

<b>ITEM 8.3</b>	<b>WALK MANLY - PEDESTRIAN ACCESS &amp; MOBILITY PLAN</b>
<b>REPORTING MANAGER</b>	<b>EXECUTIVE MANAGER TRANSPORT &amp; URBAN</b>
<b>TRIM FILE REF</b>	<b>2017/366400</b>
<b>ATTACHMENTS</b>	<b>1 Manly Beach, Wharf &amp; Town Centre - Pedestrian Access &amp; Management Plan (Included In Attachments Booklet)</b>

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### EXECUTIVE SUMMARY

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#### PURPOSE

To seek Council adoption of Walk Manly – Pedestrian Access and Mobility Plan (PAMP).

#### SUMMARY

Walk Manly – Pedestrian Access and Mobility Plan (PAMP) is a comprehensive strategic action plan developed to identify existing pedestrian access needs, manage future demand and enhance pedestrian access for all ages and mobility.

A PAMP study provides a framework for developing or improving pedestrian routes through key areas to maximise their accessibility. It aims to identify and coordinate the mobility needs of all sections of the community. The outcome once recommended actions have been implemented should be a safe, convenient and integrated pedestrian network.

The Walk Manly Plan was endorsed for public exhibition at the Council Meeting held on Tuesday 27 June 2017. The 28 day community engagement period was extended by 14 days to account for the fact that the school holiday period fell within the engagement period. Twenty-eight (28) submissions on the draft PAMP were received.

The Walk Manly PAMP is recommended for adoption by Council.

It is to be acknowledged that major infrastructure works identified in Walk Manly will require further detailed design work and will also be the subject of further community consultation and approval through the Local Traffic Committee and, in the case of signalised intersection treatments, through Roads & Maritime Services (RMS).

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### RECOMMENDATION OF GENERAL MANAGER ENVIRONMENT & INFRASTRUCTURE

That Council:

- A. Adopt the Walk Manly – Pedestrian Access and Mobility Plan and commence programming of works in future operational budgets.
  - B. Use the prescribed works in the Plan to inform the development of Council's future capital program.
  - C. Work with the community to deliver infrastructure outcomes detailed in the Walk Manly – Pedestrian Access and Mobility Plan.
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## REPORT

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### BACKGROUND

Connecting people to place by walking ensures a healthy and active community with reduced traffic congestion and parking demand. In order to support this, it is essential that walking networks provide connections to destinations which are convenient, welcoming and safe.

Council prepared Walk Manly, with financial assistance through the RMS Active Transport Grant Funding Program, to review and audit the pedestrian network and associated facilities along the Manly beachfront, town centre and wharf areas. The PAMP then recommends improvements to the pedestrian network and prioritises those recommended actions to assist Council to prepare future works programs for implementation of the actions.

Council endorsed Walk Manly PAMP for public exhibition at the Council Meeting held on Tuesday 27 June 2017 and resolved that it be returned for further consideration at the conclusion of the exhibition period.

The PAMP has been prepared on the basis of the following priority principles:

- Facilitate sustainable improvements regarding pedestrian access and priority, particularly in areas of pedestrian concentration
- Reduce access severance, as well as enhance safe and convenient crossing opportunities on major roads
- Identify and propose solutions to any pedestrian “crash clusters”
- Improve personal mobility and safety of persons with a disability and senior citizens by favouring pedestrian infrastructure and facilities which cater to all users
- Provide links with other transport services to achieve an integrated network of transport facilities that comply with best practice technical standards
- Develop a guiding policy and strategy for the key areas, coordinating current Council plans including for example, the Development Control Plans (DCP) and the Local Environment Plans (LEP)
- Ensure that pedestrian facilities remain appropriate and relevant to the surrounding land use and pedestrian user groups
- Enable pro-active infrastructure planning from all available funding sources, and identify required partnerships with other government agencies
- Further Council’s obligations under the Disability Discrimination Act (DDA) (1992) with a focus on the requirements of DDA compliant bus stops
- Establish a prioritised works program that includes works schedules, maintenance and upgrade programs to integrate into the Northern Beaches Council plans.

The study area for the PAMP includes the Manly Beachfront, Town Centre and Wharf areas and streets within approximately a 400m walking catchment of those areas. The PAMP also gives consideration to key pedestrian links to facilities lying just outside the study area such as the Andrew Boy Charlton Swim centre.

The recommended measures will result in a safer and more accessible transport network for residents and visitors. These priority improvements aim to increase pedestrian activity and improve links to and between facilities and other transport modes.

The PAMP is a strategic document that identifies the pedestrian network hierarchy and an associated action plan for ongoing management.

The PAMP report has been structured to provide:

- A background on the study area, including demographics and existing public transport facilities
- A review of relevant documentation, crash data and previous studies in the area
- The findings of the study investigations, route audits, and stakeholder responses
- Recommendations to improve pedestrian facilities and encourage walking and the use of public transport within the study area.

### COMMUNITY ENGAGEMENT

In developing the draft PAMP, Community engagement was undertaken in March and April 2017 to determine the community's views, concerns and ideas relating to pedestrian facilities. This engagement included an online survey from which 102 responses were received. Targeted consultation with key stakeholders such as schools, churches, clubs, and hotels was also undertaken. A total of three community information sessions were also held.

Following Council's consideration of the draft PAMP it was placed on public exhibition in late June 2017. The normal 28 day community engagement period was extended by 14 days to account for the fact that the school holiday period fell within the engagement period. Twenty-eight (28) submissions on the draft PAMP were received.

Feedback received during the exhibition period and a response to the submissions can be viewed in section 10 of the PAMP study entitled "Public Response" .

After reviewing the feedback in liaison with Council staff the following amendments to the strategy were made:

<b>PAMP Report Section</b>	<b>Amendment made</b>
2.6.2	Updated "Public Transport" section to include information relating to the Hop Skip Jump Bus service.
6.4	Updated commentary regarding the existing Wombat Crossing on Bridge Road to reflect how pedestrian desire lines impact the recommendations suggested.
6.4.1	Reiterated pedestrian desire line and discussed impact on recommendation
6.4.2	Updated to include need for study addressing impact relating to queue lengths on Bridge Road.
6.4.3	Reiterated pedestrian desire line and discussed impact on recommendation
6.7	Included comments relating to community submissions about excessive speeding on Kenneth Road in the vicinity of the Manly Andrew Boy Charlton Swim Centre
6.10	Updated recommendations for Rialto Lane to include information from community submissions, specifically relating to the time restriction of loading zones and wayfinding signage.
6.10.1	Included comments relating to bollards in the section of Rialto lane.

6.10.2	Updated comments relating to time restrictions and loading zones in Rialto lane.
6.10.3	Inserted new section relating to new recommendation. Outlines potential for a shared loading zone/bay in Rialto lane.
6.10.4	Moved from 6.10.3, Clarified size requirement for onsite loading dock associated with new developments in Rialto Lane.
6.15.1	Updating recommendation regarding lighting of pathways through Lagoon Park to reflect comments from community submissions and commented on works already underway/completed.
6.16	Included new recommendations for traffic calming devices on West Esplanade near Commonwealth Parade. New figure inserted
6.18	New Section included highlighting issues relating to the narrow footpath on Pittwater Road bridge over Manly Lagoon and made recommendations.
7.3	Split costing into "New Works" and "Maintenance".
10	Inserted comments from respondents and consultants following community submissions

## **TIMING**

Council will commence initial investigations relating to the recommended pedestrian facilities and other improvements. Works, including larger infrastructure related projects will be prioritised for completion over a number of years.

## **FINANCIAL IMPACT**

The Walk Manly PAMP identifies work to a preliminary value of \$2,125,000 with \$1,310,000 of that work identified as having a high priority (completion within 5 years recommended). Of the high priority work \$800,000 of this is associated with a single project involving construction of a new signalised crossing on Pittwater Road at Carlton Street. This work would be subject to detailed design and approval by RMS and, it would be hoped that RMS would contribute at least 50% of the cost given it is on a State Road. Another \$250,000 of the high priority work is maintenance related and would be absorbed within existing footpath maintenance budgets. In addition, much of the other lower priority work is of a minor nature, able to be absorbed within existing maintenance budgets.

Larger scale pedestrian network upgrades or traffic facility works recommended in Walk Manly will be considered through future operational budgets and prioritised with other works across the northern beaches. Major infrastructure upgrades requiring significant levels of funding will be further assessed and will then be the subject of further detailed design investigations. Some of those projects would then be the subject of funding applications to RMS.

## **SOCIAL IMPACT**

Works and strategies outlined in Walk Manly will benefit the local community by creating an active and walkable environment within the Manly beachfront, town centre and wharf areas.

## **ENVIRONMENTAL IMPACT**

Increased levels of active travel results in reduced motor vehicle use hence less traffic on our roads. This in turn provides benefits to the environment through reduced car emissions and cleaner air.

### 7.3 TABLING OF PECUNIARY INTEREST ANNUAL RETURNS

125/17 RESOLVED

***Cr Regan / Cr Heins***

That Council note the tabling of Pecuniary Interest Returns for Designated Persons in accordance with the *Local Government Act, 1993* for the period 1 July 2016 through to 30 June 2017.

***RESOLVED BY EXCEPTION***

### 8.1 PUBLIC EXHIBITION OF THE EAST ESPLANADE LANDSCAPE PLAN

126/17 RESOLVED

***Cr Regan / Cr Heins***

That the Draft East Esplanade Landscape Plan be placed on public exhibition for a period of 28 days and the final Landscape Plan be reported back to Council for consideration and adoption.

***RESOLVED BY EXCEPTION***

### 8.2 OPEN DAY FOR WARRINGAH AQUATIC CENTRE ON 11 NOVEMBER 2017

127/17 RESOLVED

***Cr Regan / Cr Heins***

That Council hold an Open Day for Warringah Aquatic Centre on Saturday 11 November 2017 from 12.30pm to 6.00pm to promote the new cafe and outdoor play area for the community to use.

***RESOLVED BY EXCEPTION***

### 8.3 WALK MANLY - PEDESTRIAN ACCESS & MOBILITY PLAN

128/17 RESOLVED

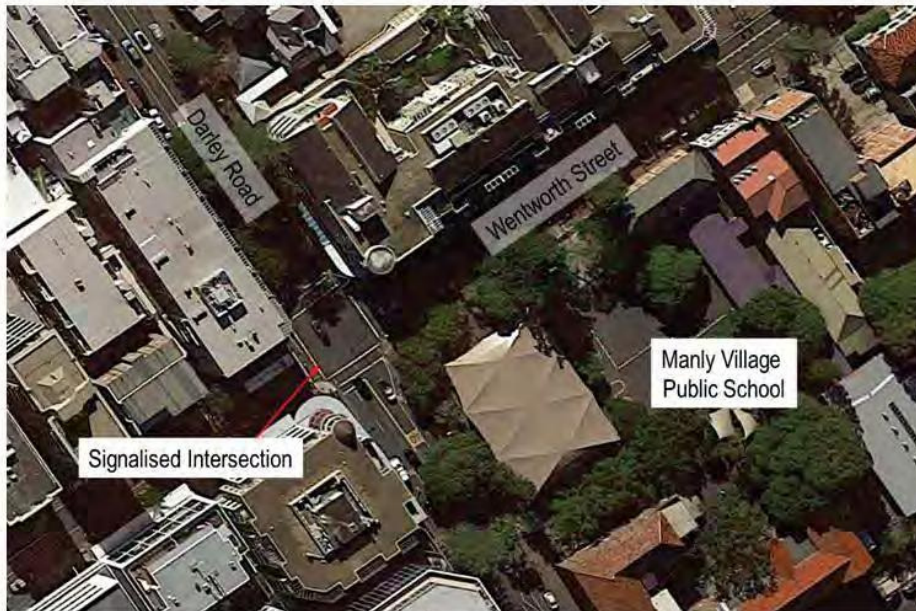
***Cr Regan / Cr Heins***

That Council:

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- B. Use the prescribed works in the Plan to inform the development of Council's future capital program.
- C. Work with the community to deliver infrastructure outcomes detailed in the Walk Manly – Pedestrian Access and Mobility Plan.

***RESOLVED BY EXCEPTION***





Source: Based on Google Maps

**Figure 6.29: Location of Signalised Intersection – Wentworth Street**

It is recommended to reconfigure the existing signal phasing to include pedestrian protection (delaying the green light or vehicles) as a means of reducing risk to pedestrians when crossing at the intersection. As outlined in the Roads and Maritime Services design guideline *Traffic Signal Design: Section 7 Phasing and Signal Group Display Sequence*, specifically Part 7.10.2, "Timed protection should be considered when there is a high proportion of children, elderly, or people with disabilities". Given the proximity to the school and a supermarket, installation of pedestrian protection should be considered.

## 6.15 MANLY LAGOON

### 6.15.1 Lighting

The issues of lack of or insufficient lighting throughout the Manly Lagoon were significant and the lagoon was identified as an area of concern. A site audit was conducted to assess the degree to which the issue effected pedestrian mobility.

The site was inspected in daylight and at night. It was initially assessed in daylight to document the already existing lighting, if any was present, taking note of location and the type of lighting that existed. Following this, the site was inspected at night, when the level of lighting was noted and how the lighting levels affected a pedestrian's ability to access and use the lagoon. It was found that there was already existing lighting infrastructure, as shown in Figure 6.30, although the level of visibility produced and spacing of the lighting was inadequate.



**Figure 6.30: Example of Existing Lighting in Manly Lagoon**

It is recommended that lighting be installed along the length of the shared path, extending from Pittwater Road to Cameron Ave and Bridge Road. The lighting should meet P3 lighting standard as defined by the AS/NZS 1158.3.1:2005 Lighting for Roads and Public Spaces. As a part of this process, consideration should be given to residents abutting the Manly Lagoon, ensuring the lighting solution selected does not cause excessive light pollution and meets the requirements of AS 4282-1997 Control of obtrusive effects of outdoor lighting.

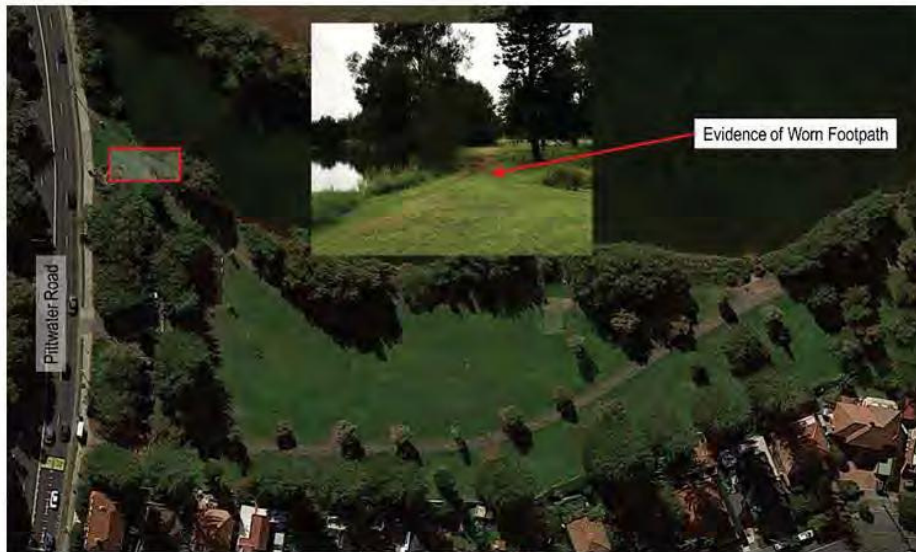
As highlighted during community submissions, much of this work is currently underway and being addressed by another study. It is recommended that work already being undertaken or completed should not be re-done; instead the work being undertaken should consider the recommendations highlighted by this study.

#### **6.15.2 Shared Path**

An audit of the shared path was conducted because of conflict between cyclists and pedestrians using the shared path along Manly Lagoon was raised as an issue of concern. At the time of the audit, a relatively high number of cyclists and pedestrians were noted using the shared path, although there was no apparent conflict from its shared use.

There is a second path worn in by pedestrian and cyclist activity along the foreshore of the lagoon, see Figure 6.31. This indicates that many pedestrians and cyclists may be using an alternative path along the foreshore instead of the shared path.





Source: Based on Google Maps

**Figure 6.31: Evidence of Worn Footpath along Manly Lagoon**

It is recommended a pedestrian survey be undertaken to assess the requirements for changes to be made to the existing infrastructure, in particular the shared path. Furthermore, community feedback should be sought, potentially on location, to assess whether conversion of the worn path to a pedestrian path, separated cycle path or shared path is required.

Dependant on the results of the survey and community feedback two options are available. Each option could be considered as either a separate or a multistage solution.

#### ***Option 1 Widening the Shared Path***

Option 1 is widening the existing shared path be widened to facilitate the large amount of foot traffic using the Lagoon. This would enable cyclist to safely pass pedestrians and give ample room for increases in pedestrian traffic.

#### ***Option 2 Installation of Pedestrian Path***

Option 2 is converting the worn path along the foreshore of the lagoon, as shown in Figure 6.31, to a pedestrian path, separated cycle path or shared path. This would enable all pedestrians to utilise the section of path and increase the capacity of the lagoon for pedestrians. It should be noted that existing the shared path should remain for shared use in conjunction with the creation of the alternative path.