

# Northern Beaches **Walking Plan**



northern  
beaches  
council





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## Mayor's Message

Our footpaths connect our community to everything from schools, workplaces, parks, beaches, sports fields as well as our family and friend's homes.

It may seem like a small thing but I can honestly say footpaths are one of the most common issues residents speak to myself and fellow councillors about.

In our 20 year Transport Strategy, Move 2038, we made some bold aspirations to double the amount of 'active travel' trips like cycling and walking and reduce our car trips by 30 per cent. Our Northern Beaches Walking Plan supports that and outlines how we will become a more walkable and connected community.

Thank you to our community members who commented and contributed to this plan. Your feedback was instrumental in the Walking Plan's directions and its future footpath delivery schedule to improve our walking network.

Our community have told us that walking in a safe environment is important. Our Walking Plan priorities look at keeping pedestrians safe away from traffic and parked vehicles to get to schools, local destinations and public transport.

I look forward to our Walking Plan delivering a more accessible and safer pedestrian environment on the Northern Beaches.

A handwritten signature in black ink, appearing to read "Michael Regan", with a long horizontal line extending to the right.

Michael Regan  
**Mayor**

# Executive Summary


This Northern Beaches Walking Plan is our first as an amalgamated Council and details our plans to deliver a walking network which connects you to where you want to go.

A pedestrian is a person on foot, whether walking or running and users of mobility aids and wheelchairs. Our Walking Plan will also align with our Disability Inclusion Action Plan vision for “*universal access and inclusion across the Northern Beaches that enables people with a disability to fulfil their potential as equal members of the community*”.

Walking is the most important mode of transport on the Northern Beaches and this Walking Plan is our commitment to creating a safe and connected walking network. A significant amount of work has been undertaken to improve accessibility and inclusion through our Disability Access and Inclusion Plan and further work will be undertaken through the delivery of the directions outlined in this Plan.

The Northern Beaches Walking Plan sets out five walking directions and 19 goals to address key walking challenges. The Plan will help us achieve our active travel objective outlined in the Northern Beaches Transport Strategy, which is to “*enable freedom of movement to, from and within the Northern Beaches using a safe, smart, efficient, integrated and sustainable transport network*.”

We are now presenting the draft Northern Beaches Walking Plan to you, to seek your support and feedback on the walking directions and priorities which we have outlined in this document.

An aerial photograph of a coastal town, likely in Australia, showing a mix of residential and commercial buildings, green spaces, and a wide sandy beach. The ocean is a vibrant turquoise color with white waves breaking near the shore. The image is partially obscured by a large white graphic element on the left side.

“ Walking is the first thing  
an infant wants to do and  
the last thing a person  
wants to give up. ”

John Butcher  
**Walk 21 Founder**



# Our Walking Plan Directions



## Direction 1 Connecting the network

- 1.1 Create connections to where people want to go
- 1.2 Integrate walking with other transport modes
- 1.3 Connect walking networks with local destinations, employment and public transport
- 1.4 Connect walking networks through pathways, tracks and reserves
- 1.5 Deliver walking wayfinding signage to improve connectivity

## Direction 2 Delivering the network

- 2.1 Use walking data to inform pedestrian priorities
- 2.2 Prioritise new footpaths in a consistent way to benefit the community
- 2.3 Work with the State Government to facilitate delivery of the Walking Plan

## Direction 3 Making walking safe

- 3.1 Facilities are accessible, safe and well designed
- 3.2 Reduce conflicts between pedestrians and other transport modes
- 3.3 Improve safety for pedestrians in high-risk zones
- 3.4 Improve pedestrian crossing opportunities

## Direction 4 Creating walking neighbourhoods

- 4.1 Provide a high-level pedestrian priority in the network to pedestrian-focused areas
- 4.2 Ensure the accessibility of walkable places
- 4.3 Provide shaded and comfortable pedestrian environments
- 4.4 Design for pedestrians first

## Direction 5 Encourage walking

- 5.1 Promote walking
- 5.2 Partner with local schools to encourage more children to walk to school
- 5.3 Encourage walking trips as part of our daily travels



# Why a Walking Plan is Needed

The Walking Plan sets out Northern Beaches Council's directions and priorities for walking and recommends a range of goals to address key walking issues facing the Local Government Area (LGA). The Plan also sets out the desired characteristics for a "world-class" pedestrian network across the Northern Beaches and based on what the community has told us, how Council needs to address investing in future priorities and plans.

Many parts of the Northern Beaches already have continuous and well-connected pedestrian facilities, however, there are still barriers in the pedestrian network that need to be addressed. These barriers, such as missing links, major traffic routes, hilly landscapes or poor development integration, all affect pedestrian connectivity.

The Northern Beaches Walking Plan will replace previously adopted walking plans and will set the future direction for walking priorities and the delivery of new footpaths across the region.

Walkable neighbourhoods allow people to live within their local area and provide the opportunity for increased social inclusion. Through an expanded footpath network, our residents can get to know their local area and neighbours while enjoying the increased health benefits that walking provides.

Being able to get from one place to another safely and conveniently as a pedestrian will often determine if we choose to walk, bicycle, take public transport, drive or venture out at all.

A number of future directions will be established through the Walking Plan to lead the delivery of walking network improvements.

## The Importance of Walking



### Health

Walking has a proven health benefit and walkable streets which provide direct and safe connections to where you want to go provide opportunities for increased physical activity. Every journey involves walking and the more walking we do, the more we can benefit.



### Environment

Substituting walking for short car trips has significant benefits for our environment including improved air quality, reduced noise pollution and reduced greenhouse gas emissions.



### Social benefits

Walking increases opportunities for face-to-face social contact and increasing social connections. Better walking conditions and opportunities increase the number of people using the street and in turn, strengthens the potential for casual social contact. Leaving our cars at home also reduces traffic and parking congestion and helps to make streets safe and active for pedestrians.



### Economic

Walking and cycling to local shops is good for business and good for the local economy and is essential to the success of our town centres and villages. People who walk are more likely to be aware of the environment around them and notice shops, displays and are more likely to spend money.



### Benefits for children

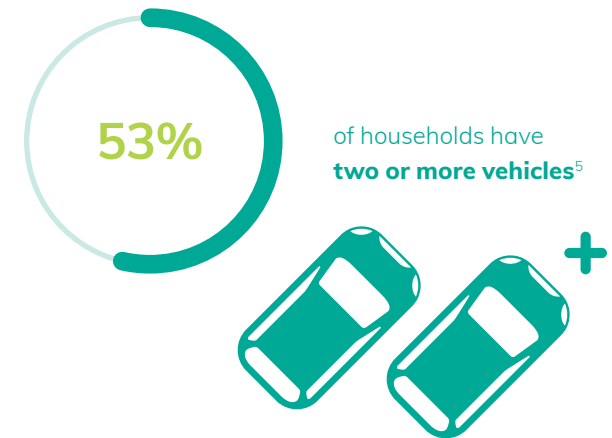
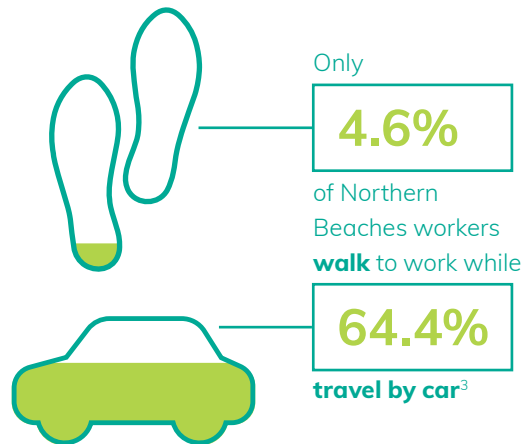
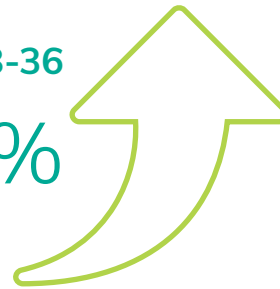
Walking to school makes children aware of their local neighbourhood and provides an opportunity for parents and carers to pass on road safety skills and knowledge. Walking from a young age can also form walking habits and expectation of walking.

# Walking Fast Facts

## Northern Beaches Population<sup>2</sup>



Change 2018-36  
14.68%



<sup>2</sup> Profile ID, Northern Beaches population forecasts

<sup>3</sup> Profile ID, Northern Beaches journey to work data

<sup>4</sup> Profile ID, Northern Beaches age Structure data

<sup>5</sup> Profile ID, Northern Beaches vehicle ownership

## We have



## Did you know that...

- experts suggest walking **6,000 steps a day to improve health**



- and **10,000 steps a day to lose weight**

- walking helps to reduce **stress**, be more alert and have a healthier body



# Our Walking Achievements

Northern Beaches Council is already investing heavily in walking infrastructure. Just some examples include;

## Northern Beaches Coast Walk

Council commenced the construction of an iconic coastal walkway - the Coast Walk, in 2016, to provide a continuous all-weather active travel connection between Manly and Palm Beach. The Coast Walk is more than a recreational or tourist attraction, it will be used by our communities for commuting, shopping and getting to other activities safely.

**The network has consisted of an extensive expansion of the shared path and footpath network to provide:**

- Shared path through Robert Dunn Reserve, Mona Vale Golf Course and Apex Park, Mona Vale
- Barrenjoey Road shared path connecting Avalon and Newport via an on-road network through The Serpentine
- Pittwater Road shared path connecting Mona Vale and Collaroy
- New footpaths across the Northern Beaches in streets such as Narrabeen Park Parade, Hillcrest Avenue and Whale Beach Road

## Narrabeen Lagoon Multi-Use Trail

In February 2015, the Narrabeen Lagoon Trail was completed, which delivered a continuous 8.4 kilometre shared pathway and connected playgrounds, picnic areas, amenities, cafes and residential areas. The works improved accessibility for a wide range of users while ensuring minimal impact on the sensitive natural environment. The trail runs entirely off-road through bushland and parks, linking the suburbs of Narrabeen and Cromer for pedestrian and cyclist use.

Prior to the trail upgrade, the segmented trail was largely inaccessible and the lack of connections discouraged regular public use. The trail has provided many benefits for the Northern Beaches community through health, economic, environment and social opportunities.

## Palm Beach Walkway

For over 40 years, the Palm Beach community has lobbied Council for improved pedestrian access between the Palm Beach Ferry Wharf and Governor Phillip Park. A working group comprising local residents, community groups, Roads and Maritime Services and Northern Beaches Council was established and worked through the design of early concept plans, construction plans through to construction. The walkway has improved pedestrian connectivity and safety in this location for locals and visitors.

“ Good way to get people out of cars and reduce the number who drive to a location to walk or cycle.”

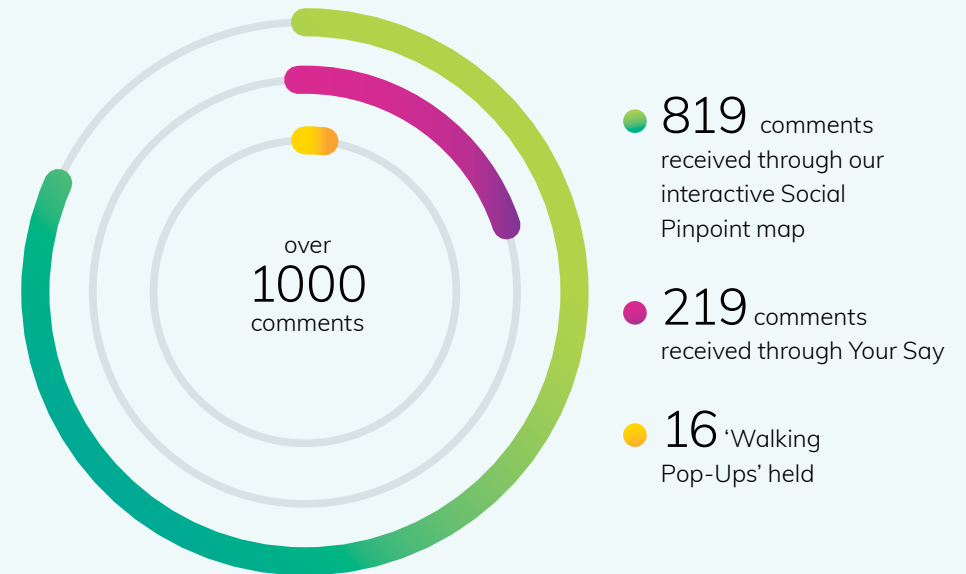
# Community Engagement Snapshot

Council undertook extensive engagement to hear from the community about their walking concerns and thoughts. Below is a snapshot of the common themes heard through our 'walking pop-ups' and on-line comments.



## Stage One Engagement

Over 1,000 people submitted comments on the future Walking Network:



## Stage Two Engagement

- 144 written and online submissions
- Three workshops with 11 attendees.



# Five Directions to Increase Walking

## Direction 1 **Connecting the network**

Create a connected and accessible pedestrian network that enables people of all ages and abilities to move safely and comfortably between places and destinations.

An effective walking network is one which takes people to the places they want to go using suitable and convenient walking routes. It would also allow people to easily extend their journey using other means of travel to reach their destination.





## Goal 1.1

### Create Connections to Where People Want To Go

#### Continuous Accessible Path of Travel

Northern Beaches has over 550km of established concrete footpaths and shared paths. However, there are still many missing links that disrupt the continuity of the network. Completing these missing links, especially between residential areas and destinations like schools, employment/business centres, transport hubs, parks and beaches is essential to encourage walking as the primary mode of short-distance trips on the Northern Beaches.

#### Hierarchy of Pedestrian Attractors and Generators

Pedestrian generators are where people live and from where they commence their trips. Establishing a hierarchy of pedestrian attractors and generators helps plan and design for new footpaths. Pedestrian attractors are destinations (whether built or natural) that attract people, for example: a shop, shopping centre, beach, park, school, bank, post office, library, medical centre, office or workplace.

#### Following Pedestrian Desire Lines

It is inevitable that pedestrians desire to take the shortest path between two points. Identifying pedestrian desire lines through field audits and community input will assist in planning for locating footpaths and crossing locations where people want to go (where safe) and further encourage pedestrian activity.

### Better Access to Transport

Council is working to make public transport more accessible for older people, people living with disabilities and other mobility constraints, so they can easily maintain their connections and independence. Good connections to public transport also assist school children and parents with prams.

### Timetable Information at Bus Stops Through Technology

Many bus-stops around the area lack timetable information and/or the infrastructure to display information protected from damaging sun and rain. Timetable information can be improved by providing information that is legible for a range of users, including supporting information such as a local map.

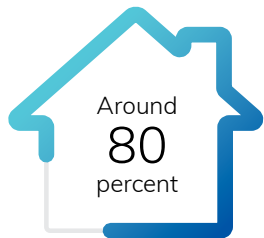
Timetable information may also be sought from the use of technology such as Apps (i.e. NextThere) and this will be a suggestion Council will make to allow better access for commuters to timetable information.

The Northern Beaches has a hierarchy of local bus stops and more significant stops, such as those in town centres which have better infrastructure including seating, a larger bus shelter and a waste bin.

### Footpath Connections to Bus Stops

Providing suitable footpaths to bus stops can help to increase public transport patronage and reduces the need for expensive car parking and new roadway capacity. For some people, public transport is their only option which increases the importance of good pedestrian connections. The presence of good walking infrastructure at and around a bus stop is important for the safety, function and attractiveness of public transport. Accordingly, new footpath connections will be prioritised between bus shelters and existing footpath networks and/or key local destinations.

### Complete Missing Links



of homes in the Northern Beaches LGA are within 2km or 30-minute walking distance to employment, shopping and dining, parks or beaches and schools.

Council has developed a map of existing footpaths for the Northern Beaches and has identified many missing links in the pedestrian network. The community has also contributed to this process through a range of community engagement activities and Council is using this information to help develop a priority framework for the delivery of the future footpath network.

### Connecting Employment Nodes

Most residents who live and work on the Northern Beaches travel more than two kilometres to work and the private car is still the dominant mode for journeys to work in the LGA. Demand for parking spaces around local attractions and employment nodes (e.g. strategic centres) is very high and Council needs to prioritise its parking in some locations to ensure customers can access local businesses.

Parking areas (on-street and off-street) can generate high pedestrian volumes, particularly in the morning and evening peak periods. Therefore, it is essential that continuous footpaths are provided so that people can safely access their place of employment.

The Northern Beaches are greatly enhanced by the number and quality of its parks and recreational areas and beaches, many of which are in close walking distance to places of employment. Providing footpath connections between employment nodes and recreational areas will encourage more utilisation of the parks and beaches, bringing with it the proven health and productivity benefits of walking.

### Integrate Active Travel in New Developments

Planning for pedestrians should be an integral part of all new developments. Opportunities must be taken within the planning process to make walking, cycling and public transport the modes of choice. These modes must be made more convenient for most journeys than private car usage, to promote genuine modal shift. They should be supported by the necessary management and regulatory measures.

Mapping of the existing pedestrian network will aid developers and Council officers to plan for new connections and completing missing links. The requirement for appropriate end-of-trip facilities is provided as part of the conditions placed on new developments which will help ensure that active transport is safe, convenient and an attractive travel choice. Development Control Plans should also be encouraged through site links, where they help to better integrate the city centres with transport nodes and recreational areas.



## Goal 1.4

### Connect Walking Networks Through Pathways, Tracks and Reserves

#### Creating Links and Shortcuts

Council will continue to explore opportunities to improve pedestrian networks by possible right-of-way through new developments, in established centres and through Government-owned land.

#### Connections to Recreational Areas

Many local residents and visitors to the Northern Beaches enjoy walking the many nature trails, beaches and recreational areas and in some locations, this provides added pressures on the road network for parking.

Improving the pedestrian connections from residential and commercial centres to the beginning of these recreational trails increases the walking opportunity and reduces demand for parking.

#### Open Space Network Corridors

The Northern Beaches have a wealth of open space that provides the opportunity to create enjoyable pedestrian networks separated from heavy vehicular traffic areas. Despite the relatively high proportion of open space, there is a shortfall in the quality of linkages between the space, and several precincts are entirely devoid of large open space parcels.

Council will continue to investigate network corridor opportunities as part of its open space planning activities and will consider these in the LGA-wide Walking Network Plan. Consideration of lighting is also a major factor in using open space corridors within the pedestrian network.

## Deliver Walking Wayfinding Signage to Improve Connectivity

### Wayfinding Signage

Wayfinding is how people navigate throughout their journey, whether it is in their local area on a new walking or cycling network. A good wayfinding system will allow people to reach their destination easily and quickly. Predictable and consistent wayfinding information is key to building pedestrian confidence and connecting them where they want to go.

In locations such as town centres, shopping centres and recreational walking networks, there is a need for pedestrian wayfinding from transport hubs to destinations.

#### Pedestrian wayfinding will:

- help people orientate themselves and easily find their way to their destinations;
- give people confidence to stray from the main tourist routes and explore more of the area;
- help people to move easily between transport modes; and
- encourage the use of walking as a mode of travel

Along the Coast Walk between Manly and Palm Beach, Council will provide wayfinding signage on the route to provide local destination information and directional signage.



## Action Summary Table Goal 1: **Connecting The Network**

Direction	Actions	Short Term 2020	Medium Term 2025	Long Term 2030	How Will We Do This	Responsible Business Unit
1.1 Create connections to where people want to go	A1 Complete missing links to ensure network continuity	✓	✓	✓	<ul style="list-style-type: none"> <li>Monitor progress of the footpath delivery program</li> <li>Review community feedback</li> </ul>	3
	A2 Develop hierarchy of major pedestrian trip attractors and generators	✓			<ul style="list-style-type: none"> <li>Establish hierarchy of pedestrian trip attractors and generators for future PAMP consideration</li> <li>Review RMS crash data and pedestrian facilities</li> </ul>	3 7
	A3 Formalise pedestrian desire lines where appropriate	✓	✓	✓	<ul style="list-style-type: none"> <li>Audit areas to determine if they meet RMS requirements for pedestrian facilities</li> </ul>	3
1.2 Integrate walking with other transport modes	A4 Improve access to public transport	✓	✓	✓	<ul style="list-style-type: none"> <li>Provide active travel connections to public transport</li> <li>Provide end-of-trip facilities at bus stops</li> <li>Support on-demand</li> </ul>	3
	A5 Improve timetable information at bus stops		✓		<ul style="list-style-type: none"> <li>Lobby Transport for NSW to improve timetable information at bus stops through technology</li> </ul>	3
	A6 Improve footpath connections to bus stops	✓	✓	✓	<ul style="list-style-type: none"> <li>Monitor progress of the footpath delivery program</li> </ul>	3
1.3 Connect walking networks through pathways, tracks and reserves	A7 Connect footpaths to these	✓	✓	✓	<ul style="list-style-type: none"> <li>Monitor progress of the footpath delivery program</li> </ul>	3
	A8 Ensure walkable connections to employment nodes		✓	✓	<ul style="list-style-type: none"> <li>Work with internal business partners to determine employment nodes and establish a priority schedule</li> </ul>	3 7
	A9 Integrate active travel in new developments	✓	✓	✓	<ul style="list-style-type: none"> <li>Work with internal business partners and State Government to plan walking and cycling connections</li> </ul>	3 4
1.4 Connect walking networks through pathways, tracks and reserves	A10 Identify locations to secure new right of way to safe create links and short cuts		✓	✓	<ul style="list-style-type: none"> <li>Work with internal business partners to identify travel patterns for the establishment of new links</li> </ul>	1 2 3 4
	A11 Connect the walking network to nature trails, beach and recreational access location	✓	✓	✓	<ul style="list-style-type: none"> <li>Work with internal business partners to identify travel patterns to locations and plan future connections</li> </ul>	3 5
	A12 Ensure open space network corridor opportunities are considered and integrated in walking network planning	✓	✓	✓	<ul style="list-style-type: none"> <li>Work with internal business partners to plan for future networks</li> </ul>	3 4 5
1.5 Deliver walking wayfinding signage to improve connectivity	A13 Develop and implement a wayfinding signage system for pedestrians in the town centres	✓	✓		<ul style="list-style-type: none"> <li>Establish hierarchy of commercial areas for consideration of wayfinding signage</li> <li>Work with local community to determine networks, connections and places of interest</li> </ul>	3 7
	A14 Develop a consistent LGA wide approach to wayfinding signage for pedestrians in key activity centres	✓			<ul style="list-style-type: none"> <li>Establish internal working group to develop Council's wayfinding signage plan</li> </ul>	3

1 = Development Assessment

2 = Property, Commercial and Tourists Assets

3 = Transport Network

4 = Strategic and Place Planning

**Time frames are indicative only - budget and resource dependent**

5 = Parks Assets, Planning, Design and Delivery

6 = Planning

7 = Place and Economic Development

8 = Parks Operations

9 = Property

10 = Community, Arts and Culture

11 = Human Resources

12 = Capital Projects

13 = Environmental Compliance

## Direction 2

### **Delivering The Network**

Implementation of the Plan and improved walking infrastructure will increase walking accessibility and encourage walking across the Northern Beaches. Council already invests funding for new footpaths each year in addition to significant investment in maintaining the existing footpath infrastructure.

Council has identified a number of new footpaths and through the engagement activities, we have received many requests for new footpaths. Council simply does not have the funds to deliver all these projects in the short term.

It is therefore necessary to stage the footpaths based on a fair, equitable and transparent priority framework. The prioritisation process is discussed in detail in the following section. Importantly, the criteria is based on research, best practice guidelines and the feedback Council has received from the community. We will also deliver the network using our Public Domain Guidelines.

The environmental footprint of footpaths is made up of raw material extraction, energy used during manufacturing, construction and maintenance as well as the disposal of materials at the end of life. Council will seek to use more sustainable products in the makeup of footpaths including concrete, asphalt, signage and landscaping as well as increasing the proportion of recycled materials used in construction and maintenance of footpaths.





## Goal 2.1

### **Use Walking Data to Inform Pedestrian Priorities**

Very little data is collected by Council or others on pedestrian volumes or pedestrian trip patterns. Unlike road traffic, walking is a difficult mode to measure as it often consists of short travel distances and travel data often excludes the walking component of a journey (all trips begin and end with a walk).

Data that currently measures walking and pedestrian activity includes journey to work data from the Australian Census, Household Travel Survey and NSW crash statistics.

To complement these, Council will also conduct regular pedestrian counts to monitor the implementation and effectiveness of this strategy over time. This will be supported by an implementation program to measure annual progress. An annual progress report will be presented to Council to detail the implementation of the Walking Plan, including community mobility trends. Progress of the Pedestrian Strategy can also be measured through walkability indicators, such as Walkscore. This website ([www.walkscore.com](http://www.walkscore.com)) is often cited by real estate agents to assess the walkability of a suburb. It gives a crude evaluation of walkability determined by the distance to a range of amenities including shops, schools, parks and libraries.





## Goal 2.2

### **Prioritise New Footpaths in a Consistent Way to Benefit the Community**

In order for Council to construct footpaths in areas where they are needed most, it is necessary for Council to maintain a comprehensive list of new footpaths based on priority.

This is done through a prioritisation process that considers a range of factors and criteria, including pedestrian demands, adjacent and nearby land uses (e.g. schools, activity centres, hospitals), continuity, high risk areas or accident locations and community input. Council has developed an evaluation and prioritisation tool so that we can efficiently and fairly prioritise new footpath proposals in a consistent way.

### Reducing Road Speed Limits in High Pedestrian Risk Areas

Road speed limits are managed by NSW Roads and Maritime Services (RMS) and therefore, Council cannot change speed limits on any classified or local roads without the approval of the RMS.

Reducing speed limits on local streets and in areas of high pedestrian activity enhances pedestrian safety by reducing the likelihood and severity of crashes.

Council will continue to work with the RMS on arrangements that reduce speeds in areas of significant pedestrian demand such as 40km/h High Pedestrian Activity Area schemes and 10km/h Shared Zones.

Shared Zones are a specific type of speed limit under the RMS Speed Zoning Guidelines (2011) and provide for the sharing of spaces by vehicles, pedestrians and cyclists at low speeds.

### Safe Routes to School

School children are among of the most vulnerable road users as they have less experience and knowledge of traffic situations, making them liable to be easily distracted and sometimes less aware of the road environment. Improving connections to schools was one of the key themes of the Walking Plan community engagement activities. Council will continue to work with the NSW Government and local schools to support Safe Route to School Programs, and to prioritise footpaths near schools in our Footpath Network Plan.

### Prepare Pedestrian Access and Mobility Plans for Key Focus Areas

Many of the Walking Plan strategies require more detailed investigation and planning, particularly in key centres and high pedestrian areas. These investigations include: investigation, design and implementation of improved footpaths, removing barriers and obstructions to walking, improved accessibility and road crossings. This is usually done through Pedestrian Access and Mobility Plans (or PAMPs), with funding assistance from the RMS. PAMPs have already been prepared for Manly Beach, Manly Wharf and Manly Town Centre (2018), Avalon (2017) and Mona Vale (2016).

Council will work with the RMS to prepare PAMPs for other key activity centres, including Frenchs Forest Hospital Precinct, Dee Why, Brookvale and Balgowlah.

## Action Summary Table Goal 2: Delivering the Network

Direction	Actions	Short Term 2020	Medium Term 2025	Long Term 2030	How Will We Do This	Responsible Business Unit
2.1 Use walking data to inform pedestrian priorities	A15 Establish ongoing pedestrian count data collection program	✓			<ul style="list-style-type: none"> <li>Determine key locations across the Northern Beaches</li> <li>Establish an annual process for the collection of data</li> <li>Allocate funding in the Delivery Program and Budget for data collection program</li> </ul>	3
	A16 Monitor and report on the progress of the Walking Plan	✓	✓	✓	<ul style="list-style-type: none"> <li>Annual update to community on program</li> <li>Report to Traffic and Transport Sustainable Reference Group</li> </ul>	3
2.2 Prioritise new footpaths in a consistent to benefit the community	A17 Give priority to pedestrian infrastructure within walking catchments of activity centres, public transport hubs and along principle school routes	✓	✓	✓	<ul style="list-style-type: none"> <li>Monitor progress of the footpath delivery program</li> <li>Review community feedback</li> </ul>	3 4 7
	A18 Give priority to pedestrian infrastructure that creates continuous accessible paths of travel to key sites	✓	✓	✓	<ul style="list-style-type: none"> <li>Monitor progress of the footpath delivery program</li> </ul>	3 4
	A19 Give priority to pedestrian infrastructure at high risk / high pedestrian crash sites	✓	✓	✓	<ul style="list-style-type: none"> <li>Continue to analyse Roads and Maritime Services Crash data</li> </ul>	3
2.3 Work with the State Government to facilitate delivery of the Walking Plan	A20 Work with RMS to reduce vehicle speeds	✓	✓	✓	<ul style="list-style-type: none"> <li>Continue to lobby Roads and Maritime Services to reduce vehicle speed in local streets</li> </ul>	3
	A21 Work with the NSW Government to progress Safe Routes to Schools initiatives	✓	✓	✓	<ul style="list-style-type: none"> <li>Continue to seek funding through Roads and Maritimes Active Travel and Safe Routes to School Programs</li> </ul>	3
	A22 Prepare Pedestrian Access and Mobility Plans (PAMPs) for Key Focus Areas	✓	✓	✓	<ul style="list-style-type: none"> <li>Establish hierarchy of town centres and villages for consideration of future</li> <li>Continue to seek funding through Roads and Maritimes Active Travel Program for the development and implementation of PAMP's</li> </ul>	3 4 7

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### Direction 3 **Making Walking Safe**

Create a safe, well-maintained, comfortable and enjoyable pedestrian environment that encourages walking that is accessible for people of all ages and abilities.

Increasing pedestrian safety is crucial to increasing walking for transport. If risks to pedestrians increase, fewer people will want to walk. The safer pedestrians feel, the more people will walk, reducing congestion across the transport network.

More walking creates a 'safety in numbers' effect, where people expect to see pedestrians around and look out for them – but the built environment must be improved in concert with changing perceptions to minimise risks.

Strategies to encourage people to walk need to be underpinned by a solid plan to increase the safety of walking.

### Network Design

The following principles from the Australian Urban Design Protocol provide a holistic approach for designing environments that support walking.

#### 01 Principle Comfortable

- It feels comfortable to walk through, sit, stand, play, talk, read or just relax
- It is not too exposed to unpleasant noise, wind, heat, rain, traffic or pollution
- You can freely use the place, or at least part of it, without having to pay
- You can be yourself and feel included as part of the community
- It caters for people with various physical capabilities, the old and the young

#### 02 Principle Vibrant

- You can see that there are other people around
- People are enjoying themselves and each other's company
- There are places to meet and interact, play, explore, recreate and unwind
- It is a place you want to visit, experience, or live in

#### 03 Principle Safe

- It feels safe and secure, even at night or on your own
- There aren't signs of decay such as graffiti, rubbish, weeds or derelict buildings and places
- Roads and paths are safe for adults and children to walk or ride their bikes

#### 04 Principle Walkable

- It prioritises people walking or riding before vehicles
- It is easy to get around on foot, bike, wheelchair, pushing a pram or wheeling luggage
- Buildings and streets feel like they're the right size and type for that place
- It encourages physical activity and social interaction, and promotes a healthy lifestyle

When planning footpath widths, consideration needs to be given to the recent changes in NSW laws that allow children up to 16 years old (and accompanying adult) to ride a bicycle on a footpath. This may result in a rise in the number of people cycling on footpaths, especially in the vicinity of schools and local destinations. Wider footpaths also provide additional spaces to allow mobility scooters, wheelchairs, prams and pedestrians to pass each other safely.

Council also needs to consider the road hierarchy where a footpath is proposed to ensure that there is sufficient width to meet the pedestrian demand. Situations may occur where a proposed footpath is upgraded to a shared path to provide a cycling connection to an existing or proposed cycling network.

### Accessibility

For many people, using our footpaths to walk around their neighbourhoods or to the shops or bus stop is easy. However, for older people and people with sight or hearing impairment or needing mobility aids, this simple task can be very challenging. Council will work with the RMS to ensure that all traffic lights are fitted with audible pedestrian signals and crossings are fitted with tactile ground surface indicators (TGSIs).

## Reduce Conflicts between Pedestrians and Other Transport Modes

### Pedestrian Safety at Roundabouts

Roundabouts have proven to be very effective in managing traffic movements at intersections; however, they can also hinder pedestrian amenity and safety. Small roundabouts found on local streets generally present few problems to pedestrians. Low traffic speeds and low traffic volumes assist with the ease of pedestrian movements. Large multi-lane roundabouts can be difficult for pedestrians to cross due to the volume of traffic, longer crossing distances and higher vehicle speeds.

#### Difficulties experienced by pedestrians at roundabouts include:

- left-turning drivers tend to check their right side only for approaching vehicles and not for pedestrians crossing on their left. Left-turn manoeuvres can also happen more quickly than at a regular intersection;
- lack of pedestrian priority;
- unpredictable vehicle speeds and manoeuvring in a roundabout;
- pedestrian routes through a roundabout intersection tend to be less direct than at other intersection types.

These aspects can make crossing roundabouts less safe for pedestrians than Give Way or Stop controls at crossings or T-intersections. Improvements can be made to roundabouts such as providing splitter islands that include a refuge area or moving crossing points away from the intersection edge. An audit of roundabouts in the LGA with respect to pedestrian safety would help to identify opportunities for improvements.

### Pedestrian Safety Education Campaigns

Over the five year RMS crash reporting period between 2013 - 2017, 225 pedestrians have been involved in crashes across the Northern Beaches. This resulted in five pedestrian fatalities and 220 pedestrian injuries.

All of the fatal pedestrian crashes recorded during this reporting period involved pedestrians aged either between 60 - 69 (one fatality) or over 70 years of age (four fatalities). Overall, pedestrians aged over 60 years of age account for 24% of all pedestrian crashes.

Fatal and serious pedestrian injury crashes are more common in areas with higher pedestrian volumes, including higher risk metropolitan roads. Many tourists also visit the Northern Beaches each year, including thousands of international visitors who are unfamiliar with our roads and road rules.

Council will work with the State Government to deliver the Local Government Road Safety Program and will promote education programs, focusing on improving pedestrian, driver and cyclist behaviour to help reduce the number and severity of pedestrian injury crashes and address behaviour that hinders pedestrian access.

Programs such as 'Watch Out. Cars About' aim to improve pedestrian safety, particularly in high risk urban roads. Due to the high number of pedestrian crashes involving older members of our community, Council will develop road safety campaigns to target this age group.

## Enforce Regulations Against Illegal Parking of Vehicles

Vehicles which park over footpaths or nature strips create a hazard for pedestrians and parents with prams and young children, as well as the safety for people in wheelchairs, mobility scooter users and those with a vision impairment, restricting access and forcing pedestrians to walk on the road. Northern Beaches Council's enforcement team will continue to target areas of high pedestrian activity where illegal parking on footpaths is prevalent, particularly in areas around schools, aged-care facilities and commercial areas.

## Regulate Street Clutter

The Northern Beaches are great for outdoor dining and many restaurants and cafes have street furniture such as tables, seating, planter boxes and heaters situated on the footpath. Regulations need to be enforced for managing street signage and furniture to maintain the effective width of footpaths for people in wheelchairs, mobility scooter users and parents with prams.



### Targeting Pedestrian Related Crash Locations

Safety is an important consideration when walking around our streets. Greater perceived and actual safety is a key benefit of a more walkable environment.

### Street Lighting Improvements

Street lighting can make a location more attractive for walking at night by improving passive surveillance potential as well as enhancing pedestrians' visual perception of the path location, other users and obstructions or surface damage. Street lighting can provide safety benefits at mid-block and intersection locations and can also improve safety for pedestrians, particularly at crossing points.

Lighting can also make pedestrians more visible to drivers, improving safety when a pedestrian is crossing a road. Council will continue to improve street lighting along key pedestrian and cycle paths, pathways, reserves and in significant public carparks.

### Reduced Speed Limits in Areas of High Pedestrian Activity

Fatal and serious injury crashes involving pedestrians are more common in areas with higher pedestrian volumes, including higher-risk metropolitan roads. A pedestrian hit by a car travelling at 50km/h is twice as likely to die as one hit by a car travelling at 40km/h.<sup>8</sup>

Council, Transport for NSW and the RMS are strongly focused on pedestrian safety. We recognise that everyone is a pedestrian at some time in their journey and should be able to walk safely.

40km/h High Pedestrian Activity areas, Shared Zones and 40km/h School Zones are part of a strategy to reduce the number and severity of crashes. Changing the way streets are used in town centres improves the quality of life. They become places for people, not just traffic. Council will continue to identify streets where speed limits should be reduced to enhance pedestrian safety. We all have a part to play in bringing the road toll towards zero.

### More Space for Pedestrians

Re-balancing or allocating more space for pedestrians encourages lively and active spaces, improves comfort and reduces conflict with other modes. Increasing pedestrian space improves pedestrian flow, allows space for pedestrian amenities (e.g. shade trees, seating and lighting) and makes it easier to cross the road.



## Improve Pedestrian Crossing Opportunities

### Crossing Opportunities

Crossing the road is the highest risk activity for pedestrians and the major factor in pedestrian-related accidents. Council uses a range of treatments to aid pedestrians to cross the road, including signalised crossings, zebra crossings, refuge islands, kerb buildouts, pedestrian fencing and lighting. The type of facility used will be dependent of the pedestrian demand, the type of road and speed limit and the type of pedestrians most likely to cross (e.g. school children).

Council will continue work with the RMS to investigate and deliver improved road crossing facilities designed to national and international best practice.

### Pedestrian Sight Lines

Adequate sight lines are essential at all crossing facilities not controlled by traffic signals and at signalised intersections with parallel pedestrian crossings without full protection from vehicle signals.

Pedestrian crossing facilities should be located where motorists can see a pedestrian move from the footpath or median onto the road in sufficient time to stop, and where pedestrians can see a vehicle far enough away to safely cross the road before the vehicle arrives.

“

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The current link paths are great. I walk everywhere.”

## Action Summary Table Goal 3: Making Walking Safe

Direction	Actions	Short Term 2020	Medium Term 2025	Long Term 2030	How Will We Do This	Responsible Business Unit
3.1 Facilities are accessible, safe and well designed	A23 Ensure Council's network design is incorporated into the planning and design of new walking facilities	✓	✓	✓	<ul style="list-style-type: none"> <li>Work with Capital Projects when designing footpaths and pedestrian facilities</li> <li>Review plans through pedestrian working group</li> </ul>	3 12
	A24 All signalised crossings have DDA infrastructure to assist the visually impaired		✓		<ul style="list-style-type: none"> <li>Lobby Roads and Maritimes Services to upgrade signalised crossings</li> <li>Identify areas of concern through the development of PAMP's</li> <li>Identify locations for pedestrian countdown timers in our Strategic Centres</li> </ul>	3
3.2 Reduce conflicts between pedestrians and other transport modes	A25 Conduct an audit of roundabouts and implement improvements to support pedestrian safety		✓		<ul style="list-style-type: none"> <li>Create a database of roundabouts based on pedestrian trip generators and town centre hierarchy</li> <li>Commence an improvement program based on traffic and pedestrian volumes</li> </ul>	3
	A26 Develop and deliver pedestrian safety campaigns	✓	✓	✓	<ul style="list-style-type: none"> <li>Road Safety Officers to continue to deliver pedestrian safety programs through the Local Government Road Safety Program</li> <li>Develop a Seniors Pedestrian Safety Campaign to address the high pedestrian crash data for those aged over 60 years of age</li> <li>Develop an Active to Schools Program</li> </ul>	3
	A27 Carry out regular enforcement of illegally parked vehicles blocking pedestrian access	✓	✓	✓	<ul style="list-style-type: none"> <li>Rangers team to continue to monitor in the pedestrian network</li> </ul>	13
	A28 Ensure safe pedestrian access through regulation of street clutter	✓			<ul style="list-style-type: none"> <li>Work with internal partners to review commercial areas so that pedestrian access is prioritised and maintained.</li> </ul>	7 8 13
3.3 Improve safety for pedestrians in high risk zones	A29 Regularly review RMS pedestrian crash data to determine pedestrian crash clusters	✓	✓	✓	<ul style="list-style-type: none"> <li>RSO's to provide an annual detailed pedestrian crash report and include mapping of pedestrian crash locations</li> </ul>	3
	A30 Improve street lighting along key pedestrian routes	✓	✓	✓	<ul style="list-style-type: none"> <li>Develop a hierarchy of walking networks for improved lighting</li> </ul>	3 8
	A31 Identify appropriate speed limit changes in local roads	✓	✓	✓	<ul style="list-style-type: none"> <li>Implement 10km Shared Zones in local roads</li> <li>Implement and expand 40km High Pedestrian Activity Areas</li> </ul>	3
	A32 Allocate more road space to pedestrians through the implementation of kerb extensions, wider footpaths and shared zones	✓	✓	✓	<ul style="list-style-type: none"> <li>Identify areas through the development of PAMP's</li> </ul>	3
3.4 Improve pedestrian crossing opportunities	A33 Investigate locations for improved and additional pedestrian facilities in assist in safe access and connectivity to destinations	✓	✓	✓	<ul style="list-style-type: none"> <li>Identify areas through the development of PAMP's</li> </ul>	3
	A34 Be supportive of technology and future innovations	✓	✓	✓	<ul style="list-style-type: none"> <li>Promote use of technology to the local community to provide pedestrian network information and road safety advice</li> </ul>	3
	A35 Increase formal crossing opportunities on principle walking routes to schools	✓	✓	✓	<ul style="list-style-type: none"> <li>Develop a Northern Beaches Council Active to School Program</li> </ul>	3

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## Direction 4

### Creating Walkable Neighbourhoods

Develop accessible, comfortable and safe active living areas that are linked via the pedestrian network, for recreation or exercise where pedestrians are the priority.

#### Pedestrian Priority

The Northern Beaches have diverse vibrant and unique destinations that include natural features, shopping strips, precincts and neighbourhood centres. Council wants people to walk freely in and around these destinations including on our streets, walkways, laneways and paths by providing comfortable, uncluttered, connected and well serviced places to walk. Enhancing destinations by improving the ability to walk in and around them will also help generate activity on our streets, making them more attractive places for people to spend time.

#### Goal 4.1

#### Provide a High-Level Pedestrian Priority in the Network to Pedestrian-Focused Areas

##### Connectivity

A well-planned walking network emphasises connectivity between places that are within convenient walking distances. The distance that people are willing to walk will vary between individuals and places and depends on the purpose and duration of the trip and activity. Connectivity can be both physical and visual and maximising these types of connections increases the attractiveness of walking over other transport modes.

In activity centres, a finer grain network of pedestrian routes will result in shorter and quicker walking trips for all users. Laneways, arcades, public open space and Shared Zones are some options that increase 'permeability'.

A focus of the Walking Plan will be to create walking networks to local schools and sportsgrounds.

##### Increasing Formal Crossing Opportunities

Pedestrian crossings provide a safe way for people to walk from one side of the road to the other. They provide vital links in the walking network and reduce walking distances. Where pedestrian volumes are high and there is a desire to encourage walking over vehicle use, there may be an opportunity to provide pedestrian priority crossings such as a marked foot crossing, traffic signals or a continuous footpath treatment.

There are locations where new crossings are needed and in some parts of the Northern Beaches, the distance between formal crossing points are too long, encouraging people to cross in unsafe locations.

Council will develop a prioritised list of locations for new pedestrian crossings and work with the RMS to install them.

##### 10km/h Shared Zones

Shared Zones provide an environment where the road is shared by vehicles and pedestrians in a low speed environment.

### Inclusive Pedestrian Spaces

Northern Beaches is a very walkable place. However, Council needs to build on this to make walking more accessible and inclusive of everyone, particularly for the elderly and those with mobility difficulties. We need to design walking infrastructure now to cater for future requirements. This includes priority for people walking, with good footpaths, easy connections, adequate lighting, places to stop, improved wayfinding, shade and seating.

“ I have children between the ages of 8 and 12 who do not qualify for a bus pass as we live too close yet there is no footpath along the street to make walking to school a safe option.”

### Reviewing Signal Crossing Times for Pedestrians

Delays at signalised crossing locations can be a major deterrent to walking, particularly in activity centres, or crossing busy multi-lane roads. Waiting times can be significant and can deter many pedestrians crossing the road or lead to unsafe crossing behaviour. The main elements of traffic signals that affect pedestrians are waiting time and crossing times.

Pedestrians often become frustrated by long delays and may ignore the signals entirely and cross when they perceive the risk to be acceptable, rather than accept continued delay. Long traffic signal cycle times generally result in long wait times. Reduced cycle times could also have the effect of reducing the queues of pedestrians waiting on the corners of those intersections where footpath overcrowding is a problem during peak times of the day.

Signalised pedestrian crossings need to provide additional phase (walk) time to allow older pedestrians walking at slower speeds to complete their crossing, rather than being stranded in the middle of the road. This could be achieved by designing crossings to accommodate slower walking speeds (0.9 metres per second rather than 1.2 metres per second) or more efficiently by utilising sensor detection technology which can adjust the signal phasing in response to a slower pedestrian.

### Planning for Shade

Increasing the amount of shaded area is regarded as one of the most effective strategies to improve pedestrian comfort, especially through summer. Good urban design elements not only improve the street appeal but also provide valuable shade and comfort to pedestrians.

The quality of the street, its character and the level of pedestrian comfort are important factors that either encourage activity or hinder use. Tree-lined streets exemplify the traits of a quality streetscape – they are more pleasant, the temperature is cooler and pedestrian patronage is high.

In exceptional circumstances, Council may need to remove trees that are damaging the footpaths and services located underground, or which present a safety hazard to the community. If this occurs, then we aim to re-plant trees more suitable to the area.

### Rest Opportunities in Major Activity Centres

Rest opportunities can serve several needs. The distance people are willing to walk generally increases where adequate rest opportunities exist such as seating, shade and water drinking facilities. Such facilities are particularly beneficial to seniors and children. Public toilets also enhance the capacity for pedestrians to travel further distances in a walking network.

### Weather Protection in Major Activity Centres

Weather protection is a key element in increasing the amenity of the walking environment of a centre. Awnings along building frontages provide the main component of weather protection over footpaths in significant town centres. Council's Development Control Plans (DCP) requirements for awnings on new buildings in particular locations aim to expand the coverage of weather protection. However, there are many locations which do not have awnings and are unlikely to for decades until redevelopment occurs. An investigation of means to provide weather protection in the interim is needed. Covered walkways may provide an option in this respect; however, impacts on aesthetics and the creation of obstructions on the path to support such structures also needs to be considered.

### Places for People

Planning which creates better connectivity, gives priority to pedestrians and ensures that businesses, parks, public transport and shops are located where people can easily reach them on foot.

Considering pedestrians first (or pedestrian priority) in new developments and centre place-making will encourage walking by better connectivity, convenience and comfort and safety.

### Maintaining Pedestrian Access Through Building Activities

The Northern Beaches have experienced considerable growth in the past few years, including development of new sites and redevelopment of others. It is inevitable that building works will cause some level of disruption to local traffic, parking and active transport. It is important, that safe and convenient access is provided for pedestrians around these sites without undue or lengthy diversions.

Traffic Management Plans are required to be approved for all construction works and the plans adhered to, to ensure the safety of all road users (including those with mobility difficulties) and are maintained through the construction period. Council will ensure these plans are appropriately prepared and followed and that the footpath is reinstated after construction works are finished to the same or higher standard.

### Pedestrian Connectivity to, From and At Our Council Buildings

Council provides many services to the community through libraries, community centres, customer service, aquatic centres and surf clubs.

Improving the walking connections, along with end-of-trip facilities, to our Council buildings and public transport hubs will be a high priority for Council when we are planning our active travel connections.

## Action Summary Table Goal 4: **Creating Walkable Neighbourhoods**

Direction	Actions	Short Term 2020	Medium Term 2025	Long Term 2030	How Will We Do This	Responsible Business Unit
4.1 Provide a high-level pedestrian priority in the network to pedestrian focused areas	A36 Pedestrian integration and connectivity is a priority in the development of activity centres and urban villages	✓	✓	✓	<ul style="list-style-type: none"> <li>Identify integration and connectivity through the development of PAMP's</li> <li>Work with internal partners to plan our future centres</li> </ul>	3 4 7
	A37 Provide the high-level of infrastructure to support pedestrians with activity centres and urban villages	✓	✓	✓	<ul style="list-style-type: none"> <li>Identify infrastructure requirements through the development of PAMP's</li> </ul>	3
	A38 Use "places for people" elements to support high-quality walking environments	✓	✓	✓	<ul style="list-style-type: none"> <li>Work closely with internal partners to achieve pedestrian outcomes</li> </ul>	3 4 7
4.2 Ensure the accessibility of walkable places	A39 Increase formal crossing opportunities including pedestrian priority crossings in areas of high pedestrian activity	✓	✓	✓	<ul style="list-style-type: none"> <li>Identify locations through the development of PAMP's</li> </ul>	3
	A40 Ensure pedestrian spaces and routes are accessible to people of limited mobility and comply with DDA requirements	✓	✓	✓	<ul style="list-style-type: none"> <li>Audit route accessible through the development of PAMP's</li> <li>Construct wider footpaths in areas of high demand</li> </ul>	3
	A41 Review signal crossing times near hospitals, aged care facilities and schools to provide sufficient crossing time for slower pedestrians	✓			<ul style="list-style-type: none"> <li>Lobby Roads and Maritimes Services to upgrade signalised crossings</li> <li>Identify areas of concern through the development of PAMP's</li> <li>Identify locations for pedestrian countdown timers in our Strategic Centres</li> </ul>	3
4.3 Provide shaded and comfortable pedestrian environments	A42 Improve rest opportunities in key centres	✓			<ul style="list-style-type: none"> <li>Identify seating and shade improvement opportunities through the development of PAMP's</li> <li>Work with internal partners to install and upgrade existing seating</li> </ul>	3 4 7
	A43 Improve weather protection in key centres and Council facilities	✓	✓		<ul style="list-style-type: none"> <li>Identify seating improvements through the development of PAMP's</li> <li>Work with internal partners to improve weather protection in key centres and Council facilities</li> </ul>	2 3 4 7 10
4.4 Design for pedestrians first	A44 Provide walking and cycling connections to Council buildings and community centres	✓	✓		<ul style="list-style-type: none"> <li>Ensure walking and cycling connections are included in the Walking Plan priority schedule and Bike Plan network</li> </ul>	3 10
	A45 Priority is given to walking access to, through and within new developments	✓	✓	✓	<ul style="list-style-type: none"> <li>Work with internal partners to ensure the best come for pedestrians in new developments</li> </ul>	3 4 6

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## Direction 5 **Encouraging Walking**

Promote walking as a means of improving transport movement, public transport access, public health, environmental quality and recreation, with the goal of increasing walking trips as a percentage of all travel in the Northern Beaches.

In addition to the physical pedestrian networks, there are several additional actions that Council can do to encourage and increase active travel.



### Advocate Walking

Council is committed to encouraging more people to be physically active more often and we recognise the importance of promoting and supporting environments that encourage walking for transport, recreation and health. The International Charter for Walking is a common policy reference that cities, organisations, neighbourhood groups and individuals can sign up to and encourage more every day walking and greater walkability. Council will reaffirm its commitment to the Charter.

### Joint Promotional Campaigns

Council will work closely with the State Government to promote walking programs and initiatives, such as 'Walk Safely to School Day'. This can increase awareness of the pedestrian network and connection to public transport and other facilities close to work places. Council can support such initiatives by facilitating such events for its own staff and providing in-kind support for events in the wider community.

Other initiatives include support for local walking groups and Safe Routes To School Programs.

### Mapping

Providing easy-to-access, reliable and relevant information is key to increasing walking. Not knowing where to find safe and convenient route information is a barrier for those who do not actively walk. Providing information across varying media platforms increases accessibility.

Another initiative is to develop and promote self-guided walks from public transport stops, as has been done with brochures promoting walks from some ferry wharves and the maps produced under the Sharing Sydney Harbour and Walking Coastal Sydney Programs.

### Lead the Walking Journey

Council is the biggest employer on the Northern Beaches with over 1,800 employees and is in a strong position to lead the way when it comes to changing the way our people travel between work and home and around the Northern Beaches as part of their employment. This can be achieved by developing a staff travel plan which focuses on active and public transport travel. Initiatives such as E-bike salary sacrifice schemes and reward schemes for using public transport can be investigated further.

## Partner with Local Schools to Encourage More Children Walking to School

There are over 80 Government and private schools in the Northern Beaches. School pick-up and drop-off traffic is one of the biggest contributors to road congestion in New South Wales and the Northern Beaches. According to the NSW Bureau of Transport Statistics<sup>9</sup>, there are 1.12 million daily trips in the Northern Beaches, of which 84,180 trips (7 percent) are associated with trips to schools and child care. According to the data, the average trip distance to schools in the Northern Beaches is around four kilometres.

The NSW Active to School Charter established by the NSW Office of Preventative Health outlines a number of strategies to increase children's active travel to school.

### Safe Routes to School

Many factors, real or perceived, inhibit children walking to and from school. Many parents believe that their children live in environments that are more dangerous than in previous years. This results in some parents being reluctant to let their children go to places independently, due to fears of crime and of dangerous traffic, which reinforces

children's dependence on other means of transport and restricts their mobility. An increase in the number of both parents working has also changed the way that children travel to school. Such trends have a cumulative effect, particularly when parental concerns lead to more parents driving their children to school, resulting in increased traffic and parking congestion.

**When identifying safe routes to school, Council needs to consider not only the footpath network, but a number of other aspects including:**

- Traffic volumes on roads around schools
- Number of pedestrian crossing points
- Existing road infrastructure
- School 'Stop, Kiss and Leave' Zones
- Passive surveillance
- School entry locations or potential new entry locations
- School and local bus stop locations

<sup>9</sup> Transport for NSW Household Travel Survey (HTS), Northern Beaches LGA, 2106/17

## Encourage Walking Trips as Part of Our Daily Travels

### Travel Planning

Making available information on the range of transport options aside from the private motor vehicle will significantly encourage walking, albeit indirectly.

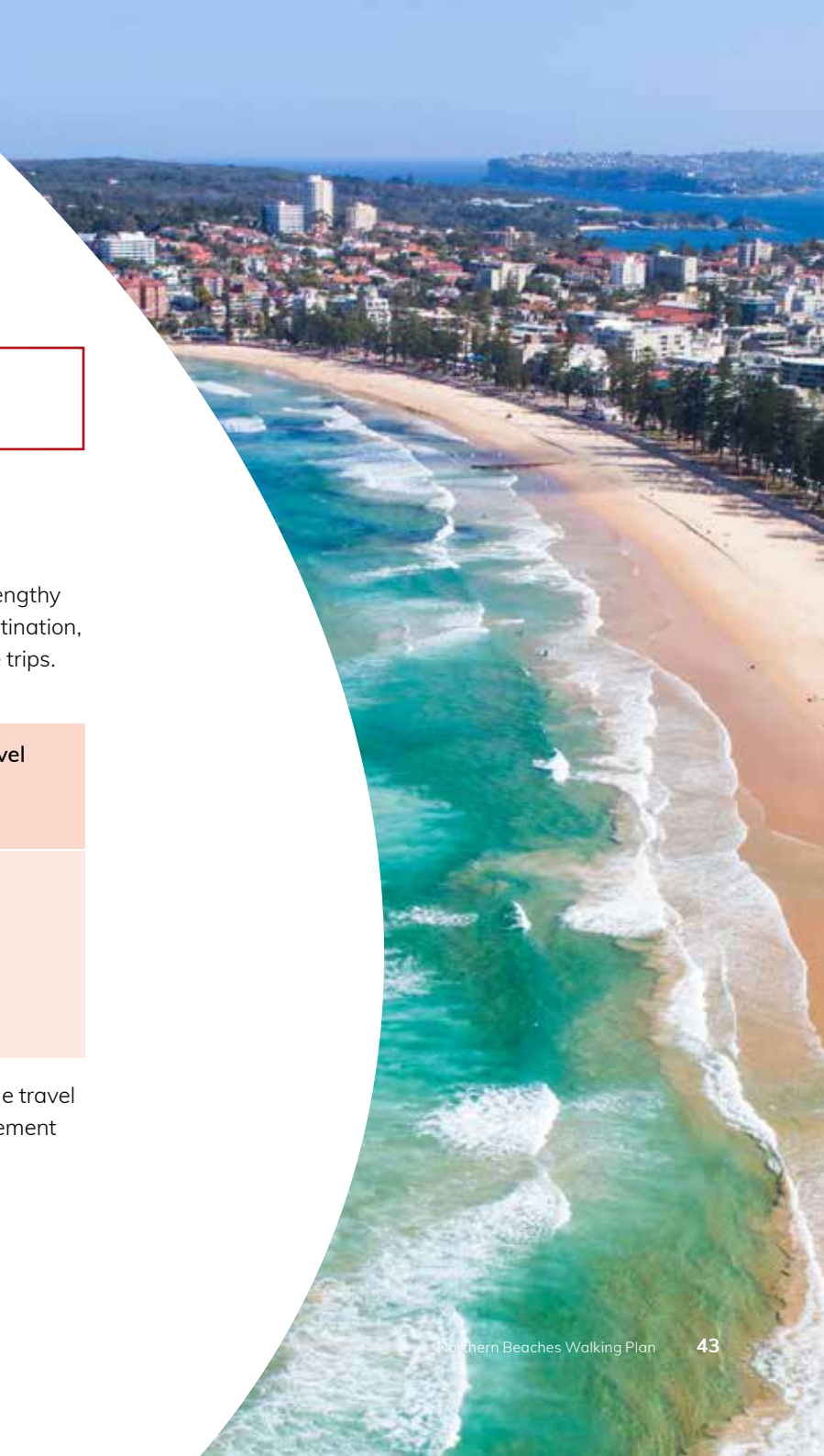
Public transport trips have more lengthy walking trips at the origin and destination, compared to private motor vehicle trips.

**Travel plans provide residents and visitors with the tools and information to travel to and from the destination using different types of transport, steering away from dependency on the private car. The main aim of travel plans is to:**

- Reduce the number of residents and their visitors driving
- Reduce the kilometres travelled by car
- Outline current travel patterns and transport facilities
- Provide targets for travel and actions to achieve these goals

Council can support businesses in the development of travel plans, by providing background information on accessible transport, footpaths and shared paths and public transport routes and stops.

Major developments should include travel plans or “green travel” as a requirement of their development approval.



## Action Summary Table Goal 5: Encouraging Walking

Direction	Actions	Short Term 2020	Medium Term 2025	Long Term 2030	How Will We Do This	Responsible Business Unit
5.1 Promote walking	A46 Continue advocating to key partners, including the State Government on walking issues, specially improving pedestrian safety, to realise the goals and actions of this Walking Plan	✓	✓	✓	<ul style="list-style-type: none"> <li>Continue to apply for RMS Active Transport Grant Funding for pedestrian facilities, behaviour change campaigns and the development and implementation of PAMPs</li> </ul>	3
	A47 Develop Travel Access Guides and use Apps to provide assistance in wayfinding and route information	✓	✓		<ul style="list-style-type: none"> <li>Develop route information for areas of high pedestrian activity</li> <li>Promote the use of Apps to the community, in particular to older members of our community</li> </ul>	3
5.2 Partner with local schools to encourage more children walking to school	A48 Develop a Northern Beaches Active to School initiative to encourage walking and cycling to school	✓			<ul style="list-style-type: none"> <li>Engage with local schools and P&amp;C committees to develop an Active To School Guide</li> </ul>	3
	A49 Establish safe walking routes to all schools to encourage walking	✓			<ul style="list-style-type: none"> <li>Continue to ensure footpath networks to schools are of a high priority in the Walking Plan</li> </ul>	3
	A50 Support and encourage walk to school initiatives, such as Walking Bus Programs	✓			<ul style="list-style-type: none"> <li>Continue to apply for RMS Active Transport Grant Funding to implement Active To School initiatives</li> </ul>	3
5.3 Encourage walking trips as part of our daily travels	A51 Develop a Northern Beaches Council Work Place Travel Plan	✓			<ul style="list-style-type: none"> <li>Develop a Northern Beaches Council Work Place Travel Plan</li> </ul>	3 11
	A52 Support businesses in developing Travel Plans for employees	✓			<ul style="list-style-type: none"> <li>Use the Northern Beaches Council Work Place Travel Guide as an example to local business</li> <li>Provide guidance to local businesses</li> </ul>	3 7
	A53 Ensure end-of-trip facilities for pedestrians and cyclists are provided in all new commercial developments	✓	✓	✓	<ul style="list-style-type: none"> <li>Plan for pedestrian and cycling facilities in all new developments as the highest priority</li> <li>Lead by example and ensure all future Council buildings, carparks and facilities are of a high standard</li> </ul>	3 4 7

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“ For the elderly, children and anyone with a disability footpaths are a necessity for walking in a safe environment. ”



# Walking Challenges

We need to move away from our dependency on cars and embrace walking, cycling and public transport. This requires a significant change in travel behaviour, as well as the provision of more accessible centres, villages and employment nodes.

## Real and Perceived Barriers to Walking





Accessible and safe pedestrian routes will also be important as the population ages. Our infrastructure has to accommodate increasing numbers of people who are less mobile and need assisted transportation options. There are also competing needs between those who choose active modes of travel, including pedestrians, rollerblading, skateboarding, scooters and cyclists.

There are many missing links in footpath and cycle-way networks and limited off-road connections between Northern Beaches communities. Regional linkages, such as between Dee Why and Chatswood, are needed for pedestrian and cyclists to get around.

There are several real and perceived barriers to walking, as illustrated in *Table 1*.

Many of these real and perceived safety concerns were raised by the community and define the challenges for walking in the Northern Beaches. The Walking Plan goal and objectives form the basis for how Council will achieve its vision for walking and address these challenges.

Well designed, separated and pleasant walking and cycling routes are important to provide active travel alternatives to cars and public transport. Active travel brings health, wellbeing and liveability benefits to the community. It is also important for the economic viability of local centres and villages, helping reduce traffic congestion and improving environmental sustainability.

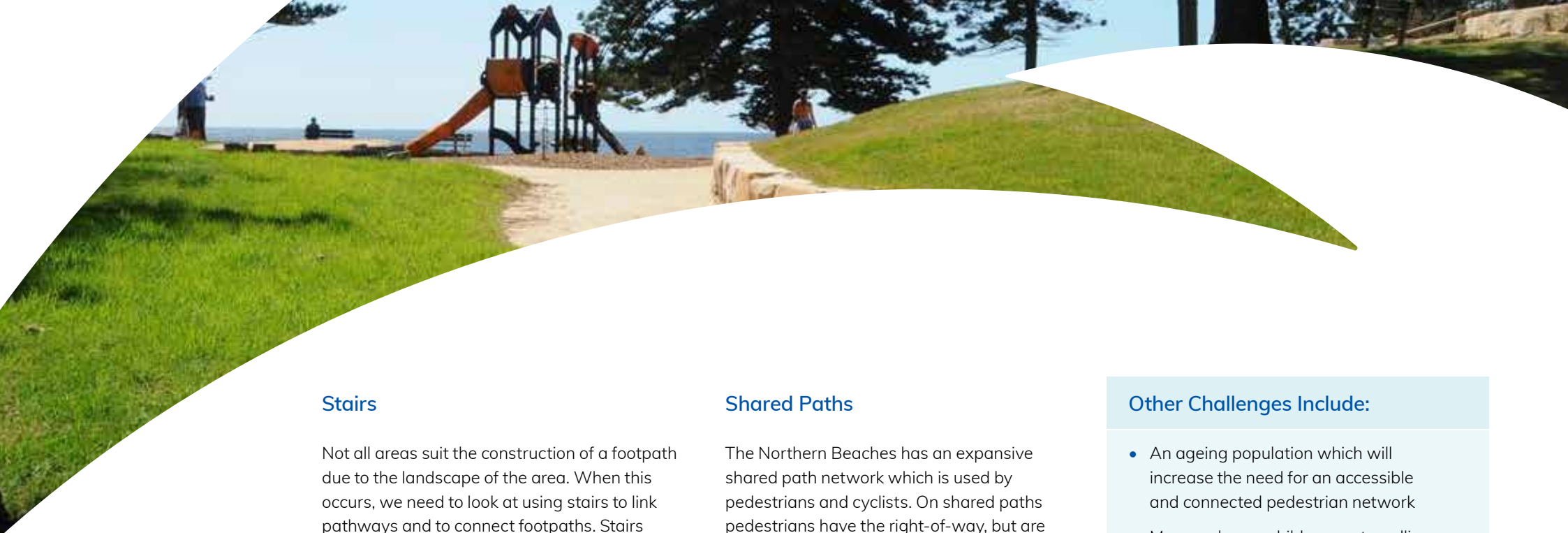
In order to make the Northern Beaches a great place to walk, Council will need to expand the current footpath network to better connect people and places, including public transport hubs. This supports social connections for young families, the elderly and people with accessibility or mobility concerns.

Development of both dedicated off-road cycle networks and shared paths is also critical to the expansion of the Active Travel Network. The Narrabeen Lagoon Trail provides a dedicated recreational walking and cycleway that connects to other shared paths in Narrabeen, Cromer and Dee Why.

Community neighbourhoods that support and enable more walking and cycling and integrate all modes of travel help improve commuting and general connectivity. By creating more direct walking and cycling routes to popular destinations, improving footpath quality, installing kerb ramps, end-of-trip facilities, traffic calming and better signage, we can make our streets safer and accessible for pedestrians.

To improve the walking and cycling network, Council will continue to partner with the State Government to deliver active travel improvements.

“ Residents are unable to walk on the unpaved footpath in most areas because of rough terrain so are forced to walk in the gutter or on the road. It is very dangerous and impossible for disabled seniors to access the bus stops.”



## Stairs

Not all areas suit the construction of a footpath due to the landscape of the area. When this occurs, we need to look at using stairs to link pathways and to connect footpaths. Stairs must be compliant with relevant building standards, including consistent step heights, railings, landings and non-slip surfaces.

While stairs are not ideal for all users, especially parents with prams and mobility users, they are only used when there is no other available opportunity to connect the network. In some cases, we may use ramps, but these are difficult to include in a walking network due to topographic issues.

## Shared Paths

The Northern Beaches has an expansive shared path network which is used by pedestrians and cyclists. On shared paths pedestrians have the right-of-way, but are expected to keep left to allow other users, including cyclists, to pass them.

Shared paths are often the cause of conflict between pedestrians and cyclists, especially in high-use areas such as the Narrabeen Lagoon Trail. The success of shared paths depends on etiquette between pedestrians and cyclists.

Council works to deliver 'share the path' information to users through signage, social media campaigns and cycling workshops.

## Other Challenges Include:

- An ageing population which will increase the need for an accessible and connected pedestrian network
- More and more children are travelling to school by vehicle
- The expansion of the footpath network is reliant on Council funding the footpath budget each year in its Delivery Program and Budget
- The topography of the Northern Beaches can make it difficult to construct footpaths in many streets
- Vehicles parked on nature strips or on driveways prevent pedestrian access, with or without a footpath
- Vegetation growing over footpaths prevents access and limits visibility
- Parked cars reduce visibility between drivers and pedestrians





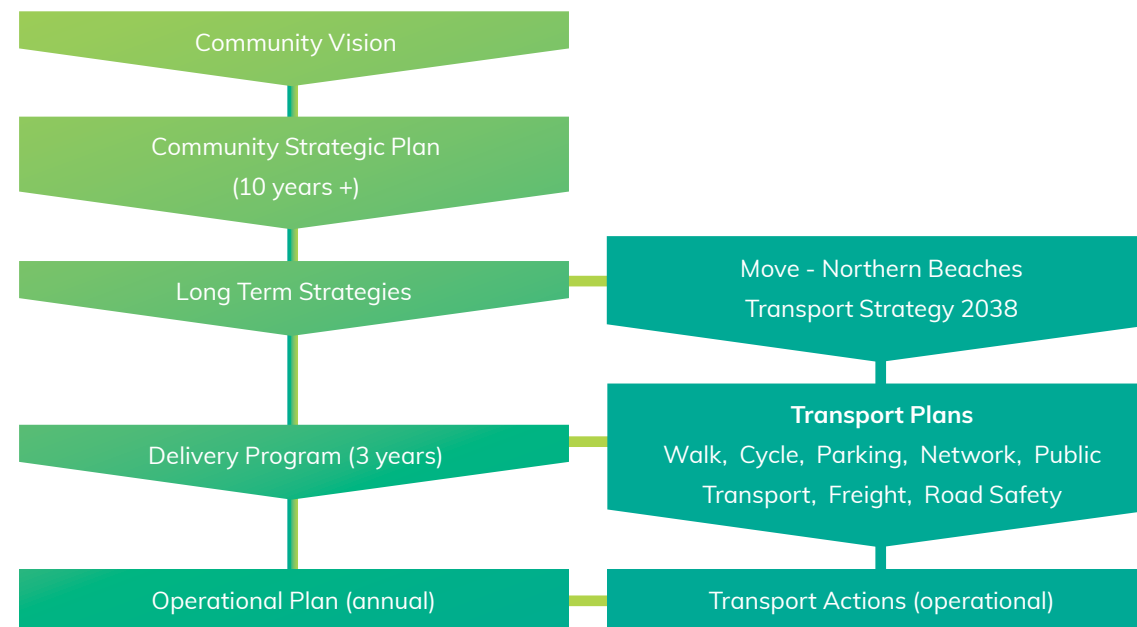
# Walking Supports Our Strategies

## Northern Beaches Council Community Strategic Plan

The Northern Beaches Community Strategic Plan is Council's roadmap for the future of the Northern Beaches. It defines the community's vision and sets a direction for everything we must do over the next decade to make the vision a reality.

The Plan sets out the community's goals and strategies to achieve eight identified outcomes. Goals relating to the transport network and this Walking Plan are:

## Relationship of Community Strategic Plan and Move-Northern Beaches Transport Strategy 2038





## Move – Northern Beaches Transport Strategy

The Northern Beaches Transport Strategy outlines six Active Travel Future Directions to achieve our objective to expand the footpath and shared path networks. This will improve connectivity and safety that makes walking and cycling attractive alternatives to the car and to provide a safe environment, both on and off-road for all users and the end-of-trip facilities to make it a realistic option for commuting.

### Other strategies guidelines and plans which will influence walking are:

- Northern Beaches Environment Strategy
- Northern Beaches Housing Strategy
- Northern Beaches Disability Inclusion Action Plan
- Northern Beaches Public Domain Design Guidelines
- Northern Beaches Open Space Strategy
- Northern Beaches Bike Plan



## Northern Beaches Council Disability Action Plan

Northern Beaches Council is committed to ensuring that our communities are accessible and inclusive and are working towards making this a reality through a series of actions that make living and working on the Northern Beaches an enjoyable and equitable experience. The Disability Inclusion Action Plan (DIAP) is committed to improving access and inclusion through four key focus areas:



### Focus Area 1

Developing positive community attitudes and behaviours



### Focus Area 2

Creating liveable communities



### Focus Area 3

Supporting access to meaningful employment



### Focus Area 4

Improving access to mainstream services through better systems and processes

## Walking Supports Wider Strategies

### NSW Government

- Greater Sydney Commission - North District Plan
- Future Transport 2056
- NSW Planning - A Plan for Growing Sydney
- NSW Office of Preventative Health - NSW Active Travel Charter for Children
- NSW Government Architect - Better Placed
- Premier Councils for Active Living
- NSW Road Safety Plan 2021

# How We Will Prioritise Our Footpath Network

It is important to have established criteria so we can plan our footpath schedule, in order to prioritise and deliver footpaths in areas where they are most needed.

This Walking Plan provides the opportunity to develop a consolidated and consistent evaluation of footpath priority that is informed by community views and priorities.

## Prioritisation Methodology

A mapping-based prioritisation tool has been developed that assesses each footpath request against established criteria and ranks all the proposed paths based on the weighted criteria.

The intent is to maximise the use of quantitative data over qualitative data to provide a consistent and fairer way of prioritising our footpath schedule.

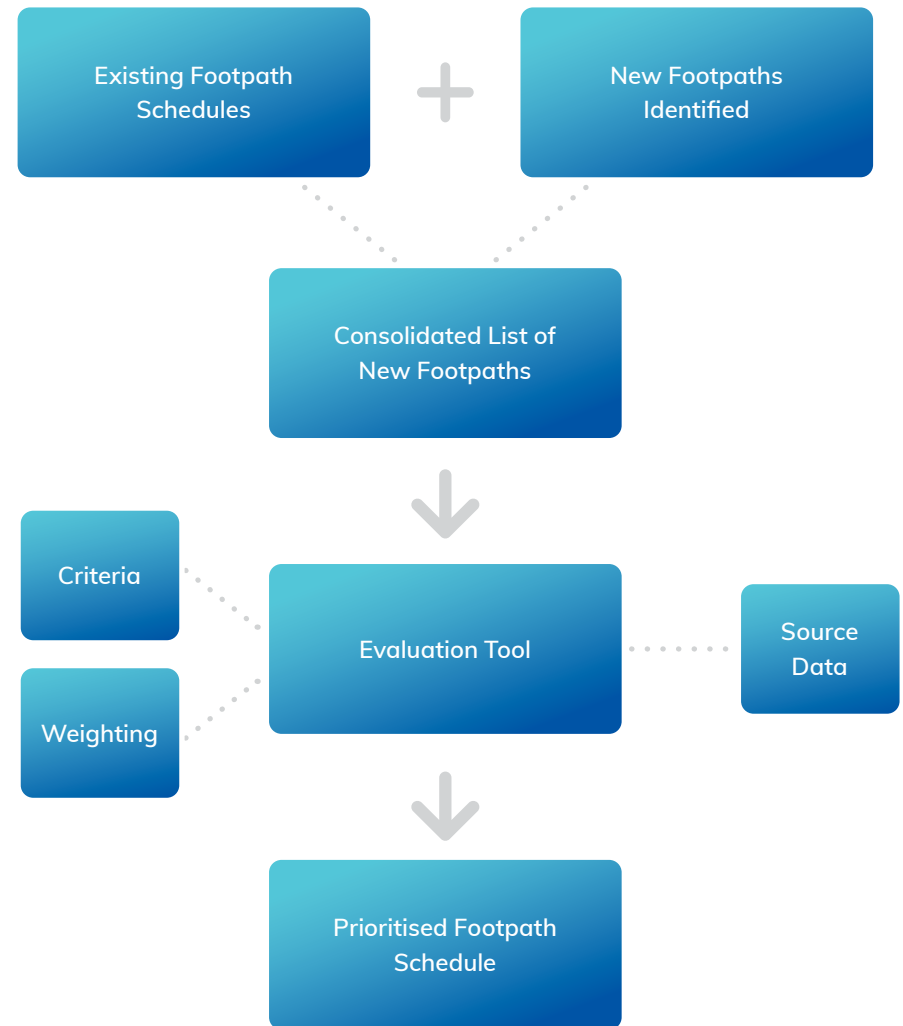


Figure 1: Footpath Prioritisation Methodology

## Prioritisation Criteria

The prioritisation criteria takes into consideration the former Council's criteria, RMS Pedestrian Access and Mobility Plan guidelines and what you have told us through the community engagement process.

The primary criteria and scoring relates to six key categories, as follows:

- Land-use
- Safety
- Continuity (i.e. completing missing links)
- Traffic impact (road hierarchy)
- Pedestrian demand
- Proximity to public transport routes



## Land Use

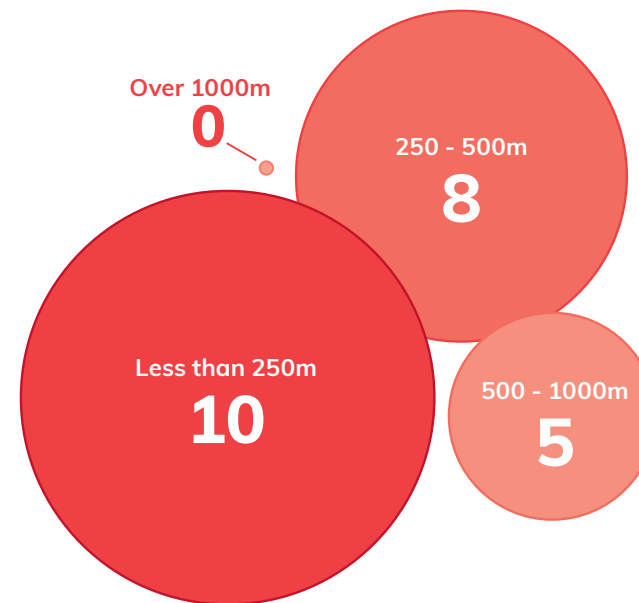
Key land-use generators such as shopping centres/main street, hospitals, recreational facilities, parks and schools generate the highest demand and need for footpaths. This criterion considers the number of key generators within proximity to the footpath and the type of land.

Improved footpaths to schools were identified as a key theme from the community engagement so specific criteria for pathways in proximity to schools is applied to the prioritisation process.

### Destinations or Attractors



### Schools



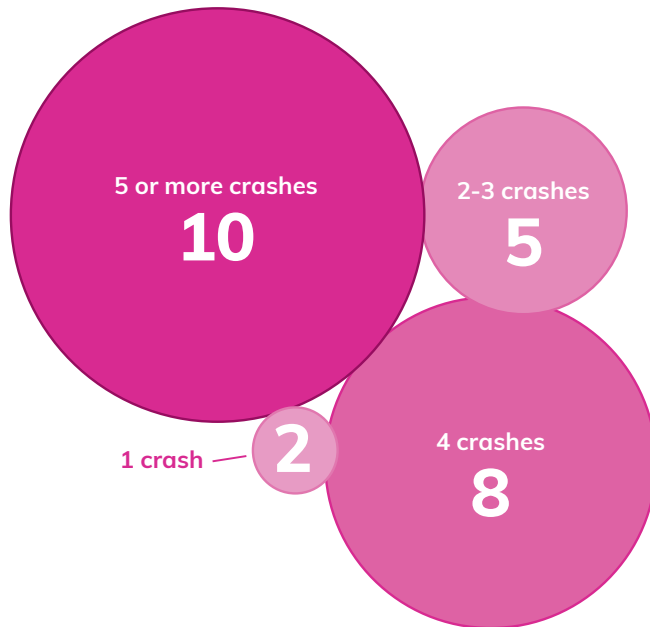
Connecting you to where you want to go:

- Schools
- Shopping centres
- Community centres
- Recreational facilities and parks
- Hospitals

## Safety

Identified hazardous areas for pedestrians is assessed through RMS crash data where pedestrians have been involved. The criteria considers the number of pedestrian-related crashes within 100 metres of the footpath.

## Safety



### How safe is the road network

- Review of RMS crash data



## Continuity

Continuity scores footpaths that close missing links or continue from existing footpaths to complete the footpath network. Completing missing links was also identified as a key theme from the community engagement.

## Continuity

Extension of  
footpath

5

Link up footpath

10

### Does the footpath provide a connection?

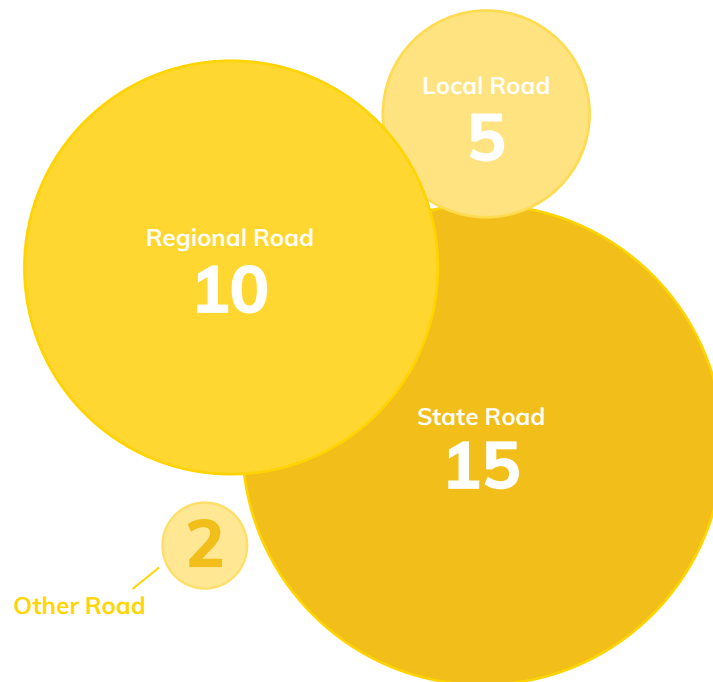
- Close missing links
- Continue from existing footpath



## Traffic Impact

Considers the road hierarchy or the composition of traffic using the road. The higher the traffic volumes and road speed limit, the greater the need for separation of pedestrian and vehicular traffic.

## Traffic



## Pedestrian Demand

Considers pedestrian demand likely to occur on the routes. Pedestrian Access and Mobility Plan designates pedestrian routes as primary, secondary or tertiary routes. Scores are allocated to these routes where they have been defined in an existing PAMP.



### Vehicles using the road

- Higher traffic volumes
- Higher speed limits
- Type of road

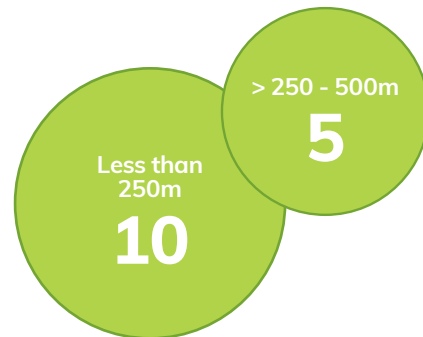
### Will people use it?

- Primary, secondary or tertiary route
- What will the pedestrian demand be?

## Proximity to Public Transport Routes

Value of proposed footpaths proximity to key public transport hubs and line-haul public transport routes, such as ferry terminals and B-Line Bus stops.

## Public Transport



### Support public transport: Does this footpath connect to public transport?

- B-Line and express transport hub
- Ferry wharf
- Local bus network

We will aim to deliver walking and cycling networks using the following road hierarchy.

Road Type	
	<ul style="list-style-type: none"> <li>• Active travel network</li> </ul>
State Road	<ul style="list-style-type: none"> <li>• Desirable 1.5 metre footpath one side - 3.0 metre hared path one side</li> <li>• OPTIMAL – 3.0 metre shared path both sides</li> </ul>
Regional Road	<ul style="list-style-type: none"> <li>• 1.5 metre footpath one side</li> <li>• 3.0 metre shared path one side</li> </ul>
Arterial	<ul style="list-style-type: none"> <li>• Desirable 1.5 metre footpath one side</li> <li>• 3.0 metre shared path one side</li> </ul>
Primary Collector	<ul style="list-style-type: none"> <li>• Desirable 1.5 metre footpath both sides ≤ 50km/h</li> </ul>
Local Collector	<ul style="list-style-type: none"> <li>• Desirable 1.5 metre footpath one side ≤ 50km/h</li> </ul>
Local Access	<ul style="list-style-type: none"> <li>• Desirable 1.5 metre footpath one side ≤ 50km/h</li> </ul>
Cul de sac 1	<ul style="list-style-type: none"> <li>• Desirable 1.5 metre footpath one side - must provide a connection to a reserve, pathway or significant destination. Consideration may also be given if the cul de sac is more than 200 metres long</li> </ul>
Cul de sac 2	<ul style="list-style-type: none"> <li>• No footpath construction - future potential shared zone = 20km/h</li> </ul>

# Monitoring The Walking Plan

It is essential that we monitor and review our progress towards the directions and actions outlined in the Northern Beaches Walking Plan.

Northern Beaches Council will:

1

**Track and measure progress** and deliver an annual report to Council following adoption of the Plan

2

**Review this Plan** every five years

3

**Establish an internal working group** to oversee the delivery of directions and actions





northern  
beaches  
council