

**DRAFT**

**APOLLO BAY  
STRATEGIC FOOTPATH NETWORK PLAN**

**24 July 2002**

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# Draft

## Apollo Bay Strategic Footpath Network Plan

### Table of Contents

1. Objective.....	2
2. Issues .....	2
2.1 'The Four Cs' .....	3
3. Apollo Bay.....	4
3.1 Evolution of Uniqueness of Streets Layout .....	4
3.2 Methodology for identifying Key Pedestrian Routes.....	4
3.3 Existing Footpaths .....	4
4. Location .....	5
5. Funding.....	5
6. Summary .....	7
7. Recommendation.....	8

## 1. Objective

To ensure that Apollo Bay is a town in which walking is an attractive, safe and secure transport option for all short journeys by the development of a Strategic Footpath Network linking community nodes and natural features.

## 2. Issues

The development of a safe footpath network within Apollo Bay has not proceeded in step with the road network. Where roads have evolved from their original gravelled construction to a sealed network, the footpath network remains largely undeveloped.

The exception for this being newly created subdivisions where footpaths are often included as part of the development, where connectivity is required within the development.

The existing network however is not continuous and lacks connection with;

- community facilities;
- township precincts; and
- areas where tourist facilities generate high volumes of pedestrian traffic;

This has often left pedestrians with little alternative but to walk along the roads or alternatively on road verges or nature strips.

The mix of pedestrians and vehicles utilising the same road space is not conducive to a safe road environment.

Users of a footpath network include;

- school aged children and parents,
- youth
- families;
- mature and elderly people walking or using motorised carts
- tourists and holiday makers

These categories of user utilise the local streets and existing network to access schools, and local sporting facilities, travel between community and health facilities; walk between residential areas and business centre; travel between holiday accommodation of nodes of interest (eg Foreshore, harbour, golf course etc.)

A network should;

- be safe;
- be accessible;
- not limit or restrict different categories of user;
- be constructed to an appropriate standard;
- provide connectivity between different areas within the community

These elements assist in making a network conducive for people to use rather than one that isolates various categories of user.

Perceived and actual lack of road safety, together with personal security hazards, deters walking. By ensuring streets of Apollo Bay are safe and attractive for walking conditions, residents and visitors alike will benefit from an improvement of the amenity and accessibility for pedestrian within the township.

## **2.1 'The Four Cs'**

'The Four Cs', can be identified as vital characteristics for a quality pedestrian environment in Apollo Bay:

1. **connected** - It must be easy to walk from place to place without meeting dead ends or impossible road crossings or 'gaps', eg missing sections of non-constructed footpath within the network.
2. **convenient** - Routes need to be direct without unnecessary detours, bringing shops, schools, services and holiday activities as close together as possible.
3. **comfortable** - Footpaths needs to be well maintained with non-slip & 'flat' surfaces, wide enough, well lit and offer, if possible, shelter and resting places.
4. **conspicuous** - Pedestrians need to be acknowledged as a form of traffic, and they need to become conspicuous in people's minds. Pedestrian facilities and the places people want to reach on foot need to be clearly identifiable and well signposted.

Adopting these principles has implications for the design of traffic management strategies for the Town.

### **3. Apollo Bay**

Apollo Bay is continuing to attract record numbers of visitors, reflecting the areas popularity.

The Town has a permanent population of around 1000 (979 – 1996 census, 2001 data available July 2002), 14% those are of an age to attend the P12 school in Costin Street and 28% are over the age of 60.

There were 116 visitors on census night with 49 % of the private dwellings vacant(assumed to be holiday houses).

#### **3.1 Evolution of Uniqueness of Streets Layout**

Apollo Bay has developed with the business area as the pivotal focus. The Great Ocean Road with the ocean and foreshore on one side the commercial and accommodation precinct's on the other further accentuates this focus.

Roads generally radiate from this pivotal focus with cross streets located at convenient locations.

It is considered that key radial routes and appropriate cross routes connecting with community facilities should form the 'Safe Walking' Footpath Network. Walking' Footpath Network.

#### **3.2 Methodology for identifying Key Pedestrian Routes**

The methodology for identifying key pedestrian routes, and the obstacles and risks to pedestrian movement thereon is as follows:

- Identify the existing footpath locations
- On a map of Apollo Bay identify possible radial and cross footpath routes
- Inspect and observe the use each of the existing and possible routes
- Prepare program of draft priorities for construction/reconstruction
- Seek wider input from community to proposal

#### **3.3 Existing Footpaths**

The existing footpath locations have been identified (shown on the plan attached), The plan indicates a limited existing pathway network providing an west to east spine between the centre of the original township and business area but lacking connectivity to the north south residential areas.

Newer residential development to the north contains an internal networks of footpaths but lacks connectivity to the existing

Generally these locations fit in with the methodology and thinking being used to develop this Strategy but require further extension to serve the needs of the community.

#### **4. Location**

In most cases there is only a need for a footpath on one side of a roadway which has been identified as part of the proposed network.

The location has been chosen with respect to;

- Existing accessibility;
- Existing vegetation;
- Connectivity of network;
- Location of existing street lighting

The pathway system is separated into Primary and Secondary Networks. The Primary Network is viewed as having a short to medium term priority, whilst the Secondary Network has a longer term priority.

The location of the proposed Primary and Secondary Networks is shown on the plans attached.

#### **5. Funding**

Council Policy relating to the construction of footpaths is that they be funded by;

- Council
- Property owners;
- Combination of both

Should Council seek contributions from property owners to fund the footpath construction this is through a special charge process with a levy being placed on properties considered to receive a benefit from the works. This is consistent with Council's Special Rates and Charges Policy 11.3.

As there is a broader benefit to be derived from the works than people in the immediate vicinity of the footpath it is considered that Council contribute in part/whole to the development of the network

An estimated cost of proposed works of proposed works (based on footpath being constructed at a rate of \$65/m and allowing \$500 per driveway) with cost distributions is shown attached.

The estimated costs are summarised as follows;

	Option 1	Option 2		Option 3	
	COS	COS	Cont	COS	Cont
<b>Primary Network</b>	\$245,025	\$93,763	\$151,263	\$177,775	\$55,000
<b>Secondary Network</b>	\$153,265	\$56,063	\$97,563	\$112,125	\$41,500

Note:

- Option 1: Council 100% of pathway and driveway crossovers
- Option 2: Council funds 50% of Pathway cost, Contributions fund 50% of pathway plus cost of driveway crossovers
- Option 3: Council funds 100% of pathway cost, Contributions fund cost of driveway crossovers

The view of the former Otway Shire was that Council fund footpaths where they are of a strategic nature providing a broader use than to the immediate property abutments, and served as access for the wider community and visitors alike.

It is considered this philosophy be continued and that Option 3 be adopted to fund the construction of a strategic pathway network for Apollo Bay.

To minimise the impact of other projects undertaken within the Capital Investment Plan it is proposed the implementation is staged over a number of years, with an allocation in the order of \$50,000 being provided each year for the development of the network. Such an allocation would enable the Primary Network to be complete in 4 years and the Secondary Network to be completed over another 3 years.

Property owners would be given the option of constructing driveway crossovers at the same time that the pathways are being constructed (at the property owner's cost).

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## 6. Summary

This report outlined a proposal to develop a Strategic Footpath Network within the Apollo Bay Township, identifying the development for the implementation of a Primary Network (to be undertaken in the short term) and Secondary Network (to be undertaken in the longer term).

Any network developed should;

- be safe;
- be accessible;
- not limit or restrict different categories of user;
- be constructed to an appropriate standard;
- provide connectivity between different areas within the community

To this extent a network has been proposed based on the four C's of;

- connected
- convenient
- comfortable
- conspicuous

and is shown as a layout on the attached plans.

It is considered the network plays an important role to the wider community and visitors alike. As such it is proposed that funding of the footpath construction be borne by the Colac Otway Shire with adjoining property owners funding the construction of property driveway crossovers (where these are undertaken at the same time as the footpath construction).

The development of such a network should be undertaken in stages to reduce the funding impact on other projects included in the Capital Investment Plan, with an approximately \$50,000 per year being allocated for 4 years to undertake works identified as part of the Primary Network, and that a further \$50,000 per year be allocated for a further 3 years to enable completion of the Secondary Network.

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## 7. Recommendation

To facilitate the implementation of a Strategic Footpath Network in Apollo Bay it is recommended that:

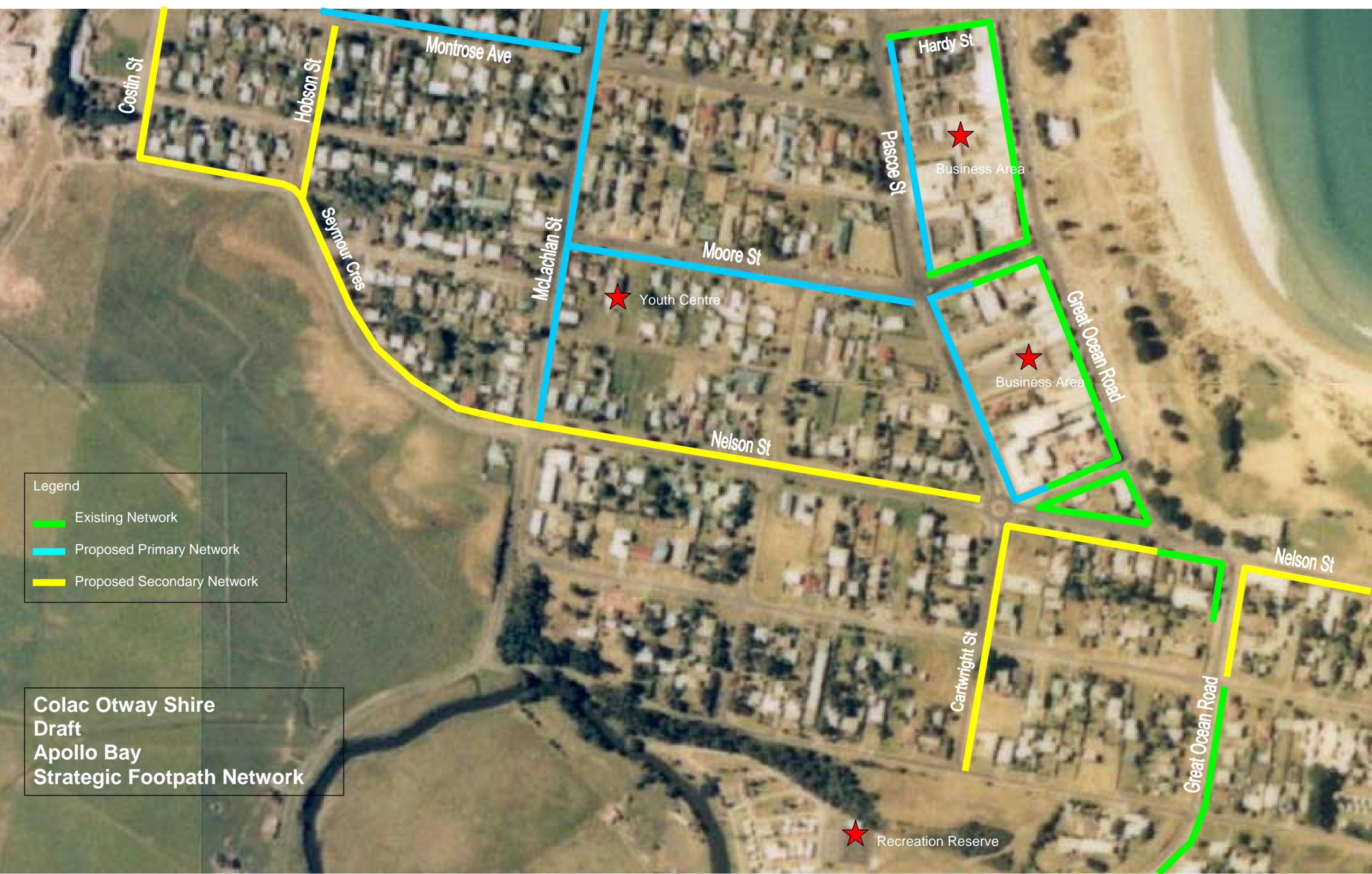
1. The Strategic Footpath Network Plan be adopted in draft form and that input be sought from the Apollo Bay Community with regards to the location of the pathways and content of the report;
2. the Strategic Footpath Network be funded by Council as identified as Option 3 contained in the plan but staged over
  - 4 years for the Primary Network; and
  - 3 years for the Secondary Networkto minimise the impacts to other projects contained within the Capital Investment Plan;
3. Council refer to the Capital Investment Plan an allocation of \$50,000 each year for a period of 4 years to implement construction of the Proposed Primary Network;
4. Following construction of the Primary Network, Council consider the inclusion to the Capital Investment Plan an allocation of a further \$50,000 each year for a further period of 3 years to implement construction of the Secondary Network.

## Apollo Bay Strategic Footpath Network Plan Proposed Primary Network

Street	Footpath side	Start	End	Length	Driveways	Option 1	Option 2		Option 3	
							COS	Contribution	COS	Contribution
Cawood	south	Great Ocean Road	McLachlan	385	17	\$ 33,525	\$ 12,513	\$ 21,013	\$ 25,025	\$ 8,500
	south	McLachlan	Costin	400	23	\$ 37,500	\$ 13,000	\$ 24,500	\$ 26,000	\$ 11,500
Costin	east	Cawood	Pengilley	510	17	\$ 41,650	\$ 16,575	\$ 25,075	\$ 33,150	\$ 8,500
Pengilley	north	Costin	School Gates	60	0	\$ 3,900	\$ 1,950	\$ 1,950	\$ 3,900	\$ -
	south	Costin	Gallipoli	200	8	\$ 17,000	\$ 6,500	\$ 10,500	\$ 13,000	\$ 4,000
Montrose	south	Costin	Hobson	145	7	\$ 12,925	\$ 4,713	\$ 8,213	\$ 9,425	\$ 3,500
	south	Hobson	McLachlan	240	11	\$ 21,100	\$ 7,800	\$ 13,300	\$ 15,600	\$ 5,500
McLachlan	east	Cawood	Murray	135	7	\$ 12,275	\$ 4,388	\$ 7,888	\$ 8,775	\$ 3,500
	east	Murray	Thomson	135	7	\$ 12,275	\$ 4,388	\$ 7,888	\$ 8,775	\$ 3,500
	east	Thomson	Martin	130	3	\$ 9,950	\$ 4,225	\$ 5,725	\$ 8,450	\$ 1,500
	east	Martin	Whelan	75	4	\$ 6,875	\$ 2,438	\$ 4,438	\$ 4,875	\$ 2,000
	east	Whelan	Montrose	75	2	\$ 5,875	\$ 2,438	\$ 3,438	\$ 4,875	\$ 1,000
		Montrose	Moore	245	5	\$ 18,425	\$ 7,963	\$ 10,463	\$ 15,925	\$ 2,500
	east	Moore	Fisk	75	2	\$ 5,875	\$ 2,438	\$ 3,438	\$ 4,875	\$ 1,000
	east	Fisk	Nelson	75	2	\$ 5,875	\$ 2,438	\$ 3,438	\$ 4,875	\$ 1,000
<b>Total</b>						<b>\$ 245,025</b>	<b>\$ 93,763</b>	<b>\$ 151,263</b>	<b>\$ 177,775</b>	<b>\$ 55,500</b>

## Apollo Bay Strategic Footpath Network Plan Proposed Secondary Network

Street	Footpath side	Start	End	Length	Driveways	Option 1	Option 2		Option 3	
							COS	Contribution	COS	Contribution
Pengilley	south	Costin	Gallipoli	200	8	\$ 17,000	\$ 6,500	\$ 10,500	\$ 13,000	\$ 4,000
Gallipoli	west	Montrose	Pengilley	10	6	\$ 3,650	\$ 325	\$ 3,325	\$ 650	\$ 3,000
Costin	east	Montrose	McLennan	90	2	\$ 6,850	\$ 2,925	\$ 3,925	\$ 5,850	\$ 1,000
	east	McLennan	Seymour	45	1	\$ 3,425	\$ 1,463	\$ 1,963	\$ 2,925	\$ 500
Seymour Cres	north	Costin	Hobson	145	7	\$ 12,925	\$ 4,713	\$ 8,213	\$ 9,425	\$ 3,500
	north	Hobson	Barrand	50	2	\$ 4,250	\$ 1,625	\$ 2,625	\$ 3,250	\$ 1,000
	north	Barrand	McLachlan	265	10	\$ 22,225	\$ 8,613	\$ 13,613	\$ 17,225	\$ 5,000
Nelson	north	McLachlan	Diana	220	11	\$ 19,800	\$ 7,150	\$ 12,650	\$ 14,300	\$ 5,500
	north	Diana	Pascoe	200	15	\$ 20,500	\$ 6,500	\$ 14,000	\$ 13,000	\$ 7,500
	south	Great Ocean Road	Trafalgar	200	8	\$ 17,000	\$ 6,500	\$ 10,500	\$ 13,000	\$ 4,000
Diana	east	Gambier	Noel	100	4	\$ 8,500	\$ 3,250	\$ 5,250	\$ 6,500	\$ 2,000
	east	Noel	Nelson	100	4	\$ 8,500	\$ 3,250	\$ 5,250	\$ 6,500	\$ 2,000
Great Ocean Road	east	Noel	Nelson	100	5	\$ 9,000	\$ 3,250	\$ 5,750	\$ 6,500	\$ 2,500
<b>Total</b>						<b>\$ 153,625</b>	<b>\$ 56,063</b>	<b>\$ 97,563</b>	<b>\$ 112,125</b>	<b>\$ 41,500</b>



Legend

- █ Existing Network
- █ Proposed Primary Network
- █ Proposed Secondary Network

Colac Otway Shire  
Draft  
Apollo Bay  
Strategic Footpath Network

★ Recreation Reserve

★ Business Area

★ Youth Centre

★ Business Area

Costin St

Hobson St

Montrose Ave

Seymour Cres

McLachlan St

Moore St

Nelson St

Hardy St

Pascoe St

Great Ocean Road

Cartwright St

Nelson St

Great Ocean Road

Legend

- Existing Network
- Proposed Primary Network
- Proposed Secondary Network



Colac Otway Shire  
Draft  
Apollo Bay  
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