

## The Newport Residents Association

First, The Newport Residents Association endorses and supports the submission made on behalf of CABPRA by Mr David Owen.

Specifically, we wish to emphasise that this *Move Northern Beaches Transport Strategy* draft still includes reference to a B-Line service to Newport, which has been abandoned by TfNSW due to insurmountable technical issues and a spectrum of further practical issues. So all such references (including in maps) need to be deleted.

Of course that in no way removes the need – and the Government commitment – to providing an improved bus service north of Mona Vale, in particular for those residents needing an efficient public transport service between their homes and the city and/or the lower north shore.

Since the curtailment of the proposal to extend the B-Line beyond Mona Vale, the NRA has run an online survey, content & results summarised as follows:

- \* **Additional Express (E88) buses which are the quickest way to get to the City**
- \* **Extended hours of operation of these Expresses, to 10am in the morning and commencing at 3pm in the afternoon**
- \* **L90 needs to be retained with more buses, ie increased to 2 per hour all day**
- \* **Two of the 199 services be replaced by the L90**
- \* **L90 & 199 must continue to service the 'Newport Loop' & run to North Avalon or Palm Beach**
- \* **Keoride service should link not only to the B-Line but to any E Bus which means Avalon or Newport, not just Mona Vale**

Participants were invited to “Please complete the following survey” (with the result shown alongside each option):

“Are you in favour of the improved Bus services as suggested above? (Just click your answer)

**YES** 90.4%

**NO** 3.8%

**PREFER A VARIATION TO ABOVE** 5.8%”

Commenting further, more widely, on the *Move Northern Beaches Transport Strategy*, with regard to your “Theme 1: Accessible and Liveable Places” it is critical that this filter is applied to ALL future transport decisions. It will be anything but an improvement if liveable and inviting village centres are destroyed by being converted primarily into transport corridors (as has recently happened in Cremorne and Neutral Bay). Transport must always be a servant to the communities it is designed to enhance and NOT become a foreign invader of these communities.

On “Theme 3: Public Transport” we acknowledge the 2020 objective of an efficient Dee Why-Chatswood public transport service. However, it is an EQUAL priority for the Mona Vale-Macquarie Park recommendation, if the Pittwater and Narrabeen regions are to be thought of as integrated zones of the NBC. Perhaps even more important to this accessway, is that it will need to have the infrastructure in place to address the proposed uses and densities of the future Ingleside development BEFORE any definitive rezonings are made for that area.

Finally, on “Theme 5: Smart Parking Management”, it needs to be intrinsic to the planning that “town centres” are very different to “village centres” with consequent very different parking criteria. Visits to a “town centre” are generally more focused and technical in nature, while visits to a “village centre” are of a more meandering, casual nature, the motivation to visit being because of the welcoming, more emotional appeals of a village. It is paramount that planning for village parking does not turn ANY village into a “park & ride” depot.

From a community viewpoint the template the NBC is endeavouring to formulate must strive to ENRICH the beautiful natural environment in which we live (and, hopefully, work and study) not lead to its destruction.