

**Supplementary
Submission
No 20a**

INQUIRY INTO DEVELOPMENT OF THE TRANSPORT ORIENTED DEVELOPMENT PROGRAM

Organisation: Northern Beaches Council

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The Director,
Inquiry into Development of the Transport Oriented Development Program,
Parliament House,
Macquarie Street,
Sydney NSW 2000

NSW Parliamentary Inquiry: Development of the Transport Oriented Development Program

The Northern Beaches Local Government area has fifty-five suburbs within its boundaries and at the 2016 Census an estimated population of 266,344. This was an increase of 15,150 people or 6.4% from 2011 to 2016. Public transport in this area consists of buses, ferries, taxis, and other share riding services. There is no heavy or light rail transport options servicing this area leading to the area being more reliant on cars as a means of transportation.

Any changes to the land use along either of the two east-west spines or along the main north-south corridor needs to consider the existing issues on the state and regional road networks connecting the area to the Greater Sydney Region.

Noting there are no local centres included in the current proposal, but the potential to be included in future programs, Council would expect suitable infrastructure to be provided as any future development area come online.

Bus servicing can cater for limited additional growth with current network delays affect the current level of service with any uplift negated by road network conditions.

Unlike the French Forest Planned Precinct issues where an additional 2000 dwelling and a considerable amount of commercial floor space in planned, these proposed uplift areas need to be provided with infrastructure in the current forward program from TfNSW to improved access or travel times between the precinct and the key transport and employment hubs.

Whilst Transport 2056 discusses some of the broader requirement detailed delivery plans need to be developed prior to any precincts being released that do not have existing rapid transit services (Metro, Heavy Rail, or Light Rail), or provision for improvement to Public Transport connectivity between the proposed precinct and the nearest rapid transit location. Where high frequency bus services are proposed additional road network consideration needs to be given to providing suitable road

space to operate the services at the frequency required. There is no point in providing additional buses if they are held up in general traffic either heading to their destination or cycling back through the network to undertake their next run.

Transport Orientated Development also needs to consider a reduction in motor vehicle ownership in the precinct and how this translates into residents and visitors moving around the region. When the provision of parking is creating additional congestion other measures need to be looked at to determine what the appropriate balance is as the precinct develops.

Active Transport, both locally and connecting to other key destinations needs to be considered in the early stages of planning to allow this infrastructure to open to users early in the development process.

Between breaking the cycle of single occupant car travel and increasing public transport patronage, early intervention is required to reduce the reliance on cars increasing in the future precincts, so public and active transport options are the first choice of new and existing residents. This will go a long way to providing the travel behaviour change required to reduce the overall infrastructure spend/population increase cost to the community.

Sincerely

Phillip Devon
Manager – Transport Network
Northern Beaches Council