



SHOROC REGIONAL TRANSPORT POLICY 2002

Vision

The provision for the SHOROC region of a high standard, convenient, demand managed, public transport system, in conjunction with a well connected road network which incorporates an additional crossing of Middle Harbour, and which is not reliant on significant population increases in the SHOROC region.

The Regional Context

The SHOROC group of Councils incorporating Manly, Mosman, Pittwater and Warringah, is committed to working together in partnership with all State Government agencies and transport service providers to achieve an effective regional transport system.

The SHOROC region has major transport shortcomings in comparison with other parts of the Greater Sydney Region. It is physically separated by topographical constraints and waterways, has no rail transport system and relies exclusively on only three roads linking the peninsula with the remainder of Sydney. The three access points are the Spit Bridge, Roseville Bridge and Mona Vale Road. The Spit and Roseville Bridge routes, and to a lesser extent Mona Vale Road, have a long history of capacity problems resulting in traffic delays and congestion, particularly during the peak period.

The region also has a growing population of over 240,000 with a strong sense of community and identity associated with the beach, coastal waterways and the bush. It is imperative that any future transport system does not negatively impact on the area's unique character.

This policy was established in consultation with State Government agencies and local transport service providers to ensure an encompassing vision for the future provision of transport infrastructure and services in the SHOROC region, including public transport. It aims to guide the actions of the SHOROC Councils and their partners to improve existing transport systems to provide more sustainable community outcomes.

Future transport improvements must ensure good levels of access to urban activities in an equitable manner, while protecting and improving the quality of the urban environment. Reduction of traffic congestion and air pollution levels remain key challenges to be addressed.

1.0 Shared Principles

1.1 The SHOROC Councils have complied with State Government initiatives for urban consolidation and now call upon the State Government to make a firm commitment to implementing the key directions and strategies outlined in this policy.

1.2 The SHOROC Councils stand by the Section 117 Direction from the Minister (1980) which states:

“any proposal for major increase in residential zoning on Warringah peninsula, should be accompanied by evidence that additional employment opportunities exist or have been created and/or that the capacity of the transport system has been upgraded to cater for the proposal.”

1.3 SHOROC welcomes the principles of the draft SEPP 66 Integrating Land Use and Transport, which should be stringently applied to any future land release.

1.4 The State Government in consultation with Local Government should review the potential impact on the current transport system prior to any further land release.

1.5 There is a need to provide for an urban environment that reduces reliance on the private motor vehicle, and encourages walking, cycling and public transport as realistic and viable alternatives to private car use. To this end, mobilisation of all sections of the community and effective education is required.

2.0 Getting More People on Public Transport – Making Buses Better

- 2.1 The SHOROC Councils will work with State Government agencies and transport providers to develop integrated, efficient and effective forms of public transport, including improvements to buses and ferry services and their associated infrastructure.
- 2.2 SHOROC will work with the State Transit Authority (STA) to increase marketing and promotion of public transport through an improved communication and public education strategy. SHOROC will seek involvement in public transport promotions, including the promotion of public transport to ‘special events’ in the region.
- 2.3 There needs to be greater priority for buses on our road system. SHOROC will work closely with the bus operators and the RTA on the implementation of transit lanes, T3/T2 lanes, bus bays, bus lanes and ‘B’ signals for bus priority travel. Further opportunities to implement clearways and T2/T3s to increase bus priority **during peak hours** will be investigated.¹
- 2.4 SHOROC recognises the limitations of an effective weekend public transport system using the existing road infrastructure.
- 2.5 An effective bus system needs to be user friendly with high quality vehicles and bus stop facilities. Buses need to be accessible to the whole community in terms of physical access. SHOROC will support accessible vehicles through the provision of accessible bus stop facilities, footpaths and lighting facilities.
- 2.6 SHOROC will investigate further potential Park & Ride sites while supporting existing facilities.
- 2.7 SHOROC will investigate opportunities, including grant funding for trials, for small feeder bus services to ensure connections to major services at key interchange points.
- 2.8 SHOROC will liaise with the Police to gain continued regular enforcement of transit lanes and bus priority measures.
- 2.9 SHOROC will lobby for funds to upgrade Mona Vale Road and Wakehurst Parkway north of Warringah Road for their whole length to accommodate buses and bicycles. SHOROC will also lobby for intersection improvements at intersections of Warringah Road with Wakehurst Parkway and Forest Way to improve bus services, urban freight and general traffic.

¹ Mosman Council does not support the extension of the T3/Clearways through Mosman.

3.0 Travel Demand Management - Making the Transport System Better

- 3.1 Transport should be managed in a systematic and integrated way, providing seamless interchange between modes wherever possible.
- 3.2 SHOROC Councils will implement measures to increase the number of commuters participating in car pooling.
- 3.3 SHOROC Councils will implement a common approach within Local Government to the management of on-street and public off-street parking.
- 3.4 The SHOROC Councils are committed to planning strategies that reduce reliance on the car, including co-locating residential housing near public transport and reducing average trip distances to major activities such as work.
- 3.5 SHOROC Councils will implement policies to increase employment within the region and actively promote small business. SHOROC will help create a favourable environment to attract new business to the region.
- 3.6 Walking and cycling facilities will be extended and promoted.
- 3.7 SHOROC will work with transport providers to develop strategies which achieve a higher mode split in favour of public transport for all trip purposes.
- 3.8 SHOROC will actively support integrated ticketing between bus and ferry services.
- 3.9 SHOROC Councils will investigate opportunities for a levy on developers to subsidise the provision of public transport infrastructure and services.
- 3.10 SHOROC will actively support legislation to ensure the enforcement of transit lanes by the use of fixed cameras at key locations.
- 3.11 Public transport fares to work should be competitive as an alternate to private car use. SHOROC will assist in the development of an education campaign to highlight the true cost of private vehicle use compared with other modes. Measures to promote Travel Demand Management are supported.
- 3.12 SHOROC will lobby the State Government to review the Passenger Transport Act 1990 to allow greater flexibility in providing private and public bus services.
- 3.13 SHOROC will support the promotion of travel blending solutions which encourages individuals to use alternate modes of transport for at least part of each journey.

4.0 Making Transport Safer

- 4.1 SHOROC will work with the RTA and freight industry to develop a suitable network for freight movements, particularly large urban freight vehicles carrying dangerous or prohibited loads.
- 4.2 SHOROC will lobby for safety improvements to arterial roads, in particular Mona Vale Road (provision of climbing lanes and intersection upgrades), and Wakehurst Parkway (provision of climbing lanes and intersection improvements at Warringah Road). Improvements to road conditions on Spit Road at the Spit Hill bends also remain a priority.
- 4.3 Late night and weekend public transport services are needed, particularly to meet the needs of the young community at night when entertainment venues close. SHOROC will work with the State Government to implement 'youth friendly' late night transport, including buses and taxis.

5.0 Long Term Travel Demand Management

- 5.1 Long term solutions for the SHOROC region will incorporate public transport, cycling and walking solutions, as well as private vehicle use.
- 5.2 Long term solutions should not depend on the development of infrastructure which is reliant on significant population increases in the region for its operation.
- 5.3 Measures such as teleworking which have the potential to reduce the volume and length of trips are supported.
- 5.4 Economic incentives that encourage the purchase of long-term public transport passes, or encourage higher occupancies in vehicles are supported.
- 5.5 The provision for the SHOROC region of a high standard, convenient public transport system, in conjunction with a well connected road network which incorporates an additional crossing of Middle Harbour, and offers alternate routes for urban freight will be investigated.
- 5.6 SHOROC will pursue the analysis of various options for tunnel crossing of Middle Harbour in line with this policy.