



NOTICE OF MEETING

Notice is hereby given that of a meeting of the Sustainable Transport Committee meeting will be held:

DATE: THURSDAY, 2nd October 2014

TIME: From 6.30pm to 8.30pm

PLACE: Councillors' Room Town Hall, Manly Council

COMMITTEE MEMBERS:

Councillors

Cllr Cathy Griffin

Manly Council (Chair)

Cllr Hugh Burns

Manly Council

Other Members

Mr Peter Hopper

Community Member

Mr Richard Green

Community Member

Mr Jonathan Gunn

Community Member

Ms Melissa Palermo

Community Member

Ms Angela Andrews

Community Member

Council Staff

Mr Ben Hubbard

Manly Council (Traffic Manager)

All other Councillors are free to attend as observers and are invited to do so and to engage in discussions, but not in voting, on any matter before the Committee.

Gordon Malesevic

Chief Operating Officer - Civic & Urban Services

Date:

22.09.14.



AGENDA

SUSTAINABLE TRANSPORT COMMITTEE

**MEETING TO BE HELD ON THURSDAY 2nd OCTOBER 2014 AT 6.30PM
COUNCILLORS' ROOM**

- | | |
|----------------|--|
| ITEM 1 | Apologies and leave of absence |
| ITEM 2 | Declarations of Interest – Pecuniary
Non- Pecuniary |
| ITEM 3 | Matters arising / Item tracker |
| ITEM 4 | Safety items |
| ITEM 5 | Extension of the Cycle Central bicycle cage at Whistler Street car park |
| ITEM 6 | Development of a strategic cycling directional signage system |
| ITEM 7 | Installation of bicycle parking along Pittwater Road |
| ITEM 8 | Balgowlah Road and Pittwater Roads Pedestrian Access and Mobility Plan
Draft Report |
| ITEM 9 | Dedicated cycle lane on Wentworth Street, Manly |
| ITEM 10 | Lauderdale Avenue cycle route |
| ITEM 11 | General Businesses |
| ITEM 12 | Date for Next Meeting: 4th December 2014 |

ITEM 04: Matters arising / Item tracker

Table 1 provides a summary of items requiring follow up actions.

Item	Description	Action	Staff comment
3rd October 2013 - General Business	Safety Audits various crossings	A prioritisation list of pedestrian crossing audits to be presented to a future STC meeting. The STC suggested that the following pedestrian crossing for the safety audits: • Darley Road/Ashburner Street Zebra Crossing; and • East Esplanade/Victoria Parade pedestrian refuge	October 2014 – Actions from audits are due to be completed by 31 October 2014.
5 December 2013 – Matters Arising	1. Need for additional cycle racks close to Benbray Burgers on Sydney Road. 3. It was reported that the cycle rack at Honolulu Grill (North Steyne) has been removed / damaged and should be replaced. 5. It was requested that a report on the operation of the Cycle Central cycle parking station is returned to a future STC meeting.		October 2014 – Council has consulted affected businesses on Pittwater Road regarding the introducing of cycle racks. Racks are planned to be implemented by 31 October 2014.

Item	Description	Action	Staff comment
Item 05	Residential Transport Hubs RECOMMENDATION That the General Manager approves: • Implement a trial Residential Transport Hub by installing two cycle hoops, a Hop Skip Jump stop sign and an active and sustainable travel information board in Addison Road. • Monitor the trial and undertake a user survey to assess the Residential Transport Hub concept.		October 2014 – on hold.
Item 07	Bicycle Public Repair Station and Public Cycle Pump RECOMMENDATION That the General Manager considers installing a bicycle repair station in Lagoon Park and an air pump at the wharf.		October 2014 – on hold
6 February - Matters arising	3. Bollard lighting Lagoon Park cycle route 4. Lighting for Burnt Bridge Creek cycleway		October 2014 – lighting Lagoon Park and Burn Bridge Creek is being considered by the Urban Services team. This item will be reported to an Ordinary Meeting of Council.

Item	Description	Action	Staff comment
Item 07	Request for Additional Bike Racks – Sydney Road RECOMMENDATION That the General Manager approves installation of additional cycle racks near the library and the upgrade of the hoop stands close to Benbray Burgers shop to a higher density cycle rack.		October 2014 – 1. Project approved. Consultation with affected businesses currently being undertaken. Installation planned to be completed by 31 October 2014.
General business items	1. A report to be brought back to the STC regarding Bike Education 2. Request that the PAMP update prepared for inclusion with the recent CAPX documentation for the proposed car park under the oval be provided to the STC. 3. An update of progress on the Kangaroo Lane shared zone scheme be returned to the STC.		October 2014 – Council now has a Road Safety Officer who will prepare a cycle education plan which will be reported to the December STAC meeting. Revised project proposals to stop vehicle access through kangaroo Lane, accept for cycles has been put to the executive for approval. This will be consulted with affected residents and the precinct forum. Removing all through traffic should make a far more comfortable environment for cyclists and pedestrians.

Item	Description	Action	Staff comment
Items from the inquorate STAC meeting 7 August 2014.	The STC meeting 7 August 2014 did not have a quorum and so the items below will be returned to a future agenda. 1. Feasibility of Burnt Bridge Creek to Upper Beach Street cycle route link 2. Manly Road Pedestrian Access and Mobility Assessment 3. Car Share Scheme Update 4. Manly to Seaforth via Burnt Bridge Creek Deviation cycle route	The following was discussed at the not quorate meeting 7 August 2014: 1. Discussion of this report was deferred until a later meeting. 2. The committee discussed the need for a connected cycle / pedestrian route to link the Burnt Bridge Creek shared path to the Spit Bridge. It was suggested that the development of the proposed bus rapid transit network for the northern beaches may provide an opportunity to upgrade some cycle / pedestrian infrastructure. It was also suggested that cycle park and ride facilities could be provided on Burnt Bridge Creek deviation and at the Seaforth oval. 3. The committee acknowledged the car share scheme progress update. 4. The maintenance audits undertaken on the cycle route between the Ocean Beach front and the spit bridge were discussed.	1. Item to be taken back to a future meeting. 2. The traffic team are preparing a strategic cycle plan that will form the basis of a cycle route improvement action plan for the next 5 years. This plan will be brought to the December STAC for discussion. 3. No further progress since August 2014 STAC meeting. 4. Further audits are currently being undertaken of the rest of the cycle network and the actions from the audits will be prioritised and implemented.

REPORTS

ITEM 05 Extension of the Cycle Central bicycle cage at Whistler Street car park (ITEM 05, 2/10/2014)

SUMMARY

For Council to consider extending the existing bicycle parking station in the Whistler Street car park.

REPORT

The Sustainable Transport Committee has requested that the possibility of increasing the number of parking spaces at the existing Cycle Central at Whistler Street car park be investigated.

The Whistler Street bicycle parking station provides cyclists with a convenient and secure facility to park their bicycles. The facility is intended for use all day by commuters and regular visitors to Manly.

Current use of the Cycle Central parking station

The Cycle Central parking station has 72 bicycle parking spaces. Observations of the current use suggest that approximately 60 spaces are regularly used (approximately 85% of spaces) which suggests that the parking facility operates near capacity.

Extension of the cycle parking facilities

An extension of the existing bicycle cage could be constructed next to the existing bicycle parking station. This would require removal of 1 or 2 disable car parking space/s. One space is approximately 4.5m x 5.2m which would provide high density cycle parking for approximately an additional 24 bikes. The removal of 2 disable parking spaces would provide parking for approximately 50 bikes.

It is recommended that one or two disable parking spaces in the Whistler Street car park be replaced with bicycle parking for approximately 24 or 50 bikes respectively, subject to available funding.

RECOMMENDATION

For the General Manager to consider increasing the number of parking spaces at the existing Cycle Central by replacing one or two disable parking spaces.

ITEM 06 Development of a strategic cycling directional signage system (ITEM 06, 2/10/2014)

SUMMARY

For Council to consider developing a consistent cycling directional signage system across the LGA.

REPORT

The traffic team is currently undertaking user audits of the Manly LGA bicycle network. As a result, some inconsistency in and lack of adequate way finding to significant destinations have been noted. It is proposed that the existing way finding system across the LGA be reviewed and updated to reinforce connectivity between the cycle routes and significant destinations.

Key signage and way finding considerations

The following should be considered when developing a consistent way finding and directional signage system:

- *Identify important destinations which are to be named on the signs.* These include town centres and/or recreational destinations such as Manly CBD, Seaforth, the Spit Bridge, Keirle Park and North Head.
- *Ensure that consistency in naming locations is maintained.* Once a destination has been named it must appear on all subsequent signs until that destination has been reached. If more than one route is possible from a departure point, the most direct route should be the only one indicated on the signs.
- *Distances should be indicated in kilometres on all fingerboard and reassurance signs.*
- *Consider branding the most significant routes.* Branding of a small number of routes between significant destinations could be considered. This could include the Queenscliff Beach to Seaforth and the Manly CBD and Seaforth to the Spit Bridge routes.
- *Install map boards at major entry/destination points.* Network map boards at significant destinations to provide additional wayfinding assistance could indicate multiple route options and wayfinding possibilities.
- *Ensure consistency of signage layout and quality across the networks.* A consistent standard, location and quality of signage will assist riders to identify bicycle routes and minimise the risk of confusion.

A proposed plan for implementing enhanced cycle route way finding will be presented to the December STAC. The plan will include the introduction of map style signs that would show main cycle routes, cycle parking and main destinations; route direction signs based on a route hierarchy and providing times / distance to destination. The key routes and destinations are shown on Figure 1.

RECOMMENDATION

That Council note the proposal to develop a plan to introduce strategic cycle wayfinding information on main cycle routes across the LGA.

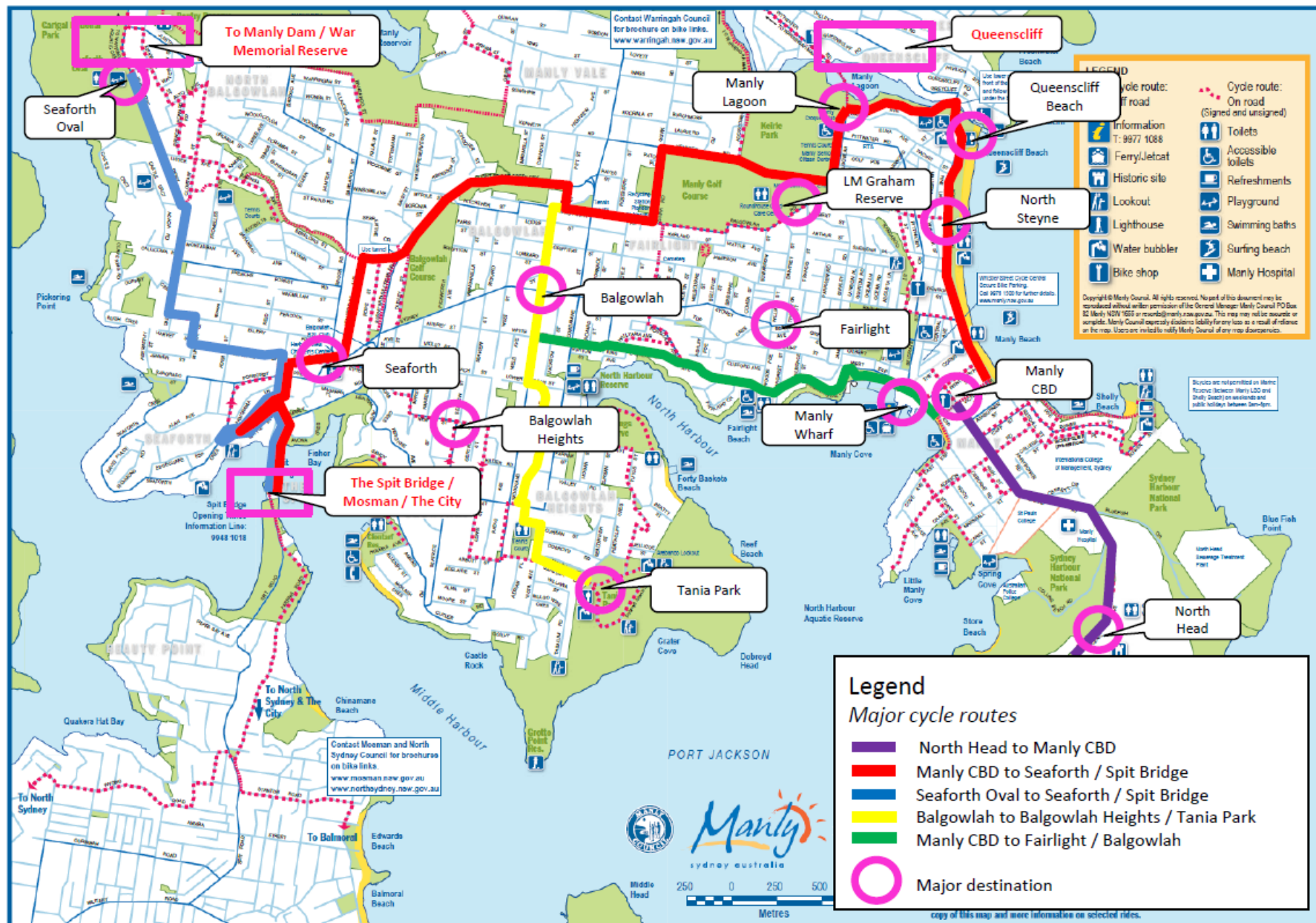


Figure 1 – Major Cycle Routes and Destinations in Manly

ITEM 07 *Installation of bicycle parking along Pittwater Road (ITEM 07, 2/10/2014)*

SUMMARY

For Council to note the proposed bicycle parking installations along Pittwater Road

REPORT

Council has received requests from business owners and its Sustainable Transport Advisory Committee to increase bicycle parking along Pittwater Road between Raglan Street and Collingwood Street, Manly.

Site observations have shown that a number of bicycles are randomly locked to street furniture and that there are not enough bicycle parking spaces along Pittwater Road. It is proposed to increase the number of bicycle parking spaces by installing stainless steel loop racks outside businesses such as cafes, restaurants, shops and gyms.

It is proposed to install between two and three stainless steel loop racks at fourteen (14) locations as shown in Figure 1. Business owners in proximity of the proposed locations are currently being consulted about the proposal and provided there are no significant objections the racks will be installed by 31 October 2014.

The committee is invited to comment on the proposed locations

RECOMMENDATION

That Council notes the proposed bicycle parking installations along Pittwater Road.

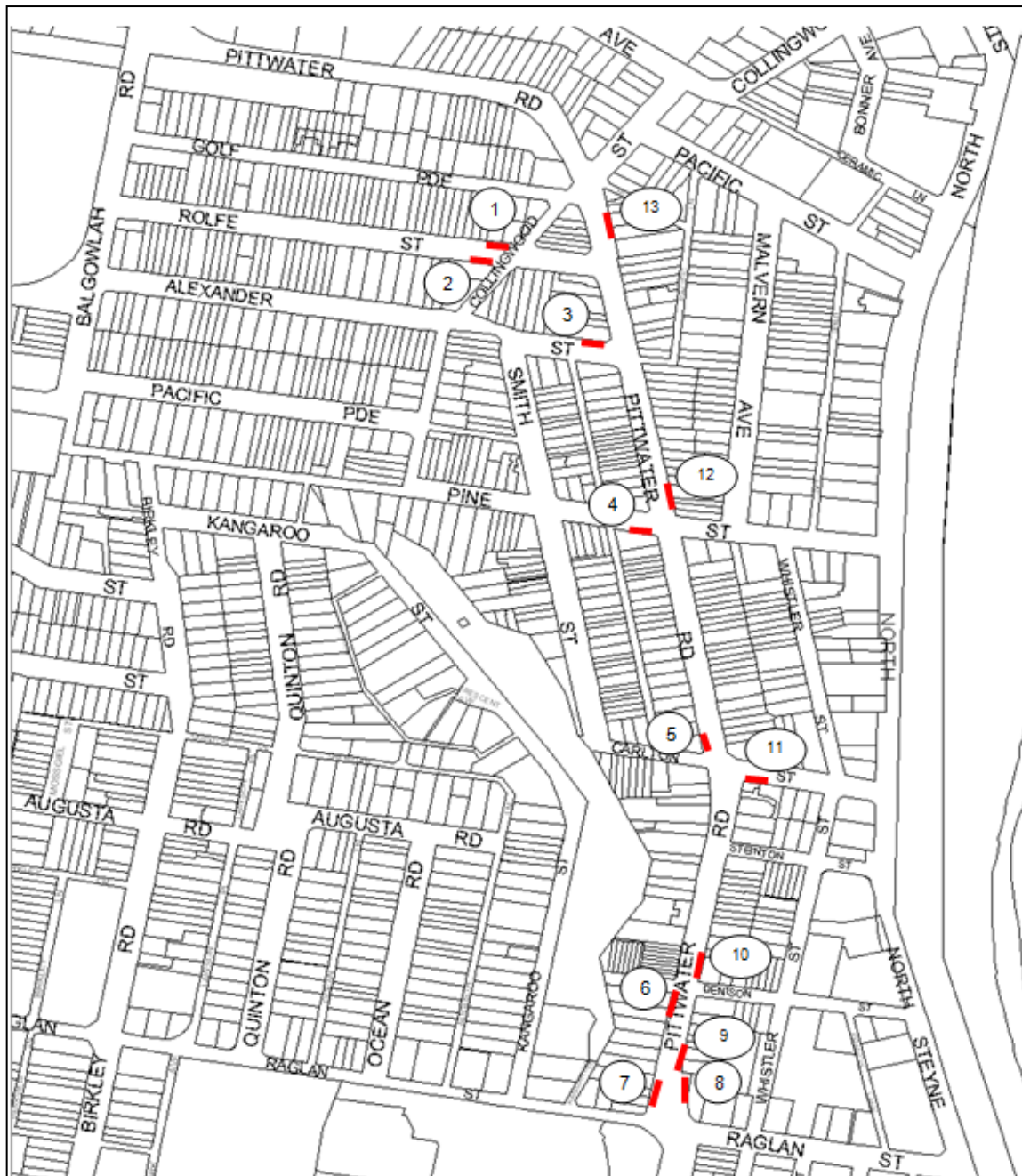


Figure 1: Proposed locations of 2 or 3 U-rails to be installed along Pittwater Road, Manly

ITEM 08 *Balgowlah and Pittwater Roads Pedestrian Access and Mobility Plan Draft Report (ITEM 08, 2/10/2014)*

SUMMARY

For Council to note the information regarding the Balgowlah and Pittwater Roads Pedestrian Access and Mobility Plan (PAMP) Draft Report and the invitation to the STC to comment.

REPORT

A consultant has been commissioned by Council to deliver a PAMP study report for the area of Manly around the Harris Farm Markets, Seniors Centre and Swim Centre (refer to Figure 1).



Figure 1: *Extent of the Balgowlah and Pittwater Roads PAMP Study Area*

This part of Manly has been identified by residents as lacking pedestrian connectivity particularly across Pittwater Road and Balgowlah Road. There are several local pedestrian attractions in this area which could be better served with improved pedestrian facilities, including Harris Farm Market, Seniors Centre, Keirle Park, Stella Maris College and the Swim centre.

The study is being undertaken in three main stages being:

Stage 1 – Preliminary investigation and draft report

This stage has involved a desktop review of a number of documents including:

- Council's existing pedestrian policies, plans and Development Control Plans;
- Council's existing data for key locations and data collection to supplement existing data;
- crash data with a focus on pedestrian related crash types;
- pedestrian origins and destinations; and
- public transport.

Site visits were also undertaken to understand the local context, observe current user behaviours and identify pedestrian constraints and opportunities.

The Draft PAMP report has been finalised and has summarised the findings from previous study tasks.

Stage 2 – Consultation and stakeholder engagement

The Draft PAMP Report is currently out to public exhibition and the consultation involves participation/discussions with Council's **Sustainable Transport Advisory Committee**, The Access Advisory Committee and the Roads and Maritime Services and public advertisement.

Feedback from these stakeholders is to be used to refine the Action Plan and to complete the final draft of the PAMP study report.

The Sustainable Transport Committee is invited to comment on the Draft Balgowlah and Pittwater Road PAMP report. The report can be found at Manly Council's webpage (<http://www.manly.nsw.gov.au/council/public-exhibitions/balgowlah-and-pittwater-roads-draft-pedestrian-access-and-mobility-plan/>) and at the Council Chambers and Library.

Stage 3 – Final report

Following consultation, a final draft of the PAMP report to include comments and feedback from the consultation and engagement will be prepared.

RECOMMENDATION

That the General Manager notes the information regarding the Balgowlah and Pittwater Roads Pedestrian Access and Mobility Plan (PAMP) Draft Report.

ITEM 09 *Dedicated cycle lane on Wentworth Street, Manly (ITEM 09, 2/10/2014)*

SUMMARY

For Council to consider removal of the eastbound cycle lane on Wentworth Street, Manly.

REPORT

The traffic team has been requested to consider widening the existing dedicated cycle lane on the northern side of Wentworth Street, Manly. The existing cycle lane is currently 1.1m which is less than the required minimum width of 1.4m for an on street cycle lane, as described in NSW Bicycle Guidelines, RTA July 2005 (The Guidelines).

The traffic travel lanes in both directions are currently approximately 2.9m, which is the minimum lane width required according to the Road Design Guide (RTA, June 1999). The cycle lane and the parking lane on the southern side of Wentworth Street are also of minimum required width with 1.4m and 2.1m respectively.

Because of the physical constraints regarding width of Wentworth Street, it is not possible to further widen the cycle lane on the northern side. Since the current width of the northern cycle lane is too narrow it is recommended that this lane becomes mixed with traffic in the east west direction. This is considered a safer option than forcing cyclists to stay in a cycle lane which is sub standard.

To further formalise the cycle lane on the southern side it is recommended that the existing logos are repainted and that green line painting be installed to further emphasise that there are cyclists on the road and provide better guidance for cyclists.

The proposed changes to Wentworth Street are summarised in Figure 1 and 2 of Appendix B. It is proposed to:

- install some green cycle line marking and cycle logos on sections of the southern side of Wentworth Street;
- remove some existing bike lane line marking along the northern side of Wentworth Street;
- install and renew some cycle logos on both sides of Wentworth Street; and
- renew zig zag line marking and 'keep clear' line marking on the approach to the intersection with South Steyne.

RECOMMENDATION

It is recommended that the General Manager approves the:

- installation of some green cycle line marking and cycle logos on sections of the southern side of Wentworth Street;
- removal of some existing bike lane line marking along the northern side of Wentworth Street;
- installation and renewal of some cycle logos on both sides of Wentworth Street; and
- renewal of zig zag line marking and 'keep clear' line marking on the approach to the intersection with South Steyne.

ITEM 10 *Lauderdale Avenue cycle route (ITEM 10, 2/10/2014)*

SUMMARY

For Council to note the information on the cycle route along Commonwealth Parade, The Crescent and Lauderdale Avenue between Manly Ocean World and King Avenue.

REPORT

Concerns have been raised regarding the cycle route along Lauderdale Avenue, The Crescent and Commonwealth Parade between Manly Ocean World and King Avenue in Fairlight. The concerns mainly relate to the usability of the shared path for cyclists and the road width for cyclists on road, in particular where pedestrian refuges and kerb blisters are located.

The east/west cycle route link from Manly to Balgowlah is an important two way route since it is used by both commuters to and from North Sydney and the City on weekdays and by recreational riders particularly on the weekend. With the exception of Sydney Road, this cycle route is the only alternative to the Ocean Beach to the Spit Bridge cycle route from Manly to the City.

A cycle route user audit was undertaken between Manly Ocean World and King Street along Commonwealth Parade, The Crescent and King Avenue with the aim to capture road safety issues from a cyclist and pedestrian perspective. The main issues identified were:

- Narrow sections and insufficient shared path width because of trees or other obstructions;
- Trip hazards and poor surface condition at some locations;
- Lack of signage indicating shared path;
- Poor visibility because of overgrown vegetation or buildings on bends at shared path; and
- On road cyclist 'pinch points' because of pedestrian refuges and kerb build outs.

Maintenance issues identified will be actioned by September 2014.

Other issues will require more consideration and options could include:

- removal of trees to decrease the number of 'pinch points' and hazards on the shared path;
- removal of parking on Lauderdale Avenue and The Crescent to further increase the width of the shared path or to allow for better manoeuvrability for cyclists on road;
- installation of interactive speed signs in an attempt to lower vehicle speed on the road; and
- removal of parts of the shared path and returning cyclist to the road.

All these options will need to be consulted and recommended actions will be reported to the STAC for consideration.

RECOMMENDATION

That the General Manager notes that an audit of the Lauderdale Avenue shared path has been undertaken and that options to address the issues raised by the audit are being considered.