobility Plan, Multi-Use Trails Strategy and Mountain Biking in Warringah: Research and Directions.

### **What Is Active Travel?**

Active travel involves a degree of physical activity through either walking or cycling or a combination of both. This can be combined with other transport modes such as walking to the bus stop to catch a bus.

Active travel can bring a number of benefits:

- Promote better public health and well-being by increasing levels of physical activity.
- Increase accessibility and reduce congestion.
- Improve air quality and reduce carbon emissions.

Active travel can also bring economic benefits – a healthier, more active workforce means reduced absenteeism and increased productivity, and reduced congestion means better journey time reliability (Department of Infrastructure and Transport 2011). Improving the active travel potential of urban centres can also stimulate economic activity in adjacent commercial precincts.<sup>2</sup>

Active travel is therefore a significant component of sustainable transport and planning for a more sustainable transport system in Warringah must therefore address walking and cycling, whether as stand alone transport modes or combined with other modes such as public transport.

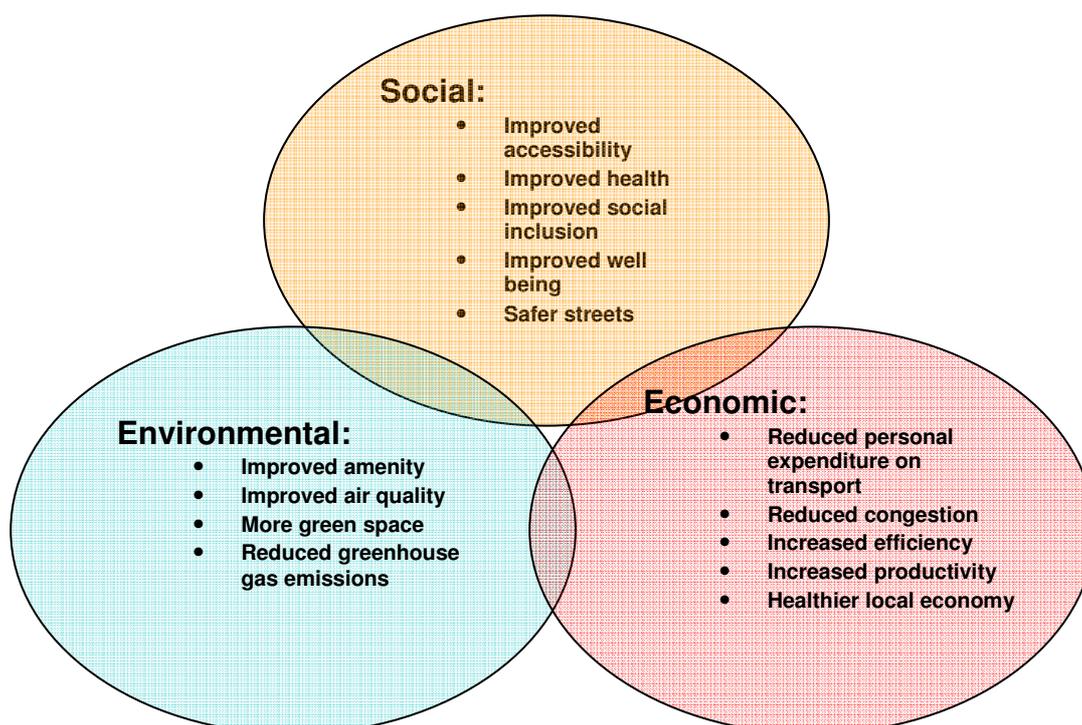
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<sup>2</sup> Dr Karen Lee (City of New York). Presentation at active travel seminar, 2<sup>nd</sup> February 2013.



## Why Is Sustainable Transport Important To Warringah?

Greater use of sustainable travel can provide a wide range of environmental, social and economic benefits for both the individual as well as the community as a whole. A snapshot of the potential benefits is detailed in Figure 1.



**Figure 1. Benefits of increased uptake of sustainable transport modes (from City of Port Phillip 2011)**

Traffic congestion and poor public transport linkages continues to be an issue that Warringah community members identify as being a priority. Residents have clearly singled this out as the most important issue for Warringah over the next 5-10 years in recent community surveys and consultation meetings.<sup>3</sup>

The congestion on our roads reflects our heavy reliance on private motor vehicles – over 70% of residents commute to work by motor vehicle either as a driver or as a passenger (Bureau of Transport Statistics 2011). This road congestion is exacerbated by the transport inequality of the

<sup>3</sup> 2007 to 2012 Community Surveys, Warringah Council



Northern Beaches. Analysis by Transport for NSW indicates that about a third of the urban areas in the Warringah LGA experience transport inequality. This means that these areas are not within 400m of bus stops stations or 800 m of ferry stops that meet minimum service frequencies (Transport for NSW 2012: 282). Reducing this inequality needs to be a primary focus of transport planning.

While local governments only have a limited direct role in terms of delivering better public transport, we can advocate and lobby for better long term solutions. We can also support change through provision of facilities and services that encourage the uptake of more sustainable modes of transport (eg. by providing infrastructure that supports sustainable transport modes including bicycle lanes, park and ride and bus shelters).

While there is a range of contributing factors, people choose to commute by private vehicle in part because there is a lack of alternative forms of transportation.

Improvements have been made to increase the efficiency of the public transport system on major arterial roads, including works at busy intersections and bus priority lanes. However, the current system does not adequately service all of Warringah nor operate at times convenient to commuters.

Another important factor is our geography. With only three entry and exit points to the northern beaches, appropriate and regionally-supported approaches to long-term traffic and transport arrangements are required.



## PART B. SETTING THE SCENE

*We live in a great environment, which has many beautiful natural features, but it is not easy to get around quickly and efficiently, especially as buses seem to be the only form of public transport. The buses are just not doing the job they could be doing. We also need some fast links to the rail system in other parts of Sydney.*

*– Commentary from a 12 year old (2012 Warringah Council Youth Survey)*

### How to read this document

The choices we make about how we travel around impact on the environment. A sustainable transport system can be defined as one that prioritises those modes that have limited or no environmental impact. They are also better for our health and better utilise the finite land resources of the region or local area. Sustainable travel choices are intended to better allow us to meet our needs without compromising the choices of future generations.

Although sustainable transport can include recreational forms of transport, this draft Strategy will focus on transport associated with work, educational and household living travel needs. Recreational travel is an important issue but is being addressed elsewhere through other Council plans and strategies including the Recreation Strategy, Bike Plan, Pedestrian and Mobility Plan, Multi-Use Trails Strategy and research papers on horse riding and mountain biking.

This draft Strategy contains principles and priorities for sustainable transport which provide a context for five supporting strategies.

Each supporting strategy is underpinned by a commitment and the opportunities to achieve each commitment. The strategy deliberately avoids identifying a specific year to achieve each commitment but does identify priorities for achieving them as well as indicating who in council should take the lead in fulfilling each commitment.

It is also important to set the Strategy within the context of Warringah's Community Strategic Plan. Figure 2 below graphically illustrates that the Sustainable Transport Strategy will both inform the directions and priorities in the Community Strategic Plan as well as contribute to the actions developed each year in Council's Delivery Program and Budget.



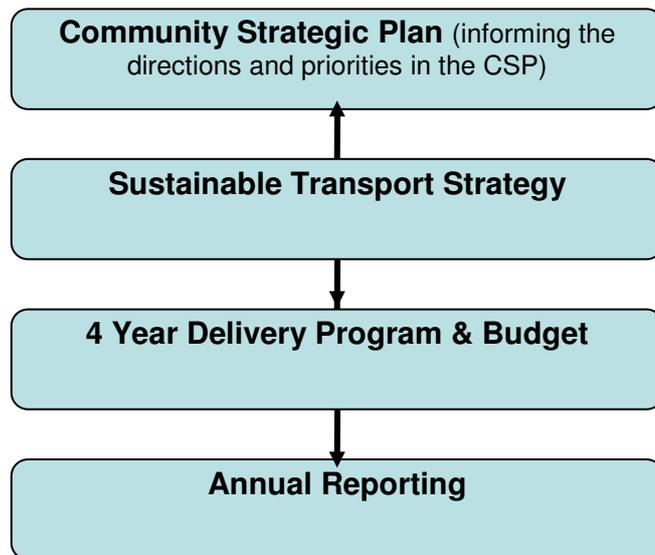


Figure 2. Relationship of the Strategy to Council planning and program delivery



# PART C. OUR STRATEGIC DIRECTIONS

## Our Vision

*Our community has reduced its reliance on private vehicles and a significant proportion of residents choose to walk, cycle or use public transport for their daily travel. Our local places are connected to people through a transport network which is integrated, efficient and sustainable.*

## Implementation and evaluation framework

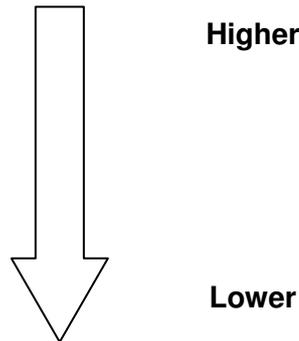
### Guiding Principles

There are four guiding principles for progressing sustainable transport and their different components as detailed below. These principles form the basis of Council's sustainable transport policies and give clear direction in how Council will make decisions that balance competing demands on-street, with a strong focus on pursuing increases in people using sustainable transport modes to fulfil Council's vision of a connected and liveable city.

#### 1 Principle 1. Ensure Priority

The Council will give preference to, and right of way to sustainable transport modes in terms of allocating time, space and facilities, guided by Council's transport user hierarchy. In managing and developing a safe and well connected transport network, Council will give priority to transport modes in the following hierarchy:

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



The user hierarchy below assigns priority in design and management of a corridor to pedestrians first followed by consideration of other user modes in order to ensure that all modes that may be present are served in a balanced way. The view is that all users are important and the vulnerability of pedestrians and cyclists requires that their needs be considered early in any design or management decision. This is not to imply that all modes be catered for in all corridor sections and does not mean that pedestrians will always have a higher priority than other modes.

#### 1.1 Walking and Bike Networks

Develop walking and bike riding networks that link key destinations within the LGA and create frameworks for strategic improvements that prioritise travelling by walking and bike riding.

#### 1.2 Improve Directness of Sustainable Travel

Improve the directness of travel for walking, bike riding and public transport modes by working to reduce the physical barriers to their movement consistent with the road user hierarchy.



## **2 Principle 2. Increased Integration**

The Council will strive to achieve an LGA where places are interlinked through walking, bike riding and public transport routes that are efficient, direct, attractive and competitive.

### **2.1 Focus New Development near Sustainable Transport Options**

Focus more intensive commercial, residential and mixed-use development in the most accessible and connected locations close to public transport services. Sustainable transport links to key destination nodes beyond the boundaries of the LGA should be enhanced for people that work and visit places beyond the LGA or for people that live and work in other areas to access destinations in the LGA.

### **2.2 Better Design**

- a) Ensure the design of streets and land uses reflects the needs of people walking and bicycle riding including the linking of these to public transport services and other public and open spaces including parks, playgrounds, schools and eating precincts.
- b) Use connections between walking, bicycle riding and public transport routes to deliver improved transport interchanges, enhance the public realm and create people places in coordination with key partners.
- c) Implement walking infrastructure improvements through an area based approach centred in and around destinations.

### **2.3 Discourage Car Use**

Discourage car use and longer term parking in the most accessible and connected areas and locations in the LGA.

## **3 Principle 3. Improve Safety and Accessibility**

Provide conditions which allow people of all abilities to feel safer using our streets and sustainable transport options.

### **3.1 Maintain Infrastructure**

Ensure the walking and bike riding network of routes are well maintained in accordance with the latest standards.

### **3.2 Increase Safety**

Address safety issues and the perceptions of safety within the urban environment that act as barriers to people choosing to walk, ride or catch public transport.

### **3.3 Partnerships**

Work with Council's key partners to ensure that streets and public transport stops are accessible by all people.

## **4 Principle 4. Raise Profile and Awareness of Sustainable Transport**

Strive to raise the profile of walking, bicycle riding and public transport and the benefits of these transport modes through the provision of information, facilities and active promotion to drive change in travel behaviour.



#### 4.1 Advocacy

Advocate and collaborate with key partners, including State Government, to influence decision making and secure sufficient funding in order to encourage growing numbers of people to walk, ride or catch public transport.

#### 4.2 Raise Awareness

Increase the community's level of awareness of the benefit in choosing to travel by walking, bicycle riding or catching public transport over using a private vehicle. Influence the community's decisions to travel via sustainable transport by providing appropriate support, information and skill development.

#### 4.3 Monitor and Measure

Strengthen the information base to measure changes and trends to provide enhanced understanding of issues relating to sustainable transport.

### 5 Principle 5. Reducing Transport Inequality

Addressing transport inequality is not only a matter of providing more frequent public transport services – it also means getting the right transport and other conditions in place so that more people live closer to local jobs and have better and more affordable daily travel options.

#### 5.1 Reduce proportion of population outside these distance thresholds.

Reductions can be achieved by expanding the network of public transport and by improving the accessibility of existing stops.

#### 5.2 Reducing the distances people need to access employment and services.

Planning policies need to encourage local employment and future housing near existing public transport services and employment hubs.

### From Strategy to Action

Council is committed to projects that increase the priority, integration, safety, accessibility and profile of sustainable transport in order to achieve its vision of a connected and liveable Warringah.

Council can directly action projects related to walking and bike riding infrastructure on the local road network, with funding from the State Government. Other improvements to infrastructure that Council does not directly control, such as public transport upgrades, require collaboration with the State Government and operators. It should be remembered that the purpose of this Strategy is to provide a framework for decision making and not to provide detailed actions for increasing the uptake of sustainable travel options.

The role of implementation is performed through a number of complementary strategies and plans, all of which share Council's vision of a connected and liveable Warringah.



There are five supporting strategies that form the basis of the Strategy:

- **Council as a leader in sustainable transport incentives**
- **Regional advocacy and partnerships**
- **Active travel**
- **Place planning and connectivity – reducing travel/trips, jobs containment and more sustainable forms of movement**
- **Information, accessibility and reporting**

These supporting strategies and the outcomes sought reflect research and review, collaboration and discussion with Council staff and workshops with community representatives including Warringah young people and Council's Strategic Reference Groups.



## PART D. OUR STRATEGIES

### 1 Council as a leader in sustainable transport incentives

The outcomes we seek, and the changes we will initiate are:

Opportunity	Benefit	Outcome sought	Priority <sup>4</sup>
1.1 Ensure our vehicle fleet reflects 'leading edge' sustainable design, technology and fuel source	<ul style="list-style-type: none"> <li>Improvement in resource efficiency</li> <li>Reduction in emissions</li> <li>Reduction in fuel costs for fleet</li> </ul>	<ul style="list-style-type: none"> <li>Biofuels sourced from sustainable and ethical sources (such as Australian produced biodiesel) will be used in all vehicles suitable for this fuel type.</li> <li>Continue to use fuel efficiency criterion (expressed as litres consumed per 100 km) in deciding brand/model of vehicles to lease/purchase.</li> <li>Consistent with our operational requirement, at least one vehicle in the fleet will be used as a demonstration platform for alternative technologies such as all-electric vehicles.</li> <li>Encourage staff towards smaller more fuel efficient vehicles as part of the PUCS and require a business case review where a larger or less fuel efficiency vehicle is requested through PUCS.</li> <li>Offer alternative transport options such as electric bicycles through PUCS or novated leases.</li> </ul>	Do Always
1.2 Develop a Workplace Travel Plan for Council staff ( <i>refer also to Action 11 in the Warringah Bike Plan and Action 17 in the PAMP Action Plan</i> )	Supports walking, cycling, public transport and car sharing reinforced with promotion and incentives to adopt more sustainable travel behaviour.	50% of commuting trips by staff are by active travel or car pooling by 2018	Do Next

<sup>4</sup> Priority Legend: *Do Now* - within the next 1-2 years, *Do Next* - in the next 3 - 5 years, *Do Always* - ongoing for the next 5 years



**Council as a leader in sustainable transport incentives.....**

Opportunity	Benefit	Outcome sought	Priority
1.3 Continue the biennial staff travel survey	Monitors the effectiveness of the Workplace Travel Plan (see above)	Survey completed and results used to review the effectiveness of the Workplace Travel Plan (when available)	Do Always
1.4 Review the effectiveness of the Working from Home policy and understand how this is being applied	Reducing the vehicle kilometres by staff commuting to work	Review of policy is completed	Do Next
1.5 Encourage uptake of active transport by Council staff for work-related trips and develop business rules for the use of teleconference software in meeting rooms ( <i>refer also to Action 12 in the Warringah Bike Plan</i> )	Supports walking, cycling, public transport, car sharing and teleconferencing reinforced with promotion and incentives to adopt more sustainable travel behaviour.	Number of car-based trips is reduced, particularly in relation to single driver travel mode.	Do Next



## 2 Regional advocacy and partnerships

The outcomes we seek, and the changes we will initiate are:

Opportunity	Benefit	Outcome sought	Priority
2.1 Support SHOROC advocacy for improved investment in public transport including the development of Bus Rapid Transit	SHOROC residents have greater options in their mode of travel within and outside the Region	Increased mode share for public transport	Do Now
2.2 Utilise existing Council-community forums such as the Strategic Reference Groups and the proposed Active Travel Committee to identify priorities for sustainable transport initiatives and to report back on progress in implementing Council actions plans and programs	<ul style="list-style-type: none"> <li>Council has access to a range of views and information on sustainable transport</li> <li>Community representatives have a constructive role in developing Council policy and planning in relation to sustainable transport</li> </ul>	<ul style="list-style-type: none"> <li>Recommendations from SRG and Committees are reviewed and integrated into future policies and plans where appropriate.</li> <li>Perceptions of 'value' of engagement process by Council are favourable</li> </ul>	Do Now
2.3 Continue to lobby State Government so that investment in transport infrastructure is consistent with planned development density and land use mix and that policies and priorities in the NSW Long Term Transport Master Plan are effectively integrated and implemented	<ul style="list-style-type: none"> <li>SHOROC residents have greater options in their mode of travel within and outside the Region</li> <li>New development is integrated with transport infrastructure and provides residents with opportunities to reduce dependence on private cars</li> </ul>	Investment in transport infrastructure in Warringah reflects the demonstrated need for transport improvements.	Do Now



**Regional advocacy and partnerships continued.....**

Opportunity	Benefit	Outcome sought	Priority
2.4 Lobby State Government to investigate alternative pricing and congestion charging mechanisms for reducing demand for private motor vehicle travel, and lobby the Federal Government in relation to income tax deductions and benefits provided for private motor vehicle purchase and running costs.	Residents and businesses have financial incentives to reduce dependence on private cars	Demand for private car travel is reduced	Do Next
2.5 Lobby State Government to amend regulations regarding regional and local bus contracts to enable existing or potential providers to recover costs for supplementary bus services	<ul style="list-style-type: none"> <li>• Enables greater use of supplementary bus services to feed into existing trunk route bus services (Sydney Buses and Forest Coach Lines)</li> <li>• Enables providers to recover some of the costs of providing these services</li> </ul>	Increased use of supplementary buses to feed existing trunk route services	Do Next
2.6 Work with local business chambers and networks to encourage local businesses to develop green travel plans and promote teleworking options for their workforces ( <i>refer also to Action 18 in the PAMP Action Plan</i> )	<ul style="list-style-type: none"> <li>• Reduce need for travel</li> <li>• Reduce proportion of private vehicle travel as a mode share</li> </ul>	Number of local businesses with green travel plans for staff and customers is increased. Travel plans should include actions such as end of trip facilities, bicycle parking, car pooling and flexible working hours to reduce dependence on peak hour travel.	Do Now



**Regional advocacy and partnerships continued.....**

Opportunity	Benefit	Outcome sought	Priority
2.7 Pursue opportunities with interested companies to establish one or more car share schemes in the Warringah LGA.	Provide a transport option for residents that do not wish to own a vehicle or cannot afford a vehicle but who may need access to a vehicle	<ul style="list-style-type: none"> <li>• Increase in number of Warringah residents that are 'members' of a car share network</li> <li>• At least one car share business operates in Warringah</li> </ul>	Do Now
2.8 Lobby State Government to investigate the provision of bicycle racks on selected bus services ( <i>refer to Action 40 in the Warringah Bike Plan</i> )	Enhances the inter-mode capacity of the public transport system	One of more routes in Warringah have the capacity to transport bikes	Do Now
2.9 Lobby State Government to improve public transport services specifically for young people around a range of service difficulties including: <ul style="list-style-type: none"> <li>• school bus timetabling</li> <li>• interchange timetabling (Forest and State Transit services)</li> <li>• after hours services especially at nights and weekends</li> <li>• use of concession cards for extra-curricular activities</li> </ul> <i>(refer also to Warringah Council Youth Strategy 2013-2023 Strategic Directions 1 &amp; 4)</i>	Provides safe access to 'after hours' transport and improves the public transport experience for young people	Timely, reliable and safe public transport more available to young people when they need to travel	Do Now



**Regional advocacy and partnerships continued.....**

Opportunity	Benefit	Outcome sought	Priority
<p>2.10 In conjunction with SHOROC member councils, commission a study on the long-term potential of light rail as a public transport option for the Northern Beaches.</p>	<p>Depending on the outcome of the study, would enhance transport options for residents</p>	<p>Study completed by 2016. It should also consider options for long-term corridor reservation for mass transit infrastructure.</p>	<p>Do Next</p>
<p>2.11 Lobby State Government to:</p> <ul style="list-style-type: none"> <li>• identify incentives such as a peak hour rebates for public transport users to encourage higher use and uptake of public transport on the Northern Beaches similar to the toll rebates offered in Western Sydney (<i>refer to Council Resolution 147/13</i>).</li> <li>• consider offering non-stop direct bus services from Mona Vale to Manly Wharf and similar options for non-stop buses from Narrabeen and Dee Why to the City (<i>refer to Council Resolution 147/13</i>).</li> </ul>	<p>Provides incentives for residents to make greater use of public transport for commuting trips</p>	<ul style="list-style-type: none"> <li>• Greater patronage of public transport services.</li> <li>• Reduced dependency on private motor vehicles.</li> </ul>	<p>Do Now</p>



### 3 Active travel

The outcomes we seek, and the changes we will initiate are:

Opportunity	Benefit	Outcome sought	Priority
3.1 Make Warringah easier to navigate on foot or by bicycle by making way finding (either physical signs or apps) more consistent, legible and user-friendly ( <i>refer also to Action 5 in the PAMP Action Plan</i> )	<ul style="list-style-type: none"> <li>Reduces dependence on private cars</li> <li>Encourages a healthier lifestyle</li> </ul>	<ul style="list-style-type: none"> <li>Increase mode share of walking for trips less than 2 km in distance</li> <li>Local actions identified to implement the NSW Walking Strategy (when completed)</li> </ul>	Do Now
3.2 Maintain and update consistent accessibility guidelines to help guide urban design and street reconstruction ( <i>refer also to Actions 4 and 5 in the PAMP Action Plan</i> )	Local centres and their catchments are more accessible for active travel	Guidelines incorporate active travel principles	Do Always
3.3 Improve pedestrian connectivity and accessibility by addressing gaps and deficiencies in the network. Priority to be given to locations that increase access to transport hubs and other pedestrian generators.	<ul style="list-style-type: none"> <li>Reduces dependence on private cars</li> <li>Encourages a healthier lifestyle</li> <li>Increases active travel for short trips</li> </ul>	<ul style="list-style-type: none"> <li>Continue to implement the Warringah PAMP and Bike Plan</li> <li>Utilise Council's Asset Roles and Responsibilities Spreadsheet to ensure overarching responsibility for walking and cycling assets is identified and resources allocated accordingly</li> <li>Increase proportions of cycling and walking as transport modes within Warringah, including an increase in cycling trips by 2016 (consistent with national and state targets)</li> </ul>	Do Always



Active travel continued.....

Opportunity	Benefit	Outcome sought	Priority
3.4 Continue to update the Warringah Bike Map to incorporate new information, as appropriate (refer to Action 4 in the Warringah Bike Plan and Action 15 in the PAMP Action Plan)	Provides information to residents and visitors on cycle routes in Warringah	Bike Map updated as required including information on cycle routes uploaded to Council's GIS	Do Always
3.5 Review and update the Warringah Bike Plan prior to the end of its implementation period (refer to Action 26 in the Warringah Bike Plan)	Provides direction to the implementation of actions to improve bike infrastructure and accessibility of cycling as a transport mode in Warringah	Updated Bike Plan adopted by 2016	Do Next
3.6 Focus more intensive commercial, residential and mixed-use development in the most accessible and connected locations (i.e. activity centres, bus corridors and close to bus stops and interchanges)	<ul style="list-style-type: none"> <li>Reduces dependence on private cars</li> <li>Encourages a healthier lifestyle</li> <li>Increases active travel for short trips</li> </ul>	Ensure that future planning encourages future commercial and residential development near transport nodes and local centres	Do Now



Active travel continued.....

Opportunity	Benefit	Outcome sought	Priority
3.7 Increase the community's level of awareness of the benefit in choosing to travel by walking, bike riding or catching public transport over using a private vehicle ( <i>refer to Action 4 in the Warringah Bike Plan</i> )	<ul style="list-style-type: none"> <li>Reduces dependence on private cars</li> <li>Encourages a healthier lifestyle</li> <li>Increases active travel for short trips</li> </ul>	<ul style="list-style-type: none"> <li>Bike Map updated as required</li> <li>Have a dedicated space on the Warringah Council website that has information resources on active travel</li> <li>Participate in annual awareness events such as Ride to Work Day, Ride to Worship Week and Walk to Work Day</li> </ul>	Do Always
3.8 Work with Manly Council and RMS to investigate demand for a cycle route between Dee Why and Manly Wharf	<ul style="list-style-type: none"> <li>Reduces dependence on private cars</li> <li>Encourages a healthier lifestyle</li> <li>Increases active travel for short trips</li> </ul>	<ul style="list-style-type: none"> <li>Demand for such a facility assessed</li> <li>Subject to above, options identified for improving cycling infrastructure between Dee Why and Manly Wharf.</li> </ul>	Do Next
3.9 Monitor usage of bike paths completed under the Warringah Bike Plan ( <i>refer to Actions 28 and 29 of the PAMP Action Plan</i> )	<ul style="list-style-type: none"> <li>Provides empirical evidence of uptake of bicycle infrastructure</li> <li>This evidence can be used in future planning of new bicycle paths</li> </ul>	<ul style="list-style-type: none"> <li>Bicycle counters are used to assess changes in usage of paths and to understand and assess demand for future paths</li> </ul>	Do Always



#### 4 Place planning and connectivity – reducing travel/trips – jobs containment – more sustainable forms of movement

The outcomes we seek, and the changes we will initiate are:

Opportunity	Benefit	Outcome sought	Priority
4.1 Supporting and strengthening small to medium business to increase local economic activity and jobs within the region, including an increase in tourism, professional services, creative industries and the health and wellness sectors ( <i>refer also to Warringah Economic Development Plan</i> )	<ul style="list-style-type: none"> <li>Promotes jobs containment</li> <li>Reduces demand for travel</li> <li>Provides the incentives for more sustainable modes of travel</li> </ul>	<ul style="list-style-type: none"> <li>Warringah Economic Development Plan achieves its objectives and targets</li> <li>Local employment increases both in terms of employment numbers and individual businesses created or expanded</li> </ul>	Do Always
4.2 Active transport networks form an integral part of development and place making projects based on existing and projected demand	<ul style="list-style-type: none"> <li>Encourages a healthier lifestyle</li> <li>Increases active travel for short trips</li> </ul>	<ul style="list-style-type: none"> <li>Design guidelines for new development promote and encourage active travel such as bicycle parking and storage</li> <li>Design of public spaces incorporates measures that enable movement by active travel modes to and within the public space including bicycle parking and storage</li> <li>New development incorporates features that encourage residents, employees, visitors and customers to adopt active travel modes and utilise active transport infrastructure</li> </ul>	Do Always



Place planning and connectivity continued.....

Opportunity	Benefit	Outcome sought	Priority
<p>4.3 Council will seek improved frequency of public transport services especially at night to service the needs of young people (<i>refer also to Warringah Council Youth Strategy 2013-2023 – Strategic Direction 1</i>).</p>	<p>Provides young people with safer and healthier options for travel</p>	<ul style="list-style-type: none"> <li>• Expanded or new services are in place which meet the needs of young people</li> <li>• Council continues to work with youth forums on identifying ongoing needs in relation to transport</li> <li>• Council advocacy for improved services addresses need for adequate security for bus users on late night services</li> </ul>	<p>Do Now</p>
<p>4.4 A connected, direct, legible and enjoyable active network (particularly within the urban footprint, with a focus on activity centres) facilitates daily travel needs for all users, delivered efficiently and effectively to maximise community benefit. This should include reference to published toolkits and checklists for designing new active travel infrastructure.</p>	<ul style="list-style-type: none"> <li>• Reduces dependence on private cars</li> <li>• Encourages a healthier lifestyle</li> <li>• Increases active travel for short trips</li> <li>• Improved amenity of local centres</li> </ul>	<p>Council adopts measures to enable people to access more sustainable forms of transport and which may include:</p> <ul style="list-style-type: none"> <li>• Transport options for seniors and people with disabilities (including community buses and taxis)</li> <li>• Motorbike, motor scooter and bicycle parking (where a need for additional facilities is identified)</li> <li>• Dedicated spaces for car share (where building density supports their viability)</li> <li>• Pedestrian access</li> <li>• Improved amenity for public transport users including bus shelters</li> <li>• Park and ride facilities</li> </ul>	<p>Do Next</p>



Place planning and connectivity continued.....

Opportunity	Benefit	Outcome sought	Priority
4.5 Promote a complementary mix of businesses that support neighbourhood centres as local business services hubs	Complementary businesses support local centres and nearby home-based businesses	Increase in home-based businesses in Warringah	Do Always
4.6 Support the expansion of home-based businesses through ensuring that home-based businesses in appropriate residential areas are not prohibited and ensure that planning controls for local centres allow businesses that support home-based businesses	Home-based business activity promotes local jobs containment, enhances the local economy and reduces the demand for travel	<ul style="list-style-type: none"> <li>WiFi access in local centres</li> <li>Support the expansion of the NBN into Warringah</li> <li>Explore the opportunity and feasibility of facilitating a network of home based businesses (through local business organisations).</li> </ul>	Do Next
4.7 Transit oriented development principles applied to the planning and development of major public transport hubs and dedicated public transport stops, having regard for local circumstances and character	Public transport meets the needs of residents and businesses	Transit oriented development principles are incorporated into planning documents such as DCPs and Master Plans	Do Next
4.8 New development supports public and active transport through integrating residential and employment generating land uses at appropriate densities ( <i>refer also to Action 3 in the PAMP Action Plan</i> )	<ul style="list-style-type: none"> <li>Reduces dependence on private cars</li> <li>Encourages a healthier lifestyle</li> <li>Increases active travel for short trips</li> <li></li> </ul>	Future housing and employment studies identify opportunities for enhancing public and active transport in planning.	Do Always



**Place planning and connectivity continued.....**

Opportunity	Benefit	Outcome sought	Priority
<p>4.9 Support the development of active transport networks within the wider transport network and ensure integration with existing and new development and public transport services and interchanges.</p>	<ul style="list-style-type: none"> <li>• Reduces dependence on private cars</li> <li>• Encourages a healthier lifestyle</li> <li>• Increases active travel for short trips</li> <li>• Enhances the journey experience for transport users</li> </ul>	<ul style="list-style-type: none"> <li>• Commence a strategic review of existing gaps in public transport linkages between existing and proposed employment precincts and residential areas. In particular this should consider local links to feed into the proposed east-west and north-south BRT.</li> <li>• Council should undertake a needs analysis of alternative motorised transport options residents and businesses. This should identify areas in the LGA where existing services are not servicing local demand or to encourage a shift away from cars.</li> </ul>	<p>Do Now</p>
<p>4.10 The location of car parking facilities' (including park and ride facilities and council controlled car parks) is integral to whole of area traffic management, place-making, and urban design. Accordingly, an assessment of potential park and ride facilities in the Warringah LGA will be undertaken.</p>	<ul style="list-style-type: none"> <li>• Increases attractiveness of public transport and reduces need to utilise private vehicles for the full length of the journey</li> <li>• Park and ride facilities can also boost economic activity in local centres</li> </ul>	<p>Identify sites where park and ride facilities could be developed including the provision of bicycle parking/storage and bus shelters. This should include sites along the main north-south and east-west bus corridors including Warringah Road, Forest Way and Pittwater Road. A 'park and ride' strategy for Warringah should also consider the potential for integrating sites with other measures such as car pooling schemes or feeder bus services.</p>	<p>Do Now</p>



**Place planning and connectivity continued.....**

Opportunity	Benefit	Outcome sought	Priority
<p>4.11 Encourage use of energy efficient private and commercial vehicles, particularly those with alternative propulsion systems. This should also recognise increasing prevalence of electric bicycles (e-bikes).</p>	<ul style="list-style-type: none"> <li>• Resource efficiency</li> <li>• Reduction in local emissions</li> </ul>	<ul style="list-style-type: none"> <li>• Development accommodates purpose-designed spaces for motorcycles and motor scooters in highly visible and accessible location, convenient to entrance of the premises.</li> <li>• Local businesses selling electric vehicles (including e-bikes and scooters) are promoted through local business networks, digital media and events such as Ride to Work day.</li> <li>• Provision of electric vehicle recharge stations is included in design guidelines for new or upgraded public and private car parking such as Council car parks and shopping centre car parks.</li> <li>• Provision of secure parking for e-bikes in car parks and public transport hubs.</li> </ul>	<p>Do Next</p>



## 5 Information, accessibility and reporting

The outcomes we seek, and the changes we will initiate are:

Opportunity	Benefit	Outcome sought	Priority
5.1 Green travel plans are developed in collaboration with local employers and developers to encourage more sustainable means to travel ( <i>refer also to Action 18 in the PAMP Action Plan</i> )	Reduce dependence of private vehicle travel as a mode share	<ul style="list-style-type: none"> <li>Number of local employers with green travel plans for staff and customers is increased</li> <li>Employees and customers are more aware of sustainable transport options</li> <li>Residents in higher density areas have opportunities to access more sustainable transport options</li> </ul>	Do Next
5.2 Support Transport NSW in the progressive introduction of real time information systems for public transport users	People will be attracted to make more use of public transport	<ul style="list-style-type: none"> <li>Increase public transport patronage</li> <li>Improved journey experience for users of public transport</li> </ul>	Do Next
5.3 Education and information provides residents and visitors with the knowledge to utilise walking and cycling facilities ( <i>refer to Actions 4, 6, 8 and 10 of the Warringah Bike Plan</i> )	Warringah residents, employees and visitors are more aware of sustainable transport options	Develop a Warringah Sustainable Transport Guide (both on-line and in hard copy)	Do Next



## Information, accessibility and reporting.....

Opportunity	Benefit	Outcome sought	Priority
5.4 Through the Warringah Council website, develop an online information hub to provide easy access to maps, route planning, shared path rules and network closures, to help people plan their active trips ( <i>refer to Actions 3 and 4 in the Warringah Bike Plan and to Action 15 of the PAMP Action Plan</i> )	Warringah residents, employees and visitors are more aware of sustainable transport options	<ul style="list-style-type: none"> <li>Online information hub is developed and linked to other digital media outlets in the region</li> <li>Council's online information hub for active transport will be complemented by a new smart phone app providing maps and route information to cyclists and pedestrians out and about on the pathway network</li> </ul>	Do Now
5.5 Council will work with the State Government to: <ul style="list-style-type: none"> <li>develop a Public Transport Signage Improvement Strategy to simplify the navigation of the public transport network for trips to and within the LGA, in particular for the bus network.</li> <li>better integrate public transport information with local information and on-street directional signage.</li> </ul>	People will be attracted to make more use of public transport	<ul style="list-style-type: none"> <li>Strategy is developed by 2016</li> <li>Local information and signage needs around local centres are identified and a program to implement signage and related information is commenced</li> </ul>	Do Next
5.6 Utilise information sources such as the Household Travel Survey and other data on transport modes and behaviour to ensure policy is evidenced-based and we report progress on plans and programs	<ul style="list-style-type: none"> <li>More informed decision making on sustainable transport</li> <li>The community is informed on progress towards more sustainable transport in Warringah</li> </ul>	<ul style="list-style-type: none"> <li>Enhanced partnerships with research bodies</li> <li>Utilise data in ongoing plans and reporting</li> <li>By 2013 develop KPIs, program measures and trends on sustainable transport in Warringah</li> </ul>	Do Now



## PART E. INTEGRATION AND REPORTING

The Strategy is not a stand alone planning document. It is a dynamic document designed to be integrated with Council's reporting and planning processes. It will inform the community strategic planning process, as well as guide and assist Council to achieve the delivery of appropriate projects through our four-year delivery program and one year operational plans, including budgets.

An implementation table (see Appendix 1) lists lead and supporting Business Units to progress opportunities identified as Do Now and Do Always. This will be progressively updated as opportunities are completed and replaced by Do Next opportunities. This updating will take place annually.

To keep the community informed and engaged with sustainable transport issues and opportunities, an emerging issues paper will be developed each year, building on the Sustainable Transport Strategy, with the aim to guide actions and continue to be responsive to local and wider business-related needs.

It is also expected that the Strategy will be formally reviewed and updated at least once every four years.



## REFERENCES

Bureau of Transport Statistics	2011	<i>2009/10 Household Travel Survey Summary Report 2011 Release</i>
City of Port Phillip	2011	<i>Sustainable Transport Strategy</i>
Department of Infrastructure and Transport	2011	<i>State of Australian Cities</i>
Department of Planning & Infrastructure	2011	<i>Metropolitan Plan for Sydney 2036</i>
Premier's Council for Active Living	2010	<i>NSW Bike Plan</i>
Replogle, Michael & Hughes, Colin	2012	<i>Moving Toward Sustainable Transport in State of the World 2012 Moving Towards Sustainable Prosperity</i> Worldwatch Institute, Island Press, Washington, pp 53-65
SHOROC	2010	<i>Shaping Our Future Directions for transport, health, housing and jobs for a vibrant sustainable SHOROC region</i>
-	2011	<i>Shaping Our Sustainable Future An action plan for creating a more sustainable SHOROC region together</i>
Transport for NSW	2012a	<i>Draft NSW Long Term Transport Master Plan</i>
-	2012b	<i>Northern Beaches Bus Rapid Transit (BRT) Pre-Feasibility Study</i>
Warringah Council	2010	<i>Warringah Bike Plan</i>
-	2011	<i>2011 Pedestrian Access and Mobility Plan Report by Aurecon</i>
-	2011	<i>Warringah Economic Development Plan</i>
-	2013	<i>Youth Strategy 2013-2023</i>
-	nd	<i>Warringah Community Profile</i> <a href="http://www.warringah.nsw.gov.au">www.warringah.nsw.gov.au</a>



## APPENDIX 1. IMPLEMENTATION TABLE FOR 'DO NOWS' AND 'DO ALWAYS'

Opportunity	Description	Responsibility
1.1	Ensure our vehicle fleet reflects 'leading edge' sustainable design, technology and fuel source	Procurement
1.3	Continue the biennial staff travel survey	Lead: Strategic Planning Support: Human Resources
2.1	Support SHOROC advocacy for improved investment in public transport including the development of Bus Rapid Transit	Strategic Planning
2.2	Utilise existing Council-community forums such as the Strategic Reference Groups and the proposed Active Travel Committee to identify priorities for sustainable transport initiatives and to report back on progress in implementing Council actions plans and programs	Lead: Strategic Planning Support: Governance
2.3	Continue to lobby State Government so that investment in transport infrastructure is consistent with planned development density and land use mix and that policies and priorities in the NSW Long Term Transport Master Plan are effectively integrated and implemented	Strategic Planning
2.6	Work with local business chambers and networks to encourage local businesses to develop green travel plans and promote teleworking options for their workforces	Strategic Planning
2.7	Pursue opportunities with interested companies to establish one or more car share schemes in the Warringah LGA.	Strategic Planning
2.8	2.8 Lobby State Government to investigate the provision of bicycle racks on selected bus services ( <i>refer to Action 40 in the Warringah Bike Plan</i> )	Strategic Planning



Opportunity	Description	Responsibility
2.9	Lobby State Government to improve public transport services specifically for young people around a range of service difficulties including: <ul style="list-style-type: none"> <li>• school bus timetabling</li> <li>• interchange timetabling (Forest and State Transit services)</li> <li>• after hours services especially at nights and weekends</li> <li>• use of concession cards for extra-curricular activities</li> </ul>	Lead: Strategic Planning Support: Community Services
2.11	Lobby State Government to identify incentives such as a peak hour rebates for public transport users to encourage higher use and uptake of public transport on the Northern Beaches similar to the toll rebates offered in Western Sydney and to consider offering non-stop direct bus services from Mona Vale to Manly Wharf and similar options for non-stop buses from Narrabeen and Dee Why to the City.	Roads, Traffic & Waste
3.1	Make Warringah easier to navigate on foot or by bicycle by making way finding (either physical signs or apps) more consistent, legible and user-friendly	Lead: Roads, Traffic & Waste Support: Parks, Reserves & Foreshores; Natural Environment & Strategic Planning
3.2	Maintain and update consistent accessibility guidelines to help guide urban design and street reconstruction	Strategic Planning
3.3	Improve pedestrian connectivity and accessibility by addressing gaps and deficiencies in the network. Priority to be given to locations that increase access to transport hubs and other pedestrian generators.	Lead: Roads, Traffic & Waste Support: Parks, Reserves & Foreshores
3.4	Continue to update the Warringah Bike Map to incorporate new information, as appropriate	Lead: Strategic Planning Support: Roads, Traffic & Waste



Opportunity	Description	Responsibility
3.6	Focus more intensive commercial, residential and mixed-use development in the most accessible and connected locations (i.e. activity centres, bus corridors and close to bus stops and interchanges)	Strategic Planning
3.7	Increase the community's level of awareness of the benefit in choosing to travel by walking, bike riding or catching public transport over using a private vehicle	Lead: Strategic Planning Support: Marketing & Communications
3.9	Monitor usage of bike paths completed under the Warringah Bike Plan	Lead: Roads, Traffic & Waste Support: Parks, Reserves & Foreshores; Strategic Planning
4.1	Support and strengthen small to medium business to increase local economic activity and jobs within the region, including an increase in tourism, professional services, creative industries and the health and wellness sectors	Strategic Planning
4.2	Active transport networks form an integral part of development and place making projects based on existing and projected demand	Strategic Planning
4.3	Council will seek improved frequency of public transport services especially at night to service the needs of young people	Lead: Strategic Planning Support: Community Services
4.5	Promote a complementary mix of businesses that support neighbourhood centres as local business services hubs	Strategic Planning
4.8	New development supports public and active transport through integrating residential and employment generating land uses at appropriate densities	Strategic Planning



Opportunity	Description	Responsibility
4.9	Support the development of active transport networks within the wider transport network and ensure integration with existing and new development and public transport services and interchanges.	Lead: Strategic Planning Support: Roads, Traffic & Waste
4.10	The location of car parking facilities' (including park and ride facilities and council controlled car parks) is integral to whole of area traffic management, place-making, and urban design. Accordingly, an assessment of potential park and ride facilities in the Warringah LGA will be undertaken.	Lead: Strategic Planning Support: Roads, Traffic & Waste
5.4	Through the Warringah Council website, develop an online information hub to provide easy access to maps, route planning, shared path rules and network closures, to help people plan their active trips	Lead: Strategic Planning Support: Marketing & Communications; Roads, Traffic & Waste; Parks, Reserves & Waste
5.6	Utilise information sources such as the Household Travel Survey and other data on transport modes and behaviour to ensure policy is evidenced-based and we report progress on plans and programs	Strategic Planning

