



Move

Northern Beaches Transport Strategy 2038



northern
beaches
council



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Message from the Mayor

Significant improvement is needed in the way we travel around the Northern Beaches and connect to Greater Sydney. Thanks are due to our local community who helped shape our Move - Northern Beaches Transport Strategy. You wanted less congestion, convenient, fast and reliable options for public transport, and to walk and cycle safely in and around the area.



Our Move - Northern Beaches Transport Strategy 2038 sets our policy directions for improving transport during the next 20 years. Our transport vision is to: *'...enable freedom of movement to, from and within the Northern Beaches using a safe, smart, efficient, integrated and sustainable transport network'*.

The strategy prioritises the use of rapid buses along our east-west and north-south transport corridors. It supports more options for walking and cycling between our homes, centres and recreation areas, as well as improving our regional connections beyond this area to Greater Sydney. Imagine a future where cars no longer dominate our roads, and parking and congestion are a thing of the past.

We are working in partnership with key state agencies, neighbouring councils, businesses and community groups to deliver these outcomes to radically improve our public transport, network infrastructure and regional connections.

This is Move - Northern Beaches Transport Strategy 2038, setting the priorities for our related transport plans for the next twenty years.

A handwritten signature in black ink, appearing to read 'Michael Regan'. The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Michael Regan, Mayor

Summary

A well-functioning transport network is vital to the Northern Beaches' future. Being able to safely and efficiently move people and goods supports the liveability and economy of the Northern Beaches.

Move – Northern Beaches Transport Strategy 2038

(The Strategy) is our vision for a safe, sustainable and smart transport network. It outlines our key Future Directions on transport infrastructure, reducing congestion and changing travel behaviour.

We are committed to delivering an efficient, innovative and reliable transport network and have included targets for improved safety; increasing public and active transport trips; reducing carbon emissions and trips by car.

The Strategy is structured on five Themes with each having up to eight Future Directions. For each Theme, Council has identified one Future Direction to progress as a matter of priority (see Figure 1).

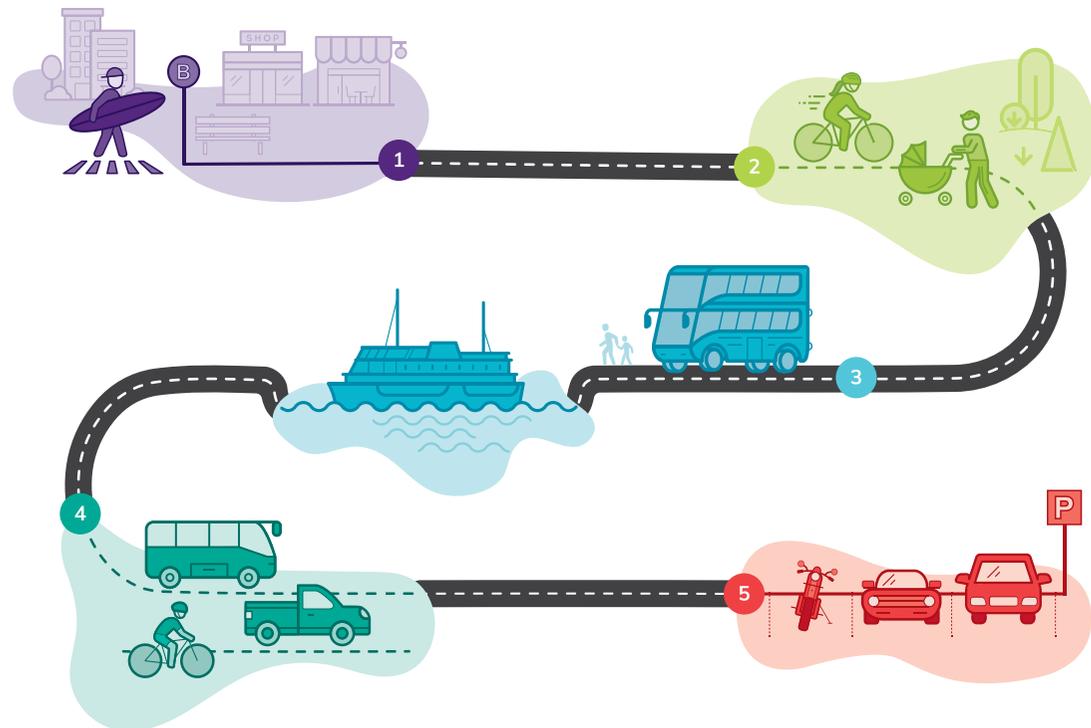
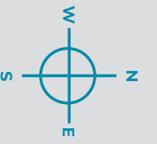


Figure 1: Key Themes and Directions

Theme

Key Directions

1	Accessible and Liveable Places	<ul style="list-style-type: none">• Create and enhance “Places for People” that are integrated with public transport, creating vibrant, connected places with wide footpaths, safe cycling options and where the car is not the first option.
2	Active Travel	<ul style="list-style-type: none">• Prioritise smart, active travel network improvements (through technology, end of trip facilities and way-finding signage). Expand footpath and shared path networks to improve connectivity and safety, making walking and cycling attractive alternatives to the car.
3	Public Transport	<ul style="list-style-type: none">• Partner with the NSW Government to implement a Bus Rapid Transit service by 2020 between Dee Why, Frenchs Forest and Chatswood; followed by services between Mona Vale and Macquarie Park.• Plan for a high frequency mass transit service on the Northern Beaches in the longer term.
4	Efficient Road Network	<ul style="list-style-type: none">• Support the delivery of the Beaches Link Tunnel subject to the inclusion of public transport and minimise overall impact on our local residents.
5	Smart Parking Management	<ul style="list-style-type: none">• Develop local parking management plans for town and village centres including higher turnover parking in areas of high demand.



- B-Line Route
- B-Line Stops
- Mona Vale Road Upgrade
- Hospital Road Upgrade
- NB Tunnel Link (indicative)
- NB Tunnel Connections
- Coast Walk
- Ferry Stops
- Ferry Routes
- Bus Rapid Transit
- Active Travel Corridors
- Future Metro Bus Route
- Wckehurst Parkway Upgrade to four lanes
- Future Bus route



The transport network needed on the Northern Beaches in 2038

Our Plans

This Strategy provides a long-term vision (20 years) for transport on the Northern Beaches in response to your priorities.

It will be supported by medium-term transport plans (four years) for better integrating land use and transport, and separate plans for walking, cycling, parking, road network, public transport, freight and road safety. These plans are under development with timeframes for completion (see 'Themes').

Our planning framework provides a platform for achieving our community's vision for the Northern Beaches being - 'a safe, inclusive and connected community that lives in balance with our extraordinary coastal and bushland environment'.

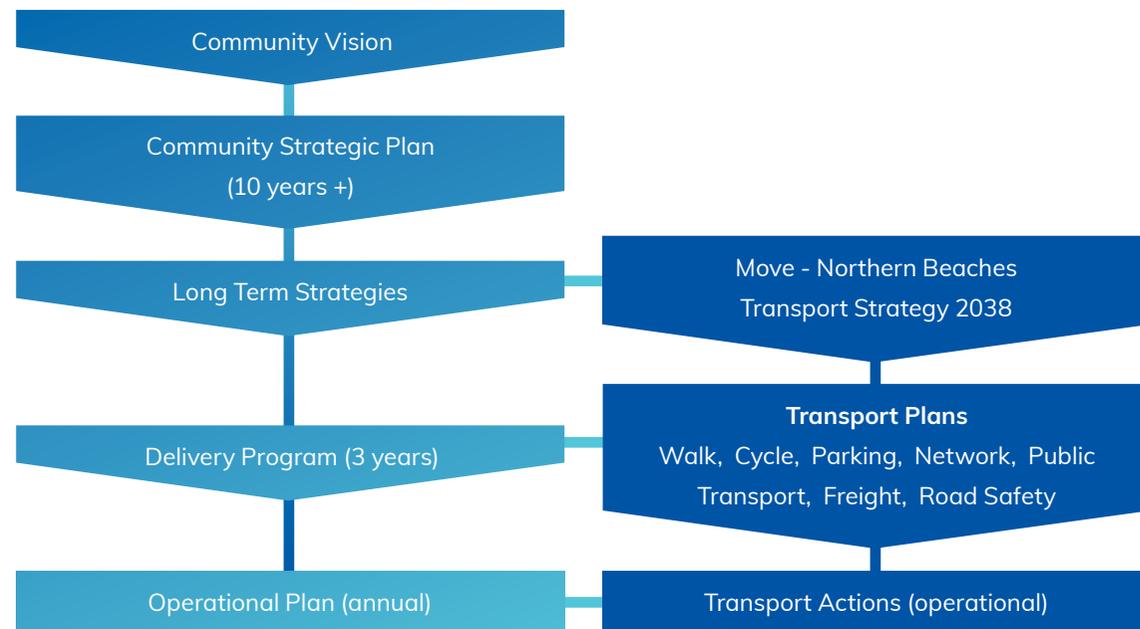


Figure 2: **Community Strategic Plan and Move - Northern Beaches Transport Strategy 2038**

Transport Challenges

We face unique challenges in how we move around the Northern Beaches and connect with the rest of Sydney.

Growing Community

46,250

more people will live on the Northern Beaches by 2036¹. This is up from 251,700 in 2011.

22,400

more dwellings are required by 2036². This is up from 103,800 in 2011.

Our population is ageing and the transport network needs to accommodate increasing numbers of people who are less mobile.

Car Dependence

60% of residents travel to work by car³.

80% of household trips for social, recreation, education and shopping purposes are by car⁴.

53% of households own two or more cars compared to 46% in Greater Sydney.

Climate Change

30% of total carbon emissions are from transport activities with cars being 27% of total carbon emissions⁵.

Reducing carbon emissions is good for our health and environment. As a coastal and bushland community, small changes in our climate affect our liveability.

Congestion

\$48 million

was the estimated cost of Northern Beaches' traffic congestion in 2015⁶. The Northern Beaches' corridor was the tenth most congested corridor in the Sydney region in 2011, and predicted eleventh in 2031.

Just as important is the social cost on individuals and families from long commuting times.

Funding

\$10+billion

the cost of construction of the Western Harbour Tunnel and Beaches Link. This project requires planning approval.

\$7 million

the estimated annual net cost of the East/West Bus Rapid Transit service from Dee Why to Chatswood less fares per year.

\$100 million

is the estimated cost of works on Council's new footpath program.

^{1/2} Northern Beaches Area 2011 to 2036 Analysis, NSW Department of Planning, 2016 NSW Local Government Area Population and Household Projections, and Implied Dwelling Requirements,

³ ABS Census, Journey to Work, Northern Beaches area 2016

⁴ NSW Bureau of Transport Research, Northern Beaches Household Travel Trip Key Indicators 2015-16.

⁵ Council modelling, Kinesis data 2015-16

Visitors

4.5 million

international and domestic visitor nightly stays⁷ and **1.4 million** domestic day trips a year⁸.

Tourism is an important part of the Northern Beaches' economy.

Over **3.3 Million** Manly Ferry Trips through Manly per year.

Links with other areas

56,203 residents worked beyond the Northern Beaches in 2016⁹. They work in Sydney, North Sydney, Willoughby and other parts of NSW.

20,585 people travel to the Northern Beaches for work in 2016¹⁰. They live in Ku-ring-gai, Hornsby, North Sydney, Central Coast, Willoughby, Sydney and Parramatta areas.

Local Jobs

88,161 people work on the Northern Beaches with 76% being local residents¹¹. The top three industries in 2016 were health care and social assistance, retail trade and professional, scientific and technical services.

More local jobs, diverse industries and occupations reduce the need to travel outside the Northern Beaches.

Physical Activity

150 minutes per week is the recommended amount of physical activity for adults to reduce the risk of health problems (cardiovascular disease, diabetes and depression).¹²

Health issues associated with a sedentary lifestyle is on the rise. Increasing active travel trips is good for our community

⁶ Infrastructure Australia 2018, Infrastructure Priority List, Australian Infrastructure Plan, Project and Initiative Summaries, March 2018,p.66

^{7/8} Northern Beaches Council, Economic Profile, Tourism Research Australia

^{9/10/11} Australian Bureau of Statistics, Census of Population and Housing, 2016 (Usual residence data)

¹² Australia's Physical Activity and Sedentary Behaviour Guidelines - Fact Sheet: Adults (18-64 years), The Department of Health Australia



“ The Northern Beaches is such a great place to live but with suitable transport it could be so much better and would in my view significantly reduce the campaign against further population growth which is a view often predicated on the existing traffic congestion in the area. additional population and development if managed well will lead to a boost in the local economy something all residents of the Northern Beaches should welcome.¹³ ”

“ Electric vehicles will dominate the roads in 2038 and charging of these vehicles will mostly occur at home but charging facilities will also be needed for those living in apartment buildings which do not have access to charging facilities.¹⁴ ”

“ The existing B-Line works well and should be expanded where necessary. Starting some buses at Brookvale in peak times would assist those trying to get on at Warringah Mall, Manly Vale and Spit Junction. Expand park and ride options where possible.¹⁵ ”

Transport Vision

Our Transport Vision is to “enable freedom of movement to, from and within the Northern Beaches using a safe, smart, efficient, integrated and sustainable transport network”.

- **Freedom** - having options and choice in modes of transport for all levels of mobility and available 24/7
- **Safe** - personal safety on the roads including whether people feel secure when travelling on the network
- **Smart** - leveraging new technologies to improve network outcomes as well as the adaptability, responsiveness and flexibility of the network
- **Efficient** - the network being reliable, convenient, dependable and timely
- **Integrated** - connections between travel modes for users as well as how places are designed with transport in mind
- **Sustainable** - a network that is good for the environment with lower carbon emissions, and for individuals offering incidental exercise as well as value for money

This vision was developed by Council's Transport and Travel Strategic Reference Group from stakeholder and community feedback to the *Move - Northern Beaches Transport Discussion Paper*.

It provides the basis for future directions, plans and actions that will be implemented during the next 20 years.

Aspirations by 2038

We have worked with our transport stakeholders to develop bold aspirations for our draft transport vision and improve outcomes for our community.

Progress towards these targets will drive the implementation of The Strategy. We also propose to report back to the community every five years with key data measuring our progress.

By 2038 on the Northern Beaches we aim for:

- **A quarter of all trips by public transport**
- **Double the active travel trips; especially for households, commuters and school students**
- **Thirty percent reduction in trips by cars**
- **Thirty percent reduction in carbon emissions from transport**
- **Towards zero deaths on our roads**

These aspirations are important to show how we are changing the way our community move and connect with Greater Sydney. It shows progress in achieving our transport vision and key directions in each of our themes.

To achieve these aspirations we will undertake analysis using Opal Card and traffic data to forecast trends and future road network impacts. We will also continue to review RMS crash data.

Reviewing the Strategy and Measuring Progress

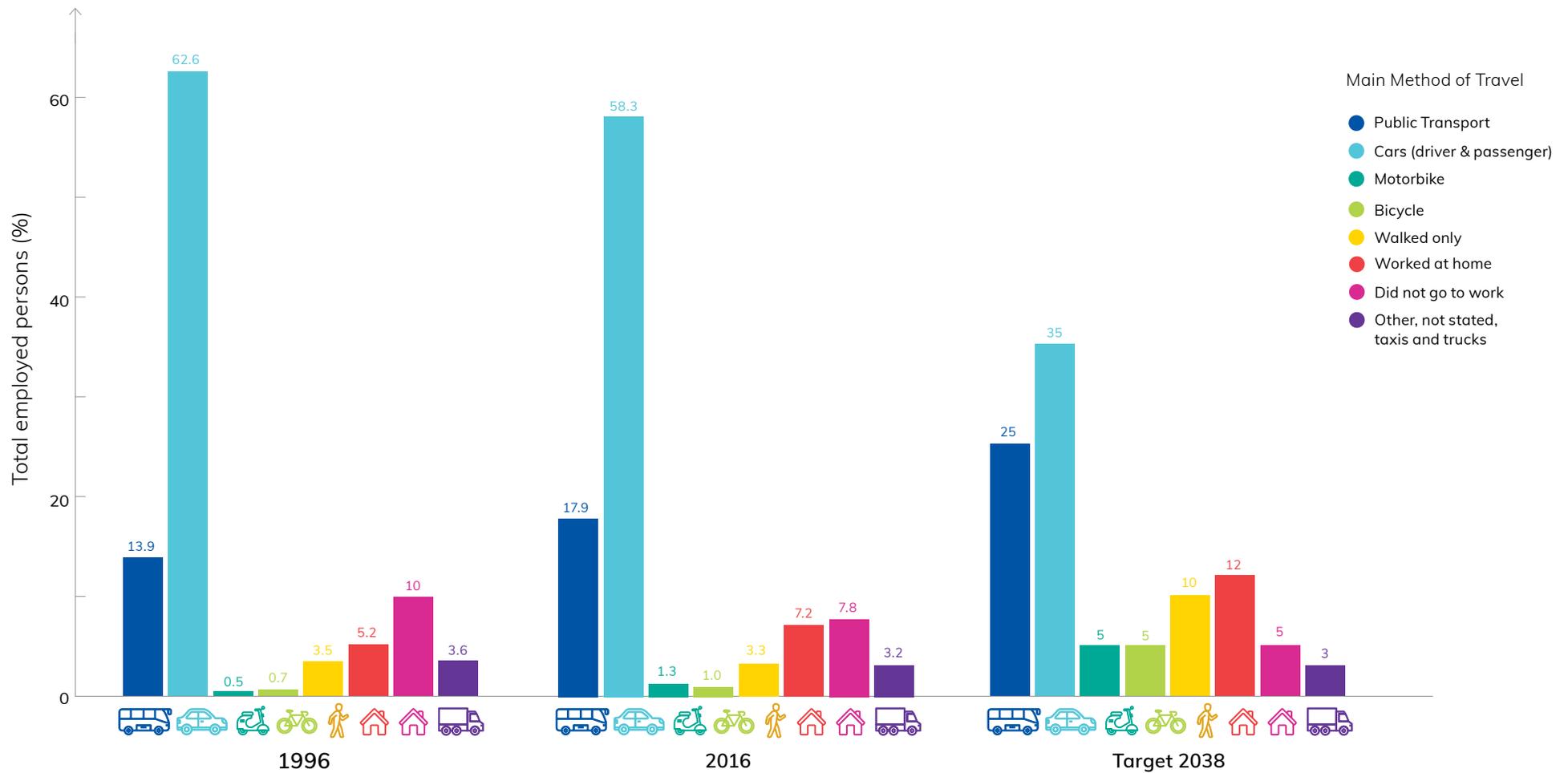
Council will report progress towards the aspirational targets every five years in step with the release of the Australian Bureau of Statistics' Census information. Key data sources include:

- Australian Bureau of Statistics, Census and Journey To Work
- NSW Bureau of Travel Research, Household Travel surveys
- Council using Kinesis data
- Surveys

While The Strategy has a long-term planning horizon to 2038, it will be reviewed every five years to ensure it continues to reflect the community's vision and the NSW Government's policy for transport on the Northern Beaches as well as changes in the transport industry.

Trends over time for the Aspirational Targets

Figure 4: Method of travel to work 1996 to 2038



Trends over time for the Aspirational Targets

Figure 5: Transport's Carbon Emissions (CO₂)

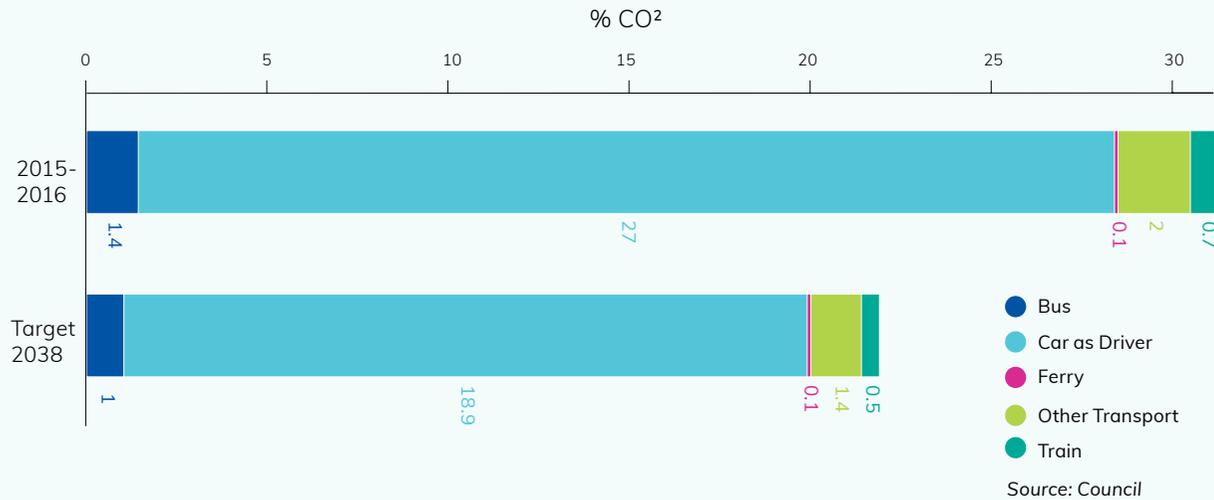
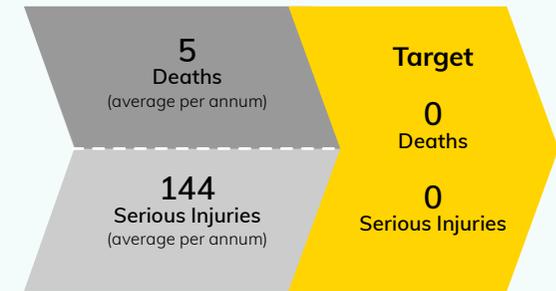
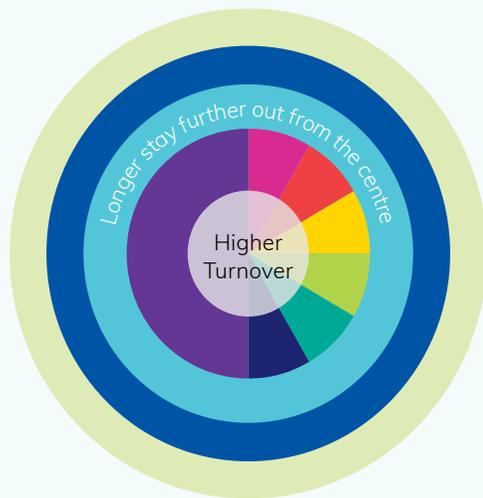


Figure 6: Road Safety 2013-2017



Source: TfNSW

Figure 7: Future Parking Approach



- P5 - Provided for quick drop-off and pick-up within the centre of the area
- P10 - High turnover to provide high level of convenience located in the centre of the area
- P15 - High turnover to provide high level of convenience located in the centre of the area
- P30 - Provide reasonable level of convenience to visit two to three shops located in the centre of the area
- Loading Zones - Delivery of freight and goods
- Dedicated spaces - Accessible, motorcycles, shared mobility, bicycles and E-charging
- 1P - Provided when the activity is likely to take more than 30 minutes
- 2P - Areas with professional and personal services. Also applies in residential parking permit areas.
- 4P - Provided to allow local parking and to remove commuter parking
- 8P - Provided for longer stay and workers



Implementing Move Transport Strategy

Move – Northern Beaches Transport Strategy 2038 will be implemented by Council in partnership with the New South Wales Government, the Commonwealth Government and the various industry and community partners.

The Strategy will underpin the seven plans that direct the delivery of the outcomes:

- **Walk** – Walking Plan
- **Bike** – Bike Plan
- **Park** – Parking Plan
- **Network** – Road Network Plan
- **Transport** – Public Transport Plan
- **Deliver** – Freight Plan
- **Safety** – Road Safety Plan

All these plans will be focused on a “Places for People First” ethos to enhance the Northern Beaches’ lifestyle.

It will be supported by a four-year capital works program of transport projects that will be reviewed annually.

Costs of implementing the strategy

The Strategy contains a balance of:

- Relatively low-cost, short-term actions such as a major bus route upgrade, improvements to footpath and cycle-way networks, allowing new transport platforms and shared mobility providers entry into the network, and providing for the full integration of traffic management that effectively utilises our existing infrastructure.
- Major infrastructure projects (such as new light rail and metro rail systems and major road upgrades) that require substantial investment from the State and Commonwealth Governments in the medium-to-long term.

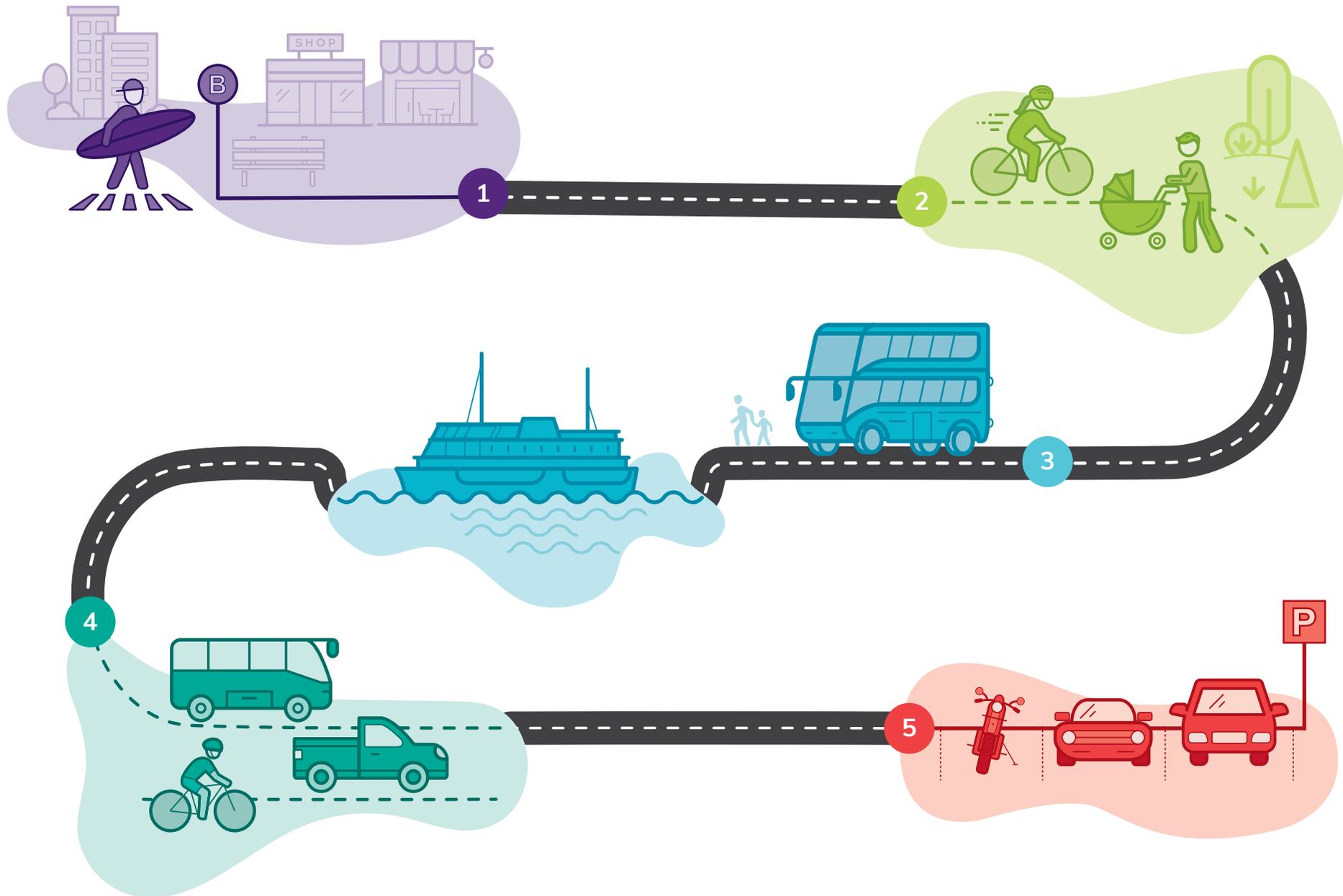
Funding options

Move – Northern Beaches Transport Strategy 2038 is not intended to be a fully-funded strategy. It is a vision to guide transport policy and prioritise investment in our transport network. The strategy will be used to assess funding needs and underpin bids for funding from all levels of government. New funding arrangements may be required to bridge the gap between available revenue and infrastructure investment needs.

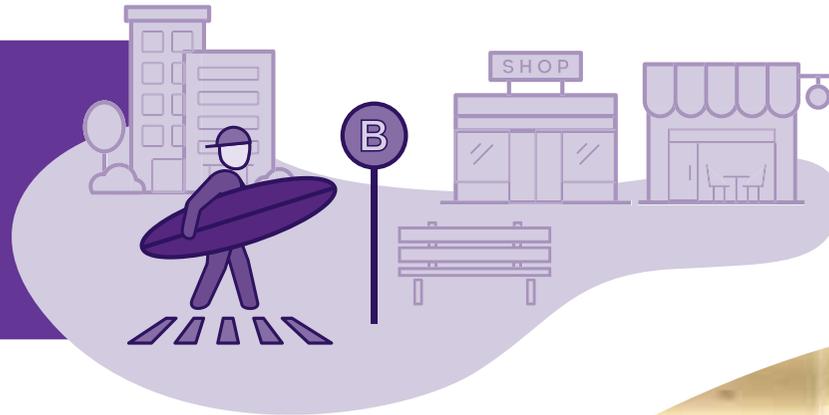
This section presents
the **5 Themes** and
33 Directions



- 1 Accessible and Liveable Places
- 2 Active Travel
- 3 Public Transport
- 4 Efficient Road Network
- 5 Smart Parking Management



Theme 1.
Accessible and
Liveable Places



Our Objective

Enhancing our existing centres and planning our new urban developments with integrated transport solutions, wide footpaths that make walking and cycling the first choice in moving around the neighbourhood, creating vibrant connected places that support sustainable growth and improved quality of life.

Background

Transport policies are developed by Council together with the State Government and influence the location and distribution of different land uses (e.g. whether residential, commercial, retail, industrial or a combination of all of these land uses occur in a local area).

By shaping the pattern of development in our existing and new centres and influencing the location, scale, design and mix of land uses, Council's integrated transport and land use planning can help deliver places that are accessible, liveable, vibrant and environmentally sustainable.

Our land-use planning decisions strongly influence where and how people live, work and play. These decisions have historically been based on car travel in the Northern Beaches. To make practical improvements we need to re-evaluate the way we plan our communities to think about how they will connect to the local area and to the rest of Sydney to make the most of opportunities in employment, services and recreation.

Through our development controls and broad strategic planning initiatives we can actively contribute to the direction of planning at a local level. Through collaboration with NSW Department of Planning and Environment and Transport for NSW, we can also influence on large scale precincts at a regional level.

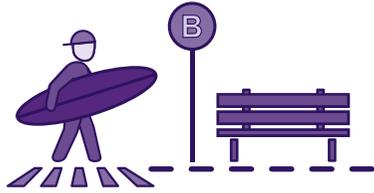
Implementing The Strategy

- Housing Strategy (2020)
- Employment Strategy (2020)
- New Northern Beaches Local Environmental Plan (2021)
- Place Plans for our villages and town centres (various)

“ Endorse integrating transport solutions into our town and village centres.¹⁶ ”

“ Centres need to have facilities and services in them or close by so people do not have to travel outside of the area eg shops.¹⁷ ”

¹⁶⁻¹⁷ Community Quotes about Accessible and Livable Places



Community Attitudes about Accessible and Liveable Places

- Perceived 'over development' on the Northern Beaches and that additional housing or commercial developments will stress existing transport corridors.
- Activating town centres will provide greater local job opportunities and reduce the need to commute out of the area for work.
- Well-designed urban development integrated with different transport modes is supported.

Our Accessible and Liveable Future Directions

1. **Create and enhance “Places for People” that are integrated with public transport, creating vibrant, connected places with wide footpaths, safe cycling options and where the car is not the first option.**
2. Implement well designed and sustainable urban development plans for existing places and new centres, to reduce the need to travel and supporting local jobs and the economy.
3. Deliver walking links including wider paths to destinations from both residential areas and transport hubs.
4. Deliver a 30 minute connection between strategic centres or connection to the metropolitan centre.
5. Focus local development controls on supporting public transport and active travel implementation in new developments, including supporting the introduction of new technologies and infrastructure for electric vehicles.

What will this look like in 2038?

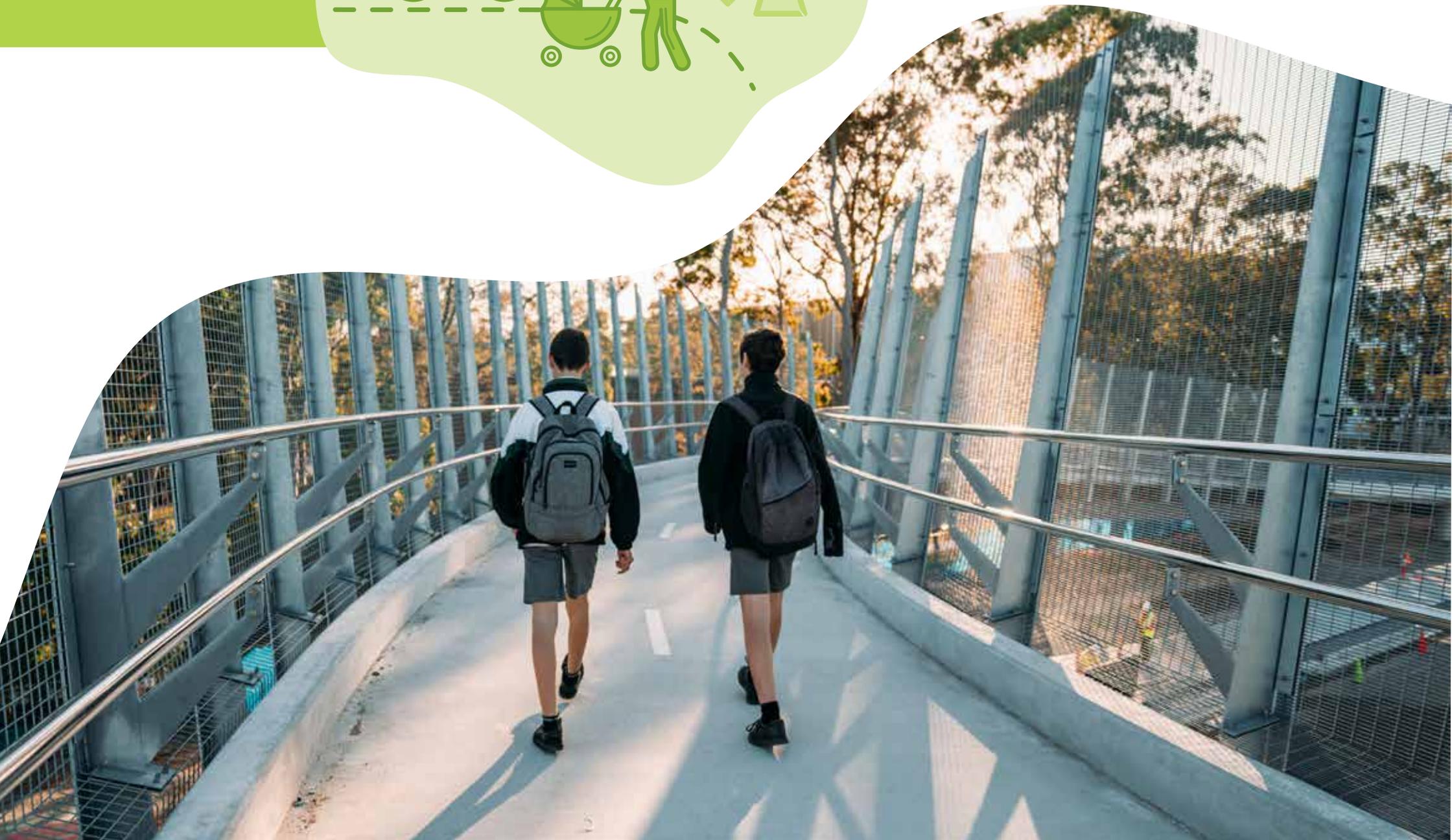
- Our villages and centres are designed for people with frequent public transport and safe walking and cycling opportunities
- We are not dependent on cars to enjoy the Northern Beaches lifestyle as what we need is close by and easier to access by public transport, walking or cycling
- More residents access jobs and services within 30 minutes of home
- We are a smart community and use technology to make it easier to move around.

“ Well-designed density delivers amenity for the community.¹⁸ ”

¹⁸ Community quote about Accessible and livable places



Theme 2. Active Travel



Our Objective

Expand the footpath and shared path networks to improve connectivity and safety that makes walking and cycling attractive alternatives to the car. Provide a safe environment, both on and off-road for all users and the end of trip facilities to make it a realistic option for commuting.

Background

There are many missing links in our footpath and cycle-way networks and limited off-road connections between Northern Beaches communities.

The Coast Walk is more than a recreational or tourist attraction, it will be used by our communities for commuting, shopping and getting to other activities safely.

Walking and cycling needs to become the primary mode for short (1km) to medium (5 to 8 kms) trips and the start and finish of trips made on other transport modes.

We need to prioritise improvements to the active travel network and make it safe and easy to

travel from home to places of work, education and to access services and socialise.

Completing missing links in the network, separation of pedestrian and cyclists, expanding end of trip facilities and embracing technology will improve the user experience. We will continue to partner with the NSW Government and neighbouring Councils to deliver these improvements including programs targeted at changing travel behaviour.

New ways of funding the expansion of the active travel network are needed. This may include sale of assets or a special rate variation for transport infrastructure.

Implementing The Strategy

- Northern Beaches Walking Plan (2019)
- Northern Beaches Bike Plan (2019)
- Local Pedestrian Access and Mobility Plans (various)

“ Providing better and integrated first and last mile solutions can reduce private vehicle traffic, increase active transport and public transport usage.¹⁹ ”

“ Consider proper lighting along footpaths and cycle ways. Currently there are too many dark footpaths which is unsafe for women, children and cyclists²⁰ ”

¹⁹⁻²⁰ Community Quotes from people supporting safer walking and cycling



Community Attitudes about Active Travel

- Prioritise active travel options; improve existing cycling and walking networks around the Northern Beaches.
- Improve safety and participation by providing more dedicated cycle-ways and pathways.
- Infrastructure upgrades, particularly end of trip facilities, appropriate signage and accessibility options supporting more active transport.
- High school students need footpath and cycling path upgrades and bike carriage spaces on buses to support more active transport.
- Targeted community education will encourage active travel and ride sharing.

Our Active Travel Future Directions

1. **Prioritise smart, active travel network improvements (through technology, end of trip facilities, and way-finding signage). Expand footpath and shared path networks to improve connectivity and safety, making walking and cycling attractive alternatives to the car.**
2. Deliver safe, active travel across all modes of transport for school aged children and young people.
3. Provide a safe environment, both on and off-road for all users and end of trip facilities to make it a realistic option for commuting.
4. Expand cycle network to reduce conflict between road users.
5. Develop travel change initiatives to encourage active travel and shared mobility use
6. Develop new funding models to support the expansion of the active travel network.

What will this look like in 2038?

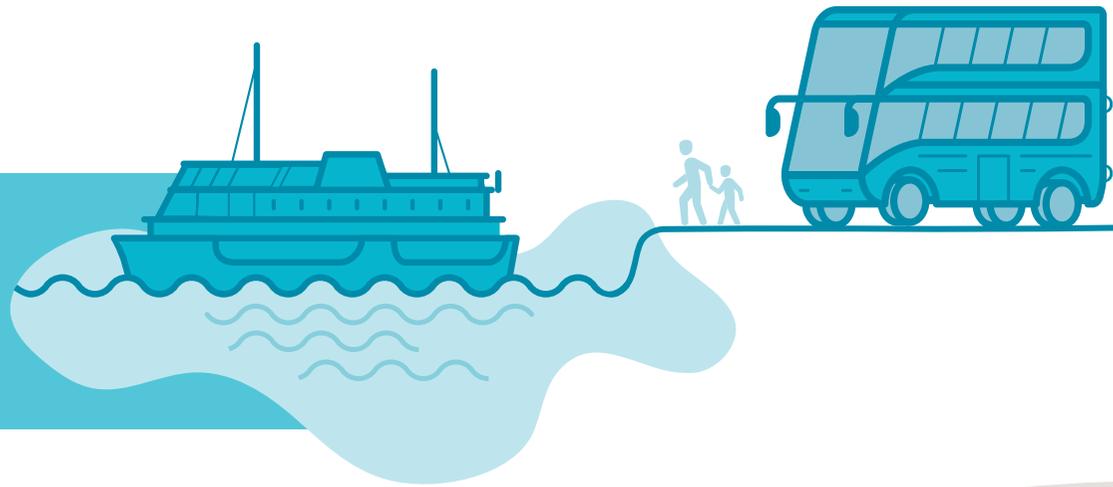
- More people walking and cycling
- More end of trip facilities to park bikes safely, e-chargers, connecting with buses and ferries
- Reduced air pollution, traffic noise and healthier lifestyles
- Increased investment in active travel networks with new funding which may include land sales and a Special Rate Variation for transport infrastructure.

“ Being environmentally friendly, keeps people healthy and gets cars off the road. ²¹ ”

²¹ Community Quote from people supporting safer walking and cycling



Theme 3. Public Transport



Our Objective

To improve the quality of the public transport system so it provides an attractive alternative to the car and is frequent, reliable, connected and accessible. By shifting the focus from city connections to east-west links we provide additional employment opportunities and open up the rest of Sydney to the Northern Beaches Community.

Background

Much of the Northern Beaches is not serviced effectively by public transport and there is no rail line. Increasing public transport patronage will reduce our road congestion, carbon emissions and deliver other environmental benefits. To move people out of their cars, public transport needs to be reliable, comfortable and affordable.

We will partner with the NSW Government on improving the reliability and reach of the public transport network across the region. Major transport corridors will be prioritised for public transport to improve access, including to Greater Sydney. The initial priority is a bus rapid transit service on the Dee Why, Frenchs Forest and Chatswood road corridors.

The expansion of water-based transport options is supported as is a mass transit system (metro or light rail) in the longer term to move people faster and more efficiently.

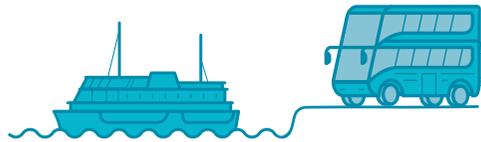
Improvements in technology and the expansion of on-demand and shared mobility services for the first mile and last mile of travel will enable journeys to be more efficient, faster and door to door.

Implementing The Strategy

- Northern Beaches Public Transport Plan (2020)

“ Have a B1 or similar fast bus service from Dee Why to Chatswood with limited stops only. All stop buses such as the 136 are too slow. It is quicker to ride a bike from North Curl Curl to Chatswood via Spit Bridge than catch the bus!! The all stop buses discourage the use of the bus service putting more cars on the road. Have bus lanes on the East/West roads. ”

²² Community Quotes from people supporting public transport



Community Attitudes about Public Transport

- Public and community transport options were highly supported as the best way to address current traffic congestion.
- The frequency of bus services was a concern, specifically the B-Line services, after-hours (or late night) services and feeder buses for the B-Line services.
- Extending park and ride options near transport hubs would reduce private vehicle commuting.
- New ferry services to increase connectivity between the Northern Beaches and the Sydney CBD, particularly Clontarf to CBD and other 'harbour' connections require further investigation.
- Better use of road infrastructure via clearways and dedicated lanes for public transport during peak hours were options to consider.
- Considerable support for new public transport options of light rail, metro and trains, despite concerns it will result in higher density development. There was a prevailing response that transport needed to "catch up" with population and housing growth already happening and 'get on the front foot' with its plans.

Our Public Transport Future Directions

1. Partner with the NSW Government to implement a Bus Rapid Transit service by 2020 between Dee Why, Frenchs Forest and Chatswood; followed by services between Mona Vale and Macquarie Park.
2. Plan for a high frequency mass transit service on the Northern Beaches in the longer term.
3. Support the expansion of the public transport network, including its integration with commuter parking and active travel networks.
4. Advocate for investment and expansion of ferry travel (the 'Blue Highway').
5. Integrate on-demand and shared mobility services into the wider public transport network.
6. Support the adoption of innovative technology that improves the efficiency of the public transport network and experience for customers in terms of comfort and navigating the network.
7. Use real time public transport travel data to make decisions and deliver better outcomes for the community.

What will this look like in 2038?

- Rapid Transit provides express services to Macquarie Park and Chatswood
- More public transport options are available 24/7
- More places have access to on demand services to connect to reliable public transport
- Mass transit options are delivered by the State Government for the Northern Beaches.
- Shared mobility services are integrated within the network.



Theme 4. Efficient Road Network



Our Objective

To develop a one network approach 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.

Background

Our current road network is congested adding to delays that impact our quality of life, economic viability and the way we move around.

Our one network approach complements our public transport and active travel networks. (see Figure 8)

Supporting the Beaches Link Tunnel and other road infrastructure for public transport improves the efficiency of the network.

It also gets the balance right across all users, assisting road safety, new autonomous cars and other emerging road technologies.

Working with the NSW Government to manage roads as one network is the key to achieving these directions and improved traffic information, management, signalling and traffic light coordination.

Implementing The Strategy

- Road Network Plan (2019)
- Freight Plan (2020)
- Northern Beaches Road Safety Plan (2019)

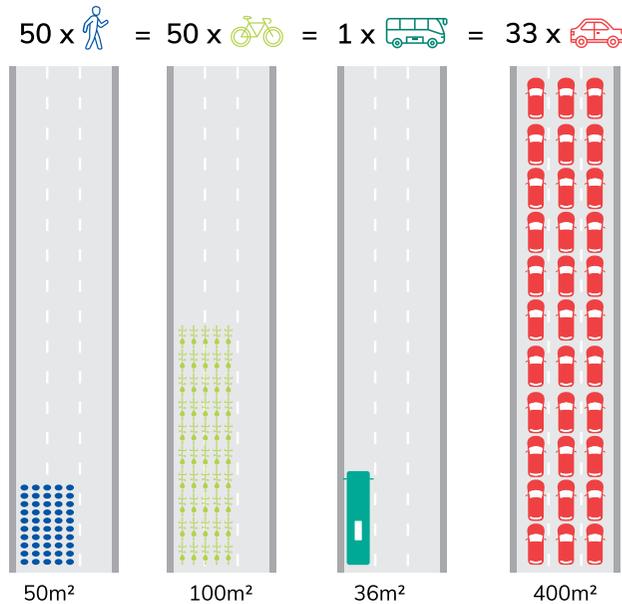
“ Within 10 years autonomous vehicles will be common - reducing private car ownership and the need for public parking. We need better, efficient and affordable public transport, so that more people are using it. This will remove the congestion on the roads. There are many smart solutions to improve traffic flow on the existing roads as well. ²³ ”

²³ Community Quotes from people supporting an Efficient Road Network



Figure 7: Space Occupied by 50 people

While a bus needs three times as much space as a car, its carrying capacity per lane is unrivaled among other on-street modes. As land in urban areas becomes increasingly scarce, it will be necessary to use the space within the street more efficiently to serve the largest number of people.



Community Attitudes about an Efficient Road Network

People were prepared to switch to public transport and active travel to reduce congestion on the roads if it was safe, convenient and more efficient.

- Commuting times were a primary concern as a result of congestion and poor management of the road network.
- Build the Beaches Tunnel link and provide access for B-Line buses.
- Autonomous vehicles were supported if research demonstrates safety and efficiency concerns can be addressed.

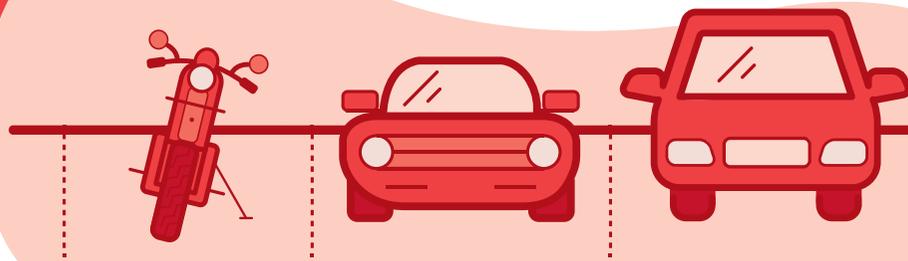
Our Road Network Future Directions

1. **Support the delivery of the Beaches Link Tunnel subject to the inclusion of public transport and minimise the overall impact on our local residents.**
2. Advocate for the full delivery of the Mona Vale road upgrade by 2023.
3. Advocate for the widening and flood proofing of the Wakehurst Parkway by 2023.
4. Prioritise major road corridors for freight, public transport and active travel to support the efficient movement of people and goods, reducing the impact on local roads and residents.
5. Support programs to change road user behaviour to improve the safety and efficiency of the network.
6. Return residential streets to the local residents through better network management, including investment in technology and staff to identify opportunities to reduce congestion on the network.
7. Use real time traffic data to improve the efficiency and resilience of the road network.
8. Support smart innovations in vehicle technology and alternative car ownership models.
9. Keep our community informed with road network updates

What will this look like in 2038?

- A fourth road connects the Northern Beaches to Sydney - Beaches Link Tunnel and includes dedicated public transport lanes
- Mona Vale Road and Wakehurst Parkway is two lanes in both directions
- Traffic flow is improved and works are better coordinated across the network
- Our road network is more efficient and supports less cars with dedicated bus lanes on major corridors.
- Autonomous vehicles will be traveling on our road network.
- On demand freight and delivery services are integrated within the network.

Theme 5. Smart Parking Management



Our 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 travel use.

Background

The management of parking needs to compliment strategies to increase public transport and active travel trips and discourage car trips.

Parking at town and village centres, as well as high visitation areas such as parks, beaches and recreational areas, need to be managed smarter. These areas are for people and local parking management plans will be developed to equitably balance the needs of all car users.

Priority will be given to short term parking, car share schemes and parking for people less mobile.

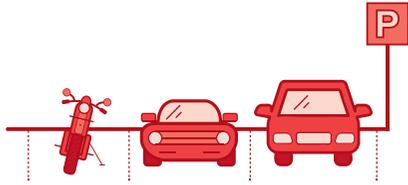
Technology will improve the efficiency of parking for all drivers. This includes providing infrastructure, to on and off street parking to support more fuel efficient vehicles and electric vehicles. We also need to work with the NSW Government to free up local streets so they are not used to store trailers, boats and caravans.

Implementing The Strategy

- Northern Beaches Parking Plan (2020)
- Accessible Parking provided

“ I use the GoGet car sharing scheme rather than owning a car as I have done previously. As a result I drive a huge amount less and spend more time walking, sharing rides or using public transport!²⁴ ”

“ Parking for bicycles is great but this has to be done in conjunction with providing a safe means of commuting by bike. The need is only going to increase with electric bikes becoming more popular.²⁵ ”



Community Attitudes about Parking Management

- Differentiating pricing and parking schemes are required for residents and visitors.
- Mis-use of on-street parking, particularly the parking of boats, trailers and caravans is an issue and policies should be tightened to address this.
- Providing additional Park and Ride facilities is a priority. Concerns were raised that the current B-Line carparks were at capacity during peak hours, leaving residents using their private vehicle. The provision of more feeder buses would address this.
- Supporting a shift in travel modes and car sharing is a potential way to manage high parking demand in the Northern Beaches.
- Cycle and motorcycle parking options were also highlighted as a priority.

Our Smart Parking Future Directions

1. **Develop local parking management plans for town and village centres including higher turnover parking in areas of high demand.**
2. Regularly review local parking management for high visitations places such as beaches, parks and recreational areas.
3. Ensure parking management approach is balanced, fair and equitable.
4. Deliver new and innovative parking, storage solutions and technology to improve information and experiences.
5. Provide on-street and off-street dedicated parking for shared mobility providers, cycling, motorcycles and charging stations for electric vehicles.
6. Basing parking fees and charges to encourage public transport use and walking and cycling to reduce road congestion.

What will this look like in 2038?

- Easier, safe and smart parking options for scooters and cyclists (motorised and non-motorised)
- Park and ride options easing congestion
- Pedestrian only areas in villages makes shopping a pleasure
- Less on-street parking and storage of trailers and boats.
- Re-purposing of carparks to create shared mobility and autonomous vehicle hubs.



P2



Conclusions

The future directions outlined in Move – Northern Beaches Transport Strategy 2038 will support additional job growth across the Northern Beaches.

It will also decrease the impact of congestion on the regional economic output strengthening the Northern Beaches economy and benefiting future generations.

Directions defined within this strategy will positively deliver a resilient transport system that adequately caters for the projected increase in daily trips by 2038. It will provide a fairer and more equitable transport system for all residents and visitors by protecting our quality of life, assist in making our residents healthier and protecting our unique natural environment.

By doing this we will make it easy for people to move around the Northern Beaches, now and into the future.

For more information please visit northernbeaches.nsw.gov.au

Commonwealth Government	<ul style="list-style-type: none"> • Funding roads and other infrastructure improvements
NSW Government	<ul style="list-style-type: none"> • Public transport infrastructure (buses, trains, ferries and interchanges) • Planning of public transport networks including contracts with private transport providers, timetabling, information and service provision • Operation of the road network including traffic signals • Maintaining State and classified roads (e.g. Warringah Road, Pittwater Road, Barrenjoey Road, Condamine Street, Mona Vale Road, Forest Way, Wakehurst Parkway, Sydney Road and Manly Road) • Vehicle licensing and registration • Funding of road safety programs
Northern Beaches Council	<ul style="list-style-type: none"> • Manage local roads • Traffic management on local roads • Provision of footpaths and cycle ways and associated infrastructure such as bike parking • Provision and regulation of on and off-street parking, including parking schemes • Approving the location of transport stops and providing infrastructure (e.g. seating and shelters) • Delivery of road safety programs • Advocating on behalf of the community for improvements to the network
Private Transport Operators	<ul style="list-style-type: none"> • Delivering services safely in accordance with NSW Government requirements • Improving the safety, reach, reliability and frequency of services
Community	<ul style="list-style-type: none"> • Using the road network safely • Making sustainable choices in modes of transport when moving around



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