

Traffic and Pedestrian Strategy for The Esplanade and Bell Street



Strategy Context

- **With strong growth in population and visitation, the type and volume of traffic in central Torquay is changing.**
 - Population increase of more than 67 per cent between 2001 and 2013; growth in the surrounding regions such as Armstrong creek and growth in visitation.
 - 9,000 VPD at peak
- **The Esplanade and Bell Street as a key beach and entertainment precinct will need to adapt to ensure sustainable access and amenity can be maintained into the future.**
- **Currently reaching unsustainable level over the peak period with conflicts between the needs of pedestrians, traffic, cyclists and events.**
- **Opportune time to consider how the precinct can develop in a sustainable way to support the changing access priorities and pressures.**

Strategy Context

- **The current strategy looks at the short to medium term picture – How can the Esplanade and Bell Street grow/ adapt to meet the challenges over the next ten years and in line with community expectations concerns?**
- **The current strategy needs to also set a direction that will allow sustainable management of the precinct in the long term. How do we set the vision for this precinct– for example will the long term access to the beaches be by bus/ train & shuttle?**
- **If growth continues in line with data projections (population of between 25,000 and 28,000 by 2040) maintaining cars as the primary mode of transport to this precinct will be unlikely to be viable in the long term.**

Project Scope

In January a group of key internal Stakeholders met to agree the project scope including representatives from Engineering Services, Strategic Planning and Economic Development and it was planned to achieve the following:

Develop an independent strategy and costed action plan to facilitate improved pedestrian connectivity, traffic flow and road safety in the precinct over the next ten years.

Consider options to support international cycling events and growing events in precinct.

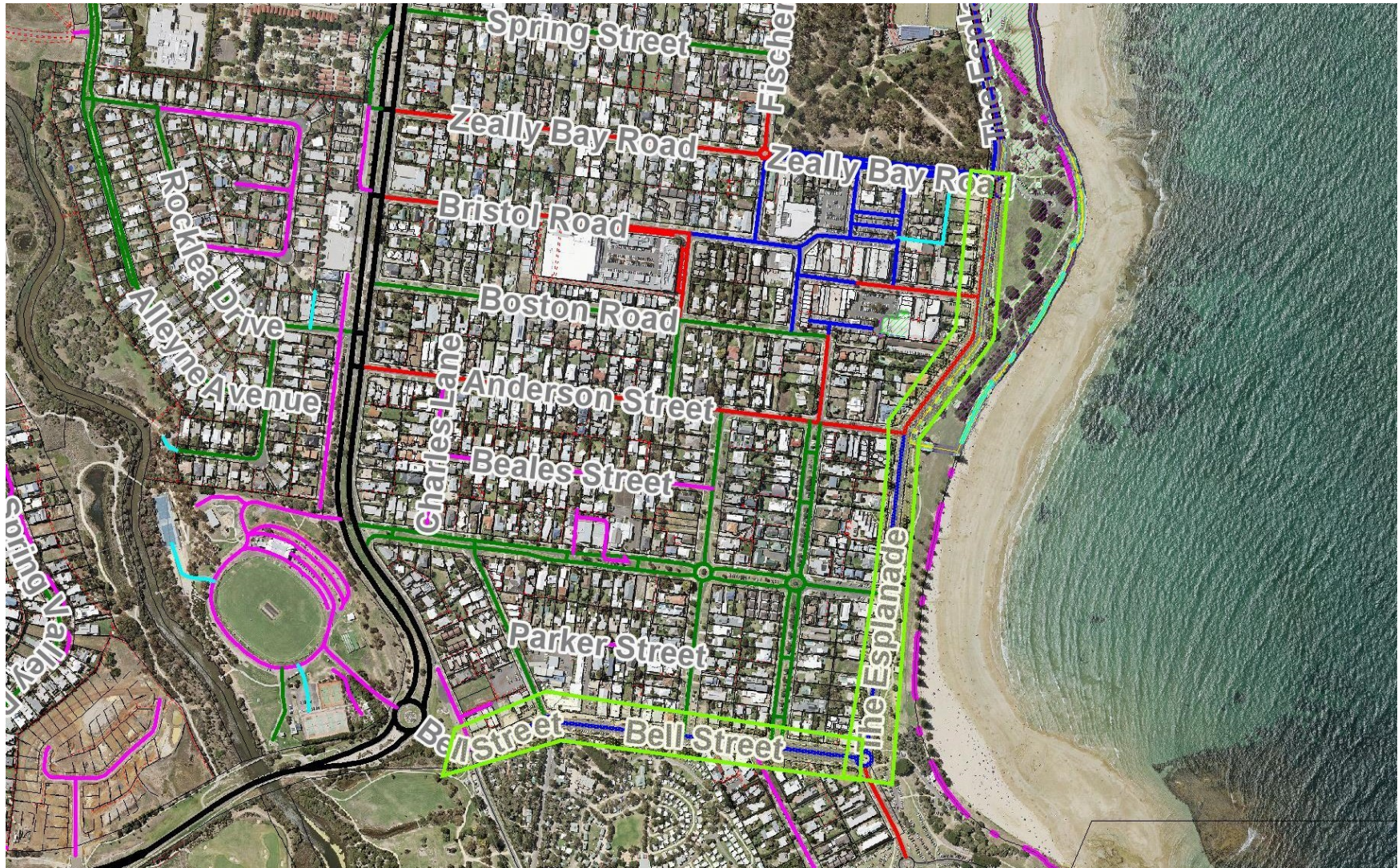
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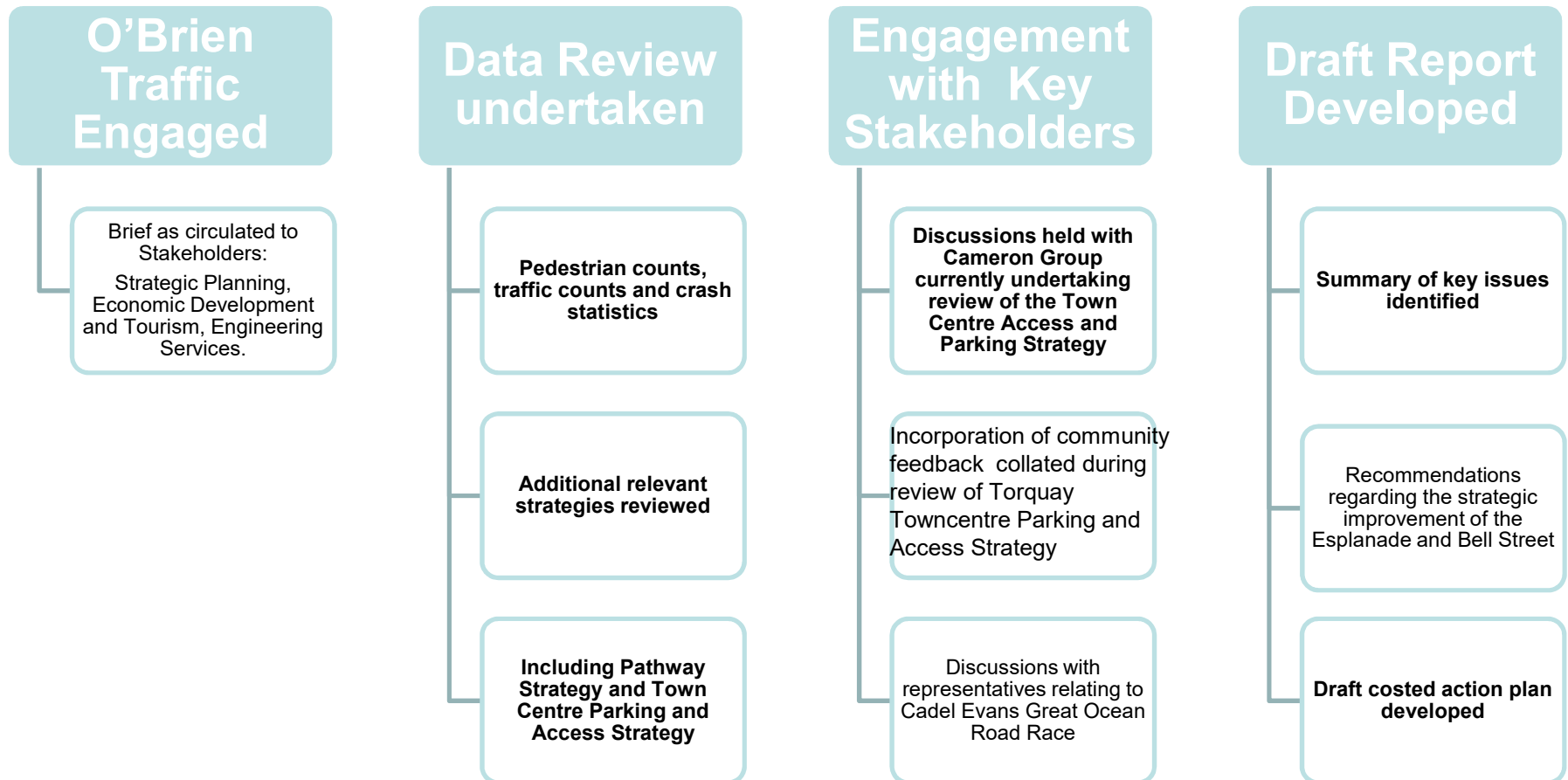
Proposed Strategy

The Traffic and Pedestrian Strategy aims to provide an environment where traffic movement is secondary to pedestrian accessibility and cycling.

- Over time, this approach would provide improved opportunities for walking and cycling and greater connection between the town centre and the foreshore.



Actions Undertaken To Date





roundabout with zebra crossings and bicycle sharrows

future kerb outstands

zebra crossings

zebra crossings

kerb outstands

zebra crossings

kerb outstands

zebra crossings and bicycle sharrows

zebra crossings and bicycle sharrows

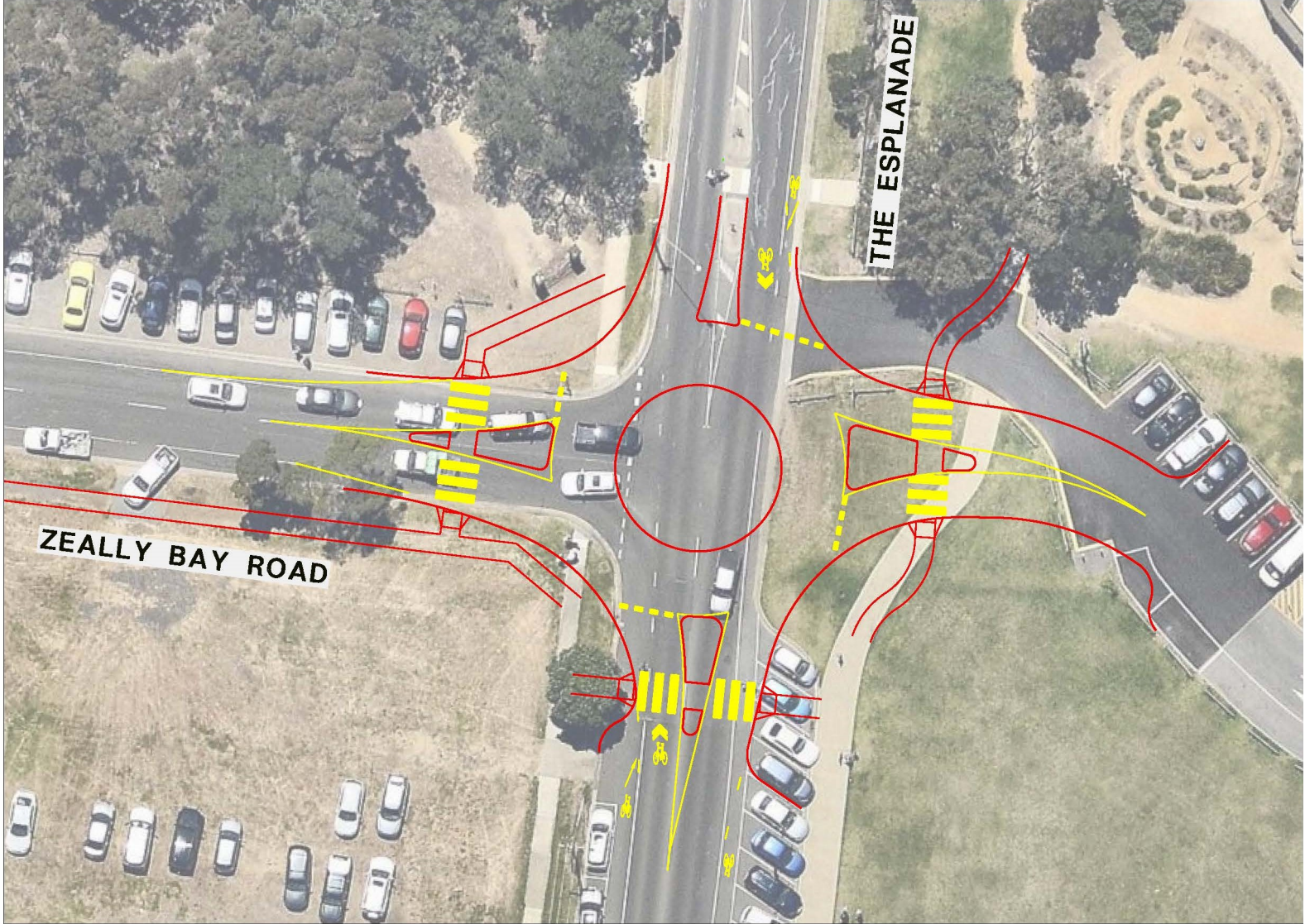
construct path

kerb outstands, kerb ramps

ACTION	ESTIMATED CONSTRUCTION COST*	MAINTENANCE COST	PRIORITY
1. Install a roundabout at The Esplanade/ <u>Zeally</u> Bay Road intersection, including lighting upgrade, with zebra crossings on the southern, western and eastern legs. The entrance to the Torquay Play Park car park would be incorporated into the eastern leg of the roundabout. Permanent islands Removable islands – central island and southern splitter island	\$650,000 \$630,000	Low High	Medium Medium
2. Implement a speed limit of 40km/h along The Esplanade (south of <u>Zeally</u> Bay Road) and Bell Street.	\$10,000	Low	High
3. Provide zebra crossings with refuge islands and lighting upgrade on The Esplanade at key locations as follows: 3.1 South of Gilbert Street at the existing refuge island, or North of Gilbert Street, if Gilbert Street is converted to one-way (eastbound) Removable refuge island Permanent refuge island 3.2 South of Anderson Street (minor road widening required) Removable refuge island Permanent refuge island	\$6,000 \$18,000 \$23,000 \$30,000 \$35,000	Low High Low High Low	High High High High High
4. Provide zebra crossings on each leg of the roundabouts, including lighting upgrades as necessary, at: 4.1 The Esplanade/Bell Street (including modification to kerb outstand on north-eastern corner) 4.2 Bell Street/Rudd Ave/Davidson Drive (including modification to kerb outstand on north-eastern corner)	\$20,000 \$20,000	Low Low	High High
5. Provide kerb outstands with kerb ramps at the following locations on The Esplanade: 5.1 Opposite the pedestrian link to Coulson Lane (for future consideration) 5.2 Mid-block between Price Street and Anderson Street 5.2 Mid-block between Anderson Street and Bell Street	\$20,000 \$20,000 \$20,000	Low Low Low	Low Low Low

6.	Provide zebra crossings, including lighting upgrades, on the following side streets:			
6.1	<u>Zeally</u> Bay Road at The Esplanade	\$6,000	Low	Medium
6.2	Gilbert Street at The Esplanade	\$6,000	Low	High
6.3	Anderson Street at The Esplanade, including refuge island	\$20,000	Low	Medium
6.4	Price Street at The Esplanade, including modifications to existing splitter island	\$15,000	Low	Medium
7.	Provide kerb ramps at the following locations:			
7.1	Bell Street (southern side) east of Park Lane, (northern side) west side of <u>Munday</u> Street, and on median island	\$5,000	Low	Low
7.2	Pride Street at Bell Street -east and west side and on <u>splitter island</u> .	\$3,000	Low	Medium
8.	Construct footpath on the southern side of Bell Street between the caravan park eastern boundary and Surf Beach Drive (approximately 300m).	\$66,000	Low	Medium
9.	Upgrade bicycle lanes along The Esplanade and Bell Street including lane lines, bicycle logos and signage in accordance with AS1742.9-2000. Provide coloured pavement treatment at intersections with side streets.	\$100,000	Medium	High
10.	Provide <u>sharrows</u> on each approach to the roundabouts at the following locations:			
10.1	The Esplanade/Bell Street	\$8,000	Low	High
10.2	Bell Street/Surf Beach Drive	\$8,000	Low	High
11.	Undertake a review of Tactile Ground Surface Indicators along The Esplanade and Bell Street	\$8,000	N/a	Medium
12.	Review provision of timber bollards in Bell Street, in particular:			
12.1	Remove timber bollards from median islands in Bell Street and provide reflectors on kerb	\$4,000	N/a	Medium
12.2	Remove timber bollards from departure side of Bell Street/Rudd Avenue/Davidson Drive roundabout	\$2,000	N/a	Medium
12.3	Review provision/ location of timber bollards at pedestrian crossing points along Bell Street	\$2,000	N/a	Medium
12.	Implement recommendations from the Road Safety Audit in relation to damaged footpaths, pavement condition, signage, hazards, <u>linemarking</u> , vegetation etc.	From annual maintenance budget	Low	Refer RSA
13.	Engage landscape architects to provide a concept design to enhance The Esplanade and foreshore area.	\$15,000	N/a	Low

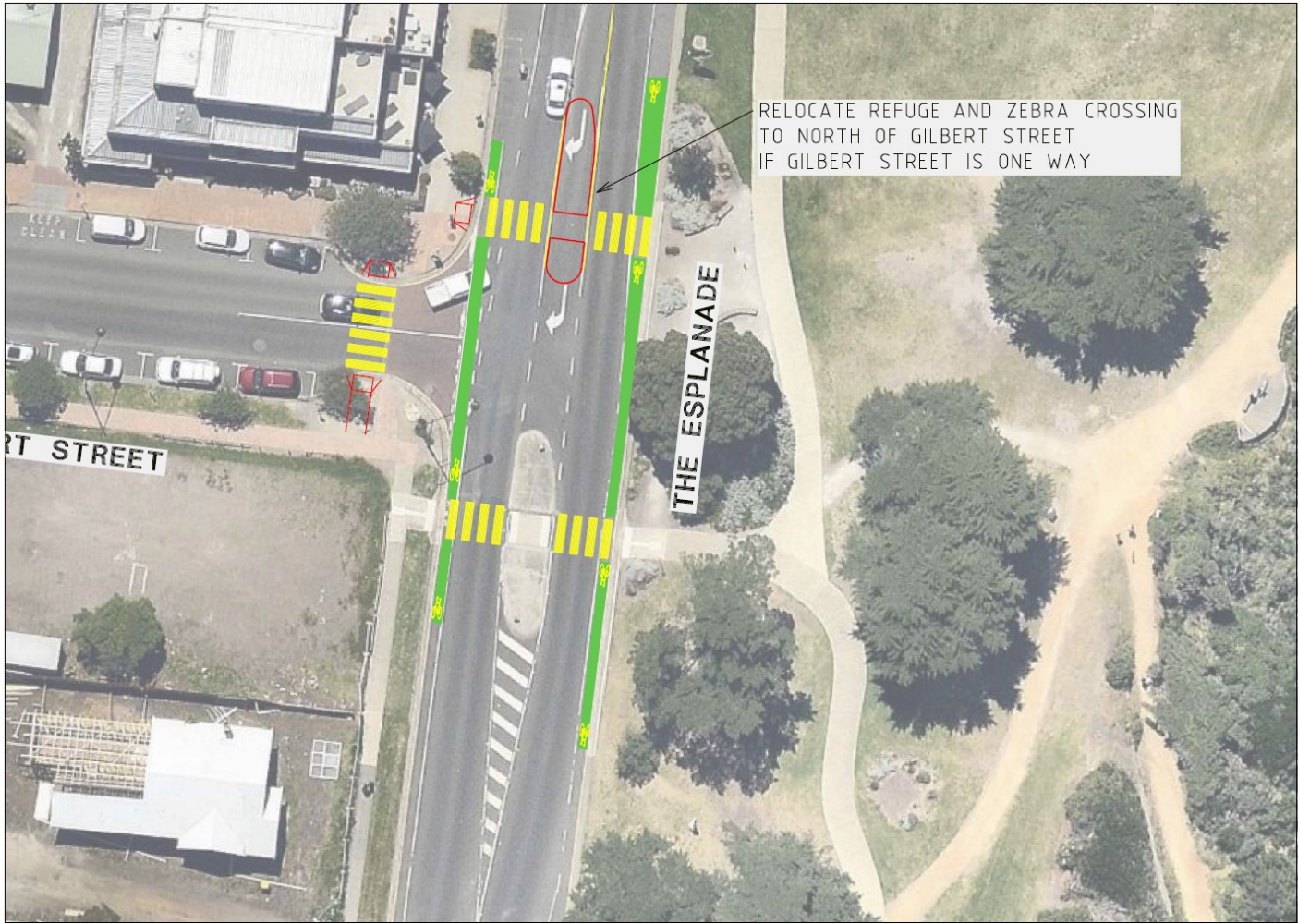
* NOTE DOES NOT INCLUDE DESIGN COST, PROJECT MANAGEMENT COST OR CONTINGENCY

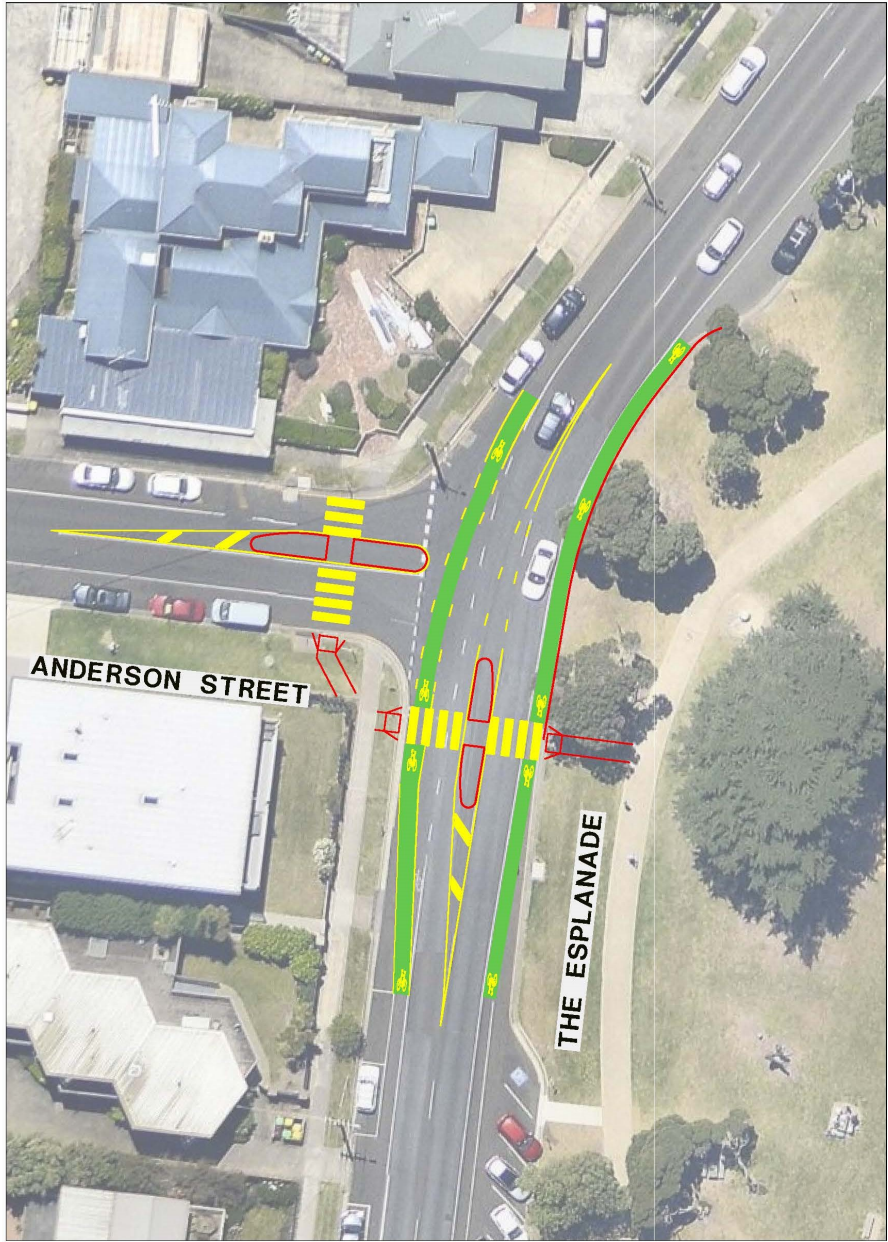




THE ESPLANADE

POTENTIAL FUTURE KERB OUTSTANDS

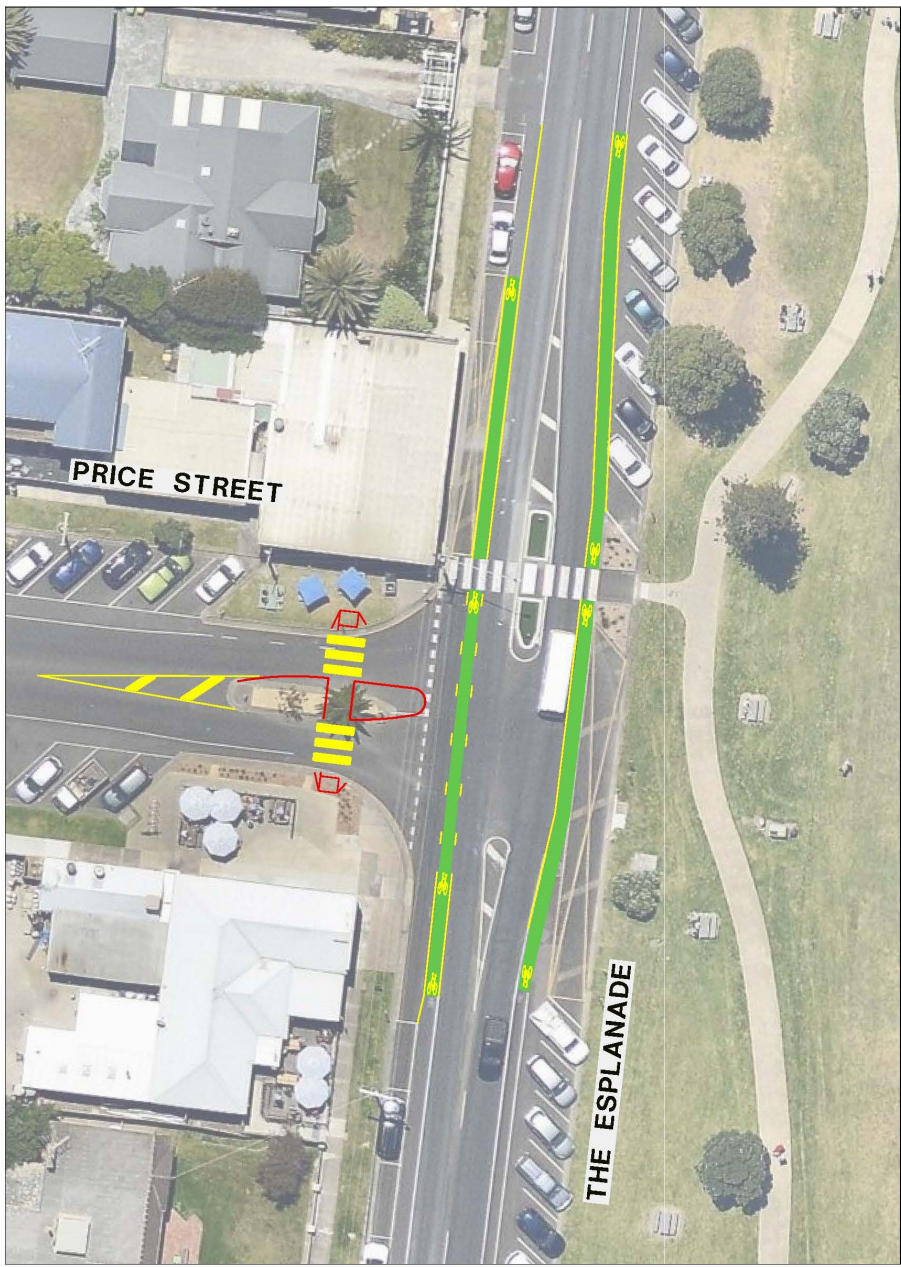






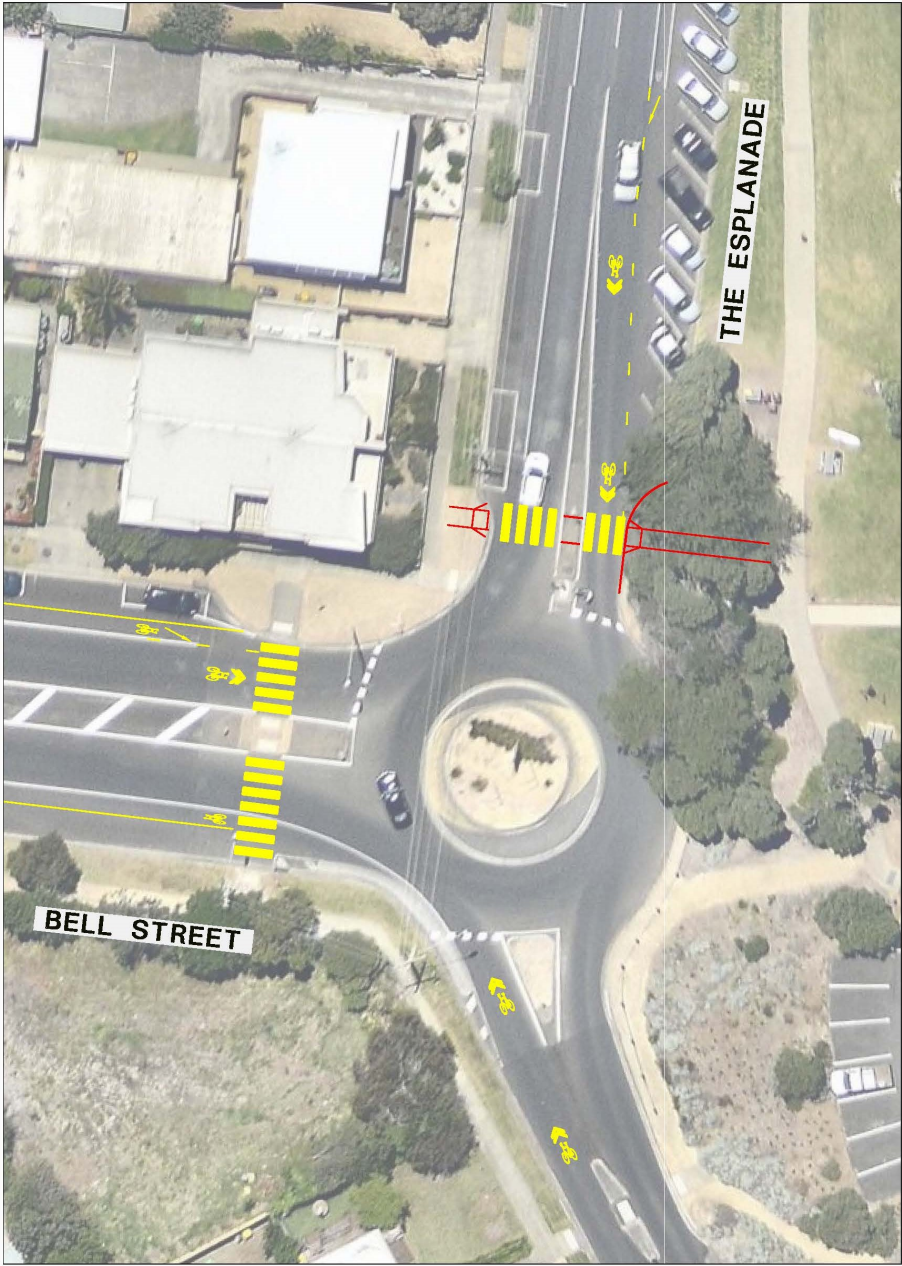
THE ESPLANADE

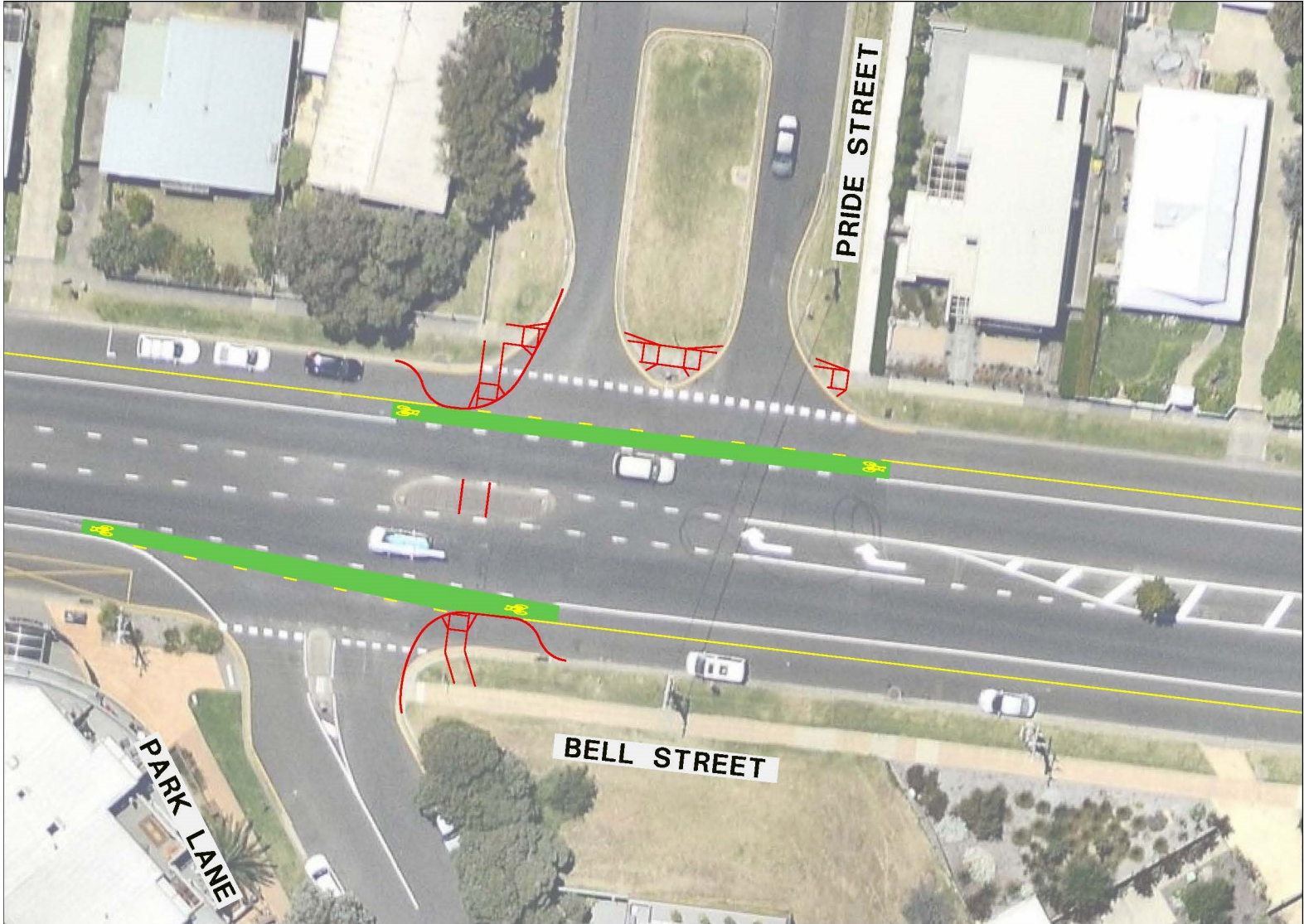
Grandview



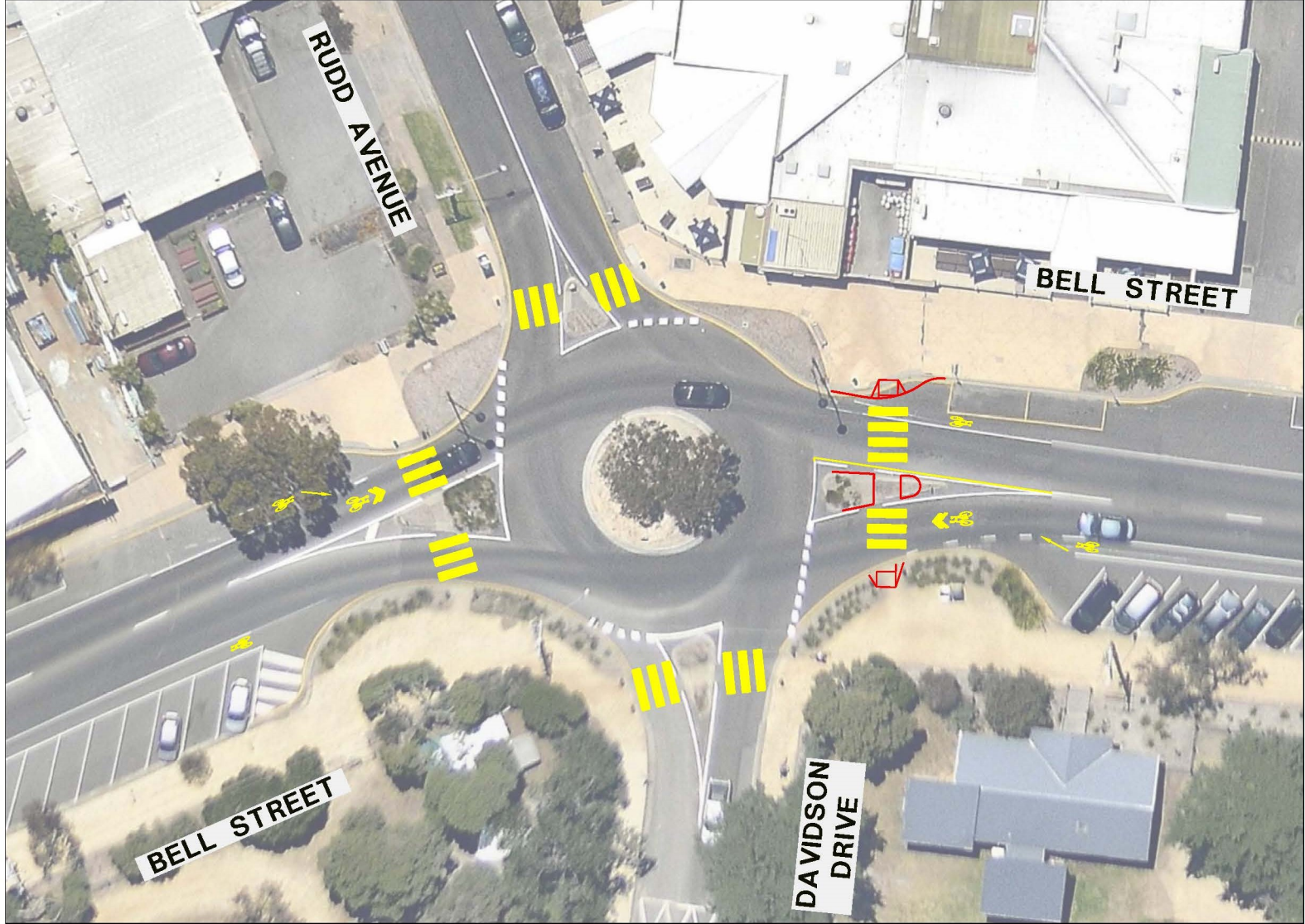


THE ESPLANADE









Financial Implications

- Long term cost to deliver all recommendations would be \$1,076,000.
- High priority actions under the strategy would have a total cost to Council of \$220,000.
- Potential grant opportunities which could be pursued include 'Transport Investing in Regions Initiative' and TAC Community and Local Government grants'.
- TAC grant closes in August 2017 offers up to \$100,000 funding if Council provides matched funding – total \$200,000.
- Next financial year there is a \$46,000 allocation under the 'Local Area Traffic Management, Parking and Pedestrian Improvements' budget.

A light blue pyramid diagram with three rounded rectangular boxes stacked vertically on its right side. The top box is labeled "Priority 1: Recurrent Budgets", the middle box is labeled "External Grant Funding", and the bottom box is labeled "Priority 2: Funding Bids/ External Sources".

Priority 1:
Recurrent Budgets

External Grant
Funding

Priority 2:
Funding Bids/
External Sources

Removable Versus Permanent Infrastructure

If Council wishes to provide an infrastructure free corridor to support the Cadel Evans Great Ocean Road and future potential events in the precinct it will be necessary to install removable infrastructure north of Price Street. The annual cost implication of removal and replacement of such infrastructure each year is as follows:

- Removable islands at Gilbert Street, Anderson Street and Price Street would have an annual cost of \$17,500 for removal and replacement each year to support event.
- Removable roundabout would have an annual cost of \$7,500 for removal and replacement each year. An alternative option would be a flat top roundabout.
- Removable infrastructure is expected to have a shorter lifespan and require replacement approximately every 10 years. The cost of replacement of a removable island pair at current market value is \$5,000. (i.e. \$15,000). Concrete infrastructure has an expected lifespan of 30 years with a replacement cost of \$10,000 every 30 years.

ANY QUESTIONS?

