
Community and Stakeholder Engagement Report

Draft Manly Place Plan (*My Place: Manly*) including *Manly's Night-Time Economy Strategy*

Consultation period: Monday 9 October to Sunday 3 December 2023

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1. Summary

This report outlines the outcomes of community and stakeholder engagement as part of the public exhibition and finalisation of the Draft My Place: Manly (Manly Place Plan).





The feedback collected during the public exhibition period indicated a high level of support for proposed actions and concept design ideas in the place plan including outdoor dining and entertainment to bring vibrancy back to The Corso, CBD laneways and Sydney Road; a new bike hub/workshop maintenance facility on Short Street; pedestrian-friendly infrastructure on Pittwater Road; and public domain improvements including trees and gardens, public art installations, more public street furniture and green spaces.




Respondents who expressed concerns regarding Manly's night-time economy and the proposal to undertake trials of extended trading hours were concerned there would be increased alcohol-related anti-social behaviour, increased traffic, or that residents would be negatively affected by noise and loss of on-street parking spaces.

1.1. Key outcomes

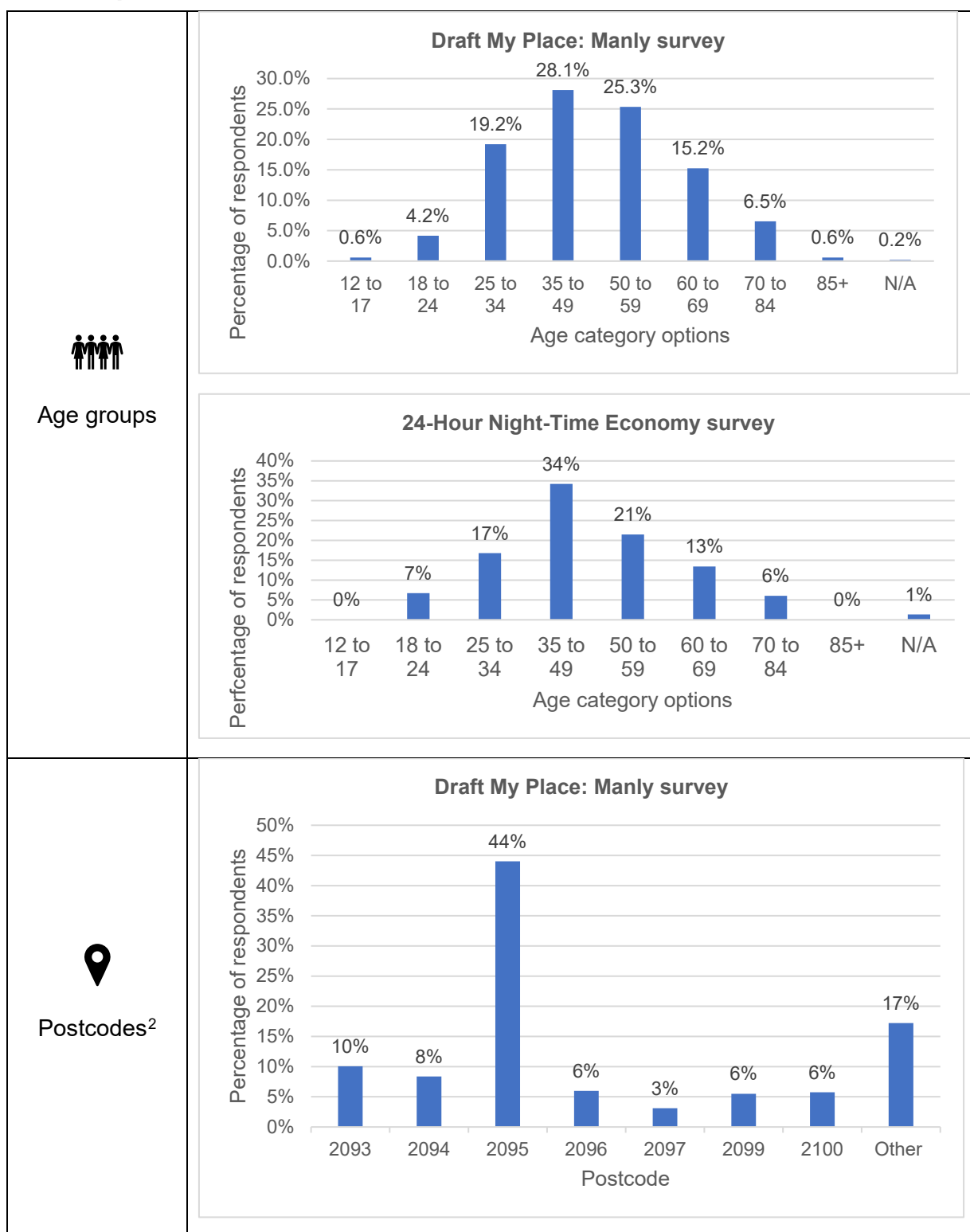
 Total responses	776	
 How responses were received	Written responses (email/letter) during exhibition. Survey – My Place: Manly Survey Survey – Manly 24-Hour Night-Time Economy	Number received: 122 Completions: 505 Completions: 149
 Feedback themes	<ul style="list-style-type: none">• Supportive of outdoor dining on The Corso and CBD laneways• Supportive of improved streetscapes and public art• Supportive of more trees, shade and green spaces.• Want to prioritise pedestrian safety and infrastructure• Concerned about loss of on-street carparking• Open to a trial of late-night trading	<ul style="list-style-type: none">• Want more arts, culture and entertainment• Supportive of a bike hub/workshop• Concerned about potential impacts and incidences of anti-social behaviour from enhanced night-time economy activities• Want more local businesses and retailers.

1.2. How we engaged

 Visitation stats	Your Say webpage: <i>"My Place: Manly"</i>	Visitors: 6,747 Visits: 9,171 Average time onsite: 1 min 35 secs
	Your Say subpage: <i>"Manly 24-Hour Night-Time Economy"</i>	Visitors: 747 Visits: 885
	Council website	Clicks: 7,087
 Social media	Instagram reels: 2	Reach: 12,437 Plays: 35,997
	Instagram stories: 5	Reach: 1,500 Clicks: 32
	Instagram photosets: 1	Reach: 6,595 Engagement: 300
	Facebook posts: 2	Reach: 11,947 Clicks: 3,670
	Boosted Facebook post – webinar: 1	Reach: 49,286 Engagement: 4,908
	Collaborative partnership with Manly Observer	
	Instagram	Reach: 65,843 Clicks: 352
	Facebook	Reach: 15,757 Engagement: 3838
 Videos	Overview: 1	1,000 plays
 Print media and collateral	Council News Story 1 Letterbox drop: 2095 Site signs used: Toblerone signs Collateral availability: Manly and Dee Why Service Centres & Libraries, and the Manly Visitor Information Centre	1,742 clicks Distribution: 4,900 Number of signs: 15 Number: 5

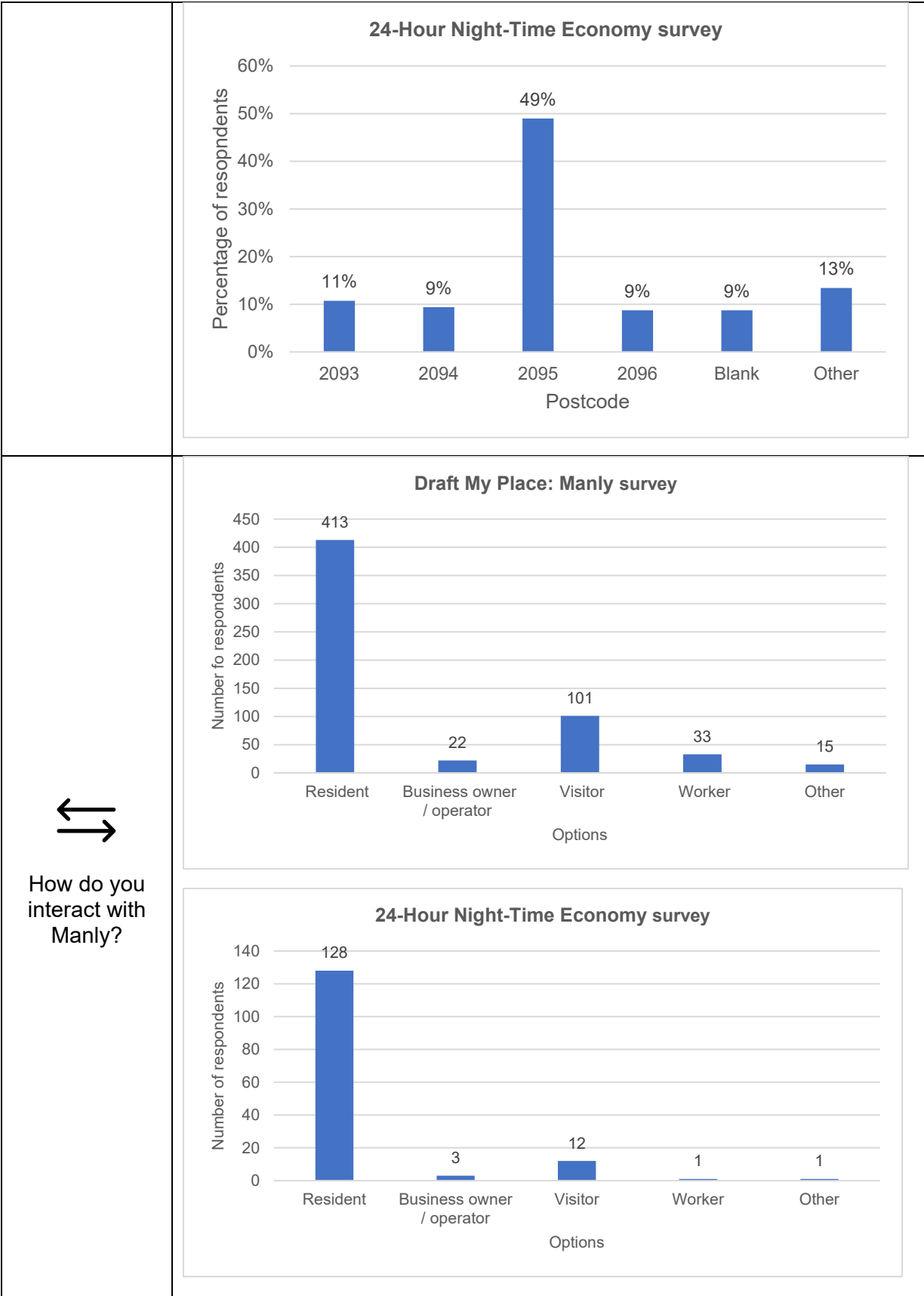
 Electronic direct mail (EDM)	Community Engagement (fortnightly) newsletter: 3 editions	Distribution: 22,500 subscribers
	Council (weekly) e-News: 2 editions	Distribution: 61,500 subscribers
	Council's Beaches Biz News: 1 edition	Distribution: 6061 subscribers
	Council's Manly Mainstreet newsletter: 2 editions	Distribution: 574 subscribers
	Council's The Wave Disability Newsletter: 1 edition	Distribution: 1,352 subscribers
	Council's Creative News: 1 edition	Distribution: 2,575 subscribers
	Stakeholder email: <ul style="list-style-type: none"> • Project Working Group members • Previously engaged • Resident groups and associations 	Distribution: 131
 Face-to-face sessions	Pop-up information stalls: 4 (5 scheduled, 1 cancelled due to bad weather)	
	Webinar: 1 (recorded and placed on Your Say)	Attendance: 72
 Key stakeholder engagement	Meetings: Youth Advisory Group, Community Safety Committee, Project Working Group, NSW Police, Manly Ward Executive Forum, Manly Community Forum.	

1.3. Who responded¹



¹ Demographic data was gathered by request only. The data represented only includes those respondents who provided this detail.

² Other refers to all postcodes with fewer than 10 responses.



2. Background

The commitment to deliver a place plan for Manly strategic centre came from Council's Community Strategic Plan – *Shape 2028*, subsequent Delivery Programs and the Northern Beaches Local Strategic Planning Statement – *Towards 2040*. The place plan is informed and supported by a series of other studies, strategies, plans and reports, and builds on the Manly2015 Master Plan.

The Draft My Place: Manly was developed over an 18-month period in collaboration with Council, its consultants Ethos Urban and HillPDA, and the Manly Project Working Group (PWG). The PWG comprised of 15 members (representing Manly Business Chamber, Youth Advisory Group, local resident associations, businesses, and special interest groups) and the Manly Ward Councillors.

The purpose of the public exhibition was to gain a greater understanding of local knowledge and community aspirations, seek feedback on the plan from a wider demographic and to inform community members on place planning in the Manly centre.

Key initiatives in the plan include bringing vibrancy to the study area, expanding the night-time offerings, enhanced public art visibility, outdoor dining and pop-ups, and more events and activations. Feedback was also sought on concept design ideas for the 'key places' identified in the plan (The Corso, CBD Laneways, Sydney Road and the Pittwater Road Neighbourhood).

3. Engagement objectives

Community and stakeholder engagement aimed to:

- identify community and stakeholder concerns, local knowledge and values
- facilitate inclusive and ongoing dialogue using context appropriate spaces and platforms
- identify community and stakeholder concerns, local knowledge and values
- provide accessible information so community and stakeholders can participate in a meaningful way
- communicate to community and stakeholders how their input was incorporated into the planning and decision-making process.

4. Engagement approach

Public exhibition of the draft Manly place plan (*My Place: Manly*) took place between 9 October and 3 December 2023, and consisted of a series of activities that provided opportunities for community and stakeholders to contribute. *Manly's Night-Time Economy Strategy* was part of the exhibition package as it informed the preparation of the draft place plan.

The engagement was planned, implemented and reported in accordance with Council's [Community Engagement Strategy](#) (2022).

A project page³ was established on Council's Your Say platform with information provided in an accessible and easy to read format. A webinar was held where members of the project team outlined the project and answered questions that were submitted through the online chat

³ <https://yoursay.northernbeaches.nsw.gov.au/my-place-manly>

function by registered community members. Slides and a recording of the webinar were available on the Your Say page afterwards.

Four pop-up information stalls were held in various locations within the study area and provided an opportunity for project team members to promote the project and answer questions from the community face-to-face.

The project and associated engagement activities were primarily promoted through our regular email newsletter (EDM) and social media channels. A brief promotional video was made to accompany digital promotion. Promotional toblorone signage was also placed throughout the study area and included a QR code directing community members to the project page. A media briefing with the Manly Observer was given to provide an overview of the project and facilitate independent editorial and commentary on the project. Community members engaging with the Manly Observer were directed to the project page to make their feedback count and be captured in survey responses and written feedback.

Hard copies of the draft place plan were available to view at Manly and Dee Why libraries and customer service centres, and the Manly Visitor Information Centre. Landowners, residents and business operators within the study area were mailed a notification letter regarding the project. Emails seeking feedback were also sent to key stakeholders including the Manly Business Chamber, Youth Advisory Group, Northern Beaches Police Area Command and Transport for NSW.

Hard copies of the project postcard were hand delivered to local businesses within the study area and an electronic copy was sent to all members of the Project Working Group to distribute to their networks. These promotional postcards included a QR code directing stakeholders and interested parties to visit the project page to read about the project and provide feedback.

Project enquiries could be made through a dedicated phone line, via email or in-person at the pop-up information stalls.

Feedback was captured through an online survey embedded onto the Your Say project page. Email and written comments were also invited.

5. Findings

Appendix 1 contains verbatim community feedback and Council's responses to issues raised in the comments.

Appendix 2 contains the results from online surveys for the Draft My Place: Manly and the nighttime economy.

Appendix 3 contains written feedback from Transport for NSW.

5.1. Community feedback summary

The community was generally supportive of the concept designs and proposed initiatives in the draft place plan, in particular:

- 'Natural beauty and resilience' as the most important guiding principle in the plan
- improving the public domain and streetscape, including more street furniture and public art installations
- more outdoor dining in The Corso and laneways
- prioritising pedestrians
 - suggestions from the community to improve pedestrian safety in the Manly centre include permanent and temporary road closures/pedestrianisation, reducing traffic

- speeds, addressing e-bike safety concerns on The Corso, and improving pedestrian crossings and footpaths
- providing more green spaces and tree canopy
- increasing and diversifying the cultural, event and entertainment offerings
 - e.g. live music, food markets, art galleries/exhibitions, film, under-18s and family events
- a bike hub/workshop maintenance facility on Short Street.

Some concerns raised in community feedback related to:

- loss of on-street parking in Manly centre, especially from residents
- antisocial behaviour and residential amenity (noise) impacts associated with increased night-time activity
- pedestrian safety, in particular the use of e-bikes on The Corso.

There was support for a six-month trial of late-night trading hours (10pm – 6am), with a preference for hospitality and retail uses. Of the 149 people who responded to the Manly 24-Hour Night-Time Economy survey, 58% of respondents were 100% supportive of the trial, 16% were somewhat supportive to somewhat unsupportive, and 26% were not supportive at all.

People who supported increasing night-time offerings in the Manly centre wanted to see a more vibrant nightlife, non-alcohol venues, a cinema and theatre, the library, shops and restaurants open later, and small bars. Concerns regarding impacts resulting from night-time activity included anti-social behaviour, safety, traffic, parking and residential amenity, i.e. noise.

5.2. Summary of stakeholder meetings

Meetings and presentations were conducted during or after the project exhibition period with the Manly Ward Executive Form, Manly Community Forum, NSW Police and Council's Youth Advisory Group. The purpose of these meetings and presentations was to seek input into the preparation of the final place plan. The information presented and key issues discussed in these meetings are summarised below.

Manly Ward Executive Forum

- At its meeting of 7 November 2023, Council updated members of the results of the public exhibition to date, highlighting the surveys on the project Your Say pages, namely:
 - 84% of 296 surveys (for the Manly Place Plan) were completed by Manly residents.
 - 63% of the 27 surveys (Manly night-time economy) were completed by Manly residents.
 - 75 written submissions had been received via Council email or mail.
- Key themes from this Forum included outdoor dining, pedestrian safety, traffic and bikes, Night-Time Economy, trees, public domain (e.g. signage, street furniture), noise, performance spaces, events and recreation. There was positive commentary regarding elements relevant to the night-time economy.

Manly Community Forum

- At this Forum's meeting of 20 November 2023, Council presented the draft My Place: Manly to members and invited residents.

- A presentation was given outlining the study area, what is contained in the place plan and how to find out more information and provide feedback.
- Concerns raised during the meeting included potential night-time economy (NTE) impacts.
- Meeting attendees were encouraged to visit the NTE Your Say page for more information about the principles and objectives, complete the surveys and provide written feedback.
- At the request of community members, Council staff agreed to extend the public exhibition period for another two weeks (to 3 December 2023).

NSW Police - Northern Beaches Police Area Command (NBPAC)

- On 6 March 2024, Council staff met with representatives of the NBPAC.
- The NBPAC showed support in principle for proposed trials of late-night trading in future subject to prior consultation with Transport for NSW, NSW Police, Liquor Accord, and Council's Community Safety Committee.
- NBPAC offered the following advice:
 - When planning activations in Manly, it is important to consider the location and time e.g. potential conflicts arising from scheduling family-friendly cultural activities at the same time as patrons exiting licensed venues.
 - Council needs to develop strategies for prevention of anti-social behaviour, especially in relation to alcohol consumption and service, e.g. rangers, community education and awareness, CCTV, signage.
 - Community consultation and discussion of the types of businesses to be involved in the late-night trading trials must be conducted.

Northern Beaches Youth Advisory Group (YAG)

- A facilitated workshop discussion was held with the YAG at their meeting of 8 April 2024.
- YAG members went to the Manly centre to take advantage of its public transport connections (especially ferry) and proximity to the beach, i.e. surfing, snorkelling, walking and tanning. They also go to Manly to go out to eat, shop, go to the weekend markets, and go to the library.
- They generally felt welcome in Manly during the day but not at night (after 8pm), especially on weekends due to the number of intoxicated people around and "scary" areas. Members suggested that public spaces, especially from the ferry wharf to the Corso and throughout the laneways should feel safer, e.g. with lighting, more family-friendly shops and restaurants and events.
- In the next five years (when most YAG members are in their 20s), they would like to see better public transport connections and more diverse night-time economy offerings (live music, functions, cultural events, cinema, restaurants) that are affordable or free. They also generally like The Corso as it is with palm trees and would also like to see cleaner and safer spaces, fewer chain businesses, and more art, Indigenous culture and education.

- In fifteen years' time, they would like to see more places for kids and child-friendly activities, family-friendly restaurants, more parks and trees, safer spaces, the existing Manly vibe and more Indigenous art/features/activities.
- YAG members were unaware of the public exhibition of the draft place plan and did not see online/social media promotion or toblorone signage across the study area.

A lesson learnt in relation to future social media promotion was to liaise with the YAG and understand which social media platform(s) could be used to attract the interests of our younger community members.

5.3. Council response summary

The feedback received suggests that many of the issues raised by the community can be addressed in existing Council strategies and plans, minor amendments to the place plan, and in the implementation stage of the project. Numerous written responses made suggestions for the design of key places and the public domain, improving pedestrian safety, and suggestions for entertainment, events, and arts and culture offerings. These ideas are noted and will be distributed to relevant Council business units for further consideration and investigation.

Council's responses to the key concerns are summarised in the table below. Responses to all community feedback are provided in Appendix 1 of this report.

Key theme/issue	Council's response
Impacts associated with increased night-time activity, e.g. noise, traffic, anti-social behaviour, safety.	<p>To address potential impacts such as safety and anti-social behaviour, Council will incorporate 'Safer by Design principles' into the design and construction of spaces, continue to implement alcohol-free zones in appropriate locations (see Night-Time Economy Principle 5) and undertake trials of late-night trading hours where safety and noise impacts can be assessed. Council will first undertake a trial of low impact uses, i.e. health and wellness, retail and food and drink (without liquor licence) (see Action S18), before expanding the types of businesses/uses in the trial (see Action M6).</p> <p>These trials will be undertaken in consultation with the Manly Business Chamber, the community, the Community Safety Committee, NSW Police and Liquor and Gaming NSW.</p> <p>Council intends on working with Transport for NSW to address public transport requirements for night-time/late-nights. The place plan has been amended to add Transport for NSW as a collaborator for Actions S18 and M6.</p> <p>Regarding noise impacts, Council will undertake an updated acoustic assessment (see Action S16) and develop planning controls addressing the 'agent of change' approach to include acoustic requirements for development, informed by a noise planning map identifying locations and land uses requiring greater acoustic consideration (see Action S17).</p>
Objection to loss of parking in the Manly centre.	The place plan seeks to prioritise people over cars by improving accessibility for all and increase walking and cycling opportunities to and within Manly centre (see Objective 1 under Principle 6). This is consistent with Move – Northern Beaches, Council's Transport

Key theme/issue	Council's response
	<p>Strategy, which states that parking management should complement strategies to increase public transport and active travel trips and discourage car trips. Parking in centres and areas of higher parking turnover and visitation needs to be managed smarter and priority will be given to short term parking, car-share schemes and parking for people less mobile.</p> <p>The place plan proposes to review current and future on-street parking requirements along Pittwater Road (from Raglan Street to Carlton Street) to inform suitable locations for footpath widening, kerb build-outs, parklets and rain gardens before/as part of detailed design for Pittwater Road Neighbourhood (key place) (see Action S11). This may result in some loss of on-street parking on Pittwater Road however this will be subject to the outcomes of the Movement and Place study (see Action S3) and future detailed design investigations.</p>
Need to prioritise pedestrians, i.e. safety, amenity, improved infrastructure	<p>In addition to numerous actions aiming to improve Manly for pedestrians throughout the study area (see Actions L5, L4, L3, S20 and S21), Council will prepare a comprehensive Movement and Place Study to gain a holistic understanding of current and future transport requirements, including pedestrian connections (see Action S3). Council will also continue to liaise with Transport for NSW to advocate for and improve pedestrian safety.</p>

Appendix 1 Survey Results

Draft My Place: Manly survey results

Guiding principles

Six guiding principles have been developed to help shape the future of Manly centre.

Rank the guiding principles in order of importance.

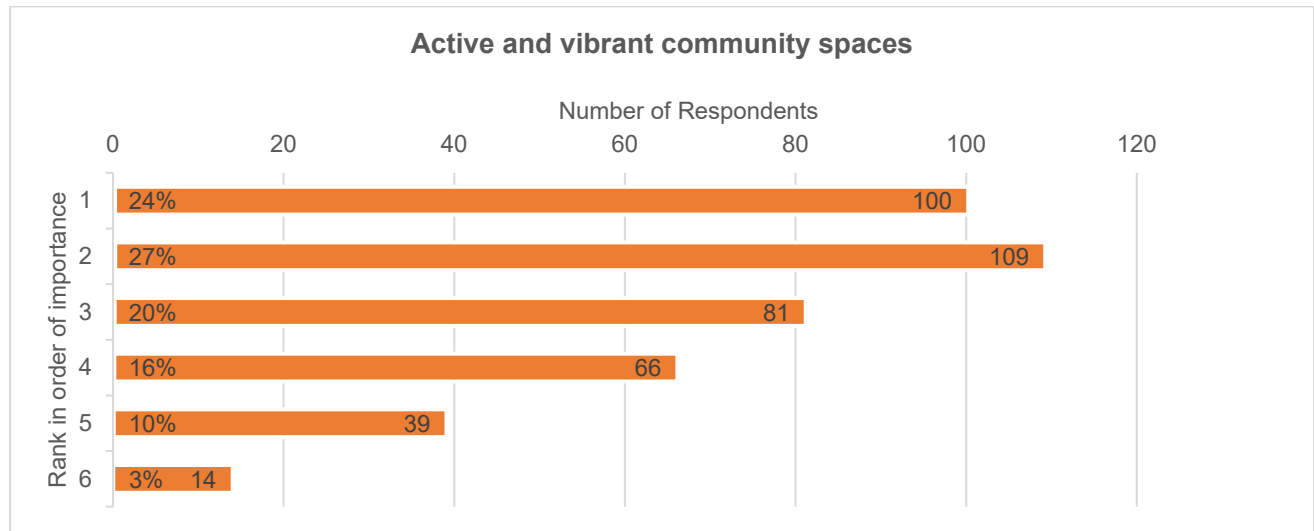


Figure 1. Number of people who selected rank 1-6 in order of descending importance for “Active and vibrant community spaces”.

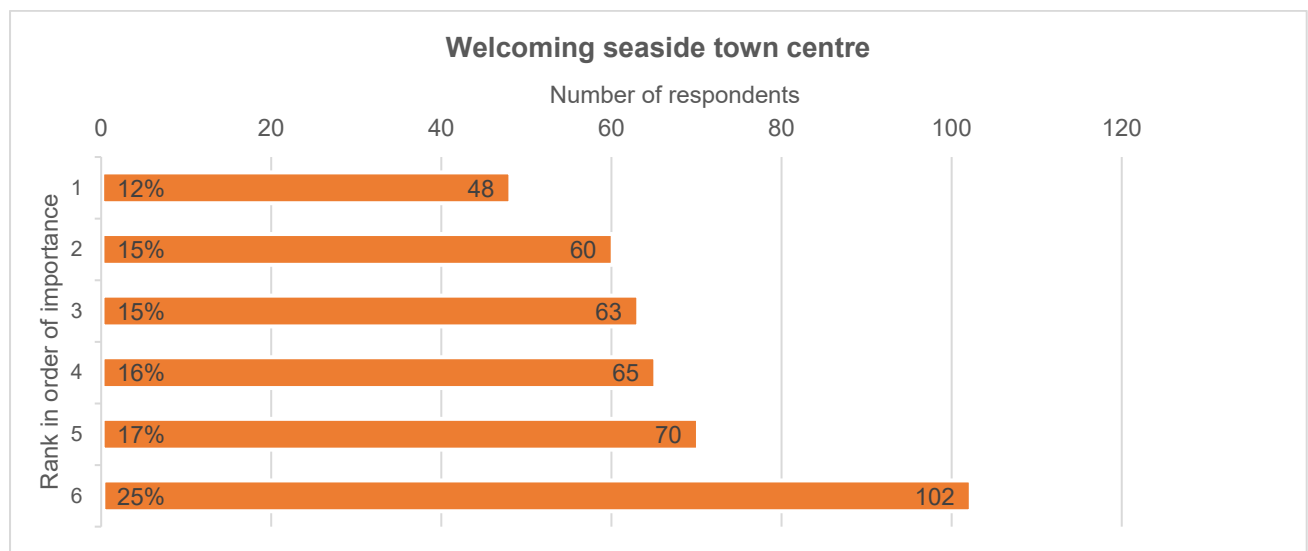


Figure 2. Number of people who selected rank 1-6 in order of descending importance for “Welcoming seaside town centre”.

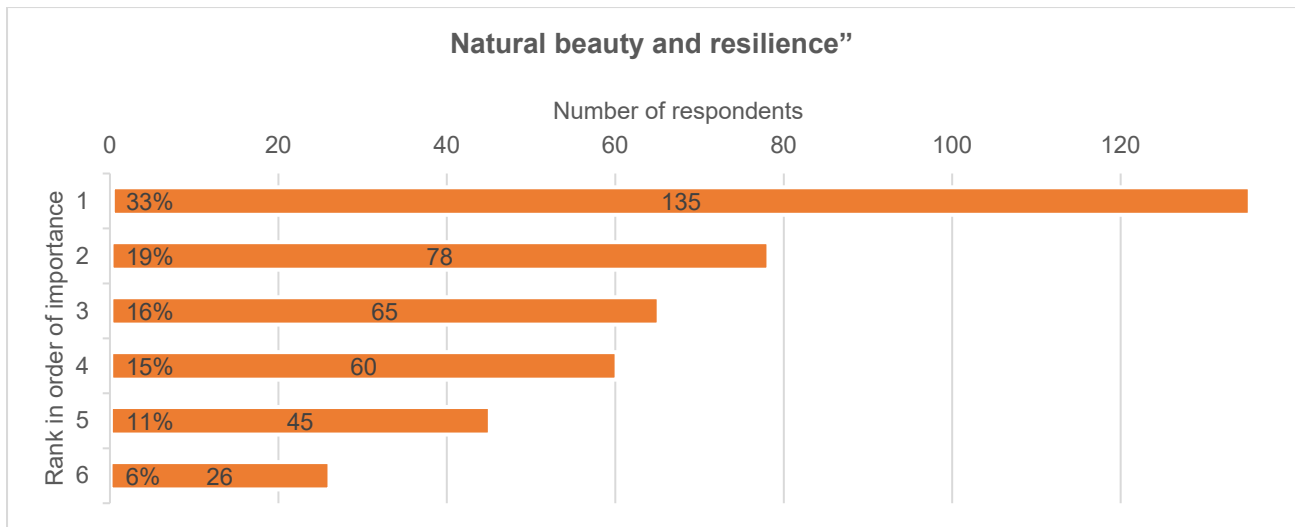


Figure 3. Number of people who selected rank 1-6 in order of descending importance for “Natural beauty and resilience”.

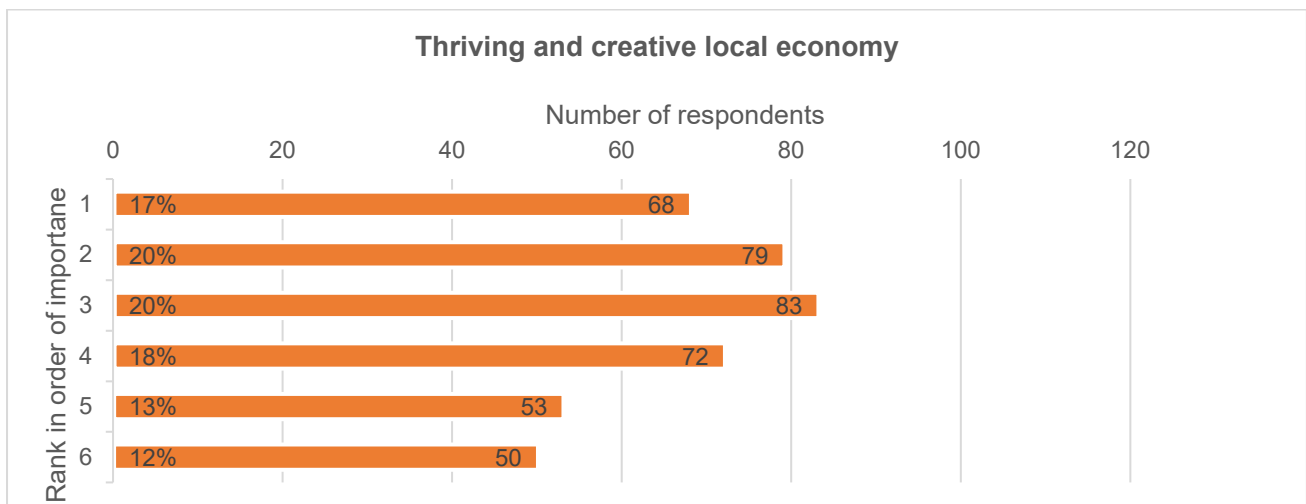


Figure 4. Number of people who selected rank 1-6 in order of descending importance for “Thriving and creative local economy”.

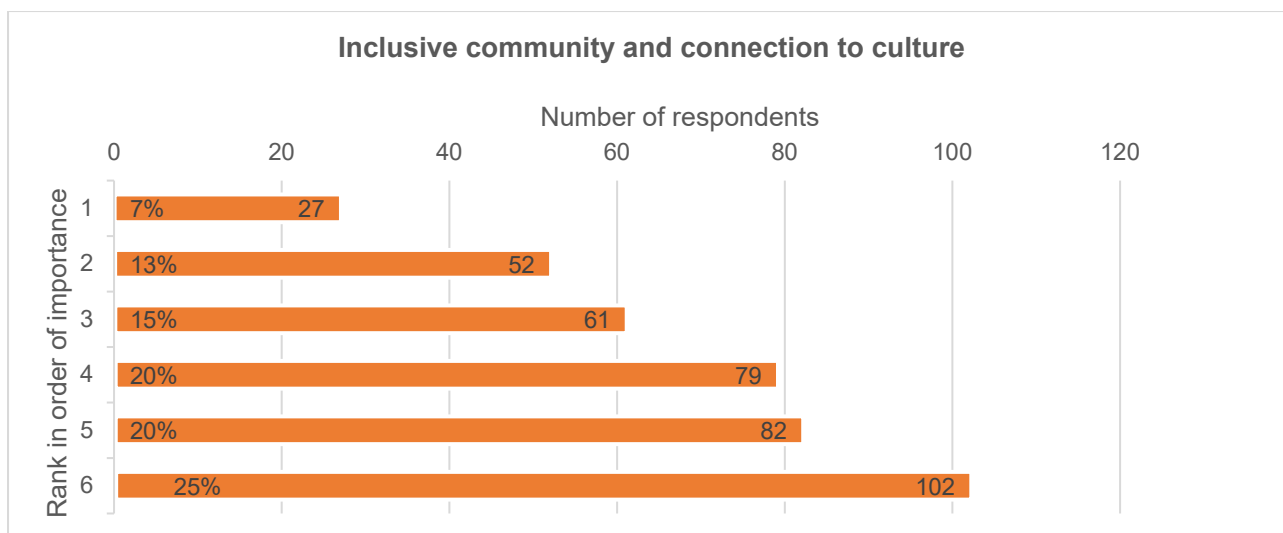


Figure 5. Number of people who selected rank 1-6 in order of descending importance for “Inclusive community and connection to culture”.

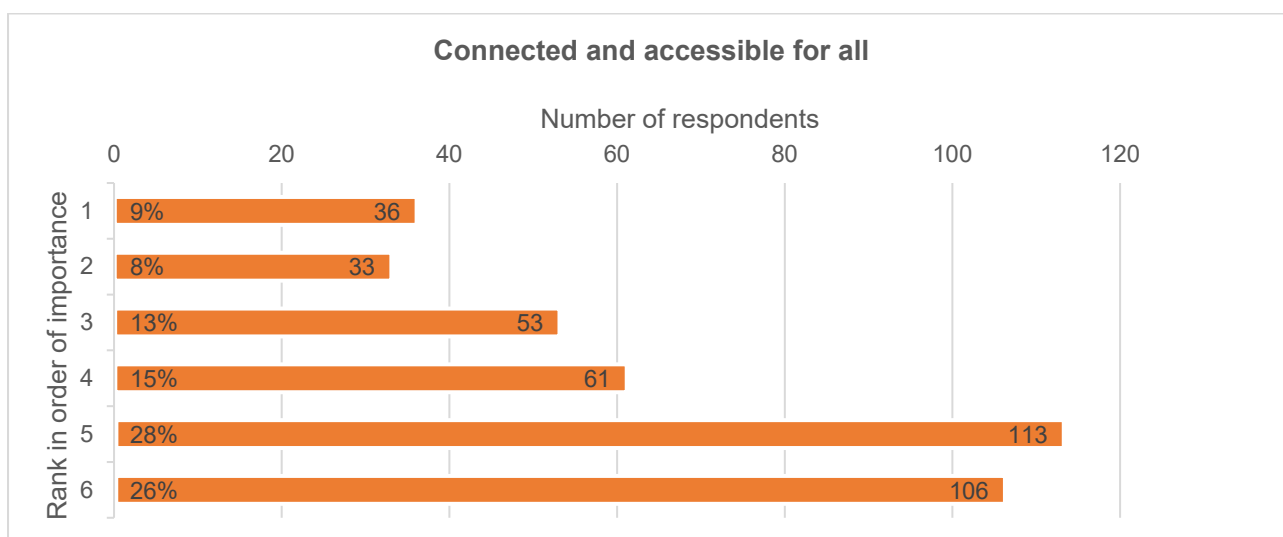


Figure 6. Number of people who selected rank 1-6 in order of descending importance for “Connected and accessible for all”.

Community insights

A number of insights were reported on from earlier Council-wide consultation efforts, these included the following for Manly (refer to Document Library for full report).

Indicate how much you agree with the following statements.

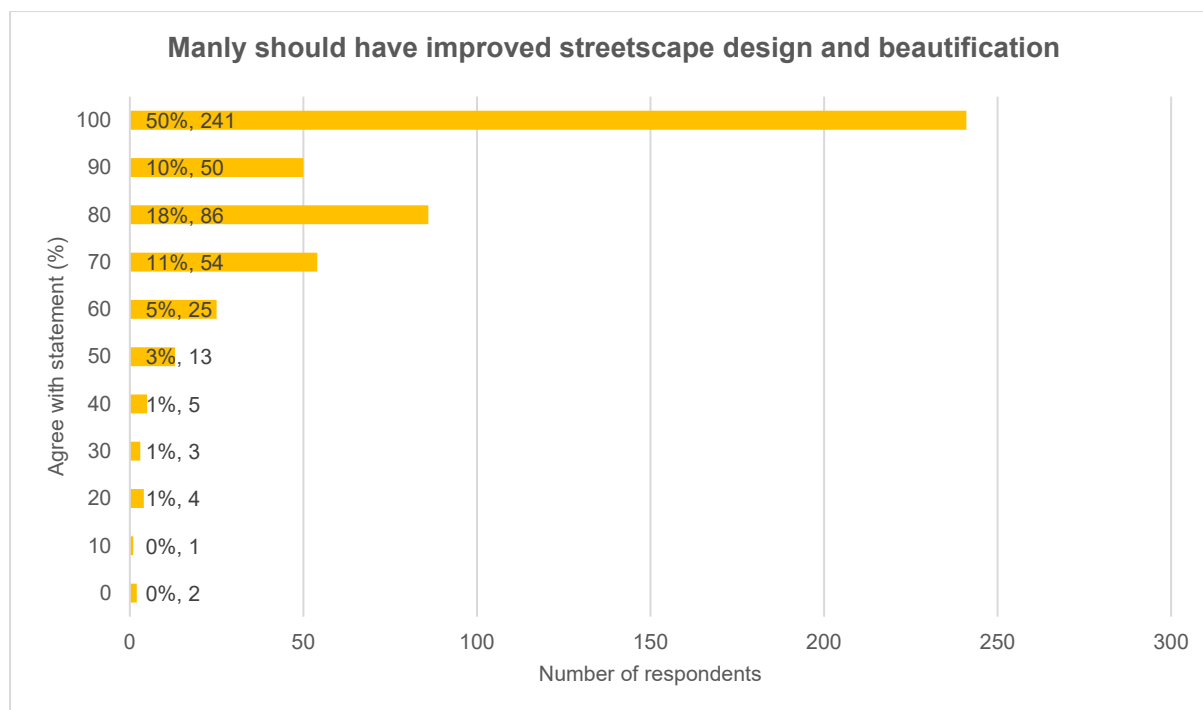


Figure 7. Number of people who selected 0-100% agree with “Manly should have improved streetscape design and beautification”.

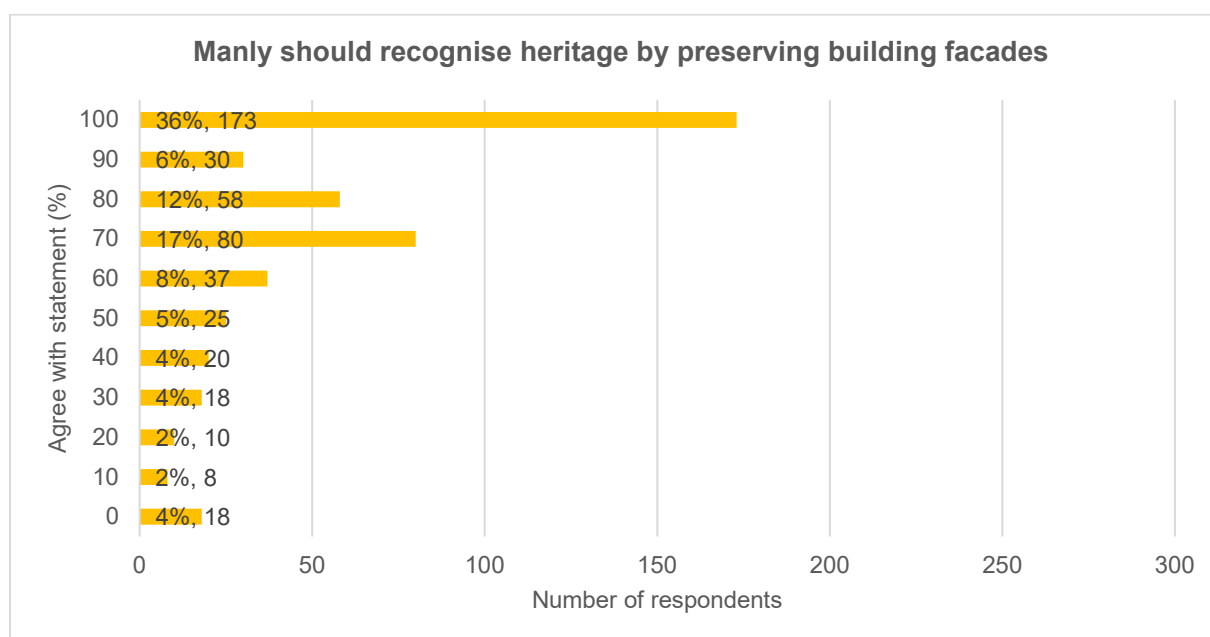


Figure 8. Number of people who selected 0-100% agree with “Manly should recognise heritage by preserving building facades”.

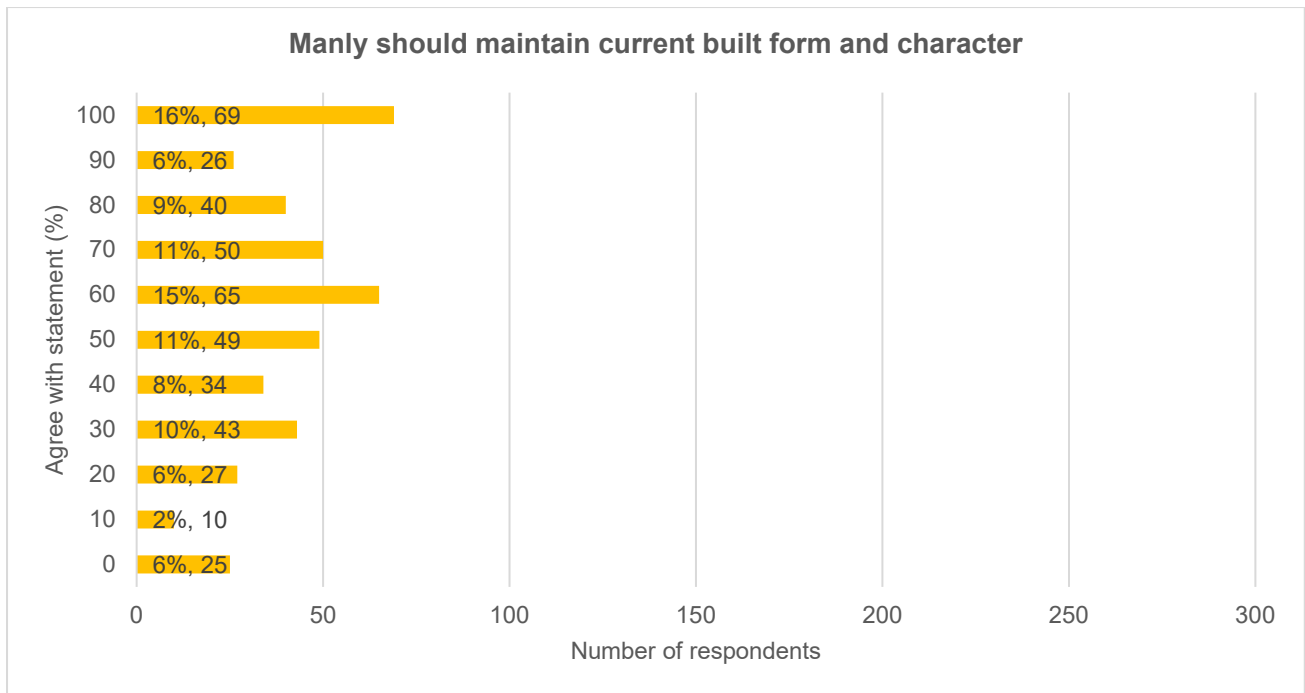


Figure 9. Number of people who selected 0-100% agree with “Manly should maintain current built form and character”.

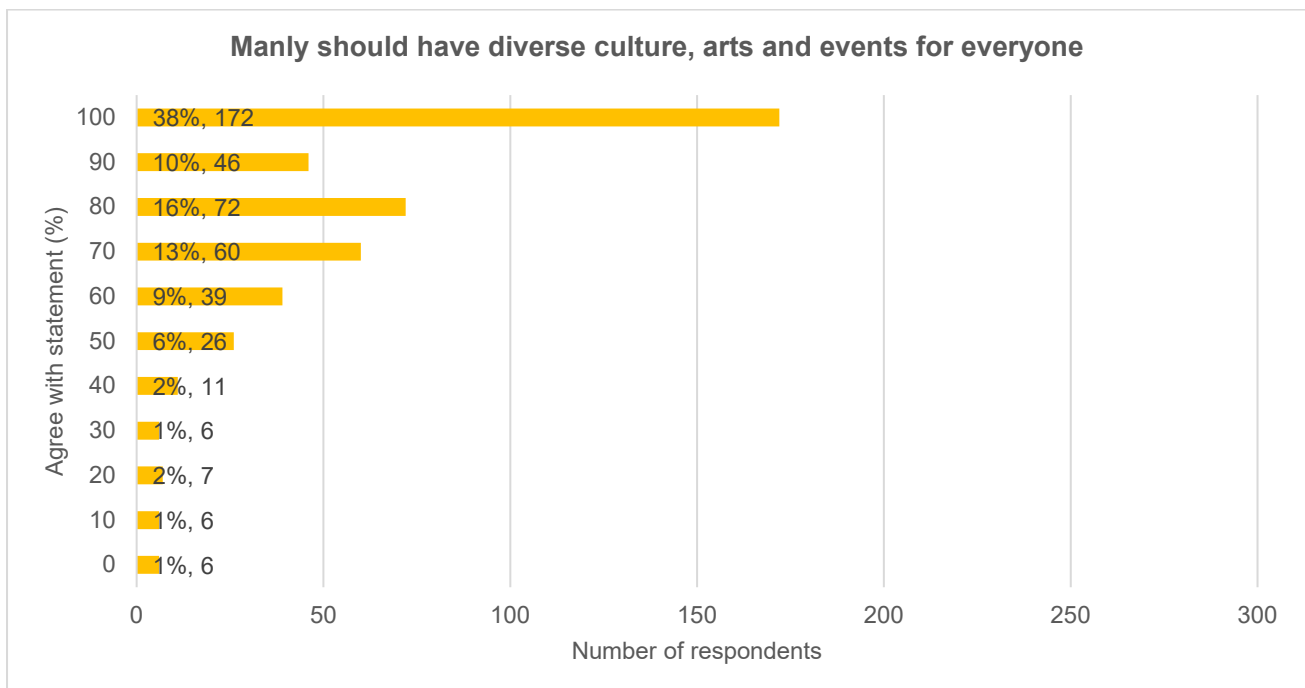


Figure 10. Number of people who selected 0-100% agree with “Manly should have diverse culture, arts and events for everyone”.

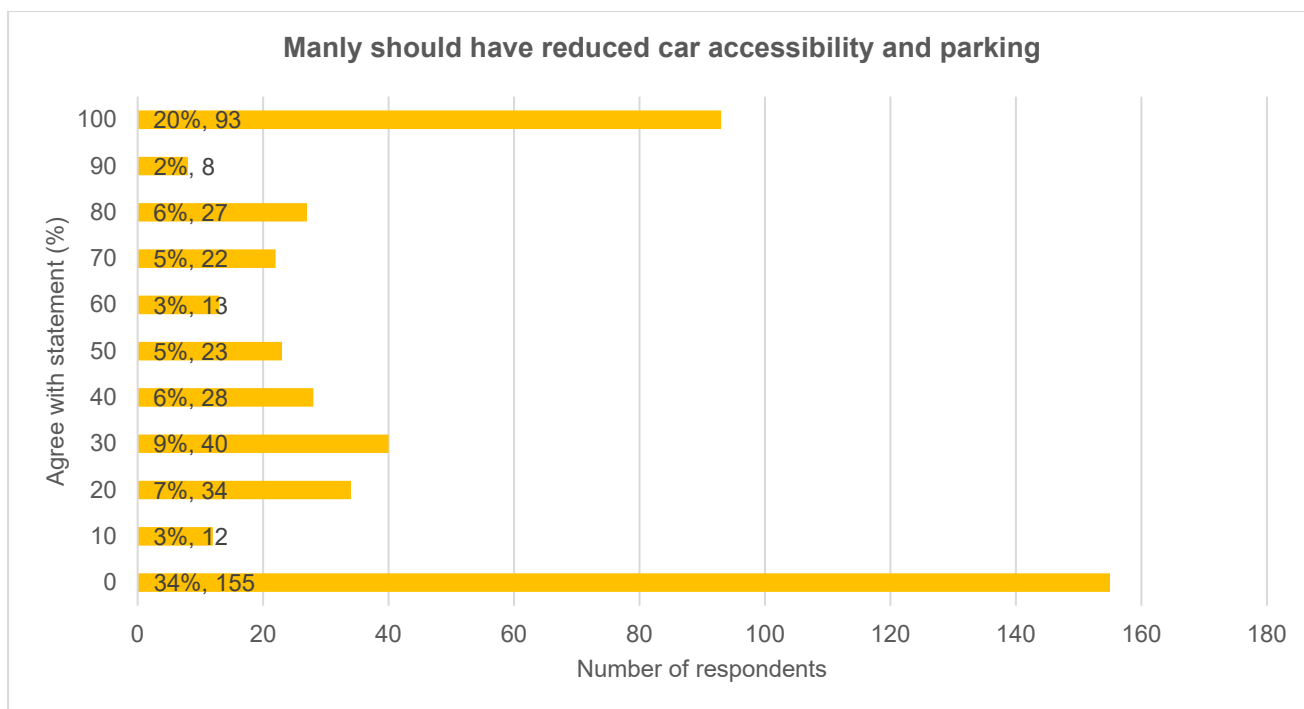


Figure 11. Number of people who selected 0-100% agree with “Manly should have reduced car accessibility and parking”.

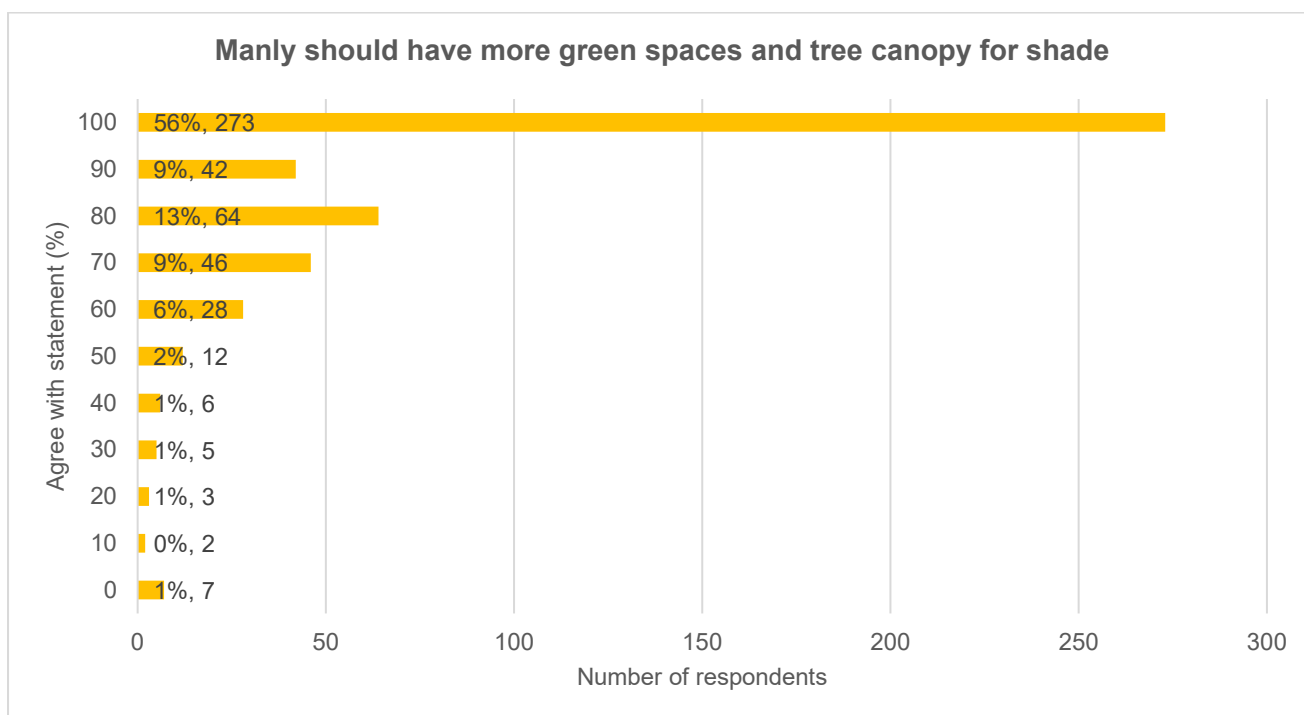


Figure 12. Number of people who selected 0-100% agree with “Manly should have more green spaces and tree canopy for shade”.

Manly centre's revitalisation opportunities

What sort of retail and business mix would you like to see in Manly centre?

The following most popular themes emerged from the 174 unique responses received:

- 32% would like to see boutique, quality and local shops (less chain stores and franchises)
 - e.g. *"artisan and quality boutiques not cheap mass-produced items", "unique and local businesses – not chain stores and vape stores "high end food and retail", "priority on local business, low visibility of multinational chains", "sustainable retail and stylish minimal signage, multicultural food outlets".*
- 32% want cafes, 30% want bars and 31% want restaurants:
 - e.g. *"cafes by day, restaurants and bars by night", "great nightlife!", "local bar and restaurants", "more diverse, affordable restaurants open later into the evening", "bars, cafes and culture", "coffee and eating facilities which are not junk food", "more bars for oldies".*
- 10% want outdoor dining:
 - e.g. *"restaurants and coffeeshops with tables and chairs outside in The Corso doing table service like in Europe! We need to enjoy eating outside in fresh air!", "more outdoor dining areas with traffic blocked off in evenings"*
- 9% want clothing/fashion:
 - e.g. *"more boutique and clothing shops", "fashion/cafes/homeware", "fashion/creative, boutiques", "clothing shops that support beach life".*
- 6% want entertainment/live music/cinemas/performance spaces:
 - e.g. *"more eating spots with outdoor seating (if you can deal with the seagulls", more liveliness in the heart of manly. Shows, music, restaurants along the Corso outdoors, later opening times!"*

How can we improve The Corso? (Select one)

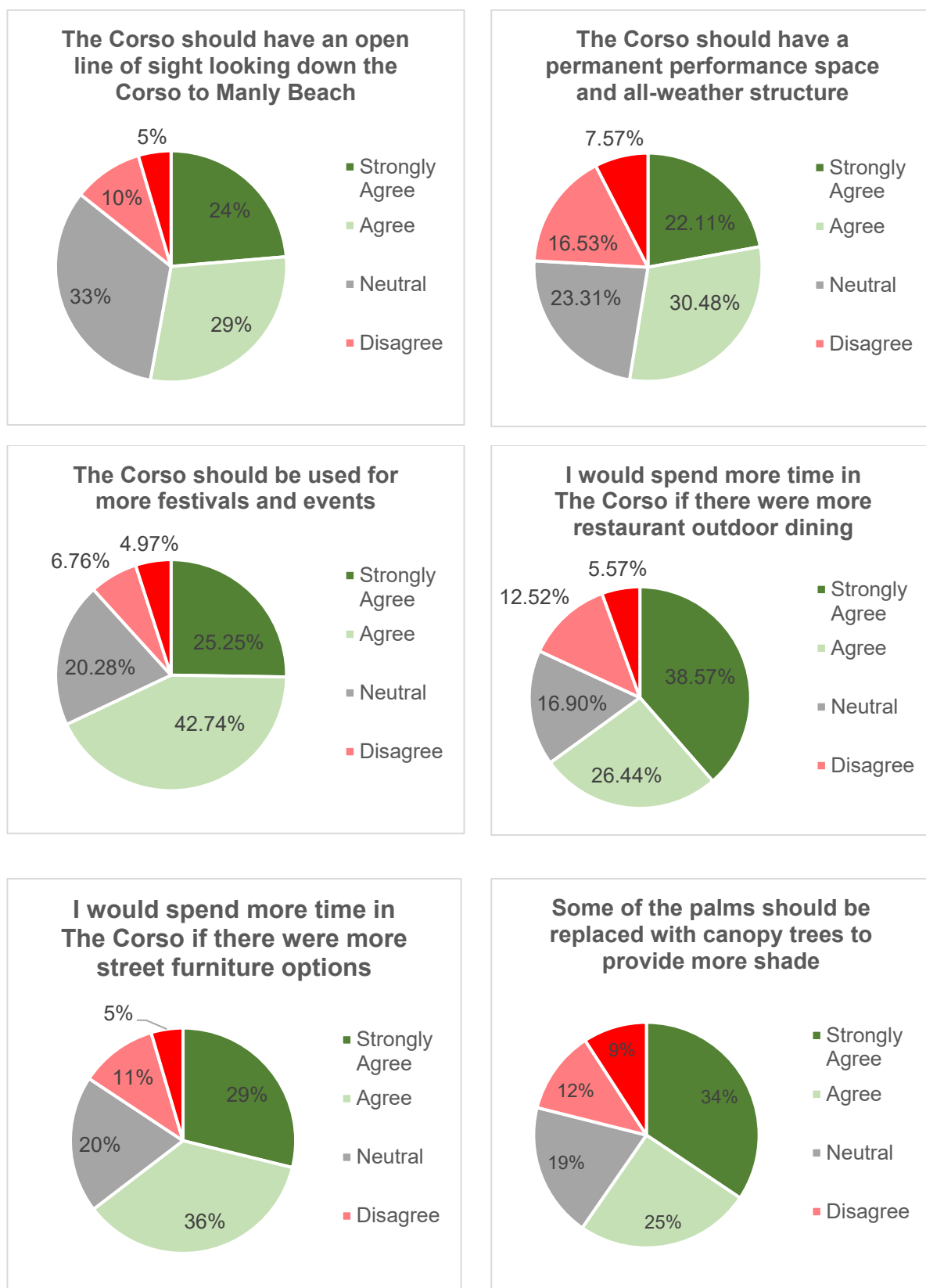


Figure 13. Percentage of people who selected agree, disagree, neutral, strongly agree and strongly disagree with statements about The Corso

How can we improve Pittwater Road from Carlton Street to Raglan Street? (Select one)



Figure 14. Percentage of people who selected agree, disagree, neutral, strongly agree and strongly disagree with statements about Pittwater Road from Calton Street to Raglan Street?

How could we elevate the intersection of Pittwater Road and Carlton Street as one of the gateway entries to Manly? (Select all that apply)

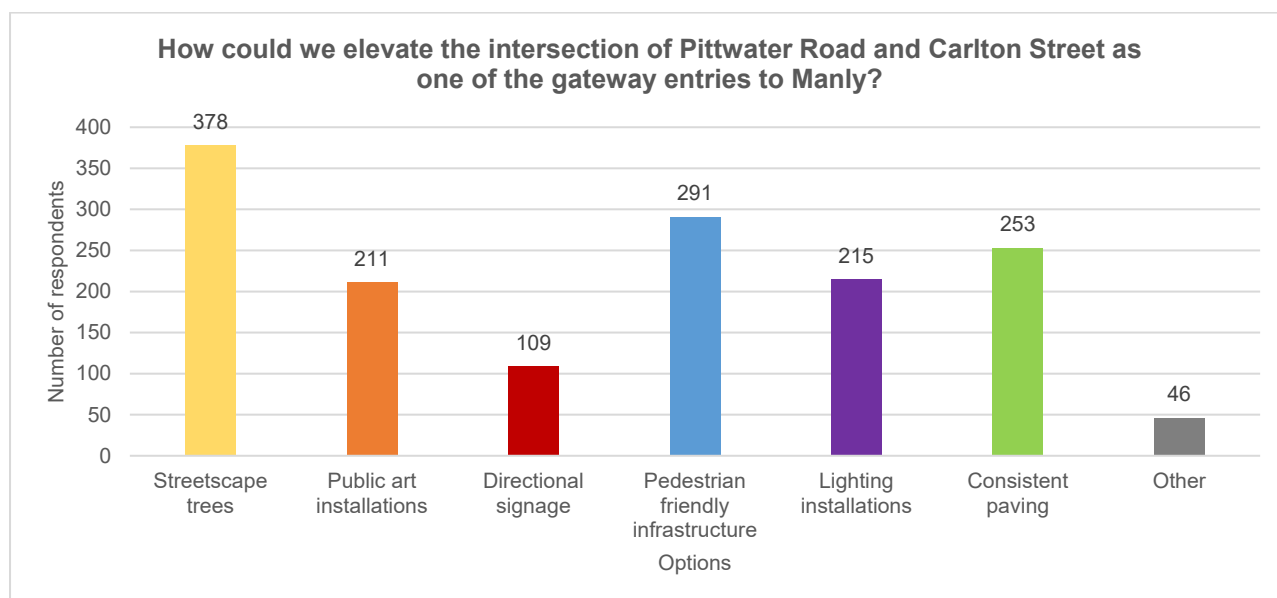


Figure 15. Number of people who selected options to elevate the intersection of Pittwater Road and Carlton Street.

How could we elevate the intersection of Sydney Road and Belgrave Street as one of the gateway entries to Manly? (Select all that apply)

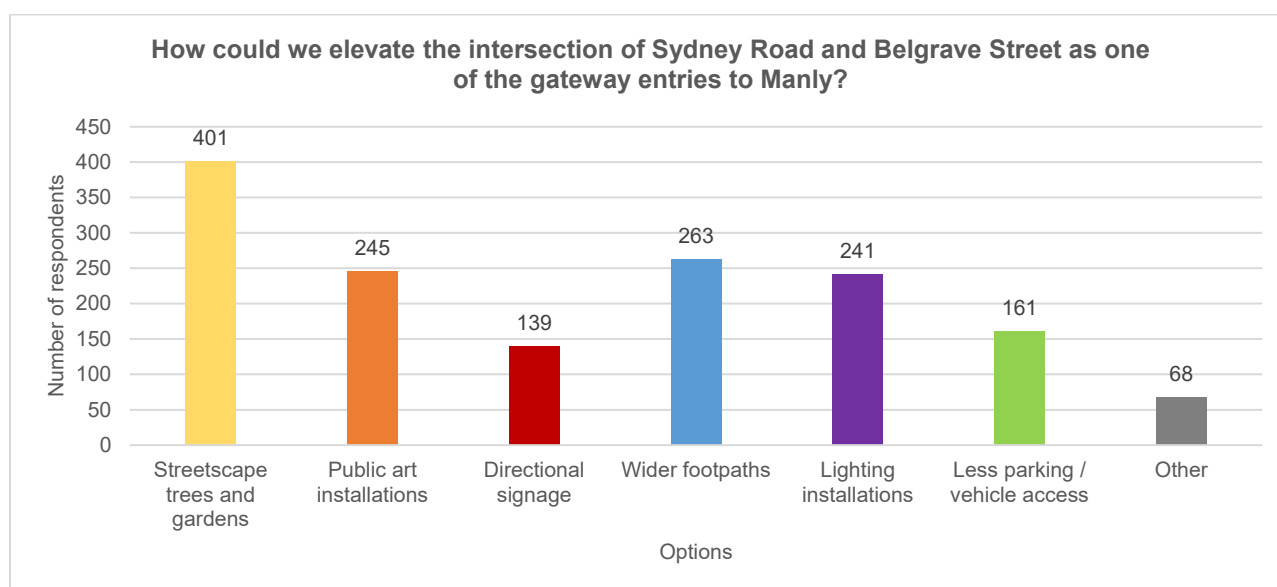


Figure 16. Number of people who selected options to elevate the intersection of Sydney Road and Belgrave Street.

Which features are most important to you for each of the Manly CBD laneways? (Select one)

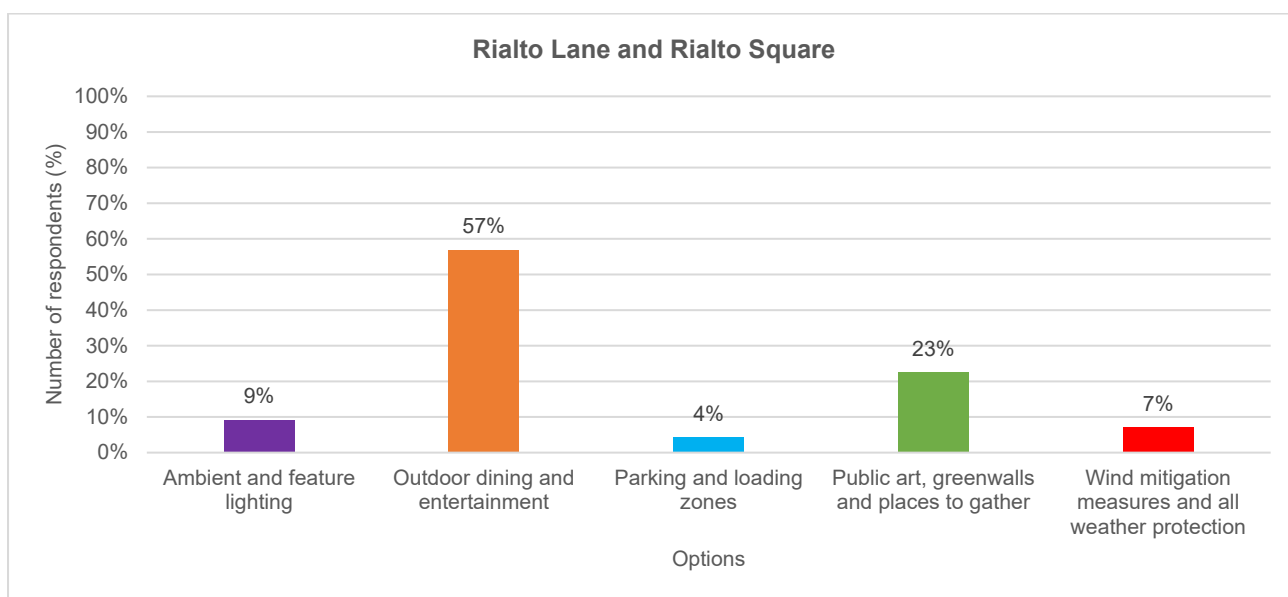


Figure 17. Percentage of people who selected features that were most important in Rialto Lane and Rialto Square.

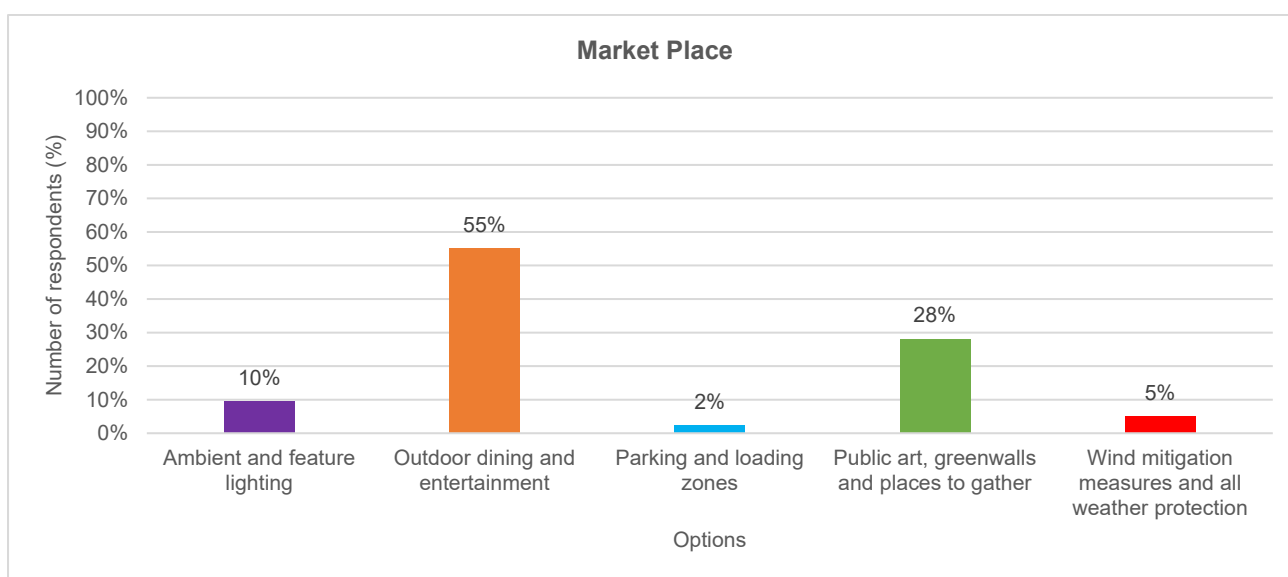


Figure 18. Percentage of people who selected features that were most important in Market Place.

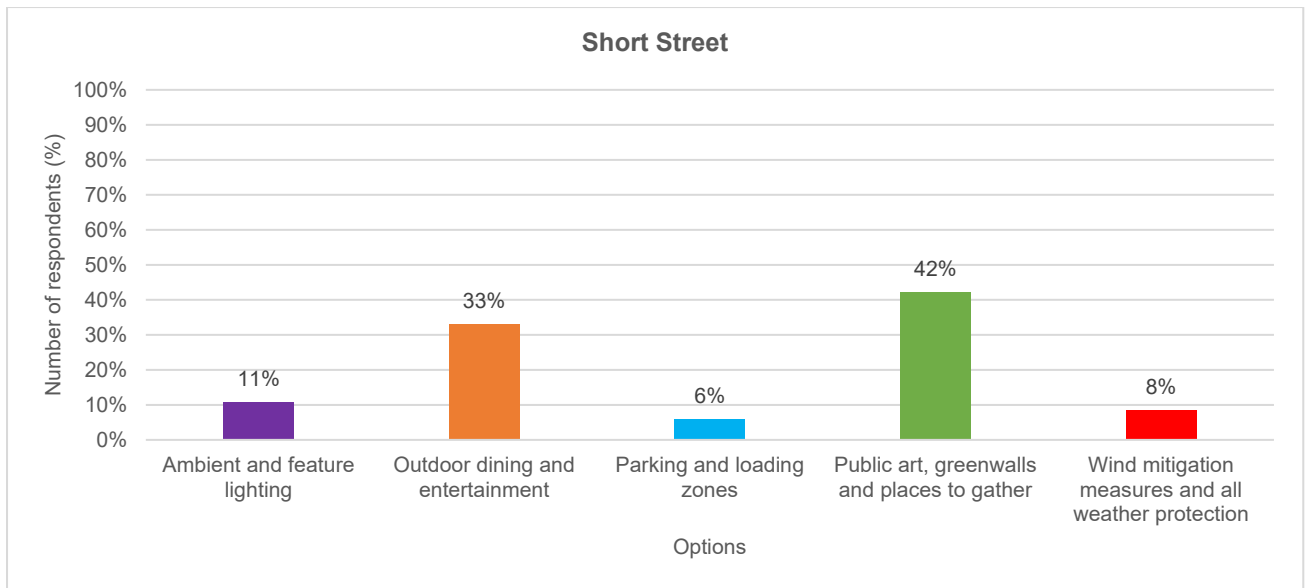


Figure 19. Percentage of people who selected features that were most important in Short Street.

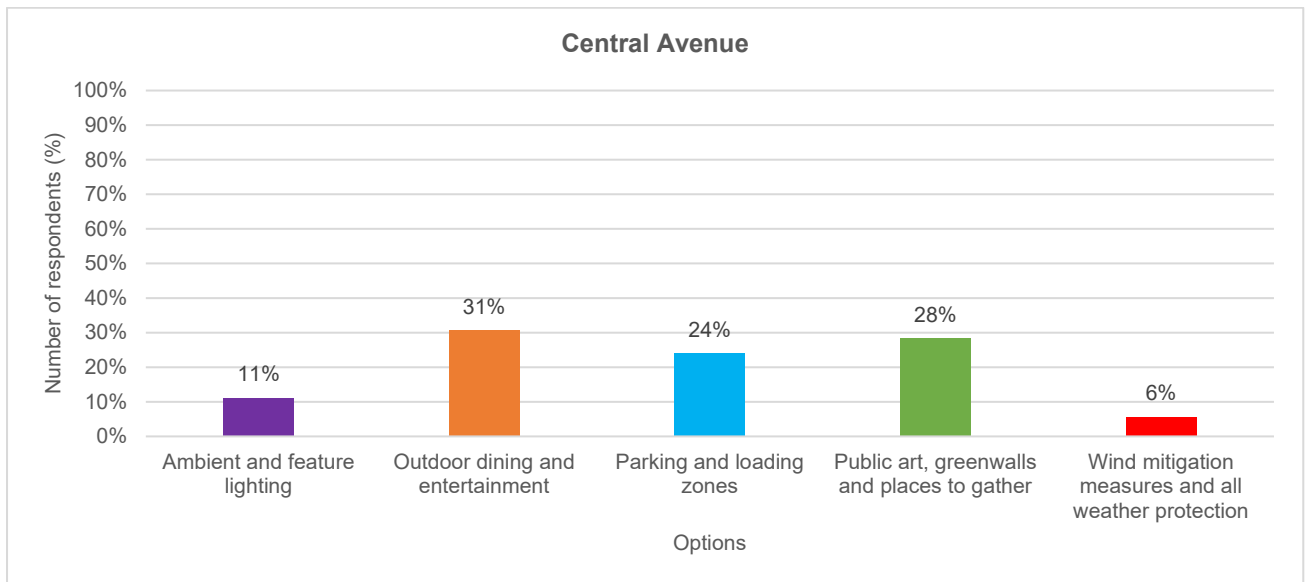


Figure 20. Percentage of people who selected features that were most important in Central Avenue.

Would you like a “bike hub” (workshop maintenance facility) on Short Street to encourage active transport, how supportive are you of this idea? (On a scale between 0 and 100%)

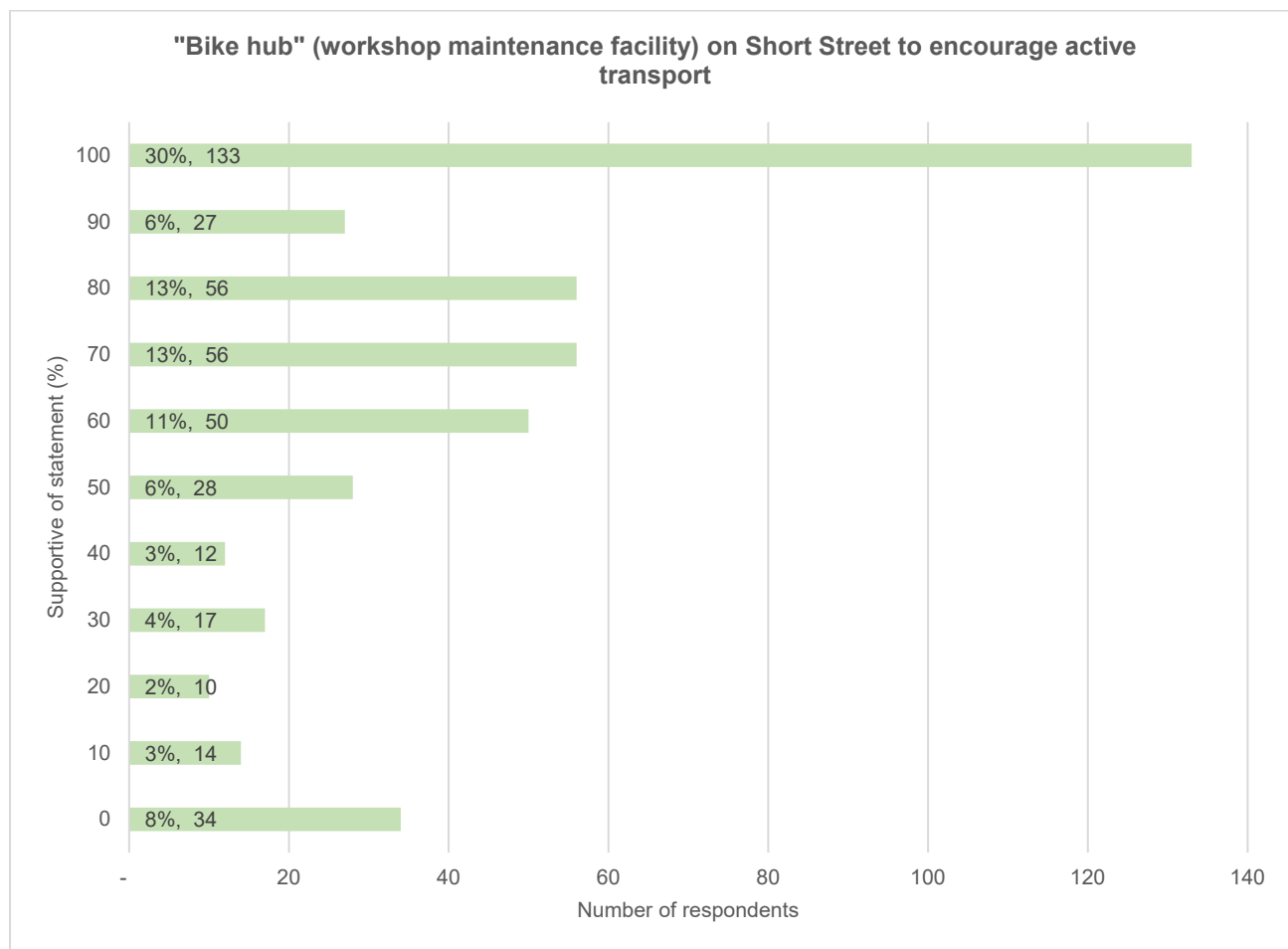


Figure 21. Number of people who selected 0-100% supportive of a bike hub (workshop maintenance facility) on Short Street to encourage active transport.

Manly 24-Hour Night-Time Economy survey results

Do you support a six-month trial period of late-night trading hours (10pm-6am) for Manly?
(On a scale between 0 and 100%)

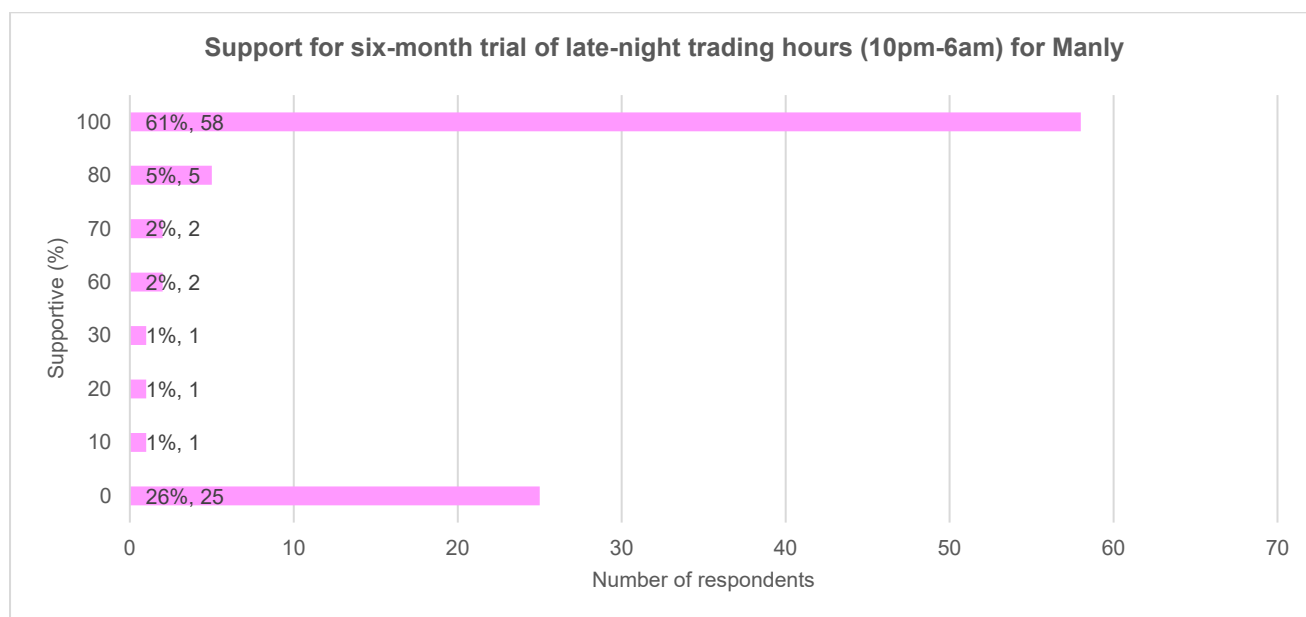


Figure 22. Number of people who selected 0-100% supportive of a six-month trial of late-night trading hours (10pm-6am).

Which businesses would you like to see open during the late-night trading trial? (Select all that apply)

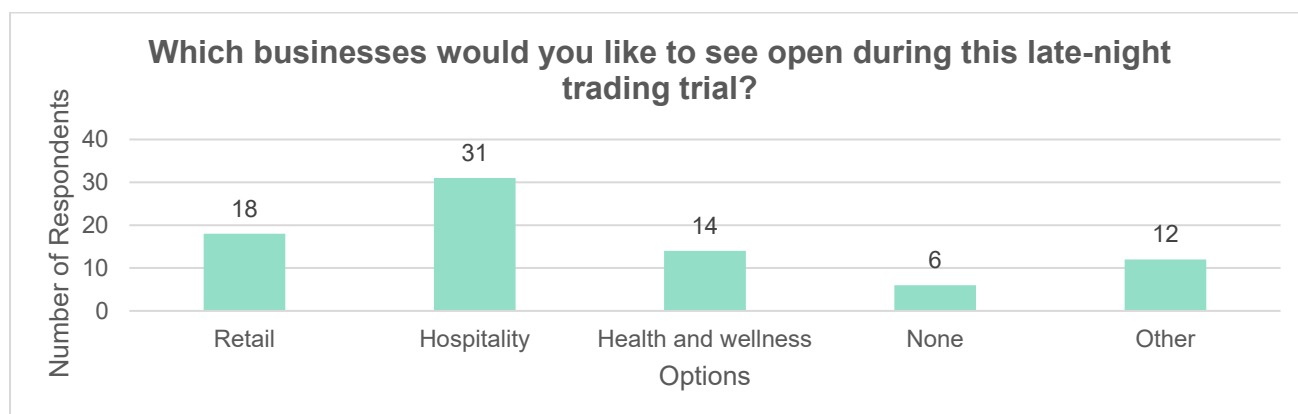


Figure 23. Number of people who selected options for what they would like to see open during the late-night trial.

Unique responses for "Other":

- ambulances
- art exhibition
- arts - theatre, cinema, galleries
- entertainment
- everything, let's get some vibrancy into Manly.
- library, arts, theatre, performance
- music
- music.
- no places serving alcohol. We don't need the violence and antisocial behaviour that happens at that time of night.
- pop up events and attractions
- rangers and police
- we need a more fun Manly with more things to do till late!

Appendix 2 Verbatim community and stakeholder written comments and Council responses

All written comments, with Council responses, can be viewed at the following link:

<https://eservices.northernbeaches.nsw.gov.au/ePlanning/live/Common/Output/Document.aspx?t=webdoc&id=Pa0JiaC%2FSicV0A60ki4OEg==>

Appendix 3 Comments from Transport for NSW

Reference	Comment/suggested edit
S10	<i>Suggest moving this to medium term to align with M3. Not clear why this is a short-term priority.</i>
S20	<i>What is the shared zone? Understand the conflict between pedestrians crossing but it is unclear what is recommended</i>
Action 4.	<i>work with TfNSW to ensure safe late-night PT for patrons</i>
item 11.	<i>opportunity for structures that support positive pedestrian circulation</i>
Henriette Lane	<i>support for acknowledging the importance of service lanes and their function in this busy space, activations and shared zone strategy should ensure the function of the lane is retained and pedestrian safety is paramount.</i>
Q7	<i>note other benefits of walking and cycling including reduced congestion, increased amenity and health benefits, add note to work with TfNSW to support safe walking and cycling infrastructure</i>
S3	<i>support for Movement and Place study</i>
item 4	<i>Consult with local bus operations/ TfNSW Bus approvals 'busapproval@transport.nsw.gov.au' prior to any bus stops relocation along Pittwater Road</i>
general	<i>Each shared zone/speed change requires a separate proposal and will be comprehensively reviewed as received. NSS is happy to work with Northern Beaches Council to implement the changes.</i>
	<i>The existing bus stops at Manly Wharf (East Esplanade and West Esplanade) and Belgrave St at Park and the set down bus stop and layover area in Gilbert St and West Promenade need to be maintained to support current bus services and any future additional services – a reduction in this space for bus stops and bus layover spaces will not allow for potential future additional services.</i>
Action 4 (also page 84 Action 6)	<i>Page 52: Increased tree canopy in Manly should not preclude the use of double deck buses. These are currently used on route 141 Manly to Austlink, which operates via Sydney Rd. There is potential for double deck buses to be used on other routes operating along Sydney Rd in the future. Pittwater Rd would also need to be suitable for double deck buses to allow buses to reach Brookvale depot and to allow the operation of double deck buses on route 199 or another future route accessing Manly via Pittwater Rd. Double deck buses should be able to travel in centre lanes and safely approach and depart bus stops along Sydney Rd and Pittwater Rd.</i>
	<i>We recommend that Transport for NSW's Active Transport Strategy and Movement and Place framework be included as references at page 11</i>
	<i>Consider reframing this sentence to remove the impression that riders are discouraged from entering Manly "...and also for cyclists who will get off their bicycles to explore Manly by foot."</i>
Action S3	<i>We recommend that Action S3 be updated to also incorporate the following actions:</i>

Reference	Comment/suggested edit
	<ul style="list-style-type: none"> - undertake a speed zone review in accordance with Sections 6 and 9 of the NSW Speed Zoning Standard - improve walking and cycling connectivity from surrounding precincts - increase pedestrian priority - develop a safe and connected cycling network for all ages and abilities <p>These measures should be applied over the area of influence (page 25). The rows below indicate where additional support for these actions could be added within the Plan</p>
Actions	In the instance that Action S3 is updated to include a speed zone review (see above), then we recommend that the Actions on page 58 also be updated to reflect the guidance on self-explaining environments provided on pages 67-72 of the NSW Movement and Place Framework , e.g. include reviews of pavement types, vehicle lane widths, scale of street furniture, canopy coverage and on-street parking
Action 1	<p>In the instance that Action S3 is updated to include improving walking and cycling connectivity from surrounding precincts (see above), then the Actions on page 58 should also be updated accordingly.</p> <p>Action 1 on page 58 could be amended to include "Investigate where improved walking and cycling paths, crossings and green time into the precinct can be provided, specifically across East and West Esplanade, North and South Styne, and Belgrave St"</p> <p>The Network Planning in Precincts Guide (page 52) recommends that crossings for walking and cycling be provided at least every 400m to maximise the 15-minute walking and cycling catchment.</p>
Action 2	<p>In the instance that Action S3 is updated to include increasing pedestrian priority (see above), then the Plan should include an action to investigate where footpaths should be widened and connected to ensure walking is prioritised across the **entire precinct** (not only for Pittwater Road – Action 2).</p> <p>The Plan should reference the Walking Space Guide to assess suitability of footpath widths in the precinct</p>
Actions	<p>In the instance that Action S3 is updated to include development of a safe and connected cycling network (see above), then the Plan should include an action to investigate the opportunity for more separated cycling facilities, more low speed 30km/h streets, quiet ways, shared zones and new cycling crossing facilities on key desire lines. (We acknowledge the Plan's ambitions to introduce some new shared zones and shared paths (p58). This ambition could be expanded). The Plan should reference council's existing and proposed bicycle routes and Transport for NSW's Strategic Cycleway Corridors (Manly to Brookvale, and Manly to Manly Vale) to improve network integration and to best align council's proposed cycling projects with funding opportunities.</p> <p>The Plan should reference the Cycleway Design Toolbox which provides best-</p>

Reference	Comment/suggested edit
	practice guidance on how to design for cycling and micromobility including facility types and widths.
new short term action	We recommend that "improving pedestrian and rider safety at Gateways (as shown on page 63)" should be included as a short-term action (pages 127-129)
Action S11	Action S11 should be amended to review all on-street parking requirements for all streets (not only for Pittwater Road). Opportunities for road space reallocation to footpaths and cycling facilities should also be investigated.
Action S17	Action S17 should include a review of parking controls for developments
general	<p>Consider the Active Transport Strategy The Active Transport Strategy sets out a number of focus areas, ambitions and priority moves which should be considered for inclusion in My Place Manly:</p> <ul style="list-style-type: none"> • Enable 15-minute neighbourhoods: Create walkable and connected 15-minute neighbourhoods across all six cities and in regional centres across NSW to increase the percentage of short trips made on foot. The relevant priority move: • Trial over 20 Neighbourhood Deals across NSW by 2028 • Deliver connected and continuous cycling networks: Deliver more than 1,000 kilometres of new cycleways and supporting infrastructure for continuous and connected cycling networks across key cities in NSW to increase the number of trips made by bike. Relevant priority move; partner with councils to deliver more than 100 kilometres of new strategic cycleways that contribute towards a connected cycleway network by 2028. • Promote safer and better precincts and main streets: Help halve fatalities and serious injuries by 30 per cent for pedestrians and bike riders through safer speeds and networks while increasing people walking and riding. Relevant priority moves; • Prioritise a program that delivers 50 kilometres of successful place outcomes in and around main street sections of State Roads in urban, regional and rural settings by 2028 • Pilot Safer Cities Program across NSW to improve perceptions of safety when walking and cycling to, through and within public spaces for women and girls by 2024. • Promote walking and riding and encourage behaviour change: Double the number of children walking or riding to school in all six cities and major centres across NSW, through behaviour change interventions. Relevant priority moves; • Trial Active Travel to School Program in collaboration with Health and Education in more than 50 schools by 2028 • Trial behaviour change interventions including campaigns that encourage sustainable mode shift by 2028.
general	<p>Consider Relevant State Government Guidance for Active Transport The following guidance documents can help translate the Active Transport Strategy into best practice street and precinct design:</p> <ul style="list-style-type: none"> • Design of Roads and Streets Guide (2022) provides a practical manual explaining how we can improve our design of roads and streets throughout NSW by better understand their role and context as local places. This is

Reference	Comment/suggested edit
	<p><i>Transport endorsed guidance which we are encouraging Councils to reference this in new and existing precincts.</i></p> <ul style="list-style-type: none"> • <i>Network Planning in Precincts Guide (2022) provides best practice principles, tools, examples and case studies of a transport network that facilitates the efficient movement of people and goods while supporting 15-minute neighbourhoods and 30-minute cities, as well as the desired place, safety, public health and wellbeing, environmental and economic outcomes. This document includes the following best practice guidance for planning walking and bike riding:</i> • <i>Use filtered permeability to make walking, cycling and public transport the most convenient options (page 50)</i> • <i>Create low-speed zones that encourage walking and cycling (page 54)</i> • <i>Provide dedicated footpaths on both sides of streets (page 55)</i> • <i>Provide sufficient space, shade, wayfinding and amenities (page 55)</i> • <i>Provide separated cycleways on the cycling network and on streets where the speed limit is higher than 30 km/h (page 56)</i> • <i>Create a connected walking and cycling network with crossing facilities every 130m and priority at intersections (page 56)</i>

Document administration	
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Notes	Community and stakeholder views contained in this report do not necessarily reflect the views of the Northern Beaches Council or indicate a commitment to a particular course of action.