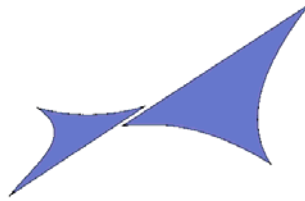


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LOCH SPORT

SHARED PATH IMPLEMENTATION STRATEGY

A

REVIEW UNDERTAKEN FOR

**LOCH SPORT COMMUNITY REPRESENTATIVE
GROUP**

BY

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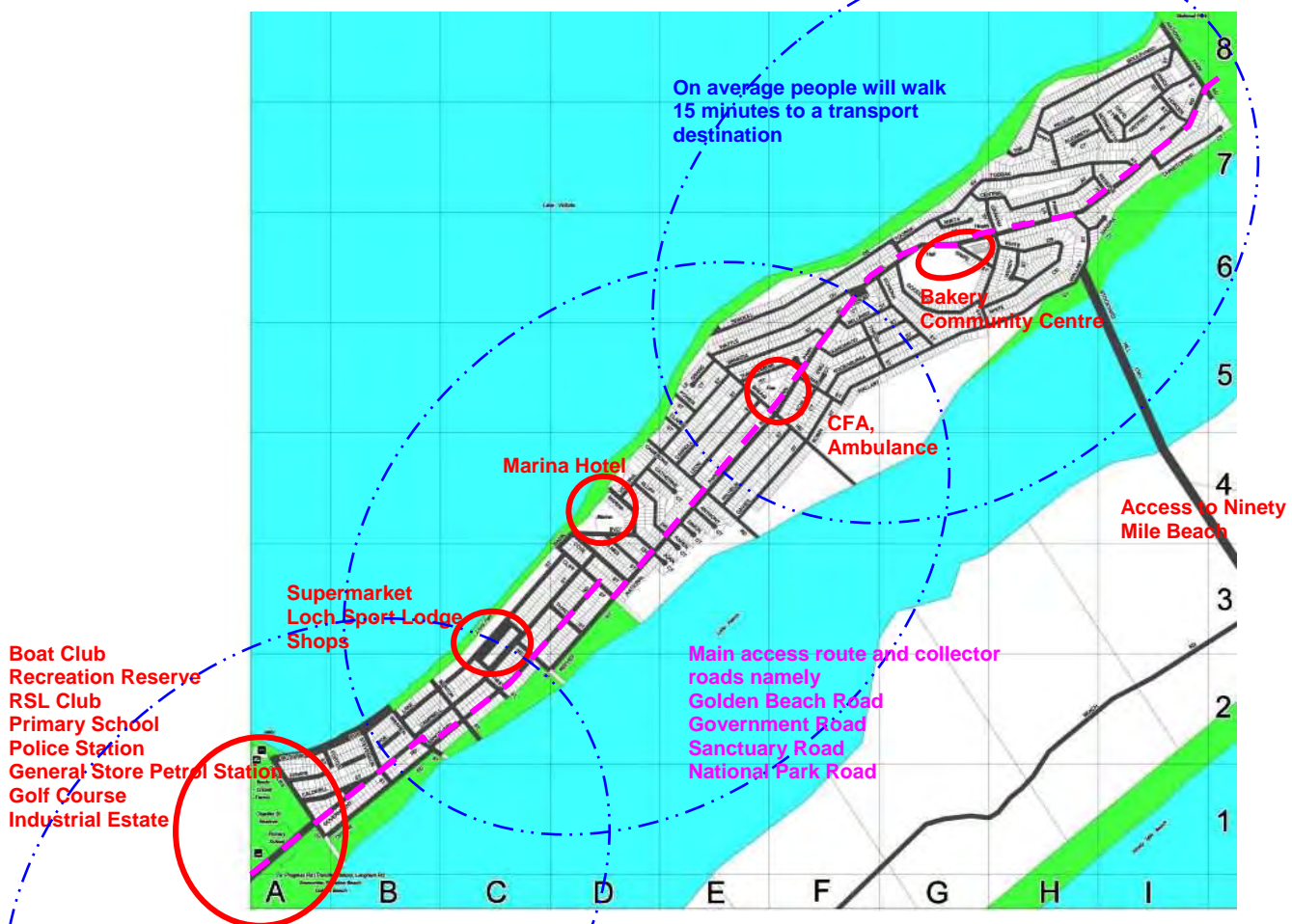
1 BACKGROUND

The Loch Sport Community Plan¹ has identified the development of a shared pathway as a high priority for Loch Sport. The Strategic Overview² identified pathways in order of priority as perceived by the Community Representative Group. A traffic study³, which focussed, mainly, on vehicle access issues to the Ninety Mile Beach recommended some works to improve pedestrian safety. The Loch Sport Urban Design Framework⁴ recommended the development of loop path network linking Lake Victoria and Lake Reeve paths and that the primary access road, be enhanced with a footpath system. Currently a shared path has been completed from the main jetty to the west side of the Loch Sport Hotel car Park, the reserves committee are upgrading and reinstating the Lake Victoria path from the Marina Boulevard to the National Park. There are sections of gravel pathways constructed within the road reserve of National Park road between Wattle Grove and Graham Street and limited cross streets. In June 2007 The Loch Sport Community Representative Group identified a number of pathways that they have rated as a high priority and some as a second priority. The purpose of this review is to assess the implementation strategy and to recommend a program that is appropriate in terms of demand, potential interaction with vehicle traffic and tourism development. To compliment the review a survey was undertaken of the holiday period December 2008 / January 2009 and a series of visits and inspections undertaken.

2 LOCH SPORT THE LOCAL CONTEXT

Loch Sport is located on an isthmus between Lake Victoria to the north and Lake Reeve to the east which are two of a series of Lakes that form the Gippsland Lakes and is bounded to the north east and the south west by the Lakes National Park as such it is a lineal community some 7.5km long and 600m wide. Further development is constrained by public land and physical characteristics as illustrated in diagram 1

DIAGRAM 1 LOCATION OF KEY DESTINATIONS



Community, retail and commercial facilities are dispersed throughout the community as illustrated in diagram 1.

¹ Version 1 2008

² Strategic Overview Supplement – Priority 2 – Pathways Plan V1 2008

³ Loch Sport Traffic Study Traffix Group July 2007

⁴ Loch Sport Urban Design Framework Meinhardt 2007

Loch Sport is accessed by one road namely the Loch Sport- Golden Beach Road and is approximately some 60kms from Sale. The major service centre for the community the collector route through the settlement comprises Government Road, Sanctuary Road and National Park Road and has many transverse roads providing access to both Lake Victoria and Lake Reeve. Access to the Ninety Mile Beach is by a 2km causeway across Lake Reeve

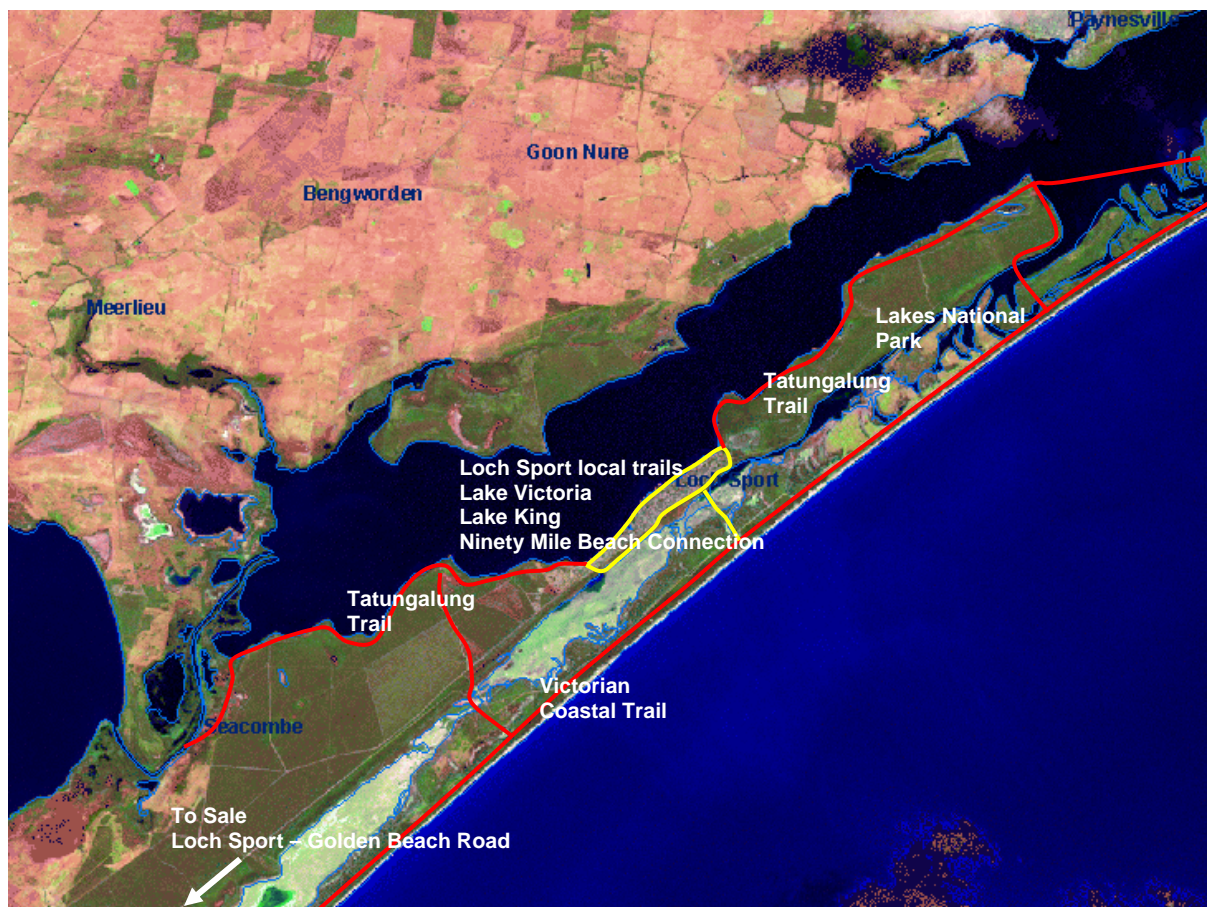
The local shared path network comprises the periphery Lake Victoria and Lake Reeve pathways. The Lake Victoria path commences at the boat ramp in the vicinity of Charles St and runs the length of Loch Sport to connect to the Trails in the Lakes National Park and is the preferred path for the recreation walker, this path is discontinuous in the vicinity of the Marina and has stairs at three locations that reduces its use by wheel chairs and bicycles. The Lake Reeve path is roughly formed between the Causeway and Charles Street east of the Causeway the path continues to the National Park, the path has not been maintained and appears to be little used. There are a number of transverse pathways but they are poorly marked and with the minor road network are used by walkers and bicycle riders. Other than for a short length of poorly maintained footpath in National Park Road none of the roads have constructed footpaths.

The subdivision of the land commenced in 1954 in all some 2,826 allotments on which 1,475⁵ dwellings have been constructed of which 401 were occupied. Families occupied 192 (47.9% as compared Australian average 67.4%) and lone person occupied 135 (33.7% as compared Australian average 22.9%), 778 persons were usually residents in Loch Sport which has lower percentage of school age children 5.4% (42) as compared to Australian average of 13.5%. Persons above 55 represent 64.2% (500) as compared to Australian average of 26.3%. The subdivision was designed to achieve maximum allotment yield thus compromising urban design issues.

3 LOCH SPORT THE REGIONAL CONTEXT

In the development of a pathway strategy it is appropriate to consider the local path network in relation to the Wellington, Gippsland, State and National networks of shared path trails that exist or are under development Diagram No 2 illustrates the regional context of Loch Sport and its potential connection to a net work of trails

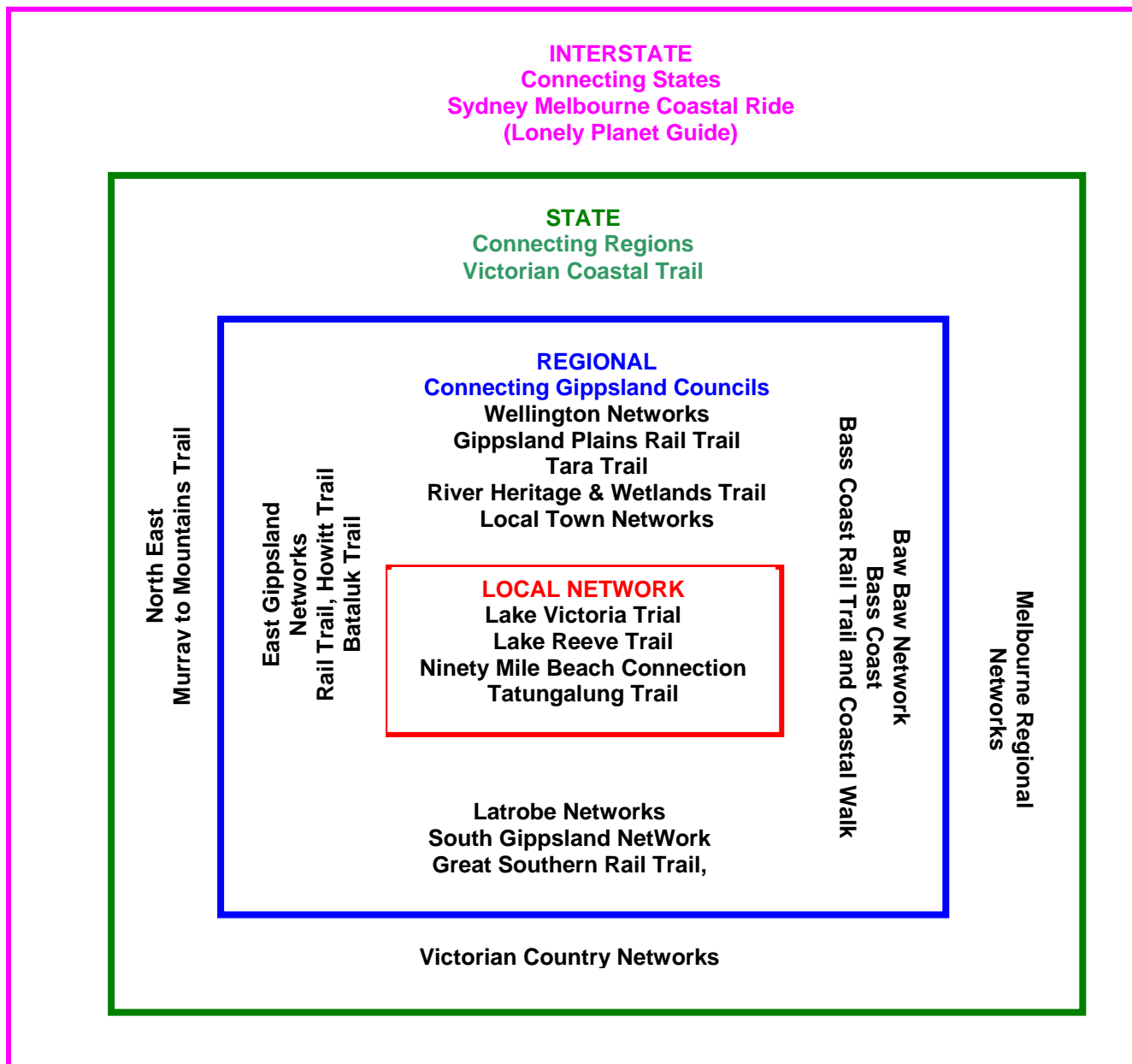
DIAGRAM NO 2



⁵ 2006 Census information

The regional context of the Trail in relationship to other trails and potential markets is illustrated in the following diagram

DIAGRAM NO 3 NETWORKS & MARKETS



Whilst the local pathway net works are designed primarily to service local communities the major local trails serve to showcase the Regions attractions and provides significant opportunities to enhance the tourism potential of the region. As illustrated in Diagram 3 the connection to the Victorian Coastal Trail creates and opportunity to promote the Ninety Mile Beach communities of Golden Beach, Seaspray, Woodside Beach, McLoughlins Beach, Mann’s Beach, Robertson Beach and Port Albert with the Tarra Trail and its connection to the scheduled extension of the Great Southern Rail (to Yarram) which forms part of the Sydney Melbourne Coastal ride and to the regional networks thus establishing a local network that can effectively connect with regional networks. Research undertaken for the Heysen Trail⁶ indicated that there is a strong preference for Trails to be looped rather than linear.

⁶ Heysen Trail Strategic Plan 2007 -2017

4 ASSESSMENT OF NETWORK UTILISATION

The methodology used to develop a snapshot of the potential numbers of people who walk and ride is based on the latest available research from a variety of sources. The results of this information is then reviewed on the basis of on site observations undertaken over the Christmas- New Year period 2008 2009 and at various times of the day during the months of January and February and the results of a survey in the form of a questionnaire left at the key destinations to ascertain walking transport trips for shopping and community activities undertaken over the same period. This information is reviewed having regard to research on holiday home occupancy rates and numbers, census information and available traffic counts to develop an understanding of pedestrian numbers and vehicle numbers within the neighbourhood and regional networks.

4.1 Review Questionnaire

The questionnaire⁷ was placed at the major destinations within the community namely the Bakery, Post Office General Store, Marina Hotel, Boat Club Supermarket and Mini Golf over the Christmas – New Year period. The purpose of the questionnaire was to gain an understanding of habits of people who walk for transport, the routes they take and impediments to walking or riding in Loch Sport for both recreation and transport and suggestions on how the network could be improved. Twenty two completed questionnaire (less than ½ % of the estimated holiday population 2.8% permanent population) were received and a brief submission by email. A summary of the responses is as follows

1	Destination	Supermarket	(21%)
		Marina	(11%)
		Post Office General Store	(18%)
		Boat Club	(18%)
		Bakery	(25%)
		Mini Golf	(7%)
2	Time of day	AM	(78%)
		PM	(22%)
3	Route	Minor road network then Lake Victoria Track	(61%)
		Minor road network then National Park Road	(39%)
4	Mode of Travel	Walk	(63%)
		Car	(13%)
		Bike	(24%)
5	Activity	Recreation	Lake Victoria path (56%)
			Lake Reeve path (16%)
			Tatungalung Trail (8%)
			Ninety Mile Beach walking (20%)
	Transport	Use minor roads then Lake Victoria Path	(39%)
		Use minor roads except National Park Road Cliff & Cameron	(22%)
		Use minor roads except National Park Road vicinity of bakery	(39%)
6	Comments	Continuous Lake Trails	(7%)
		Dangerous to walk on Marina Drive / Basin Boulevard	(28%)
		Dangerous to walk on National Park road	(21%)
		Use car for Shopping Community Hall concern re walking	(11%)
		Concern re riding on National Park Road	(11%)
		Maintenance of pathways	(3%)
		Improve bike access	(3%)
		Loch Sport a pedestrian / bike friendly zone	(3%)
		Reduce speed limit	(3%)
		No connection paths between Lake Victoria Path & Lake Reeve Path	(3%)
		Safe walking track on Ninety Mile Beach Causeway	(7%)

Whilst the number may be low it reflects the views of the people who walk and ride bikes and that the existing network for transport (walking and riding trips for goods, services and community activities) is perceived to be

⁷ Questionnaire attached as appendix A

unsafe the people whose mode of travel was noted as car were only driving because they were concerned about the danger of walking and riding in National Park Road and Marina Boulevard

4.2 PEOPLE WHO WALK

For the purpose of this review the following definitions and baseline data have been adopted

Permanent residents (778⁸) – recreational (regional networks outside neighbourhood) and transport (shopping, community activities, school, work)

Non permanent residents (3,900⁹Est.) (occupiers of holiday homes) - recreational (regional networks outside neighbourhood) and transport (shopping)

Tourist (205¹⁰Est.) – recreational (regional networks outside neighbourhood), transport (shopping)

The above estimated average daily population during the holiday period of 4,880 represents an occupancy rate of 3.3 persons per dwellings.

Review Recreational Trips

The participation rate in the activity for walking for recreation has being estimated at 33% for women and 17% for men¹¹ generating approximately the estimated maximum recreational walking trips for all Loch Sport is estimated at 210per hour during holiday and 38 per hour during the off season period the majority of these trips utilize the lake side paths 56% of respondents indicated that they used the Lake (Victoria) path). The Australian Activity Survey found that 40.3% who walk, walk more than five times per week for approximately 40min per session. Observations would tend to support these numbers, In the response to questionnaire concerns were expressed re access around Marina 28%, walking (riding) on roads generally 71%, access to Ninety Mile Beach 7% and cross connection between the two lake paths at the east and west 2%

Review Transport (walking) Trips

Research¹² indicates that less than 36% of people who walk for recreation walk for transport destinations are usually within 15min (1.5-2km). This would indicate that National Park Road within the vicinity of the bakery 14 walkers per hour could be expected. The numbers observed walking were less than this and this could be expected having regard to high number who are concerned about walking on National Park Road 32% and walking on roads generally. Diagram 1 indicates the communities involved within a 1.5km walk from the key destinations

4.3 PEOPLE WHO RIDE

The population of Loch Sport census district above the age of 18 of which 46%¹³ have access to bikes (333) of which 54% have ridden a bike in past 12 months (180) and 42% of which (12% of total population) ride more than 5 days per month (76) this compares with Australia¹⁴ research which indicates that 6% participate (43) regularly in cycling. The same research also indicates that 17% (30) of riders feel endangered by riding on roads and thus the importance of establishing an independent shared path network as a component of the local transport network cannot be overstated. The low number of bike riders observed (2 over seven visits at various times) would be a reflection of the danger of riding on National Park Road, 11% of respondents expressed concerns re riding on National Park Road and a further 11% drove their car for transport because of concerns re walking and or riding

⁸ 2006 Census information

⁹ Based on research undertaken by South Gippsland Shire "The Economic Impact of Tourism In Prom Country" 2004 (one holiday home attracts 104.6visits and 373.19 visitor days)

¹⁰ Based on information and research from the Wellington Tourism Strategy 2006, Destination Gippsland Sustainable Regions Report 2007 approx 170 overnight visitors per day including those staying with relatives (1/3 of Wellington total), international tourist 35 per day, Excluded are the estimated 510 day trippers

¹¹ Australia Social Trends 2007 Participation in Sports and Physical Recreation Australian Bureau of Statistics

¹² Impact on urban design on walking and riding Planning and Transport Research Centre

¹³ Bureau of Transportation Statistics (US Department of Transport) June 2004

¹⁴ Australian Bureau of Statistics Australian Social Trends 2007)

4.4 PEOPLE WHO DRIVE

In the 2006 census 73% of occupied dwellings had one or more motor vehicles or a total of 422 cars or car for every 2.7 people 63 people drove their car to work. Diagram No 4 summarises the available traffic count information¹⁵

DIAGRAM NO 4 TRAFFIC FLOWS



The traffic counts indicate that during non holiday periods 80% of the vehicle movements in National Park Road are short trips generated from within Loch Sport equivalent to 1.5 trips by person who have access to a vehicle. The studies also reveal that the average speed increased in the non holiday periods i.e. greater than 60kph was recorded at 26.4% as compared to 5.1% during the peak holiday period. The speed increases as drivers travel in an easterly direction i.e. 10.1% were travelling at greater than 60 kph west of Echidna Street as compared to 26.4% east of Wallaby Street.

¹⁵ Traffic count information has been sourced from the Wellington Shire, Traffix Report and Parks Victoria

5 DISCUSSION AND RECOMMENDATION

As a consequence limited investment in the design and development of the necessary infrastructure for a shared path network the community has failed to develop to its full potential to be a pedestrian / bicycle friendly environment particularly having regard to its physical characteristics and location Whilst the response to the questionnaire may have been small at less than ½% of the estimated holiday community and 2.8% permanent population as demonstrated in section 4 that it reflects the views of the people who walk and ride bikes and that the existing network for transport (walking and riding trips for goods, services and community activities). The network is perceived to be unsafe the people whose mode of travel for that trip was noted as car were only driving because they were concerned about the danger of walking and riding in National Park Road and Marina Boulevard. The high number of local trips by car results in more than 80% of the traffic in National Park Road been generated within Loch Sport consolidating the view that many potential transport walkers and riders are intimidated by vehicle traffic. The number of recreation walkers appears to be generally in accordance with expectation having regard to the available research.

Improvement and extension to the existing networks will enhance the town's reputation as a safe place to walk and ride for recreation and transport. With an appropriate marketing strategy and coordination with other communities in the Wellington Shire the tourist benefits of connection to regional Trails would have significant economic benefit.

It is recommended that as a minimum the following program should be considered

Infrastructure

Providing a shared path 2.4m wide within the following road reservation

National Park Road Cliff to Park Lane (North Side)

Basin Boulevard – Marina Drive connecting the Lake Victoria Path

Marina Drive to National Park Road

Charles Street (west side) connecting Lake Victoria Path with Lake Reeve

Charles Street connections to community facilities (Football Ground, RSL, School,)

Up grading of the Lake Reeve Track and a connection at the eastern end via the National Park

Construction of a shared path across the causeway to the Ninety Mile Beach

Up grade and maintenance of the existing cross pathways and reconstruction of stairways as appropriate

Traffic Management & Enforcement

Loch Sport, be designated as a safe place to walk and ride and 50 km speed limit be adopted throughout

That a bike / wheel chair route be established around the inaccessible sections of the Lake Victoria Path this could involve section of Victoria, Wattle and Toorak having a marked lane added and chicanes being installed to slow traffic and provide definition to the shared lane. (Shared paths 2.4m wide constructed in the existing road reserve may be considered over parts of this section)

That appropriate signage be place on street that form part of the shared path network

Education

A community awareness program be undertaken to promote the shared pathway concept and Loch Sport designation as safe place to walk and ride

6 Preliminary Budgets

The infrastructure works for the shared path strategy are identified as follows

Loch Sport Shared Path Strategy Budget Estimate

Item	Chainage	Distance	Comments	Rate	Item Cost	Sub Total	Total
Shared Paths within Road Reservation							
National Park Road Cliff to Park Lane							
Cliff st East Kerb	0.00						
Cove Street	54.40	54.40	at grade	\$25	\$1,360		
Holmes Street	131.80	77.40	at grade	\$25	\$1,935		
Marina Drive	211.00	79.20	at grade	\$25	\$1,980		
	246.00	35.00	Cut	\$32	\$1,120		
Bluff Drive	287.00	41.00	at grade	\$25	\$1,025		
	356.00	69.00	at grade	\$25	\$1,725		
	418.00	62.00	fill	\$36	\$2,232		
	487.00	69.00	Cut vegetation	\$28	\$1,932		
Camerons Road	539.00	52.00	at grade	\$25	\$1,300		
P.o. Boxes	925.00	386.00	at grade	\$25	\$9,650		
Bream Rd	992.00	67.00	at grade	\$25	\$1,675		
CFA entrance	1127.00	135.00	at grade	\$25	\$3,375		
Thriptomene St	1228.00	101.00	at grade	\$25	\$2,525		
Opp Kangaroo	1332.00	104.00	fill	\$36	\$3,744		
Banksia St	1385.70	53.70	at grade vegetation	\$28	\$1,504		
Opp Possum	1538.00	152.30	at grade	\$25	\$3,808		
Wattle	1617.00	79.00	Fill to 1.50m	\$40	\$3,160		
retaining wall	1653.00	36.00	At grade formed	\$23	\$828		
	1736.00	83.00	at grade	\$25	\$2,075		
	1792.50	56.50	Fill to 1.00m	\$40	\$2,260		
Seagull Dr	1865.00	72.50	Cut vegetation	\$28	\$2,030		
Opp Entrance to Community centre	1935.00	70.00	at grade	\$25	\$1,750		
Graham St	2055.00	120.00	at grade	\$28	\$3,360		
Park Lane	2285.00	230.00	at grade	\$28	\$6,440	\$62,792	
Connecting Lake Victoria Paths Basin							
Boulevard and Marina Drive		530.00	at grade	\$36	\$19,080	\$19,080	
Marina Drive to National Park Road							
		120.00	at grade	\$28	\$3,360	\$3,360	
Charles Street - Victoria Pd - Lake Reeve Park							
		450.00	at grade	\$28	\$12,600	\$12,600	
Charles Street -Connections to RSL, Football & School							
		160.00	at grade	\$28	\$4,480	\$4,480	
Up grade Lake Reeve Park Charles to National Park							
		5360	at grade	\$34	\$182,240	\$182,240	
Lake Reeve - Lake Victoria via (National Park)							
		600.00	at grade	\$37	\$22,200	\$22,200	
Lake Victoria connection Toorak - Seagull car Park at beach level							
		160.00	Board walk	\$400	\$64,000	\$64,000	
Shared Path on Causeway to Nintey Mile Beach							
		1200.00	extend width of causeway construct 2.4m sharedpath	\$150	\$180,000	\$180,000	
		700.00	at grade	\$30	21000	21000	
Total Construction Cost							
Other Project Cost							
Design, documentation & Approvals				3.00%		\$17,152.56	
Management and supervision				2.50%		\$14,293.80	
Contingency Allowance				8.00%		\$45,740.17	
Total Project Cost							
							\$648,939

Alan Lewis
May 2009