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26 October 2012

The Hon Gladys Berejiklian, MP
Transport Minister
GPO Box 5341
SYDNEY NSW 2001

Dear Minister Berejiklian

SHOROC submission on Draft NSW Long Term Transport Master Plan

I write to provide feedback on the Draft NSW Long Term Transport Master Plan as SHOROC President on behalf of Manly, Mosman, Pittwater and Warringah councils. We welcome the opportunity to provide a formal response and appreciate your work and that of Transport for NSW staff in engaging with us to identify and deliver significant transport improvements for our region.

We are encouraged by your government's increased efforts to identify solutions to the transport issues of the SHOROC region. It is great to see that the Long Term Transport Master Plan includes infrastructure improvements for our region for the first time in decades and that the Northern Beaches Bus Rapid Transit Pre-feasibility study report confirms the feasibility of constructing and delivering a package of BRT measures for the Northern Beaches .

However our region needs action and an integrated solution for the major corridors now, not in the medium to long term.

Numerous proposals and options have come and gone over the years and still we have the slowest and most congested major roads in Sydney.

There is a need to move beyond feasibility studies and options assessment to bring forward detailed planning and delivery of the major proposals for our area.

Attached is the specific package of measures we consider should be included in the final NSW Long Term Transport Master Plan and then delivered in the short-term and medium-to-long-term. Also included are our proposed next steps for the coming year to make it happen. This response is based on significant analysis and on-the-ground experience of the constraints and opportunities for this region and as such should be given full consideration.

We would welcome a meeting to discuss our proposed solutions and next steps and would also welcome a partnership approach between the councils and the NSW Government to the planning and implementation of the integrated package of transport solutions our region sorely needs.

Yours sincerely

Jean Hay AM
SHOROC President, Mayor of Manly



SHOROC Submission

Draft NSW LongTerm Transport Master Plan

October 2012

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1. Introduction & background

SHOROC is a partnership of Manly, Mosman, Pittwater & Warringah councils led by a Board of the council Mayors and General Managers. We collectively represent a population of 280,000 residents who contribute over \$20 billion annually to the NSW economy.

Our region covers an area of approximately 288km² in north east Sydney and is characterised by its outstanding natural environment, vibrant community and large influx of tourists and weekend visitors.

Transport and traffic congestion are the number one issue for our residents and numerous studies have shown we have the slowest and most congested major roads in Sydney, if not Australia.

The region has a deficit of around 55,000 jobs as 43 per cent of the working population travel outside of the region for work via one of the three road corridors that connect the region with the rest of Sydney. Private car travel is the mode of choice and the main form of public transport is a slow and unreliable bus network.

Shaping Our Future – the regional strategy for transport, health, housing and jobs

The councils have been working to address the traffic congestion issues for many years and have conducted significant analysis of the options and constraints for improvement.

In 2010 the councils through SHOROC developed and all formally adopted *Shaping Our Future* to take the lead on integrated regional land-use and infrastructure planning by bringing together major directions for housing, employment, transport and health.

Shaping Our Future links council planning for future housing and employment growth together with major infrastructure planning, focussing on hospital planning and the major transport infrastructure priorities for our region.

It was developed through an evidence-based spatial analysis and planning process conducted by experienced council staff in partnership with expert planning consultants. Based on this analysis of options and opportunities as well as decades of on-the-ground experience and studies, *Shaping Our Future* outlines practical, affordable and achievable transport solutions for the SHOROC region.

The Long Term Transport Master Plan, BRT pre-feasibility study and other transport planning

There has been significant work recently by the NSW Government to identify solutions to the transport issues of the SHOROC region.

Investigations are being conducted into a Northern Beaches Bus Rapid Transit system (NBBRT), with the first stage being the recently released NBBRT pre-feasibility report. This work arose from a commitment from the NSW Liberal & Nationals Coalition in the lead up to the March 2011 NSW Election to “urgently seek expressions of interest to establish a NBBRT (Northern Beaches Bus Rapid Transit system)”, which led to the allocation of \$3 million to studies into a bus rapid transit system for the northern beaches. Encouragingly the NBBRT Pre-feasibility Study Report confirms the feasibility of constructing and delivering a package of BRT measures for the Northern Beaches.

Consideration is being given to the critical road upgrades required as part of the planning for construction of the Northern Beaches Hospital at Frenchs Forest, which is due to commence in 2013/14.

The NSW Government has recognised the need to address transport issues for the SHOROC region and the Draft NSW Long Term Transport Master Plan includes infrastructure improvements for our region for the first time in decades, focussing on a Northern Beaches Bus Rapid Transit system (BRT) subject to feasibility.

In addition, Infrastructure NSW's State Infrastructure Strategy included a proposed \$200 million for a Northern Beaches bus corridor improvement plan incorporating Spit Bridge augmentation and priority lanes, as well as outlining a potential north-south road tunnel called a Northern Beaches link.

This submission

This response has been prepared based on the analysis and studies conducted to date, the strong understanding of transport issues and opportunities across the region by the councils and SHOROC, and the options presented in the Northern Beaches Bus Rapid Transit Pre-feasibility study report, Draft NSW Long Term Transport Master Plan and Infrastructure NSW's State Infrastructure Strategy.

The submission is structured to provide comments as follows:

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2. Action is needed now, not in 10-20 years

SHOROC welcomes the Draft NSW Long Term Transport Master Plan's inclusion of infrastructure improvements for our region for the first time in decades, particularly the focus on a Bus Rapid Transit system (BRT), subject to feasibility, as one of "The Big 6" to "unblock Sydney's most constrained corridors".

However our region needs action and an integrated solution for the major corridors now, not in the medium to long term as presented in the Draft Master Plan.

Proposals and options have been considered by the NSW and Commonwealth governments for decades. There is a need to move beyond feasibility studies and options assessment to bring forward detailed planning and delivery of the major proposals for our area.

The need for action now is supported by the Draft NSW Long Term Transport Master Plan and recent Transport for NSW studies which highlight the transport infrastructure backlog:

- The Master Plan highlights the Pittwater/Spit/Military Road corridor from Mona Vale to the CBD as the most congested in Sydney based on the volume/capacity ratio, and the second slowest morning peak hour commute of all the major corridors.

The 28 km bus journey on this route can take an hour and a half to reach the CBD, compared to public transport travel times to the CBD of 51 minutes from the south or 31 minutes from the west.

This corridor links the region's major centre, Dee Why/Brookvale, with the CBD and should include a mass transit system such as BRT according to the hierarchy presented in the Draft Master Plan.

- The Warringah Road corridor is already beyond capacity through Forestville and the rest of the corridor, particularly the Wakehurst Parkway and Forest Road intersections, will exceed peak demand capacity by 2016 without any action.

This corridor is the link between 2 major centres in Dee Why/Brookvale and Chatswood and is used as a major access route for business in the area, making it a key factor in regional economic development and employment.

On top of this in the next year we'll see work begin on a major level 5 Hospital at Frenchs Forest, bringing with it additional housing and employment growth where traffic is at its worst.

With little to no major government funding in decades, our ageing transport infrastructure is beyond its limits and congestion is only set to worsen with population growth to increase by 11% over the next 20 years (*NSW Statistical Local Area Population Projection, DoP 2010*), or 45,000 according to the Draft Master Plan.

Congestion is impacting local business operations and large local businesses are considering relocation outside of the region. This will mean a loss of local jobs, impact our ability to meet future employment capacity targets and in turn place even more pressure on the congested transport network.

Incremental improvements in the bus network in the short-term will not address these issues and will not be acceptable to community which has been calling on the NSW Government to deliver solutions for years.

The Northern Beaches Bus Rapid Transit Pre-feasibility study report confirms the feasibility of constructing and delivering a package of BRT measures for the northern beaches.

Priority investment is required now from the NSW Government to enhance the major public transport and road infrastructure for better access to, from and within the SHOROC region so that the region can maintain and enhance its contribution to the NSW economy.

The final NSW Long Term Transport Master Plan must bring forward detailed planning and delivery of the major infrastructure priorities for this region as outlined in section 4.

Integration with the Metropolitan Strategy and accommodating future housing and employment

As outlined above, the SHOROC councils have conducted significant analysis of the challenges and opportunities for our region in Sydney's North East as we seek to work together to plan for its future. The biggest issues for our region are undoubtedly transport and health services, with significant road congestion, limited and inefficient public transport as well as the lack of equitable access to an appropriate and accessible high quality health service.

The SHOROC councils are open to meeting appropriate targets for growth in housing and jobs in our region. However current road congestion and lack of fast and reliable public transport doesn't allow it as any growth would impact on communities and place even more pressure on the road network which is already seeing local businesses considering relocation to more accessible areas.

The *Shaping Our Future* strategy identifies practical, affordable and achievable transport solutions for the SHOROC region as outlined further in this submission.

In addition, the SHOROC councils all fully support the need for immediate construction of the level 5 Northern Beaches Hospital at Frenchs Forest and appropriate upgrades required to enable the long term complementary role for Mona Vale Hospital.

The NSW Long Term Transport Master Plan and Metropolitan Strategy must include a fully-funded commitment to delivering this priority infrastructure in our region if the councils are to be able to accommodate the Metropolitan Strategy's housing and employment targets.

SHOROC argues that NSW Government planning for this region should be aligned to the regional priorities identified by councils in the *Shaping Our Future* strategy. This is due to the close connection to their communities and responsibilities for landuse management and role in growing the economy, protecting the natural assets and building and maintaining vibrant, connected and safe communities.

3. An integrated system needs an integrated plan for the region

The focus in the Draft Master Plan on corridor and land use constraints and an evidence-based approach to identifying the priorities is applauded. However there is a need to move beyond overlaying potential transport solutions on predicted population and employment growth targets on a metro-wide basis to more fine grain integrated land-use and transport planning.

Higher priority must be given to the Warringah Road corridor in the Master Plan. The Warringah Road and Pittwater/Spit/Military Road corridors are the major parts of an integrated transport system for the Northern Beaches and Mosman that includes only three road access routes for travel to and from the region. The solutions planned and delivered must be an integrated package of measures addressing each of these three corridors and the region as a whole because of the complementary and inter-related roles the corridors play in resident and business movement.

The next stage of planning should include a wider and more detailed cost-benefit analysis as travel time savings would have significant economic benefits for NSW through worker productivity improvements.

Integrated transport and land-use planning for the SHOROC region

The Draft Master Plan acknowledges the significant link between land-use and transport planning and the need for integration to effectively plan for the future.

The issue is that there is not currently an integrated process in place on a regional or local level. Councils are allocated broad region-wide housing and employment targets however transport planning decisions have already largely been made at a metropolitan level.

Councils then find themselves in a situation where:

- They are unable to meet the allocated housing and employment targets as to do so would mean that local and regional roads cease to function, an issue that Warringah Council has identified for the Dee Why/Brookvale area.
- Congestion impacts business operations, leading to business closure or relocation and loss of local jobs, further impacting councils ability to meet future employment capacity targets and in turn placing even more pressure on the congested transport network.

While corridor-based planning is a good step forward, for regions such as ours which are fairly discrete with only three road access routes to the rest of Sydney, there is a need for more detailed integrated transport and land-use planning to occur on a regional basis through a partnership between Transport, Planning and the councils/SHOROC.

The SHOROC councils have already developed and adopted an over-arching strategy in *Shaping Our Future* that seeks to integrate land-use and transport planning on a regional-basis by identifying the main areas for potential growth and the priorities for transport infrastructure. The objective of this approach is to consolidate the main growth required of this area by the NSW Government's Metropolitan Strategy along the major transport corridors to provide jobs close to home and minimise the need for even more transport infrastructure. See Figure 1 for an overview.

As such, the priorities identified in this strategy must be given greater weight in the Master Plan.

SHOROC would welcome a partnership approach with the NSW Government to conduct detailed regional transport planning to deliver the priority infrastructure required, to maximise the efficiency of the network and seek to manage demand and promote alternative transport. This could be linked to the Metropolitan Strategy Sub-regional planning process.

It is also considered transport planning could be significantly strengthened by the appointment of a regional coordinator to work in partnership with councils through the ROCs to holistically coordinate all transport planning across a region.

Higher priority must be given to the Warringah Road corridor

The identification of the Pittwater/Spit/Military Road corridor as highly constrained and the proposal of potential solutions is appropriate, as this assessment meets with our experience of this corridor as one urgently requiring investment.

However the Warringah Road corridor must be given higher priority by the NSW Government and solutions included in the Long Term Transport Master Plan and other associated plans for the region.

This is about more than just commuter travel it's about making this region work. This corridor is used as a major access route for business in the area, making it a key factor in regional economic development and meeting the Metropolitan Strategy employment targets. It is the link between 2 major centres in Dee Why/Brookvale and Chatswood, a major link to greater Sydney. Additional pressure will come from new employment and population growth associated with the proposed specialised centre at Frenchs Forest which includes the new Northern Beaches Hospital and Healthcare Precinct.

The lack of due attention to the Warringah Road corridor congestion issues also conflicts with Transport for NSW's own recent studies which indicate that this east-west corridor is at capacity now. The *AECOM Frenchs Forest Specialised Centre reports – Local Transport Assessment and Strategic Transport Assessment* overwhelmingly conclude that the transport network around Frenchs Forest is already at capacity and needs significant investment in road infrastructure and public transport improvements, to accommodate background growth expected over next five years. This investment is imperative given the expected development of a major hospital at Frenchs Forest, a fact supported by the BRT pre-feasibility report which states that there is a fundamental need to redesign the bus network to serve the Frenchs Forest health precinct.

Wider cost-benefit assessment and more detailed analysis of economic viability

There is a need to consider a wider and more detailed cost-benefit analysis including worker productivity improvements when planning for transport improvements such as those considered for the SHOROC region.

It is noted that in the investigations into BRT, the pre-feasibility report's rapid economic appraisal concluded the costs of a BRT are higher than the benefits, but that a more detailed assessment of demand and costs including detailed corridor specific modelling may demonstrate increased economic viability and that incremental implementation of the BRT measures may have a stronger business case.

This detailed assessment should proceed as part of the next phase of planning.

However for a cost-benefit analysis to truly capture the benefits that such infrastructure delivers there is a need to also consider the wider economic benefits that a faster and more reliable public transport system and road network achieve in regard to increased productivity and contribution to the NSW economy. The residents of the SHOROC region contribute \$20 billion annually to the NSW economy and half work outside the region, predominantly in highly productive jobs as professionals and managers, suggesting travel time savings would have significant economic benefits for NSW.

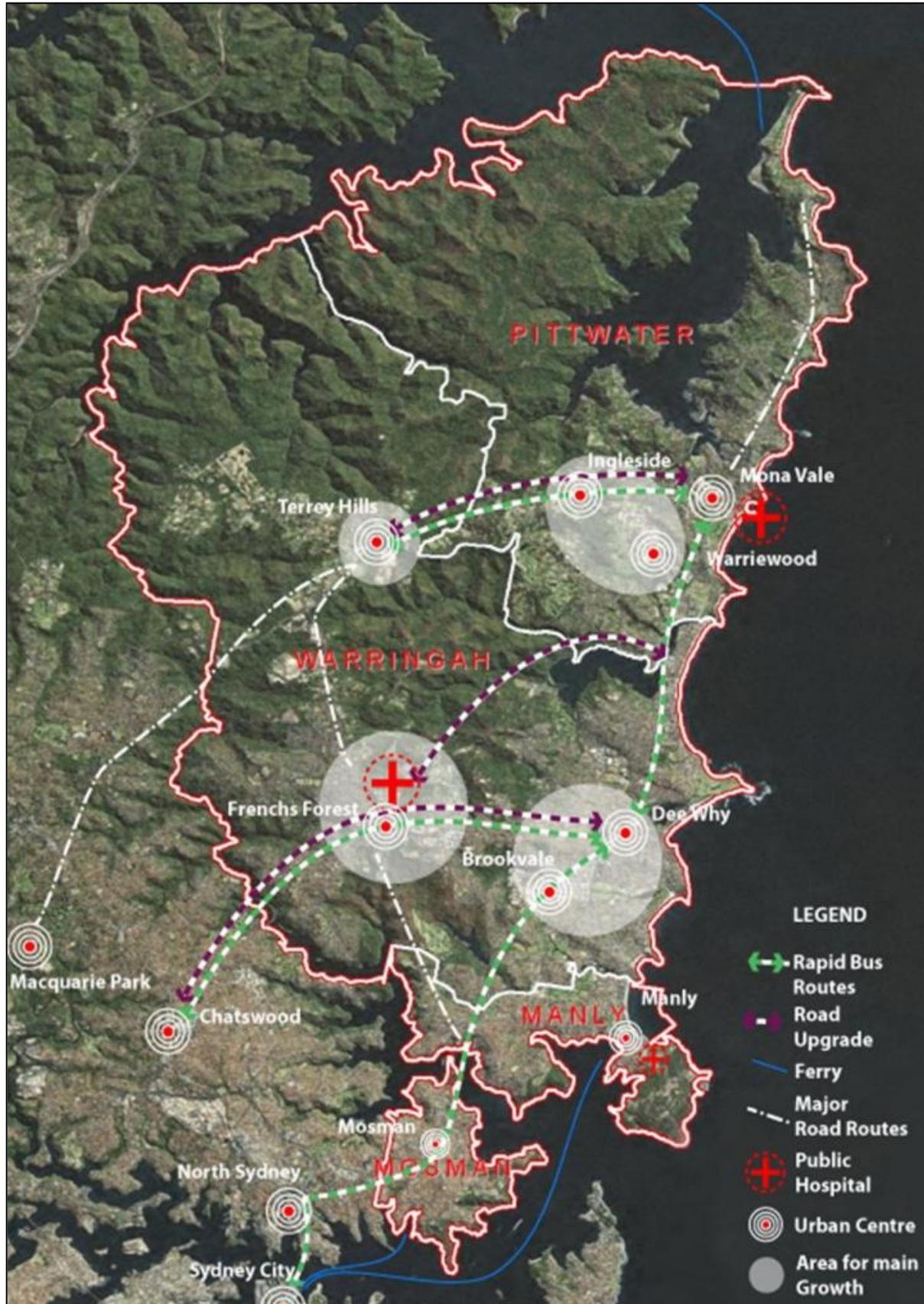
Integration of NSW Government plans and strategies

It is essential that there is strong integration and linkages across the various plans and policies which will guide growth and development in NSW including the Transport Master Plan, the forthcoming Metropolitan Strategy, recently released State Infrastructure Strategy and the draft Metropolitan Subregion Strategies. In particular, omissions and inconsistencies across these documents will need to be addressed as a matter of priority. This includes the need to consider the integration of ancillary infrastructure across different portfolios into major projects.

The inconsistency between the Master Plan and Infrastructure NSW's State Infrastructure Strategy regarding Bus Rapid Transit and the potential Northern Beaches Link is a clear example of the need for an integrated plan for this region which is then incorporated into higher level plans such as these.

There is also the need to properly consider infrastructure projects in a holistic and integrated approach. For example no strategy or plan detailed the ancillary infrastructure including road upgrades critically required for the viability of the planned Northern Beaches Healthcare Precinct at Frenchs Forest.

Fig. 1. Major infrastructure priorities and directions for housing & employment



4. The solutions in the short-term and medium-to-long-term

Manly, Mosman, Pittwater and Warringah councils (SHOROC) consider the integrated package of priority transport improvements for the short-term and the medium-to-long-term for the SHOROC region to be as follows:

Short-term (0-5 years) package of measures

- A fast Bus Rapid Transit system on the north-south corridor from Mona Vale to the CBD, via a median bus lane using tidal flow arrangements in peak hour. Establishing this BRT would incorporate Spit Bridge augmentation as recommended by Infrastructure NSW and the median bus lane may come into operation only south of Manly Vale or even the Spit where no further stops are required to minimise operational issues.
- Grade separation at the intersections of Warringah Road with Wakehurst Parkway and Forest Way and upgrades to Wakehurst Parkway to provide flood-free access, critical to the construction of the Northern Beaches Hospital at Frenchs Forest.
- Fast public transport links from Dee Why to Chatswood, with an initial focus on the provision of frequent and direct Express Bus services and bus priority measures as outlined in the BRT pre-feasibility report including works to address the capacity issues at the Forest Way/Warringah Rd intersection. These bus priority measures could potentially include a T3 lane rather than a 24hr bus lane on the road corridor to reduce the impact on car traffic.
- Construction of targeted park & rides to maximise patronage of public transport.
- Detailed regional transport planning in partnership with the councils to maximise the efficiency of the network and seek to manage demand and promote alternative transport.
- Implementation of the proposed bus network rationalisation including the new tiered network structure and associated frequency improvements. This new network structure should cover the entire region and integrate the bus network of the Warringah Rd and Mona Vale Road corridors with the Pittwater/Spit/Military Road corridor into a single public transport network.
- Mona Vale Road upgrade to a divided dual-lane carriageway for its full length through to Mona Vale to improve safety and efficiency, and enable Warriewood/Ingleside growth.

Medium-long term (5-20 years) package of measures

- Upgrading of the public transport links from Dee Why to Chatswood from Express Buses to a segregated BRT and potentially light rail or other greater capacity transport in future years as needed. It is noted that implementation of a median or kerbside BRT is proposed as the next stage in implementation of bus priority works on this corridor.
- The proposed Northern Beaches Link, from the Gore Hill Freeway to the Burnt Bridge Creek Deviation via a tunnel under Mosman and a new bridge over the Spit, combined with the BRT from the Northern Beaches to the CBD. This Link could be fast-tracked with private sector involvement and SHOROC welcomes the work of Infrastructure NSW in engaging with the private sector on the feasibility of its acceleration.
- A new underground Neutral Bay interchange for the Spit/Military Road BRT line to also serve buses from Sydney's North West, linking to a metro-style rapid transit service to Wynyard that travel across the Harbour Bridge and under Wynyard using the redundant tram tunnels.

Bus Rapid Transit as a regional public transport network

As outlined above planning for the Northern Beaches and Mosman should be on a region-wide basis and SHOROC considers the BRT delivered for this area should focus on an integrated network for the Pittwater/Spit/Military Road and Warringah Road corridors.

Its implementation should include bus network rationalisation as proposed in the BRT pre-feasibility report, the introduction of integrated ticketing, strong branding and promotion, an advanced fleet and stations.

A major public communications and education strategy will be critical to the community embracing it as a new public transport system rather than an incremental improvement, and to achieving the desired modal shift from private car travel.

The solution should also be one that delivers the optimal transport system for both public and private transport by focussing on a fast and reliable public transport system as well as targeted road upgrades.

A key objective should be a modal shift to public transport for both commuter travel and other trips, which would also ease traffic congestion for those that need to use their car for work or other purposes. The significant benefits of BRT are identified in the BRT pre-feasibility report which states that the potential passenger throughput with a BRT could be three to four times that for a lane used for general traffic, highlighting the positive impact on traffic congestion of a BRT.

Introduction of a BRT would also have a significant impact on the region's level of transport disadvantage. The Master Plan indicates that significant areas in the Northern Beaches are beyond the recognised disadvantage thresholds of within 400 metres of a bus stop or 800 metres of ferry stops (see Figure 8.1). However it is recognised with the introduction of a BRT system the catchment areas are more in the order of 800 metres in line with those for rail and ferry travel because of the attractiveness of the fast, reliable and dedicated service.

Ferries and interchanges

SHOROC supports the franchising and rationalisation of the ferry network. For the SHOROC region this is potentially an opportunity to strengthen the role the ferry network plays in regional commuter and other travel.

It is considered that greater emphasis should be allocated on integrating the ferry network with other transport modes through fast and easy access from the bus network and BRT when it comes into operation as well as private car travel. There is particularly the need for adequate bus feeder services between Manly Wharf and the Northern Beaches and there is an unrecognised potential for services connecting Manly with the proposed new ferry hub at Barangaroo.

The issue of interchanges is significant and there is a need to recognise the importance and then fund construction of non-rail interchanges including those which service bus commuters (park and ride) and interchanges for bus and ferry services (especially at Manly). Interchanges should also be located and designed so that commuters can easily access them by bicycle or foot.

Local councils should be heavily involved in the planning of interchanges, particularly because of the resource implications for local councils in the development and maintenance of interchanges servicing regional and local centres.

5. Managing demand & planning and regulatory regional priorities

Management of transport demand

The Draft Master Plan gives primary attention to infrastructure solutions but gives lesser weight to the management of transport demand. This has two aspects.

Firstly, the integration of land use planning and transport provides an opportunity to shorten transport journeys and encourage more environmentally sustainable transport modes. For example, development of employment growth near where people live should be a primary focus of the Transport Masterplan. The SHOROC region is characterised by a high degree of jobs containment and the Masterplan needs to ensure good transport services for employment lands - industrial, commercial, retail, schools, hospitals and tourism facilities – to maintain and improve containment in the region.

As outlined above the SHOROC councils have recognised this and are seeking to integrate transport and land use planning in the *Shaping Our Future* strategy. This strategy focusses on creating more jobs closer to home and focussing development of employment growth around the existing transport corridors.

Secondly, the Master Plan tends to skip over the implications of ‘teleworking’ in reducing the need for travel. The SHOROC region contains a large number of ‘home’ businesses and the opportunities for encouraging further ‘teleworking’ should be addressed in the Master Plan. This should include the implications of the digital economy and the construction of the National Broadband Network.

The ultimate goal for sustainable urban transport should be to have active transport such as walking and cycling and public transport as the preferred mode for any journey.

Public transport and road improvements to improve travel times, reliability and accessibility

For the SHOROC region there are a number of regional issues to be considered in working to improve travel times, reliability and accessibility.

- The high level of jobs containment in the region and large number of journeys within the region for business and recreation highlight the need to also focus on improving public transport and car journey times for travel within and around the region, not just the commute to and from the region.
- As much of the public transport is on the major corridors, there continues to be a need for greater strategic planning and more investment in park and ride facilities as they can be effective in assisting people to move to public transport. However, expansion of park and ride facilities needs effective partnerships between local and state governments.
- There is a need to recognize and cater for different types of traffic to just the morning and afternoon peak. For example the road corridors can often be at their most congested during the weekend as people travel to visit natural assets (eg. Beaches in summer or sportsgrounds) and conduct their local business (shopping centres, local centres).
- The interaction of the north-south Pittwater/Spit/Military Road corridor with the CBD, particularly Wynyard, is a critical factor in public transport planning. As outlined above, SHOROC considers there is a need to greater use existing underground space such as the redundant tram tunnels under Wynyard for servicing the public transport system from our region.
- There is a need to maximise the use of ferries and as such SHOROC supports competition with a focus on improved services and greater integration with other public transport services such as the bus network through coordinated timetabling.
- The provision of Wifi on all public transport modes would greatly improve the attractiveness of the bus network across the SHOROC region.

Integrating ticketing and ensuring there is no 'penalty' in changing modes

Congratulations for the government's positive steps in finally moving to an integrated ticket for public transport across Sydney.

However, in developing the 'Opal' and its fare structure, there is a need to ensure that fares are calculated on a per-journey basis and not a per-mode basis so that travellers are not penalised with a new fare for each mode they take on a particular journey. Charging on this basis provides much greater flexibility for passengers to choose the route that suits their journey rather than the one that includes the least changes.

This will become particularly important for the residents of the Northern Beaches and Mosman if the government does start terminating more buses in the Wynyard precinct to cut the number of buses in the city and expecting passengers to change to rail or light rail to travel the rest of their journey.

It will also enable greater patronage of the east-west Warringah Road public transport corridor (once the government invests in this route) as an alternative route or transport mode to the CBD or centres across the northern Sydney region such as Macquarie Park.

Alternative transport modes such as community bus services, cycling, walking and car share

The inclusion of walking, cycling and alternative modes of transport in the Master Plan is supported. Recommendations to improve active and alternative transport modes are as follows:

- There should be a much greater use of community bus services and integration with these services with each other and commercial operators. A key issue that needs to be resolved is that under the current regulatory framework in NSW, Council-provided community bus services are unable to recover costs by charging passenger because of competition restrictions. These services have the ability to feed into the main transport routes as well as provide a local public transport solution and could, with the support of the government through regulatory reform, help achieve a public transport system with a much broader reach meeting the needs of all the community.
- The commitment to cycling and pedestrian strategies (pp 143-144) is supported. However, these need to be integrated with local council strategies and action plans such as Bike Plans and Pedestrian Access and Mobility Plans (PAMPs) so there is consistency in direction and priorities across the two levels of government.
- Active transport including cycleways should be strongly supported and a fully interconnected cycle network should be rolled out across Sydney, filling in the gaps and fixing choke points, and heavily promoted through tools such as public signage and on-line trip planners. A priority in all new infrastructure planning and renewal should also be the inclusion of cycleways where feasible as the cost of construction is much lower than if there is a need to retrofit.
- The recognition of cycling and walking as significant transport modes is welcomed and local area planning and investment should, in particular, drive a mode shift towards cycling and walking for most short trips but also increase the proportion of cycling (and a lesser extent walking) for longer trips. The same support and tools provide for cycling should be provided for walkers with greater investment in safe walking routes and pedestrian-focussed maps, signage and trip planners. The relationship of the proposed Pedestrian Strategy to the draft NSW Walking Strategy being developed by the Premier's Council for Active Living should be clarified particularly as the latter is intended to guide the NSW Government's investment in walking over the next decade.
- Integration of active transport with other transport modes should also be a priority, with initiatives such as cycling friendly facilities on public transport and secure bike storage at park & ride facilities and intermodal stations.
- Car share services are becoming more prevalent and a number of companies operate car share services in the metropolitan area. It is claimed that car share replaces up to eight privately owned cars and the implications of car share for future road capacity and local parking infrastructure should be addressed in the Masterplan.

6. Major recommendations for the Long Term Transport Master Plan

SHOROC has identified the integrated package of priority transport improvements for the short-term and the medium-to-long-term for the SHOROC region as outlined in Section 4 and 5 above.

The major recommendations for inclusion in the final NSW Long Term Transport Master Plan are:

Short-term (0-5 years) package of measures

- Corridor planning:
 - Elevation of the Warringah Road corridor as a major corridor under significant constraint and requiring public transport and targeted road improvements, particularly with the construction of the Northern Beaches Hospital to commence in 2013/14
- Northern Beaches Bus Rapid Transit system for the region focussing on an integrated and rationalised network for the Pittwater/Spit/Military Road and Warringah Road corridors, including:
 - full BRT on the north-south route from Mona Vale to the CBD as outlined in Section 4 above, incorporating Spit Bridge augmentation as recommended by Infrastructure NSW
 - Express Buses and bus priority measures as outlined in the BRT pre-feasibility report (effectively 'BRT-lite') on the east-west route from Dee Why to Chatswood.
 - Construction of targeted park & rides to maximise patronage of public transport
- Targeted road upgrades:
 - Upgrades to the Warringah Road corridor focussed on grade separation at the intersections of Warringah Road with Wakehurst Parkway and Forest Way, and to Wakehurst Parkway to provide flood-free access, which are critical to the construction of the Northern Beaches Hospital at Frenchs Forest.
 - Mona Vale Road upgrade to a divided dual-lane carriageway for its full length through to Mona Vale to improve safety and efficiency, and enable Warriewood/Ingleside growth.
- Integrated regional transport and land-use planning
 - Development of regional transport plan in partnership with SHOROC and councils to deliver the priority infrastructure required, to maximise the efficiency of the network and seek to manage demand and promote alternative transport. This could be linked to the Metropolitan Strategy Sub-regional planning process.
- Greater integration of the ferry network with other transport modes
- Introducing integrated ticketing as a matter of priority across all transport modes and ensuring there is no 'penalty' in changing modes
- Measures to manage transport demand and to improve public transport and road travel times, reliability and accessibility as outlined in Section 5 above.
- Increased focus on alternative transport modes such as community bus services, cycling, walking and car share.

Medium-long term (5-20 years) package of measures

- Extension or augmentation of the Northern Beaches Bus Rapid Transit system for the region, including:
 - Upgrading of the public transport links from Dee Why to Chatswood from Express Buses to a segregated BRT and potentially light rail or other greater capacity transport as needed.
 - Incorporation of the north-south BRT route from Mona Vale to the CBD into the proposed Northern Beaches Link (see below).
 - A new underground Neutral Bay interchange for the Spit/Military Road BRT line to also serve buses from Sydney's North West, linking to a metro-style rapid transit service to Wynyard that travel across the Harbour Bridge and under Wynyard using the redundant tram tunnels.
- The Northern Beaches Link (proposed by Infrastructure NSW), from the Gore Hill Freeway to the Burnt Bridge Creek Deviation via a tunnel under Mosman and a new bridge over the Spit, combined with the BRT from the Northern Beaches to the CBD. .

7. Next steps to make it happen

The next steps to be implemented in the coming year to deliver this integrated package of improvements for the transport system across the SHOROC region are outlined below. SHOROC would welcome a partnership approach between the councils and the NSW Government in the delivery of all these elements.

Proposed next steps to be implemented in partnership with SHOROC

- **To incorporate the proposed recommendations outlined in Section 5 of this submission in the final NSW Long Term Transport Master Plan**
- **To commence immediately detailed planning and concept planning to deliver as a priority the fast Bus Rapid Transit system on the north-south corridor from Mona Vale to the CBD via a median bus lane.**

Serious consideration needs to be given to tidal flow arrangements for this corridor which could potentially come into operation only south of Manly Vale or even the Spit where no further stops are required in order to minimise operational issues. The BRT report noted that limited assessment was made of tidal flow arrangements and that the benefits and impacts could be more confidently predicted through a concept planning process.

The BRT is similar to that proposed as Option 2 in the BRT pre-feasibility report. Bus Network Rationalisation is supported and should be considered as part of this planning.

Establishing this BRT would incorporate Spit Bridge augmentation as recommended by Infrastructure NSW.

This planning should also outline the impact on the retail corridor should the planning determine that the optimal implementation is for the BRT to operate in the kerbside lane. It is noted also that the BRT report options included a proposed 24hr bus but the report also stated that variations could be made by pursuing something less than 24 hr dedication which mitigate the impact on on-street parking but do not compromise travel time and other BRT benefits.

- **To give greater priority to the Warringah Road corridor in the NSW Long Term Transport Master Plan and other NSW Government strategies because of its criticality to the region, impact on economic development, and the increased importance with the construction of the Northern Beaches Hospital and proposed Frenchs Forest health precinct.**
- **To allocate funding and commence detailed planning and design work as a whole-of-government approach in conjunction with NSW Health and Planning to deliver the grade separation at the intersections of Warringah Road with Wakehurst Parkway and Forest Way, as well as upgrades to Wakehurst Parkway to provide flood-free access to the Hospital.**

These works are required as a critical part of the construction of the Northern Beaches Hospital at Frenchs Forest and should be implemented as part of the Hospital design and construction.

- **To commence detailed planning to deliver as a priority optimal fast public transport links from Dee Why to Chatswood.**

SHOROC proposes an initial focus on the provision of frequent and direct Express Bus services and bus priority measures, potentially with a T3 lane rather than a 24hr bus lane on the road corridor to reduce the impact on car traffic. It is noted that the Strategic Transport Assessment for Frenchs Forest stated that a BRT would be well patronised and that the hospital construction is consistent with and adds to the case for the establishment of a BRT on this corridor.

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Proposed next steps (continued)

- To conduct an assessment to identify the optimal location and begin planning for construction of targeted park & rides to maximise patronage of the BRT and bus services.
 - To allocate further funding and commence the next stage of planning and design work to upgrade Mona Vale Road to a divided dual-lane carriageway for its full length through to Mona Vale to improve safety and efficiency, and enable Warriewood/Ingleside growth.
 - To establish a SHOROC regional transport planning committee with General Manager level representatives from councils, Transport for NSW and the Department of Planning & Infrastructure to develop a regional transport plan and oversee the delivery of priority infrastructure, to maximise the efficiency of the network and seek to manage demand and promote alternative transport.
 - To develop an immediate plan to implement over the coming year the potential short term/interim BRT measures described on page 63-66 of BRT pre-feasibility report.
 - To implement the bus network rationalisation proposed in the BRT pre-feasibility report, extended to cover the entire region and integrate the bus network of the Warringah Rd and Mona Vale Road corridors with the Pittwater/Spit/Military Road corridor into a single public transport network.
 - To seek interest should from the private sector on the acceleration of the delivery of the proposed Northern Beaches Link, from the Gore Hill Freeway to the Burnt Bridge Creek Deviation via a tunnel under Mosman and a new bridge over the Spit, combined with the BRT from the Northern Beaches to the CBD.
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Further information

For more information visit the SHOROC website www.shoroc.com or contact SHOROC:

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