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28 June 2013

The Hon Brad Hazzard MP
Minister for Planning and Infrastructure
C/o Draft Metropolitan Strategy for Sydney
Department of Planning & Infrastructure
GPO Box 39
Sydney NSW 2001

Dear Minister Hazzard

Submission on the *Draft Metropolitan Strategy for Sydney to 2031*

SHOROC is a partnership of Manly, Mosman, Pittwater and Warringah councils led by a Board of the council Mayors and General Managers. Collectively we represent a population of 280,000 residents who contribute over \$20 billion annually to the NSW economy, and a region of over 288km².

I write on behalf of the four SHOROC councils to provide input to the development of the new Metropolitan Strategy for Sydney in response to the *Draft Metropolitan Strategy for Sydney to 2031*.

Please find attached a copy of SHOROC's submission.

We would welcome further discussions with you on the recommendations discussed in this submission. For further information or to arrange a meeting please contact Mr. Ben Taylor SHOROC Executive Director on (02) 9905 0095 or ben.taylor@shoroc.com.

Yours sincerely

Cr Michael Regan
SHOROC President, Mayor of Warringah



SHOROC Submission

Draft Metropolitan Strategy for Sydney to 2031

June 2013

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1. Introduction & background

SHOROC is a partnership of Manly, Mosman, Pittwater and 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 and vibrant communities and as such regional and local planning are of major importance.

Local government will play a pivotal role in the future of greater Sydney. SHOROC welcomes the opportunity to provide a submission on the Draft Metropolitan Strategy for Sydney to 2031 and its proposals for the future of Metropolitan Sydney.

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

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.

Shaping Our Future outlines a clear direction for the future of the Northern Beaches and Mosman based on significant analysis of regional constraints and opportunities as well as decades of on-the-ground experience and studies.

While it is understood the Subregional Delivery Plans are envisaged to be more detailed than this strategy, *Shaping Our Future* forms a strong base on which to build and its major infrastructure priorities should be included directly in the North Subregion section of the Metropolitan Strategy. It also demonstrates the outcomes that can be achieved by councils collaborating through ROCs and working in partnership with the NSW Government on infrastructure planning and delivery.

This submission

The submission is structured to provide comments as follows:

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2. Major comments regarding the Metropolitan Strategy

Major comments regarding the *Draft Metropolitan Strategy for Sydney to 2031* are outlined below. Further detail is provided in the subsequent sections.

2.1 Support for the Metropolitan planning approach

SHOROC supports the overall approach and principle of developing and delivering a Metropolitan Strategy as an integrated and coordinated long term strategic plan for greater Sydney. This is further strengthened by the proposal that the Strategy and Subregional Strategies be established as statutory documents.

Many of the objectives of the Draft Strategy are also supported, particularly those that promote and enable integrated land use and infrastructure delivery, greater connectivity, encourage subregional planning and cooperation, focus increased densities around centres and strategic transport corridors, facilitate healthy and resilient environment, and encourage increased containment and local job creation.

2.2 Strategic planning for Sydney's north

Existing high-level subregional plan for the Northern Beaches and Mosman. SHOROC has developed *Shaping Our Future* as a high-level regional strategy for transport, health, housing and jobs and this should form the base for the planned Subregional Delivery Plan. It also demonstrates the outcomes that can be achieved by councils collaborating through ROCs and working in partnership with the NSW Government on infrastructure planning and delivery.

Infrastructure priorities for the SHOROC region. *Shaping Our Future* identifies the major infrastructure priorities for the Northern Beaches and Mosman and these should be clearly identified in the Metropolitan Strategy, particularly the subregional priorities sections and maps, for subsequent inclusion and implementation under the Subregional Delivery Plan. Comments are as follows:

- SHOROC supports the inclusion of the Northern Beaches Hospital including the major new Frenchs Forest campus and the creation of an associated Specialised Precinct. However, the complementary campus of the Hospital at Mona Vale should also be identified in the Strategy.
- SHOROC welcomes the Draft Metropolitan Strategy's inclusion of transport infrastructure improvements for the region and the goal of strengthening connections with Global Sydney and the Global Economic Corridor. The focus on providing mass-transit on the Pittwater/Spit/Military Rd corridor and extending it to the Warringah Road corridor is strongly supported.

However, to achieve the overarching goal to address significant congestion now and enable future growth, there is a need to deliver these key transport upgrades for the region in the short-term, not in the medium to long-term, and these priorities should be detailed in the Strategy. Further detail on the justification for the major regional transport priorities are detailed in **Section 3** below. In summary the priorities are:

- A Bus Rapid Transit system across the region including on the north-south Pittwater/Spit/Military Road corridor from Mona Vale to the CBD, and from Dee Why to Chatswood via Warringah Road.
- 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.
- Mona Vale Road upgrade to a divided dual-lane carriageway for its full length.
- 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.
- Construction of targeted park and rides to maximise patronage of public transport.

Housing and employment planning and targets. The job and housing targets allocated to the North Subregion appear reasonable on face value provided this growth is supported by adequate infrastructure. However transparency is needed in regard to how the targets were derived and significant work will be required to allocate the targets across the region and with the LGAs. In addition, analysis of the regional centres and transport constraints clearly shows that growth should be limited until major public transport and road upgrades are delivered. Employment growth is a focus for this region and SHOROC would welcome a partnership with the NSW Government to develop a regional employment strategy.

There is very limited detail and direction in the subregional map and these should include further detail including infrastructure and town centres such as Manly, Mona Vale and Mosman.

Proposed new subregional groupings and review of ROCs. SHOROC has reviewed the proposed subregions to identify how to best achieve the objectives of the Metropolitan Strategy and the new Planning System. Key criteria are maximising effective management of growth, service delivery, integrated planning and provision of infrastructure, ability to consult effectively and the best governance arrangement to address the relevant community of interest. Due regard must also be given to the Local Government Reform program. Based on these criteria (see Section 3.3), SHOROC:

- Supports the new proposed Northern Sydney Subregion outlined in the draft Metropolitan Strategy which includes Manly, Warringah, Pittwater, Ku-ring-gai and Hornsby councils.
- Strongly opposes the proposed Central Subregion as there is no clear community of interest or links between the communities concerned, critical to effective community engagement in subregional planning. It does not align with NSW Government planning regions for health, education or NSW2021 and it will not facilitate more effective infrastructure planning.
- Argues that a new 'Inner-North' Subregion should be established which includes Mosman, North Sydney, Ryde, Willoughby, Lane Cove and Hunters Hill councils.

Councils are also currently exploring opportunities to merge SHOROC and NSROC or to transition to an alternative grouping of northern Sydney councils due to the improved integrated planning, joint services and purchasing outcomes that could be achieved. The proposed subregions above would enable the councils to collaborate to effectively coordinate and integrate transport and land use planning for northern Sydney.

2.3 Phased and integrated land use and infrastructure planning

SHOROC strongly supports the integration of transport and land use in the Metropolitan Strategy and Subregional Delivery Plans. To achieve this it is critical the new Subregional Delivery Plans truly integrate and phase infrastructure delivery under a fully-funded commitment by the NSW Government together with housing and employment delivery by councils. For example a Subregional Delivery Plan may include council zoning land parcels for increased housing density in stages over time, with progression to the next stage subject to delivery by the NSW Government of a planned road or public transport upgrade.

2.4 Working in partnership to deliver the strategy

SHOROC supports a clear link and integration between the Metropolitan Strategy and other policies such as the Long Term Transport Masterplan, State Infrastructure Plan and NSW2021 Regional Action Plans.

The Strategy represents a rare opportunity to re-write the way in which State and Local Government can cooperate to deliver effectively for the community. SHOROC would welcome a true partnership approach to developing and implementing Subregional Delivery Plans between councils and the NSW Government.

There is a need to ensure each action has clear accountabilities for delivery in terms of the agency responsible and agreed timeframes and funding commitments. A detailed implementation plan should be agreed between and committed to as a partnership by councils, the NSW Government and Commonwealth Government for delivery of the priority infrastructure for the region including clear funding mechanisms, delivery timetables and responsibilities.

3. Strategic planning for Sydney's north

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. In 2010 the councils through SHOROC developed and all formally adopted *Shaping Our Future* as the regional strategy for housing, employment, transport and health and the comments below are based on the priorities agreed in this strategy.

3.1 Infrastructure priorities for the SHOROC region to be included in Metropolitan Strategy

Comments in regard to chapters on Balanced Growth, Productivity & Prosperity, Accessibility & connectivity

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.

SHOROC supports the planned Northern Beaches Hospital and Frenchs Forest Specialised Precinct. The councils have been advocating for this new hospital for many years and welcome its imminent construction.

The current congestion surrounding the planned hospital and specialised precinct site are major barriers to any development in this area. Targeted road upgrades to Warringah Road and Wakehurst Parkway, together with high frequent mass-transit along the Warringah Road corridor, are required before this development can proceed.

An omission from the Strategy is the other complementary hospital campus at Mona Vale which should be identified in the Northern Subregion section of the Strategy as a major piece of the subregion's health infrastructure planning.

Transport upgrades are needed now to address current issues and enable appropriate future growth.

SHOROC welcomes the Draft Metropolitan Strategy's inclusion of infrastructure improvements for our region for the first time in decades and the goal of strengthening connections with Global Sydney and the Global Economic Corridor. The focus on providing mass-transit on the Pittwater/Spit/Military Rd corridor and extending it to the Warringah Road corridor is strongly supported.

However, overall the Strategy is very limited in regard to transport infrastructure for our region. To achieve the overarching goal, to address significant congestion now and enable future growth, there is a need to deliver key transport upgrades for the region in the short-term, not in the medium to long-term, and these priorities should be detailed in the Strategy.

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 Pittwater/Spit/Military Road corridor from Mona Vale to the CBD is the most congested in Sydney based on the Long Term Transport Masterplan's volume/capacity ratio figures, 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 Transport 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 two 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.
- 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 transport priorities: Bus Rapid Transit and targeted road upgrades. Key regional transport priorities are included at **Attachment 1**. In summary the priorities are:

- A Bus Rapid Transit system across the region including on the north-south Pittwater/Spit/Military Road corridor from Mona Vale to the CBD, via a median bus lane using tidal flow arrangements in peak hour, and from Dee Why to Chatswood via Warringah Road.
- 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.
- 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.
- 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.
- Construction of targeted park and rides to maximise patronage of public transport.

The Warringah Road corridor must be given higher priority by the NSW Government and solutions brought forward to the next five years, not included as potential extensions sometime in the future.

- 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 two 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 issue also conflicts with Transport for NSW's own recent studies which indicate 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 the 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 there is a fundamental need to redesign the bus network to serve the Frenchs Forest health precinct.

The Metropolitan Strategy must include a fully-funded commitment to delivering this priority infrastructure in our region if the councils are 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 land use management and role in growing the economy, protecting the natural assets and building and maintaining vibrant, connected and safe communities.

3.2 Housing and employment planning and targets

Comments in regard to chapters on Balanced Growth, Liveable City, Productivity and Prosperity

The jobs and housing targets allocated to the North Subregion appear reasonable on face value provided this growth is supported by adequate infrastructure. It is unclear as to the appropriateness of the targets in the proposed Central Subregion as it is difficult to review because of the number of LGAs included in this region and lack of detail behind the targets provided.

SHOROC has a clear policy of seeking to create more jobs closer to home, maintaining or improving our containment levels to minimise pressure on major transport routes. However, analysis of the regional centres and transport constraints clearly shows that growth should be limited until major public transport and road upgrades are delivered. The ability to provide capacity for jobs is severely hampered by poor transport which limits and adversely impacts on business to the detriment of regional job capacity.

Currently almost 50% of residents work locally in the region and almost 80% of local jobs are performed by local residents.

Unfortunately the reality is that many businesses across the SHOROC region are telling councils that unless the severe transport congestion is addressed, their operations will no longer be commercially viable and they will need to relocate to an area that is more accessible. Businesses relocating outside of the region due to the poor transport accessibility, will place even more pressure on major transport routes as residents are forced to commute even further to work.

As such, it is vital that the Metropolitan Strategy include a clear and fully-funded commitment to providing a Bus Rapid Transit system and to upgrading Warringah Road and Mona Vale Road consistent with the *Shaping Our Future* strategy (as detailed in Attachment 1).

There is also a need for coordinated assistance for the councils to drive employment generation to meet the targets for employment capacity while maintaining the high containment – the proportion of residents that live and work locally - due to concerns that time and funding constraints will be a barrier to employment growth.

One issue is growth and mixed use development in existing centres and planning new centres to meet growth and market demand. This is generally supported provided:

- Residential uses do not encroach on land zoned for commercial purposes to the detriment of local jobs
- The centres are supported by adequate infrastructure, including public transport services consistent with the Long Term Transport Master Plan's initiatives to support land use with transport.

There is very limited detail and direction in the subregional map and these should include further detail including infrastructure and town centres such as Manly, Mona Vale and Mosman.

Transparency is needed in regard to how the targets were derived and significant work will be required to appropriately allocate the targets across the region and with the LGAs. The methodology used to allocate housing targets to sub regions particularly must be discussed and made publicly available.

Under the proposed new Planning System, Regional Growth plans such as the Metropolitan Strategy are to be "*supported by other documents including agencies plans and studies, which will present detailed information on the region, including the main evidence and rationale for decision*". This information is not currently available and should be publicly released to enable informed consideration of the proposals.

This will help to achieve the NSW 2021 State Plan goal of restoring confidence and integrity in the planning system. It will also help local councils communicate with their communities the need for more housing to accommodate a growing population.

3.3 Proposed new subregional groupings and review of ROCs

Comments in regard to chapter on Subregions

SHOROC has reviewed the proposed subregions to identify how the objectives of the Metropolitan Strategy and the new Planning System can best be achieved. It is considered the primary criteria for the subregional groupings are the most effective groupings to:

- accommodate/manage growth
- streamline and integrate service delivery between councils and the NSW Government
- integrate planning and provision of infrastructure, particularly transport
- enable effective and meaningful community consultation and engagement
- facilitate the optimal governance arrangement to address the relevant community of interest.

Due regard must also be given also to the local government reform program and the inter-dependence of councils within the potential subregions.

Based on these criteria SHOROC:

- Supports the new proposed Northern Sydney Subregion outlined in the draft Metropolitan Strategy which includes Manly, Warringah, Pittwater, Ku-ring-gai and Hornsby councils.
- Strongly opposes the proposed Central Subregion as there is no clear community of interest or links between the communities concerned, critical to effective community engagement in subregional planning. It does not align with NSW Government planning regions for health, education or NSW2021 and it will not facilitate more effective infrastructure planning.
- Argues that a new 'Inner-North' Subregion should be established which includes Mosman, North Sydney, Ryde, Willoughby, Lane Cove and Hunters Hill councils.

The proposed "Central" Subregion is inappropriate, unworkable and not supported due to the following factors:

- There is insufficient justification that the harbour and focus on economic activity in the subregion override the difficulties in appropriately planning for such a diverse region accommodating such a large population.
- Community consultation would be very difficult on this scale as the population is too big for meaningful consultation, going against the community participation focus in the proposed new planning legislation. Communities don't see themselves as part of the proposed region and as such will not be able to meaningfully participate in subregional planning.
- It will not be practical and feasible to effectively manage consultation/meetings across 17 councils and state agencies and make appropriate decisions having regard to the views of communities and the best outcomes for the subregion.
- The inclusion of the majority of economic activity within this subregion goes against the centres-based policy and promotion of decentralised employment of the Strategy by relegating the other subregions to 'feeder' regions for this central grouping.
- Difficulty of effectively planning transport and land use for northern Sydney as a whole as the Central Subregional grouping will likely have little regard to the directions of the North Subregion and its priorities in connecting with Global Sydney and the Global Economic Corridor.

SHOROC considers a significantly more effective arrangement is to establish a new 'Inner-North' Subregion which includes Mosman, North Sydney, Ryde, Willoughby, Lane Cove and Hunters Hill councils. Key reasons are:

- Creates considerably better opportunity for stronger integration of land use and transport planning, a key priority of the Metropolitan Strategy, and greater flexibility to plan employment and housing growth along priority transport corridors and major centres across northern Sydney to improve containment.
- Would enable the Inner-north and North Subregions to collaborate to integrate planning land-use, transport, health, education and other services on a broader scale, which would be very difficult if the inner-north councils were included in the Central Subregion. The potential creation of a ROC covering both these subregions would also enable this ROC to facilitate or lead this coordination process.
- Capacity for much stronger integration with other NSW Government service delivery and infrastructure planning, including alignment with NSW Health, NSW Education, and NSW2021 Regional Action Plan boundaries.
- Clear connections and communities of interest, making consultation more feasible. The North Shore and Northern Beaches, while distinct communities (and sub-communities) are strongly connected in regard to employment, housing, sport, recreation, education, health, and other aspects of people's daily lives. This significantly increases the likelihood of meaningful engagement for the significant consultation planned on a subregional level.
- Good existing working relationships between the councils and bodies such as SHOROC and NSROC to facilitate collaboration and coordinate subregional planning. Also more adaptable to any potential future changes in the form of local government.

Councils are also currently exploring opportunities to merge SHOROC and NSROC or to transition to an alternative grouping of northern Sydney councils due to the improved integrated planning, joint services and purchasing outcomes that could be achieved. The proposed subregions above would enable the councils to collaborate to effectively coordinate and integrate transport and land use planning for northern Sydney.

4. Phased and integrated land use and infrastructure planning

Comments in regard to chapters Balanced Growth, Liveable City, Productivity and Prosperity, Accessibility & connectivity

SHOROC strongly supports the integration of transport and land use in the Metropolitan Strategy and Subregional Delivery Plans.

As outlined above SHOROC is open to meeting appropriate targets for growth in housing and jobs in our region consistent with the targets in the Draft Metropolitan Strategy. 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 issue to date has been there has not been a truly 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 are 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, and the community will simply not accept additional growth without new transport infrastructure.
- 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.

It is critical the new Subregional Delivery Plans truly integrate and phase infrastructure delivery under a fully-funded commitment by the NSW Government together with housing and employment delivery by councils. For example a Subregional Delivery Plan may include council zoning land parcels for increased housing density in stages over time, with progression to the next stage subject to delivery by the NSW Government of a planned road or public transport upgrade.

To enable this to be planned and delivered effectively the Subregional Boards will need to include appropriate senior NSW Government representatives and the Subregional Delivery Plans must come with government/cabinet commitment to fully fund infrastructure before rezoning proceeds.

The Plans and process will also need to enable adaptability for major proposals, for example for potential unsolicited proposals such as the F3-M2 tunnel or proposed Northern Beaches Link.

5. Working in partnership to deliver the strategy

Comments in regard to chapters on Delivery Plan for the Strategy

SHOROC supports a clear link and integration between the Metropolitan Strategy and other policies such as the Long Term Transport Masterplan, State Infrastructure Plan and NSW2021 Regional Action Plans.

The Strategy represents a rare opportunity to re-write the way in which state and local government can cooperate to deliver effectively for the community.

SHOROC welcomes a true partnership approach to development and implementation of the Subregional Delivery Plans between councils and the NSW Government. The SHOROC councils have worked with the NSW Government in this way in recent years, developing a high-level version of a Subregional Delivery Plan *Shaping Our Future*, outlining directions for housing and employment growth and realistic infrastructure priorities, and then working in partnership with local MPs and the NSW Government for implementation of this infrastructure.

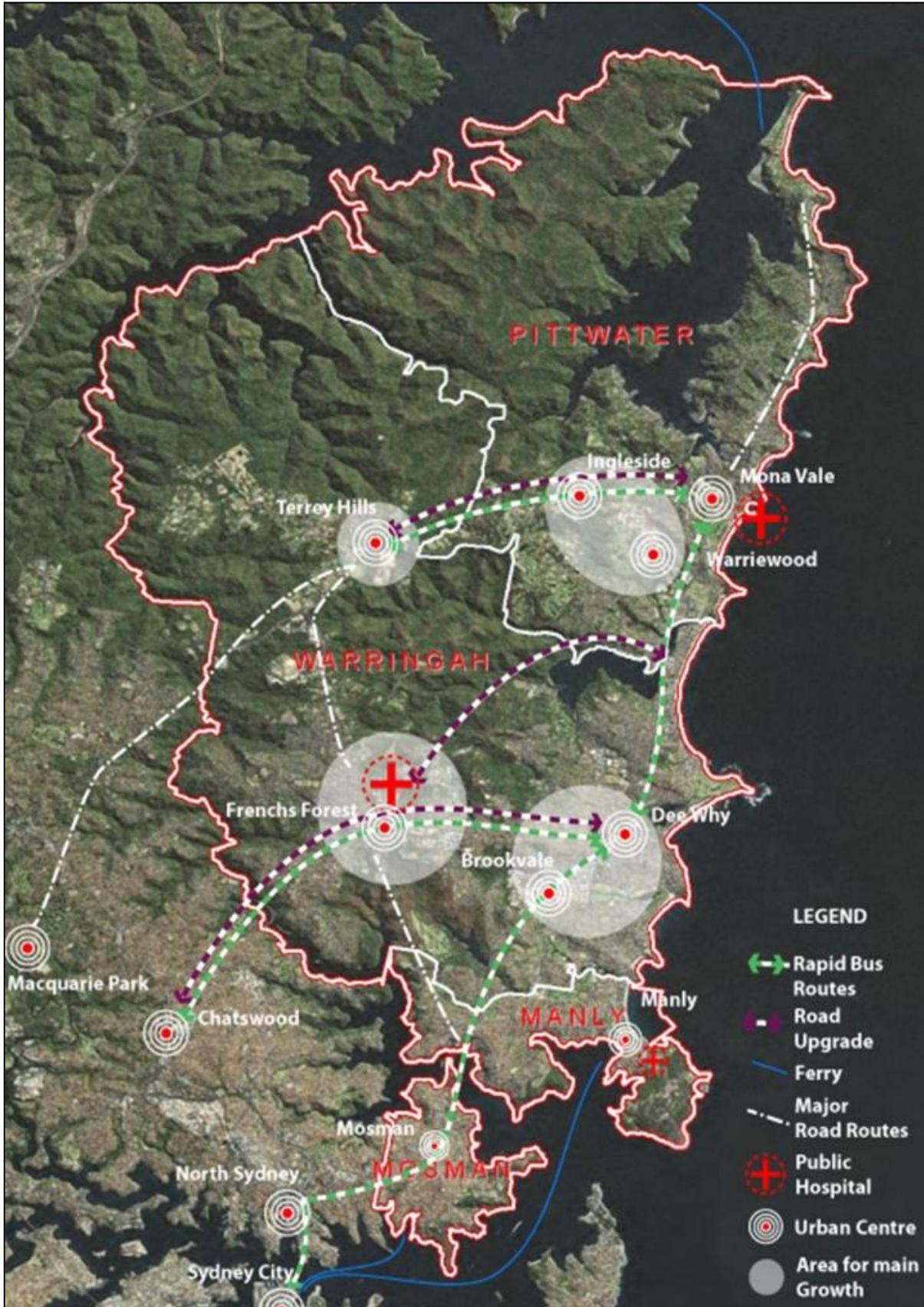
Central to the development and implementation of the Subregional Delivery Plans are the Subregional Boards proposed under the new Planning System. There is a need to ensure that these Boards provide a fair and equitable forum for each council to provide meaningful input into decision-making on behalf of their communities. It is also considered that the charters for these Subregional Boards should be developed and incorporated in the final Metropolitan Strategy.

SHOROC supports giving the Strategy statutory force and impose due responsibility on all agencies, not just local government, for its coordination and implementation. Accountability of preparation and delivery is needed on a state as well as a local level. This is vital to ensure that those priorities agreed by Cabinet in state, city-wide and regional plans are funded by Treasury and implemented by the agency responsible, as successful implementation of local plans rely on delivery of these priorities such as transport infrastructure, which have in the past been outlined in state planning documents but not delivered.

There is a need to ensure each action has clear accountabilities for delivery in terms of the agency responsible and clearly agreed timeframes and funding commitments. A detailed implementation plan should be agreed between and committed to as a partnership by councils, the NSW Government and Commonwealth Government for delivery of the priority infrastructure for the region including clear funding mechanisms, delivery timetables and responsibilities.

Attachment 1: Major transport infrastructure priorities

Major infrastructure priorities and directions for housing & employment (*Shaping Our Future, 2010*)



2. 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 and 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

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 Transport 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.