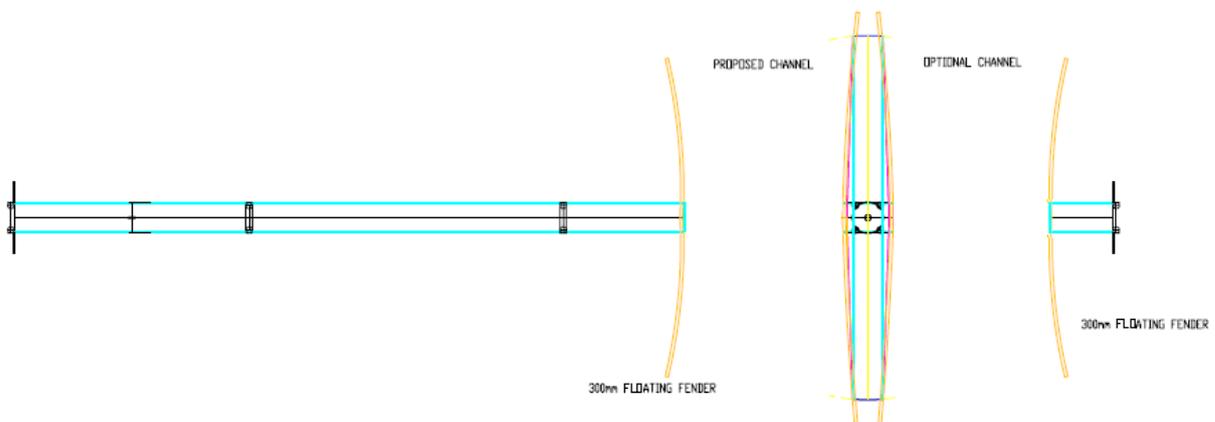


PUBLIC CONSULTATION – WALLAROO MARINA CROSSING

SUMMARY

This consultation document is in regards to a proposed footbridge across the Wallaroo Marina. When the Marina was developed it cut the township of Wallaroo in to two halves, creating a 3.5km walk/ride for pedestrians rather than the previous 100 metres.

The Council is proposing to reconnect the town by creating a new pedestrian crossing. The design that Council is proposing is a swinging (rotating) bridge that will create two 15 metre wide boating channels. An example of the pedestrian crossing in the OPEN position (normal default position) is provided below.



The Council has received permission from the Community Corporation that owns half the water way (private allotment) to access their land (water) for this project. It is therefore ready for the next stage, which is to finalise the scope, location and planning approvals of the project before we achieve a shovel ready stage that can be considered for future funding opportunities.

The proposed pedestrian crossing would normally rest in an open position and only be closed at set times upon request. Most likely twice per hour by request. The request (push

lifestyle location of choice

of the button) wouldn't result in an immediate opening, but would start the timer to open it at the next scheduled programmed time.

Council is now seeking feedback on the project including the two proposed sites.

TECHNICAL DETAILS

The scope for the proposed pedestrian bridge is as follows;

All structural components shall have a minimum Design Life of 50 years with time to first maintenance of 10 years and subsequent time between maintenance periods of a minimum 5 years.

Design and construction of 105m long x 2.5m clear width crossing between Lot 801 Pamir Court (northern end) and the marina bank adjacent to the Wallaroo Marina Apartments (southern end). Located 25m from the northern end the crossing shall be a 15m long operable opening, with the default position as open. Concrete abutments to be installed where required.

The crossing is to be designed for pedestrian loading (4.0kPa uniformed distributed load or 4.5kN point load) and disabled access with a maximum slope of 1:14 at mean sea level (MSL) and 1:8 during Lowest Astronomical Tide level (LAT). No boat berthing or mooring to be allowed along the extent of the crossing. The contractor shall also assess the predicated wind and wave climate of the site and design the crossing accordingly.

Bollards are to be installed at each end of the crossing where required with pedestrian lighting and balustrades along extents. Look/finish of bollards, lighting and balustrades to match existing adjacent works.

Ladders from water to deck to be provided on each side of each arm of the crossing.

The opening is to have programmable working parameters with at least the following able to be calibrated:

- Closed time
- Opening and closing speed
- Frequency of closing (maximum number of operations per hour)
- Predetermined opening times after activation (operates on the hour, half hour, etc)
- Lock out times (inoperable between certain times of day) Signage detailing operation

The opening shall also have, but not limited to the following design inclusions:

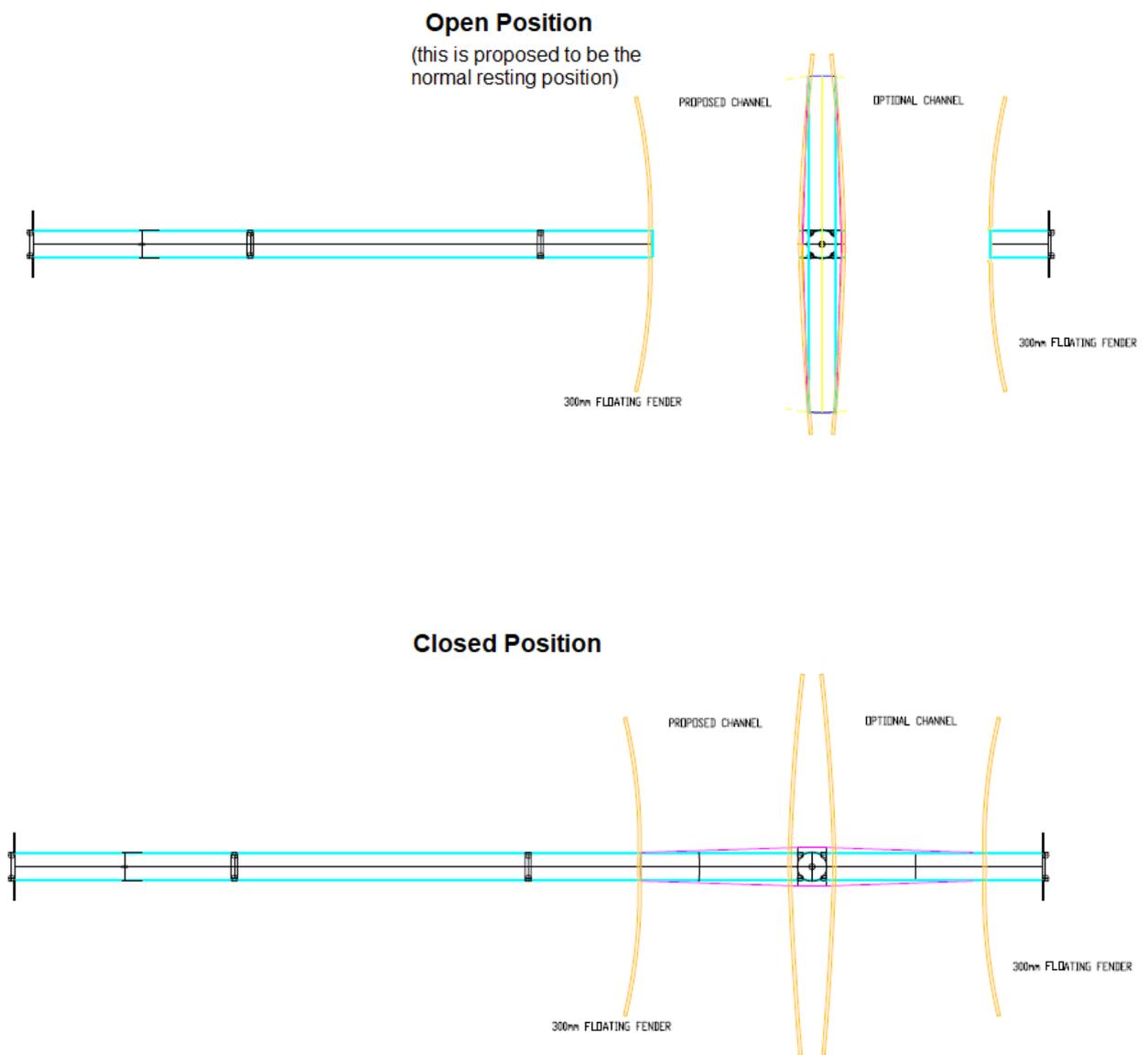
- Marine navigation lights
- Physical barriers and operation warning lights

closures for pedestrians, if the bridge is activated. We believe a regular program will assist pedestrians and boaties to plan their trips around the opening and closing cycles.

For example, the bridge could be programmed to only close on the hour and half hour for a 5 or 6 minute cycle. This means that even if the activation button is pressed (like stop lights) the bridge would not close until its next cycle is due.

The bridge would be equipped with the necessary, CCTV, lights and safety features to ensure all users are clear of the bridges operations. It is not envisaged that horns or any other audible devices would be required.

The images below show the bridge in its normally open and closed positions.



Examples of the bridges operations are;

Button Activated

- **Button is activated** at 1:15pm
- The bridge stays open until 1:30pm
- At 1:30pm the bridge starts closing
- At 1:31pm the bridge is fully closed & the pedestrian gates open
- At 1:34pm the pedestrian gates close & the bridge begins to open
- At 1:35pm the bridge is fully open for boat traffic

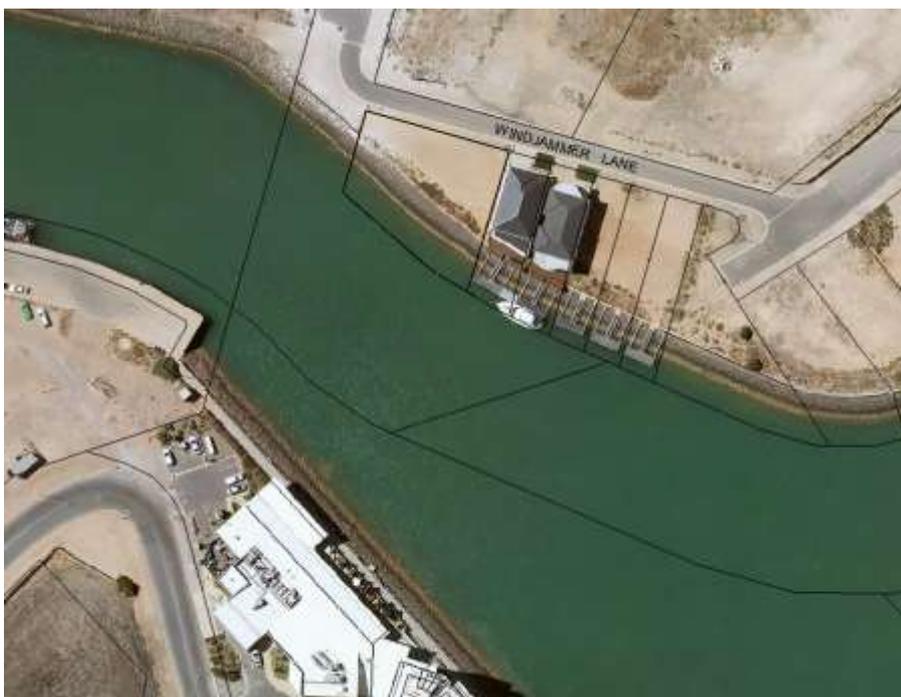
Button Not Activated

- Button is not activated between 1:05pm and 1:30pm
- The bridge stays open during the potential 1:30pm to 1:35pm closing cycle.
- The next potential closure is at 2:00pm

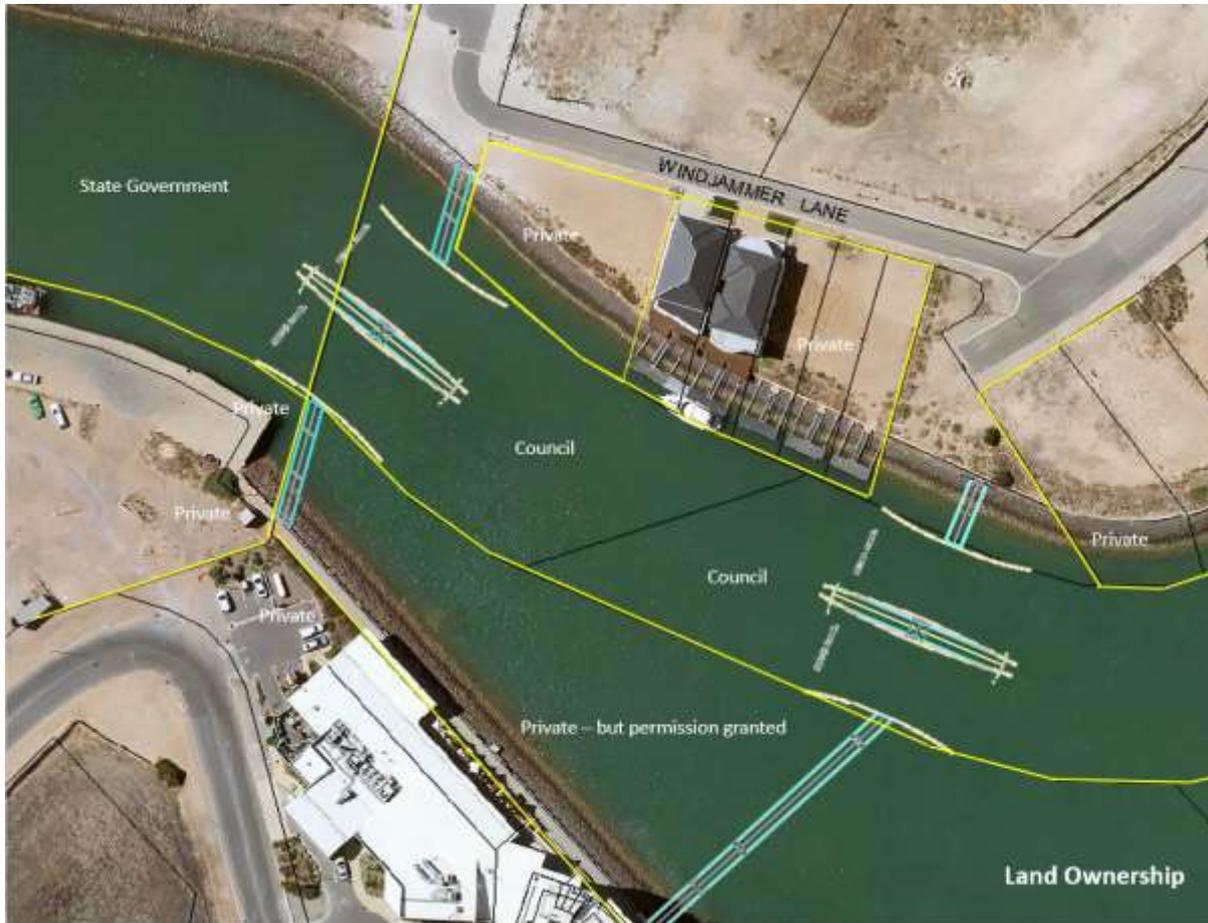
PREFERRED LOCATIONS

Two preferred locations have been determined for public consultation. While these are the initial preference based on a number of factors resulting from the preliminary investigations, land ownership and community suggestions, broader comments are welcome.

The image below shows the general location for the proposed crossing. It is situated to the east of the commercial wharf area.



The image below shows the two locations on a plan that also indicates land ownership. On the northern side, Council owns two small reserves. On the southern side, the Council only owns the board walk, but has obtained permission to cross the private land (water) with the proposed pedestrian bridge.



SITE 1 – EASTERN RESERVE (OPPOSITE TAVERN)

This location utilises the Council’s eastern reserve on the northern side and crosses just south of the Tavern. This crossing point is approximately 105 metres and is the longer of the two options. However, the main mechanism is fully contained within Council land and keeps the facility clear of the current and any future commercial Wharf operations.

The image below shows the proposed bridge in its fully closed position. Please note that the floating fenders are permanent and do not move with the swinging bridge platform.



The image below shows the proposed bridge in its default open position. It highlights the two 15 metre wide channels and their relationship with the Council owned waterway.



With the limited closing times (twice per hour) and the amount of camera coverage (people would risk getting caught DUI), it is unlikely that it will be a drive to location. However, it is proposed that the northern access area in this location would have restricted parking access in the areas delineated by the yellow lines and enforced by CCTV.

It is also proposed that this public reserve would be landscaped and that some seating and shade be installed on the western side of the access. The image below shows the pedestrian access from the proposed northern side of the bridge.



SITE 2 – WESTERN RESERVE (NEAR WHARF)

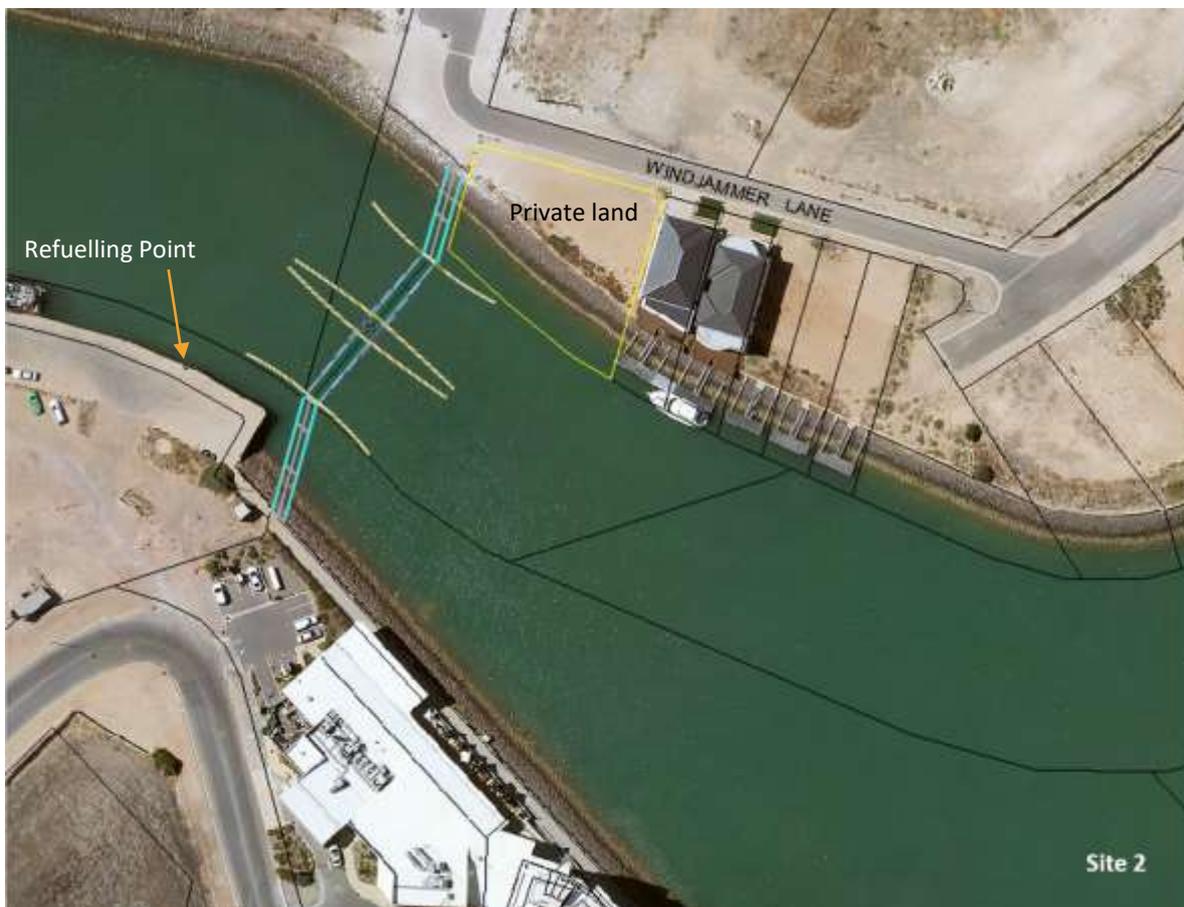
This location utilises the Council’s western reserve on the northern side and crosses just south of the commercial wharf area. This crossing point is approximately 80 metres and is the shorter of the two options. However, the main mechanism would likely encroach onto the adjacent State Government land (water). This location may also impact on the current and any expanded future commercial wharf operations, including the turning area for vessels and their refuelling.

At this location, the fenders and bridge are very close to the private land to the east of the northern end of the proposed bridge. This impact may be negligible, but it would depend on the design and layout of any future development and the location of any private pontoons.

Council also has limited land opportunities at this location, as it has no control over any land on the southern side with direct access to Heritage Drive. Council already receives regular complaints about the limited access to Heritage Drive from this point and this location may exacerbate the problem.

However, this area is closer to the car park and North Beach.

The image below shows the proposed bridge in its fully closed position. Please note that the floating fenders are permanent and do not move with the swinging bridge platform.



The image below shows the proposed bridge in its default open position. It highlights the two 15 metre wide channels and their relationship with the Council owned waterway.



CATCHMENT

The proposed pedestrian crossing would support the residents on both sides of the Marina, but in different ways.

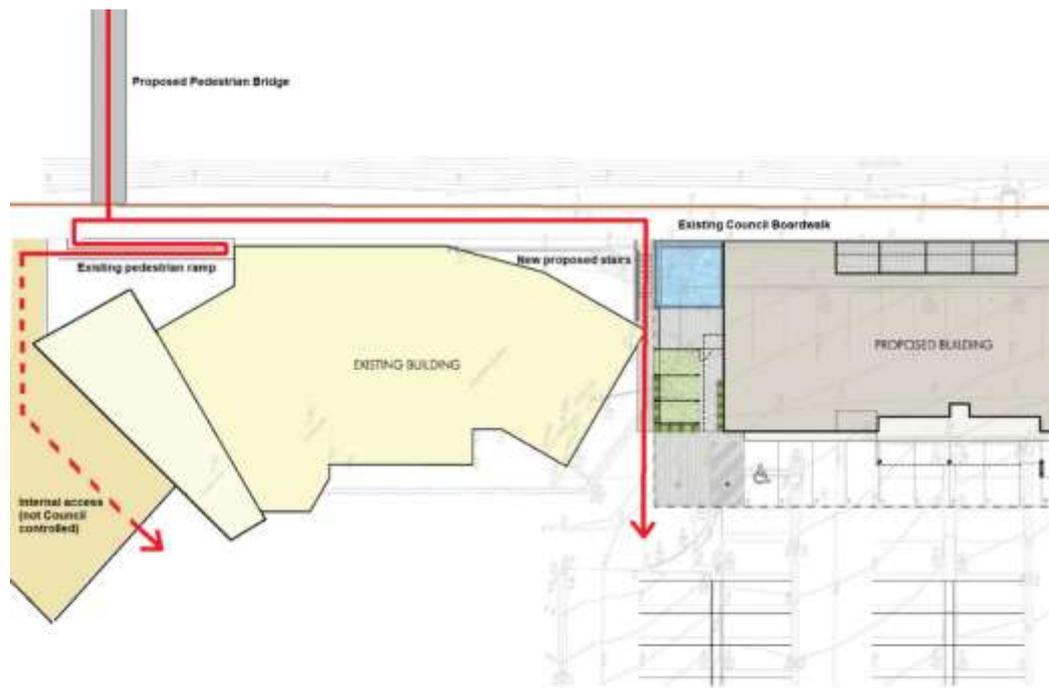
For the residents on the southern side (township side) it would provide easy access to the family friendly North Beach as well as the coastal path to Point Riley.

Alternatively the northern residents would benefit by being reconnected to the facilities in the town, such as the Restaurants, Café's, Supermarket and Retail Outlets.

It would also benefit tourists staying on either side of the Marina, as it would provide them with safer and easier access around the community.

The southern pedestrian movement from the bridge has to be the same for either of the crossing locations as Council has no access over the land to the west.

The image below shows the likely access points to Heritage Drive. That being; up the ramp and through the Tavern during opening hours and up the proposed steps between the existing and proposed Hotel. Alternatively pedestrians can continue east along the boardwalk and exit through Inverness Way.



The following image shows the medium view catchment. It highlights the residential areas that will benefit from the proposal as well as the pedestrian and cycling connections the bridge will facilitate.



The image below shows the wider view of the usage catchment. It highlights the broader connections as well as the pedestrian and cycling connections the bridge will facilitate.



NEXT STEPS

This process will take a number of months and if there is positive community support it will then have to be added into the mix for funding support.

- Please provide us your feedback **by the 28th of February 2018**. Whether it's constructive, positive or negative, we would like to hear it all.
- A summary of your comments will then be provided to Council for a decision on whether Council moves forward on all or parts of this proposal.

HOW TO SUBMIT FEEDBACK

- Email info@coppercoast.sa.gov.au or
- Write to Copper Coast Council @ PO Box 396, Kadina, SA, 5554 or
- Fill in the online submission form on our website – www.coppercoast.sa.gov.au