



Lake Street Shared Path

Public Exhibition Survey Report



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Public Exhibition

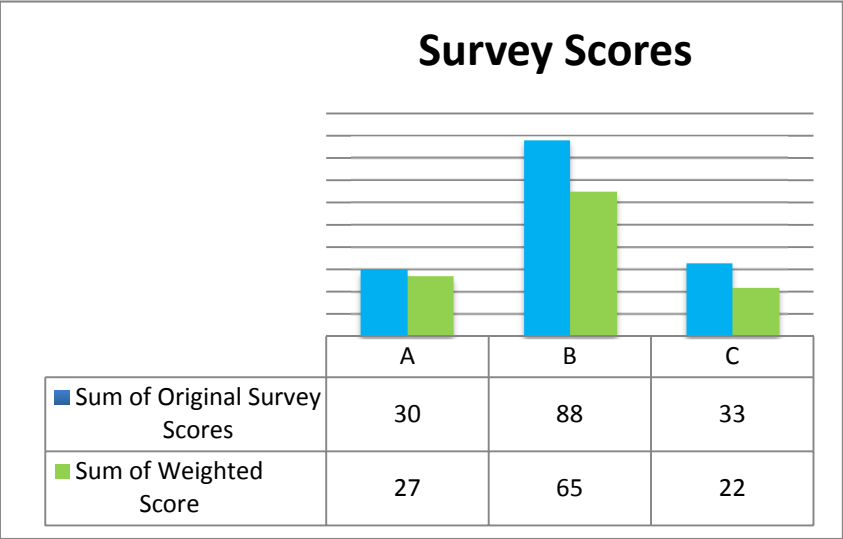
Executive Summary

This report contains information on the progress of the Lake Street Shared Path Project in Merimbula, including the results of the Public Exhibition undertaken and the available options for Council to consider.

A full copy of the survey results is attached, with the key results being:

- 170 respondents with engagement dropping to 151 respondents by the end of the survey.

The survey resulted in a vote of:



	Weighted Scores		Original Survey Scores	
A	27	24%	30	20%
B	65	57%	88	58%
C	22	19%	33	22%
	114		151	

To prevent potential duplications, a weighted score was calculated based on a set criteria (see attached report). The weighted score resulted in a similar distribution to the original scores.

- 91.76% respondents were residents of Bega Valley Shire, with 56.47% of respondent being residents of Long Point.

- 32.93% of respondents walk along Lake Street to the Wharf more than twice a month; this would increase to 49.39% if there was a shared path.
- 72.84% of respondents are willing to wait longer than 12 months for a shared path to be constructed.
- That the potential impacts to the environment, cultural heritage, parking in Bar Beach, and pedestrian usage of Lake Street, were not the key metrics for the community in their assessments of the objectives of the Project.
- The key values for the community in assessing the merits of a Shared Path in Long Point are:
 - The traffic impact on surrounding streets
 - Having a boardwalk that capitalises on views and the natural environment
 - Having a connected footpaths along all streets in Long Point for pedestrian traffic coming from the Caravan Park, and other Long Point residents
 - Any impact on emergency events

Public Exhibition

On Friday, 27 April 2018, the BVSC Major Projects webpage was updated to include a Fact Sheet, and a Question & Answer sheet. The Have Your Say page was made active which included pdf links of all options presented, the feasibility study, and link to the Major Projects page. The Have Your Say was in the format of a SurveyMonkey Survey in order to gauge the community's key values and option preference.

The Have Your Say page was advertised through FaceBook, the website, a media release and radio. Further to that, the community group that instigated the project, BOAT, collaborated with Council to conduct a mail out to all residents and owners of properties in Long Point. 291 letters were mailed out on Monday, 30 April 2018 with extra letters sent to key stakeholders including Merimbula Chamber of Commerce, Friends of Bar Beach, Bar Beach Kiosk, and the Wharf.

Survey Results

The survey consisted of five demographic questions, two general questions, seven key value questions, and the option preference vote. To close the survey, a free text comment box was available for responders to provide further feedback.

The survey had 170 respondents with engagement dropping to 151 respondents by the end of the survey. 103 respondents submitted written feedback in the free text comment box.

Survey Questions

The survey questions were:

Demographics

Question 1 - Age Bracket

The age bracket of the respondents did not need weighting as the range was within the parameters of Bega Valley Shire population range as per the population statistics sourced from the National Health Survey.

Age Range	Population %	Survey %
18-34	17	10
35-54	30	27
55-74	45	51
75	12	11

Question 2 - 5 - Residency

Q2 – Are you are resident of Bega Valley Shire?

- 91.76% Yes
- 8.24% No

Q3 – Are you a resident of Merimbula?

- 83.77% Yes
- 16.23 % No

Q4 – Are you a resident living on Long Point?

- 75% Yes
- 25% No

Q5 – Are you a resident of Lake Street?

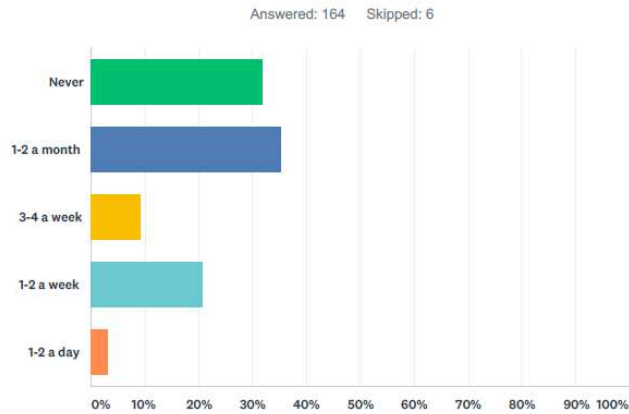
- 27.08% Yes
- 72.92% No

91.76% respondents were residents of Bega Valley Shire, with 56.47% of respondent being residents of Long Point.

General

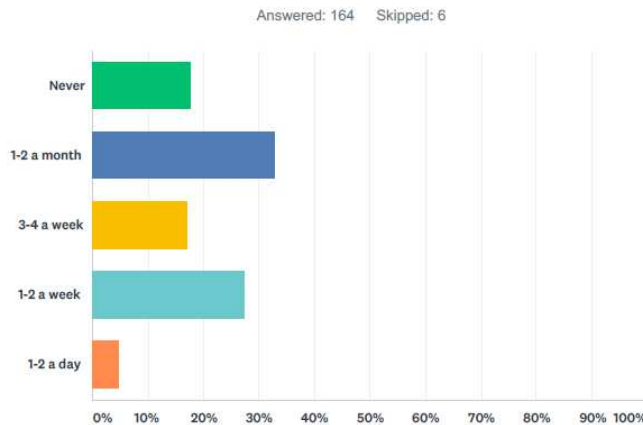
Question 6 - 7

Q6 How often do you walk along Lake Street to the Merimbula Wharf?



ANSWER CHOICES	RESPONSES	
Never	31.71%	52
1-2 a month	35.37%	58
3-4 a week	9.15%	15
1-2 a week	20.73%	34
1-2 a day	3.05%	5
TOTAL		164

Q7 How often would you walk along Lake Street to the Merimbula Wharf if there was a shared path?



ANSWER CHOICES	RESPONSES	
Never	17.68%	29
1-2 a month	32.93%	54
3-4 a week	17.07%	28
1-2 a week	27.44%	45
1-2 a day	4.88%	8
TOTAL		164

32.93% of respondents walk along Lake Street to the Wharf more than twice a month; this would increase to 49.39% if there was a shared path.

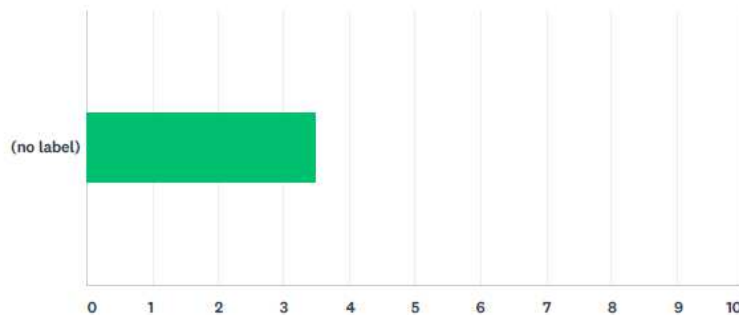
Question 8 - 14 - Key Value Questions

The key value questions were asked in able to provide feedback to Council on what residents value the most in regards to the creation of a shared path on Lake Street.

Each question is based on the star rating of each option. The star rating was placed on the pdf copy of all options and was scored on the pro's and con's as per the feasibility study.

Q8 How important is minimising the impact on existing ecology to the area including vegetation, mature trees, fauna, and coastal ecology?

Answered: 162 Skipped: 8

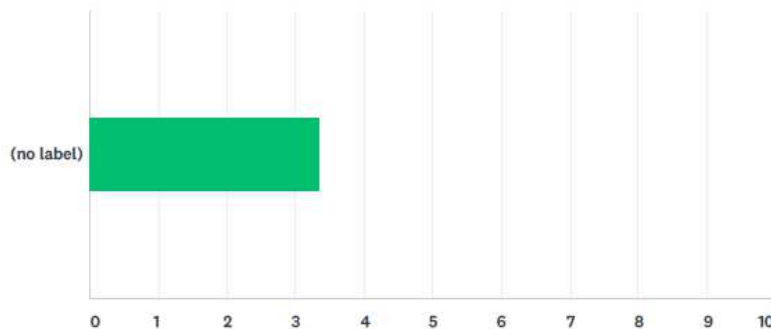


	VERY LOW	LOW	UNDECIDED	HIGH	VERY HIGH	TOTAL	WEIGHTED AVERAGE
(no label)	1.23%	25.31%	14.81%	40.12%	18.52%	162	3.49
	2	41	24	65	30		

Question 8 had a score of 3.49 which indicates that this is not a valid metric for assessing key values for the Lake Street project.

Q9 How important is minimising the impact on the cultural and heritage significance of the area?

Answered: 162 Skipped: 8

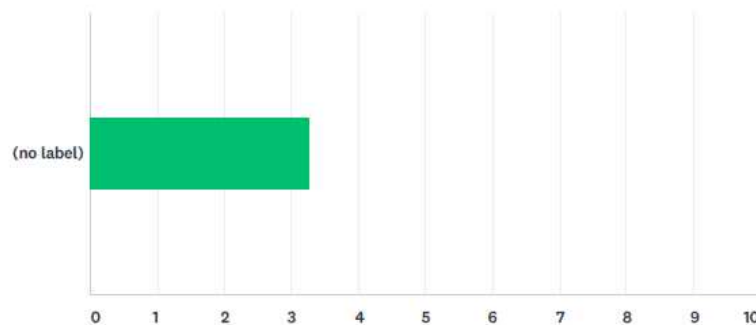


	VERY LOW	LOW	UNDECIDED	HIGH	VERY HIGH	TOTAL	WEIGHTED AVERAGE
(no label)	4.94%	24.07%	17.90%	38.27%	14.81%	162	3.34
	8	39	29	62	24		

Question 9 had a score of 3.34 which indicates that this is not a valid metric for assessing key values for the Lake Street project.

Q10 How important is providing parking in Lake Street and Bar Beach area to residents and visitors to the area?

Answered: 162 Skipped: 8

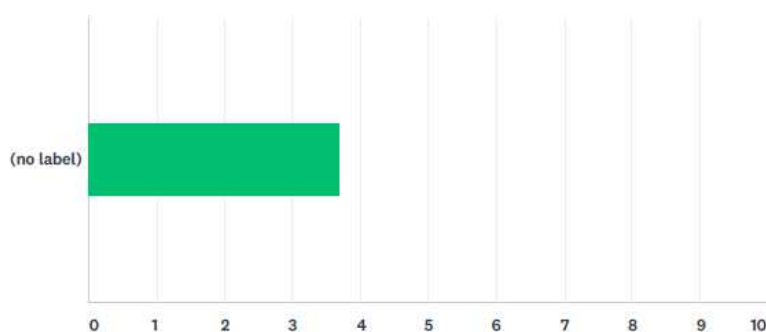


	VERY LOW	LOW	UNDECIDED	HIGH	VERY HIGH	TOTAL	WEIGHTED AVERAGE
(no label)	6.79%	28.40%	12.96%	35.80%	16.05%	162	3.26
	11	46	21	58	26		

Question 10 had a score of 3.34 which indicates that this is not a valid metric for assessing key values for the Lake Street project.

Q11 How important is it to improve the safety for road users along Lake Street with the provision of the shared path?

Answered: 162 Skipped: 8

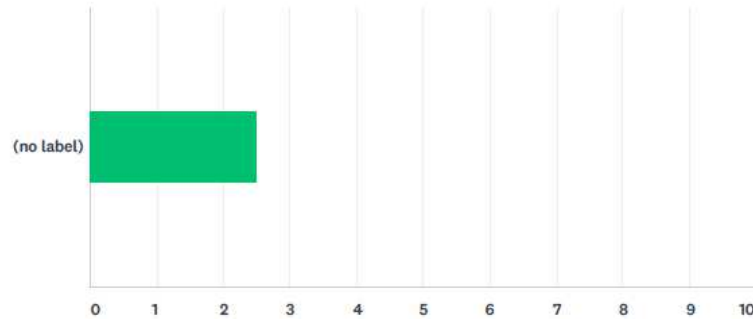


	VERY LOW	LOW	UNDECIDED	HIGH	VERY HIGH	TOTAL	WEIGHTED AVERAGE
(no label)	4.32%	15.43%	17.28%	32.72%	30.25%	162	3.69
	7	25	28	53	49		

Question 11 had a score of 3.69 which indicates that this is a minor key value for the decision on the Lake Street project, with 62.97% of respondents valuing this highly.

Q12 How important is having the shared path constructed in the next 12 months?

Answered: 162 Skipped: 8

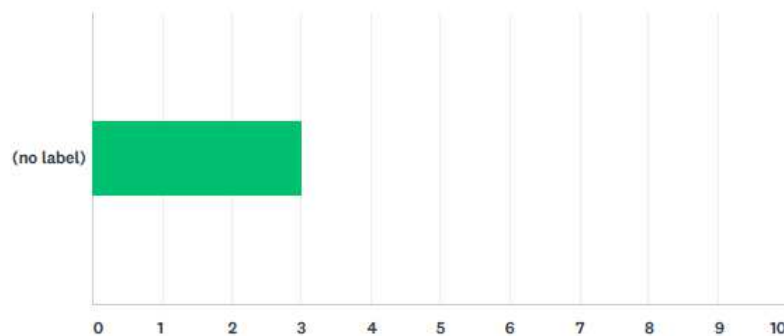


	VERY LOW	LOW	UNDECIDED	HIGH	VERY HIGH	TOTAL	WEIGHTED AVERAGE
(no label)	35.19%	24.07%	13.58%	11.11%	16.05%	162	2.49
	57	39	22	18	26		

Question 12 had a weighted score of 2.49 which indicates that this is a key value for the decision on the Lake Street project, with 59.26% of respondents rating this as low importance.

Q13 How important is it to improve pedestrian safety along Lake Street to Merimbula Wharf within the next 12 months?

Answered: 162 Skipped: 8

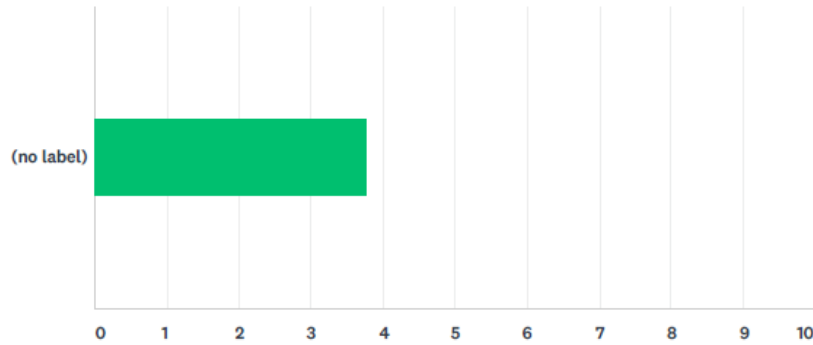


	VERY LOW	LOW	UNDECIDED	HIGH	VERY HIGH	TOTAL	WEIGHTED AVERAGE
(no label)	20.99%	24.07%	12.35%	18.52%	24.07%	162	3.01
	34	39	20	30	39		

Question 13 had a score of 3.01 which indicates that this is not a valid metric for assessing key values for the Lake Street project.

Q14 How important is it to enhance and maximise public spaces in the most sustainable manner?

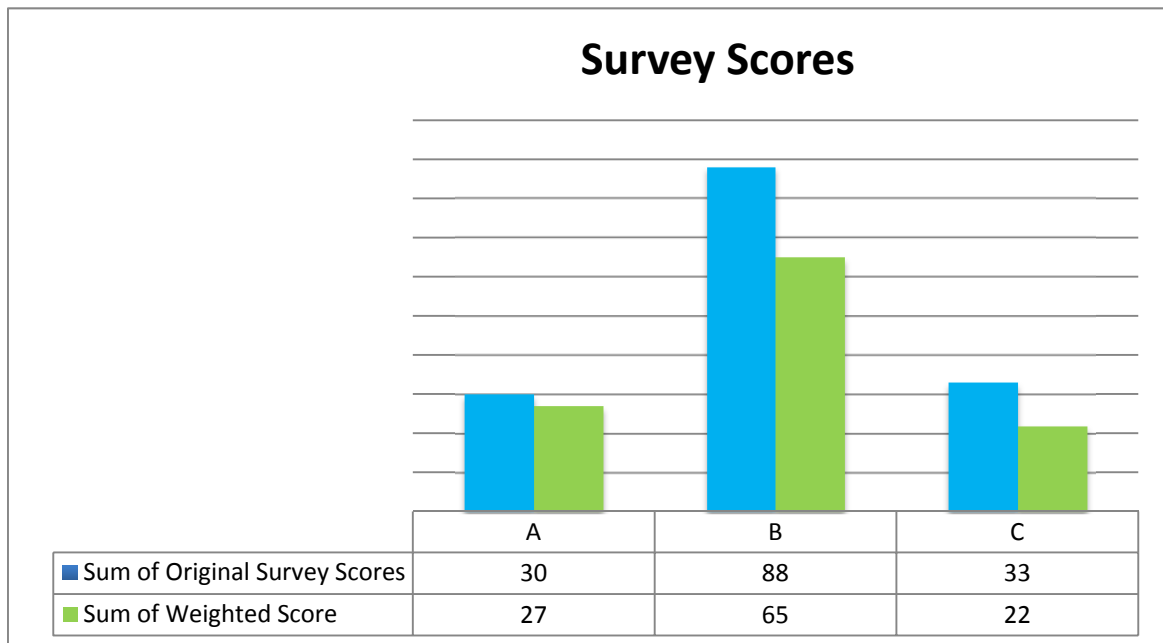
Answered: 162 Skipped: 8



	VERY LOW	LOW	UNDECIDED	HIGH	VERY HIGH	TOTAL	WEIGHTED AVERAGE
(no label)	1.85%	8.02%	19.75%	52.47%	17.90%	162	3.77
	3	13	32	85	29		

Question 14 had a score of 3.77 which indicates that this is a minor key value for the decision on the Lake Street project, with 70.37% of respondents rating this as low importance

Preferred Option



	Weighted Scores		Original Survey Scores	
A	27	24%	30	20%
B	65	57%	88	58%
C	22	19%	33	22%
	114		151	

The scores were weighted to ensure that an accurate reflection was presented of the residents votes.

The weighted scores showed a similar distribution to the original scores.

Weighted Scoring

To ensure that the vote was not skewed by multiple submissions the following steps were taken to weight the scores:

- IP Addresses were collated next to responses
- IP Addresses were sorted to show duplicates
- IP Addresses that had two or more responses were looked at
- Duplicate scores were kept **in** if:
 - There were two with names on them
 - If there was two or more but with different options chosen
- Duplicate scores were reduced to one vote if:
 - There were more than three votes with no name
 - If there were more than three votes of the same option
 - If one vote had comments and then the next vote had none

This resulted in the below changes:

- A reduction of 3 votes from Option A
 - This is attributed to double voting
- A reduction of 23 votes from Option B
 - This is attributed to double voting
- A reduction of 11 votes on Option C
 - This can be attributed to comments requesting that no option was preferable, however, the survey made them choose one

Oversights

There are two main oversights in the survey:

- The final vote for preferred option had the same description for Options B & C – describing them as both hybrid instead of two-way and hybrid.
- The final vote for preferred option should have included a “none of these” option.

Key Findings

- 91.76% respondents were residents of Bega Valley Shire, with 56.47% of respondent being residents of Long Point.
- 32.93% of respondents walk along Lake Street to the Wharf more than twice a month; this would increase to 49.39% if there was a shared path.
- 72.84% of respondents are willing to wait longer than 12 months for a shared path to be constructed.
- That the potential impacts to the environment, cultural heritage, parking in Bar Beach, and pedestrian usage of Lake Street, were not the key metrics for the community in their assessments of the objectives of the Project.

Community Feedback

103 respondents submitted written feedback in the free text comment box. In addition, 24 emails were received, 4 Facebook comments, and 11 phone calls.

Key Concerns

The key concerns raised were mainly directed to the Option A – one way proposal.

The concerns raised, by rank of importance, are:

- Traffic Impact to Surrounding Streets to Residents Amenity
 - Increased traffic volumes along Wyeebo, Hill, and Wharf Street
 - Increase traffic then results in increased noise, safety risk and reduced amenity
- The Desire for a Boardwalk that Capitalises on Views
 - Residents have expressed the desire to have a boardwalk, either through the bush or along the water edge, that capitalises on the ocean views
- Impact of Increased Traffic to Surrounding Streets to Pedestrians
 - It has been reported that a high volume of pedestrians utilise Wyeebo, Hill, and Wharf Street to access Bar Beach and the Wharf
 - Pedestrians originate from Short Point Caravan Park and local residents
 - There are no formal footpaths in the surrounding streets
- Impact of Increased Traffic to Surrounding Streets

- Wyebo Street has been described as a narrow street with formal kerb and guttering with residents and visitors parking kerbside. This constricts the carriageway to one-way
 - The entry to Wyebo Street from Lake Street is narrow
 - The entry to Wharf Street from Lake Street is steep and has been reported that cars and trucks reev to get up it and caravans struggle to use this exit.
 - The impact of the changed traffic flow throughout Long Point and the effect on all intersections
 - Impact of one-way street on Lake Street, for Lake Street residents driveways
 - Impact of increased traffic to surrounding streets and residents ability to safely exit their property
- Emergency Events
 - The restriction of Long Point to one exit road during fire evacuations
 - The restriction of one-way along Lake Street for medical emergency events at Bar Beach

Conclusion

The majority of the respondents were Merimbula and Long Point residents. The Public Exhibition received a high number of written submissions and feedback for this project. The main concerns were traffic impacts, capitalising on views, impact on pedestrians, and safety during emergency events. Written feedback was principally aimed at Option A one-way option.

The survey asked the community key values such impacts to the environment, cultural heritage, parking in Bar Beach, and pedestrian usage of Lake Street. The survey results were predominantly neutral with the average weighted score around 3.5 (undecided). This highlights that the key values of the feasibility study were not the key metrics for the community in their assessments of the objectives of the Project.

The preferred option was Option B – Two way option with 57% preference. Option A, was second with a preference of 24%. Option C, was third with a preference of 19%.

The Public Exhibition was criticised for not addressing Option A's traffic impact to residents adequately enough or having any previous Public Exhibition with directly affected residents.

Appendices

Public Exhibition - Notification

- ✓ BVSC 'Have Your Say' webpage
- ✓ BVSC 'Major Projects' webpage
- ✓ BVSC Facebook Page
- ✓ BVSC Official Media Release
- ✓ BVSC Council News
- ✓ 2UE Radio Interview
- ✓ Merimbula News Weekly Newspaper Article 17/04 & 01/05
- ✓ Merimbula News Weekly Facebook Page
- ✓ Letter drop by BOAT to the following:
 - Lake Street Residents & Property Owners
 - Long Point Residents & Property Owners
 - Merimbula Chamber of Commerce
 - Friends of Bar Beach
 - Bar Beach Kiosk
 - Merimbula Wharf & Aquarium

Public Consultation Documents

Lake Street Survey Webpage

Lake Street Survey Webpage

Lake Street is a winding two-way road approximately 1.7km long running from Rotary Park (northern end) to Merimbula Wharf (southern end) via Bar Beach. The area to the east of Lake Street comprises of residential properties which access Lake Street typically via steep angled driveways. The west side of Lake Street borders a dense bushland, Bar Beach and an estuary with complex ecosystems, cultural values and is one of the largest recreational attractions in the area.

The aim of the project is to construct a shared path which will provide a safe off-road route for all users, improve recreational facilities for the public and to protect the environmental and cultural values of the area.

The Bureau of Accessible Tourism (BOAT) have lobbied for ten years to get the necessary funding to provide a safe and equitable shared path in one of Merimbula's top tourist destination. In June 2017 it was announced that they were successful in securing \$2 million in grant funding for the design and construction of a Shared Path under the Active Transport funding program. Active Transport funding is awarded to projects that make walking and cycling a more convenient, safer and enjoyable transport option that benefits everyone.

BOAT has since been working closely with Council and an experienced and well respected design firm Thompson Berrill Landscape Design to look at the various options available in context of the current funding and the deadlines placed upon Council by the State Government to deliver the Shared Path.

The designers have undertaken [a feasibility study](#) and have come up with three for consideration. Below are the three options:

- Option A – One Way Road with separate path (on closed road lane) ([PDF](#))
- Option B – Two Way Road with Shared Path (on road shoulder) ([PDF](#))
- Option C – Hybrid 2 +1: Maintain two way road to Bar Beach, one way road from Bar Beach to Wharf Street([PDF](#))

All three options are currently on exhibition for public consideration and community feedback.


Providing feedback is done by completing the below survey, which consists of multiple choice questions, your preferred option vote and a comment box. This survey will take approximately 5-10minutes to complete.

Alternatively, you can post or email your feedback to Council@begavalley.nsw.gov.au. Please use the heading Lake Street Shared Path Feedback.


All feedback will be collated and presented to a Council meeting after the close of the exhibition period.



Fact Sheet




Lake Street Shared Path



Overview

- The aim of the project is to provide a safer off-road route for all users along Lake Street, to improve access to recreational facilities for the public whilst protecting environmental and cultural values of the area.
- At present it is impossible for pedestrians and cyclists to safely use Lake Street to access two of Merimbula's top tourist attractions, Bar Beach and the Wharf.
- The project was initiated by BOAT (Bureau of Accessible Tourism), who lobbied the State Government for the \$2million in grant funding.



Update

- A feasibility study of options has been completed to assist Council in consideration of the existing site conditions, available funding and delivery timeframes.
- Three options were investigated as part of the study:
 - Option A – One Way Road with separate path (on closed road lane)
 - Option B – Two Way Road with Shared Path (on road shoulder)
 - Option C – Hybrid 2 + 1: Maintain two way road to Bar Beach, one way road from Bar Beach to Wharf Street
- With the objective of making walking and cycling a more convenient, safer and enjoyable transport option along this popular destination, Option A has been identified as the most cost effective and sustainable option for construction in consideration of the existing funding as well the most suitable in regards to long term asset management.
- The three options are now on exhibition and Council is seeking community feedback on the options.



Funding

- The project is to be entirely funded by a \$2,000,000 grant from the NSW State Government under 2017/18 Active Transport Funding.
- The Active Transport funding is awarded to projects that make walking and cycling a more convenient, safer and enjoyable transport option that benefits everyone.
- Out of the three options presented, only Option A is within the \$2 million current funding.



Further information

- The project is to be managed and delivered by Bega Valley Shire Council's Assets and Operations
- For further information, a detailed questions and answers sheet can be found at www.begavalley.nsw.gov.au/majorprojects
- To 'Have your Say' go to <https://www.begavalley.nsw.gov.au/haveyoursay>
- Council's Project Officer, Bonnie Johnson will be working on the project part time. Any questions can be emailed to council@begavalley.nsw.gov.au Subject: Lake Street Shared Path Feedback.



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Q&A Sheet



Lake Street Shared Path

General

Q. How was the project initiated?
The project is the culmination of the efforts by BOAT (the Bureau of Accessible Tourism) who submitted a Community Project Proposal to Council in 2016, along with letters of support from the local community, and successfully lobbied the NSW State Government in obtaining a \$2 million grant to fund the project.

Q. What is being delivered?
The funding is required to deliver an all-access shared-use walkway/cycle trail along Lake Street, Merimbula, from Rotary Park to Merimbula Wharf via Bar Beach.
All-access is for use by pedestrians, cyclists, joggers, parents with prams, disabled and mobility devices.

Q. What is the aim of the project?
The aim of the project is to provide a safe off-road route for all users along Lake Street, to improve access to recreational facilities for the public whilst protecting environmental and cultural values of the area.
At present it is impossible for pedestrians and cyclists to safely use Lake Street to access two of Merimbula's top tourist attractions, Bar Beach and the Wharf.

Q. How is the project being funded?
The project is to be entirely funded by a \$2 million grant from the NSW State Government under the 2017/18 Active Transport Program.
Active Transport funding is awarded to projects that make walking and cycling a more convenient, safer and enjoyable transport option that benefits everyone.

Q. When is the project to be delivered?
As part of the funding agreement with NSW State Government the project is required to be completed in the 2018/19 financial year.

Q. Who is in charge of the project?
The project is to be managed and delivered by Bega Valley Shire Council's Assets and Operations.

Q. Where does the path start and finish?
The shared path will extend from Rotary Park to Merimbula Wharf via Bar Beach.
The total length is approximately 1.7 kilometres.

Q. Does the project involve just a path?
Along with the shared path, other social benefits and infrastructure will also be investigated, such as, creating formal car parking, seating, rest areas, lookouts and opportunity for revegetation or feature landscaping.

Lake Street Shared Path Questions and Answers

Q. Were different options explored?

Council engaged the services of Thompson Berrill Landscape Design Pty Ltd (following the request for quotation process) to undertake a site investigation and feasibility study of options to assist Council in consideration of the existing site conditions, available funding and delivery timeframes.

Three options were investigated as part of the study:

- Option A – One Way Road with separate path (on closed road lane)
- Option B – Two Way Road with Shared Path (on road shoulder)
- Option C – Hybrid 2 + 1: Maintain two way road to Bar Beach, one way road from Bar Beach to Wharf Street

As part of the site investigation and feasibility study the following reports were completed:

- Review of existing site conditions
- Construction materials investigation
- Cost estimates of each option
- Geotechnical investigations
- Environmental, Heritage & Socio-economic constraints analysis
- Traffic engineering review
- Flora and fauna investigation

Q. Which is Council's preferred option?

With the objective of making walking and cycling a more convenient, safer and enjoyable transport option along this popular destination, Option A is the preferred option.

Option A is also the most cost effective option for construction in consideration of the existing funding as well the most suitable in regards to long term asset management.

It also provides improved social and environmental benefits which surpass those of the alternative options. These benefits include:

- Reduced environmental impact (no removal of mature trees, minimal impact on terrestrial vegetation).
- Lower construction impacts and duration.
- Lowered traffic risk.
- Improved amenity and social benefits (formal car parking, seating, rest areas, lookouts or opportunity for revegetation and feature landscaping).
- Minimal impact on cultural heritage.

Q. Will the public get input into the project?

This project started as a Community Project Proposal from the Bureau of Accessible Tourism (BOAT) and they have been heavily consulted during the site investigation feasibility study.

The three options will go on public exhibition for community comment in April 2018.

Q. When will construction start?

In order to meet the current funding deadlines the construction of the shared path is required to commence in the second half of 2018, with a target completion of mid-2019.

Cost & Budget

Q. Is Council contributing to the project?

No. Council resolved to support the project on the basis that it does not create a cost imposition on Council. However, Council will be responsible for the ongoing maintenance cost. Each option will impact the long-term asset management differently, with the lowest impact being Option A, Option C having a moderate impact, and Option B having a significant impact.

Lake Street Shared Path Questions and Answers

Q. Why is the construction cost at \$1.575 million when you have \$2million in funding?

The construction budget has been set at \$1.575million and excludes the following project costs:

- Design and Documentation
- Project Management
- Revegetation and restoration costs
- Weather delays and unexpected costs during construction

Q. Can Council ask for more funding from NSW State Government to cover increased costs of Option B & C?

Yes. Council can request additional funding however there is no certainty it will be made available to fund the project. If the extra funding is not secured upfront, Council is unable to proceed with the project.

Q. Can the funds be rolled over or used on other projects?

No. The funding is has been allocated for the Lake Street Shared Path project and has been spread over the 2017/18 and 2018/19 financial years. It is unable to be rolled over into future years or used on any other projects.

Q. Do Council receive the \$2million as a lump sum?

No. NSW Government will only pay for actual and completed works and is unable to pay for any incomplete project works.

Q. How were the costs for each option estimated?

The cost estimates were prepared by an independent Quantity Surveying firm with input from landscape architects and civil engineers including initial geo-technical investigations.

Traffic & Road Safety

Q. Will speeds be reduced along Lake Street?

RMS is the authority for all speed zones in NSW. As part of the project, approval will be sought from RMS to reduce the speed along Lake Street to 40km/hr.

Q. What is a Shared Zone? And how will it affect the use of the Wharf?

A Shared Zone is a road or network of roads where the road space is shared safely by vehicles and pedestrians. Drivers must give way to pedestrians at all times. For more information, read:

http://www.rms.nsw.gov.au/roadsafety/downloads/shared_zone_fact_sheet.pdf

It is not envisaged the shared zone will alter how the Wharf is currently used but it will look different to make drivers and pedestrians aware of the different driving conditions.

Q. If Option A (One way) proceeds what direction will traffic travel along Lake Street?

Traffic will travel south (towards the wharf) on Lake Street.

The shared path will be constructed in the north bound lane (on the Lake/Ocean side).

Q. Will the project result in increased vehicular traffic volumes to Long Point?

It is not expected that there will be an increase in overall traffic flows to Long Point after the project. The aim is to reduce vehicular traffic by encouraging active transport along the shared path and encouraging people to leave their vehicle at home.

Q. If Option A proceeds does it mean that the other streets in the area will become busier?

Overall traffic flows will not increase but traffic flow will be redistributed to surrounding streets in the area, however the roads have been designed to cope with any additional traffic.

Lake Street Shared Path Questions and Answers

Q. If Option A proceeds, will this add time onto my journey getting to and from properties on Lake Street, Bar Beach and the Wharf?

Modelling has been undertaken to look at the impacts on journey times and the impacts will be minimal to most road users.

It is expected that the impact to journey times to some residents/visitors to Lake Street will be no more than a 2 minute increase.

Q. If Option A proceeds, if trucks and other vehicles need to access the Wharf, will they still be able to get there easily?

The one way option will not impact on trucks and other vehicles accessing the Wharf or residences along Lake Street.

The one way option ensures a safe distance between the roadway and the Shared Path whilst still allowing easy access for trucks.

Q. Will the project increase the safety of road users?

All options will seek to address significant safety hazard for pedestrian, cyclists and motor vehicle users by creating a separate shared path along Lake Street route.

Option A is the safest option for road users by reducing the risks of crashes, primarily the risk of head on collisions.

All options look to provide a road environment with greater separation between cars and pedestrians sharing this zone.

Q. Are you creating parking?

Currently the parking along Lake Street is ad-hoc and informal. Option A will seek to maximise and formalise the parking, where possible, along Lake Street. This will not be a possibility with Option B and C.

Q. Will the current bus route be affected?

Options B and C will not affect the current bus route.

Option A will require an alteration to the route to reflect the changed traffic conditions. This will be done in consultation with the bus companies and authorities.

Budget permitting, the project will seek to improve the existing bus stop for all users in line with current accessibility standards and best practice.

Public Amenity and Residential Impacts

Q. I live and on or own a property on Lake Street. How will my property be affected during construction?

During the construction phase there will be some impacts on how residents will access their property.

Once an option is selected the full impacts can be reviewed and assessed and residents consulted on how the project will impact on their individual situation.

Q. I live and on or own a property on Lake Street. How will my property be affected if Option A is selected?

All driveway access on Lake Street will be required to make a left hand turn in a southbound direction.

Certain driveways may need to be modified to ensure vehicles can enter/exit in this direction and consultation with affected property owners will be undertaken during the design and construction phase of the project.

Traffic volumes on Lake Street will reduce with the one-way configuration which will improve amenity of residents along Lake Street.

Depending on where residents live on Lake Street it is expected that journey times into Merimbula town centre will be increased by no more than 2 minutes.

Lake Street Shared Path Questions and Answers

Q. I live and on or own a property in Long Point. How will the Shared Path affect traffic in my street?

It is anticipated that there will be impacts to existing traffic along Wyeebo, Hill and Wharf streets, however, these streets have the capacity to deal with the expected redirection of traffic. It is not expected that there will be an increase in overall traffic flows to Long Point after the project. The aim is to reduce vehicular traffic by encouraging active transport along the shared path and encouraging people to leave their vehicle at home.

Q. Will the shared path provide seating and rest areas?

Depending on which option is chosen and available budget, various improvements to the public amenity will be looked at which may include options such as a viewing platform, or rest and picnic spaces to enable users to reflect on the natural beauty of the site.

Q. Are the lookouts part of the project?

Currently the lookouts are concepts and their construction will be dependent upon project funding constraints and may need to form part of the future stages of the project.

Q. Will I still be able to access Bar Beach and Wharf during construction?

Yes, the construction will be staged to ensure access is maintained to Bar Beach and the Wharf during the construction, however, there may some short delays during key construction activities.

Further information

- The project is to be managed and delivered by Bega Valley Shire Council's Assets and Operations
- Council's Project Officer, Bonnie Johnson will be working on the project part time. Any questions can be emailed to council@begavalley.nsw.gov.au Subject line: Lake Street Shared Path feedback
- A copy of the feasibility study and options for consideration can be found at www.begavalley.nsw.gov.au/majorprojects
- To 'Have your Say' and provide your feedback go to www.begavalley.nsw.gov.au/haveyoursay

23 April 2018

Letter from BOAT



Daryl Dobson	Mob: 0414734462
Ron Finneran	Mob: 0468695261
Steve Goodchild	Mob: 0422271622
Colin Dunn	Mob: 0419547137
Bruce Eaton	Mob: 0409071287

Dear Long Point Residents,

The Bureau of Accessible Tourism or BOAT for short is writing to Long Point Residents to provide an update on the Shared Path from Rotary Park to Merimbula Wharf on Lake Street.

We are sure you that you are aware that BOAT were successful in lobbying the State Government and, with the assistance of Andrew Constance, we were able to secure \$2 million in grant funding for the design and construction under the Active Transport funding program.

BOAT has been working closely with Council and an experienced and well respected design firm Thompson Berrill Landscape Design to look at the various options available in context of the current funding and deadline constraints placed upon Council by the State Government.

The designers have undertaken a feasibility study and have come up with three options which Council will be putting on public exhibition shortly for community feedback. We have enclosed a copy of the three options and they are as follows:

- Option A – One Way Road with spate path (on closed road lane)
- Option B – Two Way Road with Shared Path (on road shoulder)
- Option C – Hybrid 2 +1: Maintain two way road to Bar Beach, One way road from Bar Beach to Wharf Street

With the objective of making walking and cycling a more convenient, safer and enjoyable transport option along this popular destination, Option A is the option we are putting our support behind. Option A preserves the unique coastal ecology and cultural heritage of the area, as well as allowing residents and tourists of all physical abilities to enjoy this area safely.

In addition, the costs for the construction of Option A are considerably below the total funds available which will enable Council to explore some exciting options or 'add ons'. For example: a look out over Fisherman's Lookout, landscaping that includes for on-road and safe legal parking, or better access to Bar Beach.

We understand that the one way option will directly impact some of you the Long Point Residents especially if you live on Wharf Street, Hill Street or Wyebo Street with the potential for some increased traffic and changes to the way in which you will access Bay Beach and the Wharf.

However on the whole improving public amenity, providing access for all users of Lake Street and adding in some much needed parking along lake street offsets these impacts on Long Point and; unless Option A is endorsed by the community there is a risk of the project not proceeding.

The other options are not viable unless additional funding is secured and there is the possibility the existing \$2 million could be in jeopardy of being handed back to the NSW Government under the 'use or lose it' clause in the funding agreement and no improvements occurring along Lake Street.

Council have prepared a fact sheet with some 'frequently asked question' which we think go a long way to answering a lot of the burning questions about the Shared Path and we also encourage all Long Point residents to access the 'have your say' link and provide feedback on the Shared Path proposal.

BOAT is happy to field any question regarding the project so please feel free to get in contact with us.

Regards

BOAT

23rd April, 2018

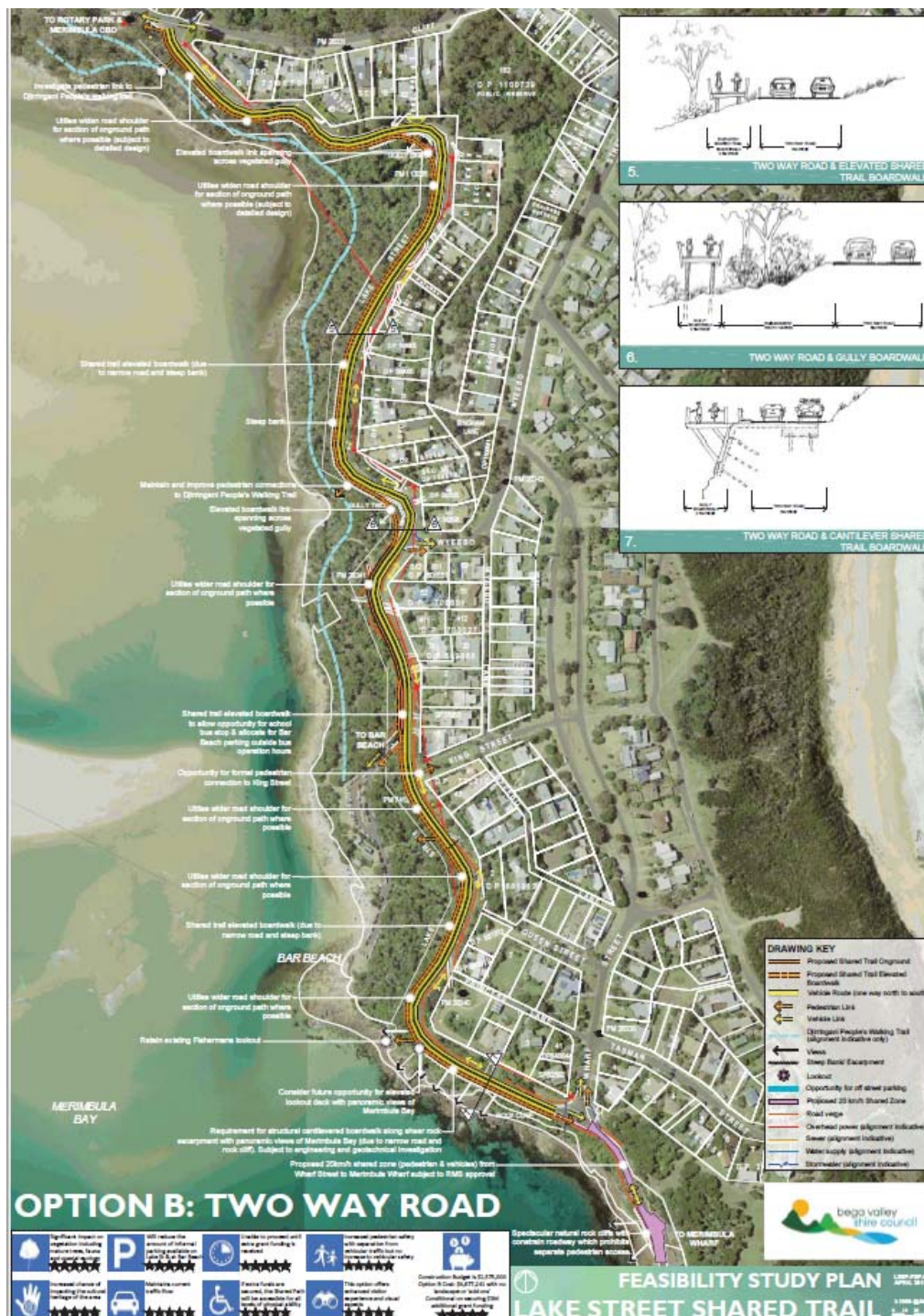
Ron Finneran

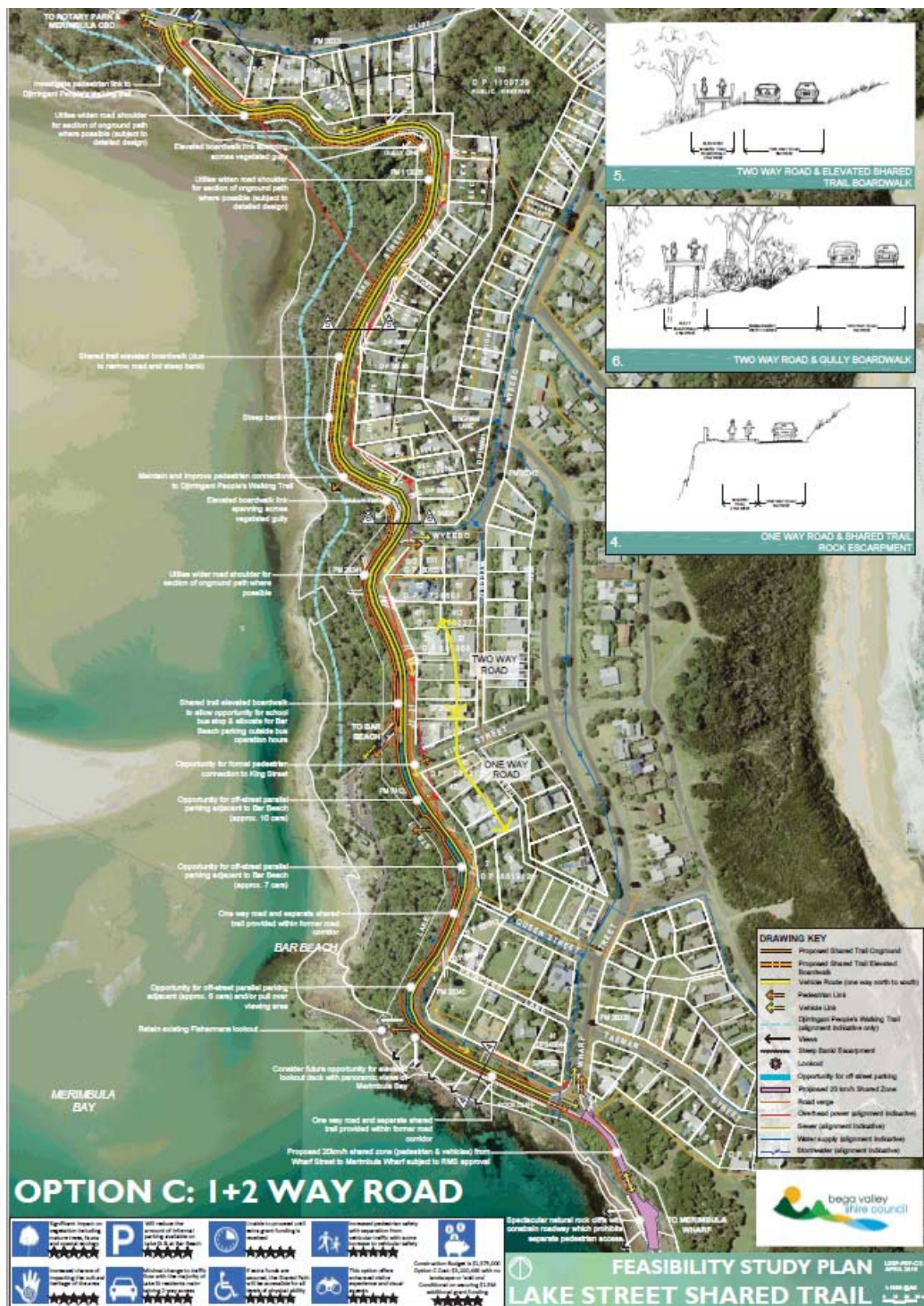
Daryl Dobson

Steve Goodchild

Options Presented







OPTION C: I+2 WAY ROAD

Significant impact on vegetation including mature trees, fauna and coastal ecology ★★★★★	Will reduce the amount of informal parking available on Lake St & at Bar Beach ★★★★★	Unable to proceed until extra grant funding is received ★★★★★	Increased pedestrian safety with separation from vehicular traffic with some increase to vehicular safety ★★★★★	Construction Budget is \$1,575,000 Option C Cost: \$3,100,490 with no landscape or 'add ons' Conditional on securing \$1.5M additional grant funding ★★★★★
Increased chance of impacting the cultural heritage of the area ★★★★★	Minimal change to traffic flow with the majority of Lake St residents maintaining 2-way access ★★★★★	If extra funds are secured, the Shared Path will be accessible for all levels of physical ability ★★★★★	This option offers enhanced visitor experience and visual aspects ★★★★★	

Community Feedback Log

All private information such as names, house numbers, and phone numbers were redacted for privacy reasons. No other changes were made to the comments provided.

Community Feedback Log

All private information such as names, house numbers, and phone numbers were redacted for privacy reasons. No other changes were made to the comments provided.

Date	Comments/Query
26.04.18	As a resident of Lake St I am terribly excited about the all-access pathway. Due to the amount of traffic, and the fact that many cars seem to think it is a "raceway", walking along the street can be extremely dangerous. (Our son-in-law, pushing a stroller, was forced off the road by a car on one of the corners). Consequently we often hesitate to walk along the road this would change that. Purely from an economic point of view I am in favour of Option A. This pathway needs to be done and I believe this is the sensible option. We are pleased to see that in Option A driveways would need to be modified to allow our leaving our property – this was a concern of ours. Option B would work well and would provide a delightful experience for tourists. The costs, however, are high and would perhaps delay the construction while further funding is sourced. If it was adopted it would be important to consider speed humps, or the equivalent, to slow the traffic.
26.04.18	Resident of Lake Street and Wyeebo Street. When will the options be available for viewing. Concerned about driveways on Lake Street and the extra traffic on Wyeebo Street. Do not want option A to go ahead.
27.04.18	Good for traffic calming - less cars, less noise, less danger for pedestrians.
27.04.18	This project could become an iconic attraction for tourists and locals providing it maximises the seaward outlook, even if it impacts on the coastal ecology. No-one would welcome a walkway beside a road with dense bush between themselves and the sea. Frankly I believe an upgrade of the existing Peoples Path would be of far more interest, being much closer to the shoreline. The overriding aim should be a facility of major attraction. Completion is not an issue. Get it right: do what existing funding will allow and extend it as and when more funds become available. One way roads are no solution at all. Local residents would be irate and visitors would not welcome a detour to Long Point. The popularity of the Merimbula boardwalk is a clear example of what an interactive, well planned facility can provide. It should be a template for this project also.
27.04.18	Resident of Tura Beach. Voicing disagreement to project.
27.04.18	Resident of Lake Street. Raised concerns of the increased traffic to Wyeebo and how that is nearly one way. Asked why we can't have the board walk following the water's edge.
28.04.18	Seems a backward step to spend millions of dollars, to end up with a one-way road at the end of it.
29.04.18	Definitely the one way road. It is of utmost importance not to impact the lakeside any more than needed. Great idea, lookouts and seating along the way would be a welcome addition.
29.04.18	Doesn't disrupt current traffic flow. Provides boardwalk experience attractive to locals and tourists.
29.04.18	Option A is best, however even more beneficial would be upgrading the Merimbula Boardwalk and Pambula/merimbula bicycle track - I suggest track counters be installed on both to ascertain usage to improve this critical infrastructure. The grant is great for a new path But how much will it cost ratepayers to maintain into the future. In my understanding that the ongoing costs are not factored into the equation.

29.04.18	Would be great with this development and the Short Point development if some money could be found to complete the footpath from Spencer Park to Short Point. For that would be the number one priority.
29.04.18	This survey prevents me from making a comment unless I agree to one of the provided options. I would not choose any of these options! However to do the survey I have ticked Option C which reads exactly the same as Option B! The best option is to use funds already raised to construct a walkway - cantilevered if necessary - paralleling road ie with no impact on existing Lake Street, parking etc. for a distance allowable by the current funding then over time, to extend the walkway as additional funding allows. The final result will be a dedicated walkway such as the boardwalk at Merimbula which is independent of Lake Street and a major tourist attraction providing outstanding views of the lake and sea.
29.04.18	If the project goes ahead it should be done in a way that genuinely enhances the views and tourist benefits.... Please don't compromise with a 'hybrid' ... if it's going to be fine it should be done to achieve a great effect. Making Lake Street one way would be really detrimental – forcing traffic to flow through other roads in the area would be a problem to local residents and confusing for tourists. Too much traffic and noise = too much risk up through the point. I think it should remain 2 way traffic to get to a point from Bar Beach and the Wharf. Much simpler access for locals and visitors alike. The pathway could be a fantastic drawcard if it's done properly to capitalise on the views.
29.04.18	So of the three options proposed, only one is achievable. So, the choice we are given is to accept what, to a lot of people, may be the least desirable outcome - the one furthest from the original vision - or take the risk of getting nothing at all. Hobson's choice.
29.04.18	A safe pathway from Spencer Park to Short Point is far more necessary than to Bar Beach as many locals and tourists walk along this road.
30.04.18	No option is perfect - options B & C would be far too costly, I choose option A with the following amendment : one way from Rotary Park end of Lake Street to junction of Lake & Wyebo St. two way from Lake & Wyebo St to Bar Beach. one way from Bar Beach to Wharf St. This allows a more direct option for Vehicles accessing Bar Beach. Refer Option A Detail f : Forget this expensive future lookout and utilise the land on the corner opposite between Lake St and Princess Lane that affords panoramic views of Haycock, the bay, fishpen, lake and township - I believe Rotary took on responsibility of this site some 20 years ago !
30.04.18	Hill St exit onto Wyebo would have to be looked at as there is a blind spot coming around the bend; road is too narrow. Also where Hill St and Wharf St meet there is a blind bend due to vegetation along the median strip. As I am a resident of Queen St I think these problems need to be looked at as some people take the bends and corners too quickly. I think option A is an excellent proposal...
01.05.18	I oppose this project as a more urgent task is building a safe pedestrian walkway linking shortpoint and the caravan parks to Spencer park. As a reasonably long term resident of Wyebo st my observations of tourist pedestrian traffic on lake st hardly justifies the proposed expenditure on any of the options. An additional unwanted product would be increased vehicular traffic on Wyebo st prioritizing the need for footpaths connecting the caravan parks to Bar Beach.
01.05.18	The questions in the survey are not worded in a manner of which a fair outcome will be produced from the survey. Of course safety and protecting flora and fauna are important. It is purely designed to get the required amount of support for this project rather than getting an idea of what residents actually want. BVSC true to its untrustworthy nature, poor form !

01.05.18	Option A makes Wyeebo St and Hill St extremely dangerous. If cars are parked kerbside in Wyeebo St, it is reduced to a one lane road. Also these streets have no footpath and all pedestrians walk on the road, and pedestrian traffic is heavy, particularly when the caravan park, cabins etc are full in holiday times. School children also walk on the roads going to and from school bus stops. Option A won't reduce traffic as people going to the beach or wharf, particularly with family, have too much equipment to carry from Spencer Park and back again. A reduction in traffic is purely your assumption. I would prefer to have no footpath rather than option A.
01.05.18	Please note a massive loss of diagonal parking in Lake St over Xmas and Easter at the corner of Bar Beach corner and Lake Street when Bar Beach is at capacity. There is a massive fig tree that I would like to be made as a feature and not cut down.
02.05.18	I am a regular bike rider along this route and I take my life in my hands every time due to the close proximity of passing motor vehicles.
02.05.18	The road is tight and 1 lane would traffic is enough
02.05.18	Option b and c are the same here... I prefer the two way option to bar beach and one way thereafter
02.05.18	Too much money has already been spent in Merimbula. It is interesting to note that in the last census Tathra had a larger population than Bermagui. Some Businesses at Tathra don't even have footpaths or curbing and guttering. If and when the headland path to Tathra wharf is completed there won't be any path connection to the town business centre.
02.05.18	As a regular walker and sometimes cyclist along Lake Street I feel it would be helpful to have a shared path for walkers and cyclist. This would improve safety for walkers and cyclists along this stretch of road especially in peak holiday seasons. I avoid cycling this road in holiday season as some motorists take risks overtaking me in inappropriate places. I also choose to walk the Djingange Track in holiday season. We need a TWO WAY ROAD with a separate shared path to meet all needs of the users.
02.05.18	A shared path is a very real necessity on this street. Having ran and ridden along this street numerous times and seen and been close to many a near miss with a vehicle it is only a matter of time before there is a nasty accident. Good on you BVSC for being proactive in trying to get a pathway here!
03.05.18	Wyeebo St is too narrow to cope with all the extra traffic from Bar Beach. It already is busy with ALL the local traffic, since Cliff St is closed between Apoona and Iluka : bollards, visitor traffic from all the high density accommodation, tourist buses, school buses and a lot of pedestrians, many walking from the caravan park to Bar Beach and the Wharf, who must walk on the road since there are no footpaths. How will council help with this problem?
03.05.18	Important to make this sustainable for both locals and tourists. A beautiful place, but one needs to make the pathway a wonderful experience for all.

03.05.18	<p>I appreciate the aims of this project however I do not support Option A. I have great concerns and objections to the proposal to turn Lake street into a one way thoroughfare. Your statement: “ It is not expected that there will be an increase in overall traffic flows to Long Point after the project” is misleading. It may not be o St but all one way south traffic along Lake St including Lake St residents will now be forced to use Wharf and Hill Sts to Wyeebo and the entire Wyeebo St to get out of Beach and the wharf, hence there must be an increase in traffic flows on these streets particularly on Wyeebo St from Hill St to the roundabout. Additionally, as the p is aimed at a greater exposure to tourists then ultimately you must expect and plan for a future increase in traffic. I should add that parked cars on Wyeebo St already prevents steady two way traffic flow which only is alleviated by the cars parking on the road verges forcing pedestrians onto the road to get around them.</p> <p>Similarly your statement; “ encouraging people to leave their vehicles at home,” implies that these are the only people who are being targeted and that they will come. There are heaps of people both locals and visitors who drive on Lake St each day to check out Bar Beach and the wharf. From my observations over 20 odd years this A outcome is entirely guess work and will not induce the majority of "these people" to get out and walk or ride a bike on Lake St.</p> <p>You have not satisfactorily addressed the impact of increased traffic along Wyeebo, Hill and Wharf Sts other than “ they have the capacity to deal with the expected redirection of traffic.” You quite correctly focus on making Lake St “safer for pedestrians and cyclists” but have ignored similar concerns for pedestrians who walk from Short Point beach and the Caravan parks to town and to Bar Beach and the wharf particularly via Wyeebo and Hill Sts where there are no footpaths and they are often forced to walk on the roadways particularly during the heightened summer holiday and tourist season. Your one way proposal will now significantly increase vehicular traffic on these roads with a corresponding increase in safety concern for pedestrians.</p> <p>You state that Council supports Option A on the basis that: “it does not create a cost imposition on Council however, Council will be responsible for ongoing maintenance costs,” what are these? Have costs for other essential footpaths been factored in? With all Bar Beach and wharf traffic now being directed along Wyeebo and Cliff Sts (the roundabout to Rotary Park) as per my previous point, from a safety concern Council should now address and accelerate plans to construct adequate footpaths for long overdue safety deficiency. After all, Short Point Beach and the caravan parks are also vital attractions to both locals and tourists and they should be accorded the same safety considerations as Lake St.</p> <p>I am also concerned that in these deliberations you have not consulted with residents of the affected streets as I am sure that had you done so our long held concerns speeding traffic and summer pedestrians may have made you more aware of our concerns with your Option A proposal. I am in favour of the project but believe Option A has merely "situated the appreciation" to ensure that the grant is used without fully addressing all the issues to achieve a more favourable and suitable outcome including the likely ongoing costs to Council.</p>
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03.05.18	<p>Why are B and C described in the same way (above) when Option C is a hybrid? As recently arrived Wyeebo Street residents we have many concerns about the impact lane closure on Lake St and the effect it would have on the rest of the access roads on Long Point. We regularly walk along Lake Street from the Wyeebo intersection to access Bar Beach and Merimbula Wharf. Our main concerns are:</p> <ol style="list-style-type: none"> 1. Bush Fire events with only one exit road for everyone on Long Point. 2. The extreme increase in traffic flow on Wyeebo, Hill St and Wharf St. The traffic is already heavy on Wyeebo St and there appears to be no measurement of traffic flow and only a vague estimate (minimal?) of the increase that will occur on Long Point roads. 3. The money allocated was based on "the path will be 2.4m wide and 2-3 m off the edge of 2 way Lake Street, with sections of bridge" etc. Ref: Merimbula News 20/1 4. Cliff Street could be reopened to through traffic to ameliorate the extra traffic along Wyeebo. 5. Should this project go ahead Wyeebo, Hill and Wharf Streets will require a 40 kmh speed limit with traffic calmers since no-one appears to respect the existing 50 km speed limit. 6. The absence of a footpath in Wyeebo St causes pedestrians to walk on the road: where will they safely walk when the traffic is increased? 7. If cars are parked on either of the road in Wyeebo St., it practically becomes a one lane road. 8. Closing off one lane of Lake Street results in every resident and visitor exiting Long Point via Wyeebo Street. <p>We are very upset by the proposed change of usage of a perfectly adequate "fit for purpose" road (Lake Street) which will adversely affect the accessibility and amenity of the area we have chosen to live in. When we chose to buy a house in Wyeebo Street we were aware of the high volume of traffic coming into the roundabout servicing Short Point Road, Cliff Street, Wyeebo St and indirectly Lakeview Avenue and Collins Street. The sacrifice of half of Lake Street will only make this worse.</p>
03.05.18	<p>The questions in this survey are heavily weighted for the outcome of Option A, which will be detrimental to us where we live in Lake Street. So I did not bother with the survey too much. The early question should have simply been how often do you walk along Lake St - not "to the Wharf" - our answer would have been much higher as we walk along Lake St often but not so often to the wharf. I in fact broke a bone in my foot walking on Lake St 18 months ago, because of the rough gravel edges, which have not been improved. There is no doubt that we would experience a much greater traffic flow at our address with Option A because residents, their visitors and delivery people who now drive out of driveways and move towards Cliff Street will have to drive in the opposite direction and turn the corner into Wyeebo Street in order to go into town. As there are 5 driveways within 50 metres of the Wyeebo /Lake St corner and the road is narrow up to Wyeebo Lane, this is an accident waiting to happen. I find every Option to be ridiculous in price and do not see the need for viewing platforms as the view is easy to see as you walk along anyway. The main thing is to get the pedestrians off the road with enough width to walk in comfort without disrupting the flow of traffic. I find most of the time that people who do not live on Lake St have no idea of traffic activity here.</p>
03.05.18	<p>Resident of Wyeebo Street. Asked if Options B and C were viable and potential timeframes. Believes it was misleading to have B & C as votable options if not viable. All raised concerns of Wyeebo Street - including increased traffic, and the width due to people parking on the kerb. Proposed that the Cliff Street bollards are removed to funnel traffic off Wyeebo Street. Also concerns over Wyeebo and Hill streets lack of footpaths with the caravan park nearby and pedestrian traffic. Lastly, asked if we could improve signage to the pathway/walking track already established.</p>

03.05.18	<p>I understand after talking with you this morning that Option A is the only option. Options B and C are probably unviable due to lack of funds and time restraints. I have just received a letter from BOAT confirming this. It is dishonest of BVSC not to state this in the survey, and to present the survey as if we had a choice. The question should have been: "Do you want Option A to proceed? Yes or No."</p> <p>I am a resident of Wyebo St and cannot support Option A for the following reasons.</p> <ol style="list-style-type: none"> 1. You claim traffic flow into the Long Point area will not be increased. However Option A provides parking in Lake Street for an additional 46-51 vehicles which will create extra traffic, all of which will have to exit via Wharf, Hill and Wyebo Streets. 2. Wyebo Street is already very busy, and not very wide, If a vehicle is parked at the kerb, passing traffic is reduced to a single lane. The traffic would be increased greatly by ALL the traffic which accesses Lake St for whatever reason. Also all the residential traffic to Long Point travels along Wyebo St because Cliff St is blocked by bollards between Apooa and Iluka Streets. 3. Wyebo, Hill and Wharf Streets have a very high amount of pedestrian traffic, both from local residents, school children going to and from school or school bus stops, holiday houses and flats, the Caravan Park and the Holiday Cabins. Much of this is people walking, often with prams, to Bar Beach or the Wharf. Since there are no footpaths, everyone walks on the roads. This will disrupt traffic flow, and the increase in traffic is hardly keeping these pedestrians and children safe, and their safety is as important as the safety of pedestrians in Lake Street. <p>I think these important issues have been overlooked and deserve consideration before any final decisions are made.</p>
03.05.18	<p>I am a home owner on Cliff Street near the round about at Short Point and whilst I agree that we need to improve pedestrian and bike access along Lake St I don't believe that making Lake St one way is the safest option. The safety issues I'm referring to is the already unsafe pedestrian access from Short point down Cliff St toward the town center and along Short Point road towards Short Point Beach. As I live along this route I experience first hand the safety issues of not having a sidewalk for the HIGH VOLUME of Pedestrians and cyclists using this road to access the town centre and Short point beach. Families with young children, mothers with prams and cyclists are forced to walk on the road and increase traffic on the road due to a one way road on Lake st is going to make this EVEN MORE DANGEROUS particularly in Summer. Visitors staying at Short Point and residents are not going to walk all the way down to Lake St to use the shared path to walk into town as it would be a long detour. Accessibility along Lake st is a great idea but NOT at the expense of the SAFETY of pedestrians at Short Point which is why I cannot support option A. It is not a solution if you exacerbate the safety issues on one street to reduce them on another (and a less used pedestrian route may I add).</p>

03.05.18	<p>Option A, One way road with separate path on closed road</p> <p>I have the following objections</p> <ol style="list-style-type: none"> 1. Vehicle traffic has noticeably increased along Wyeebo St over the past 20 years, and today it already has a traffic flow problem when cars are parked on the side of the road, Wyeebo St becomes not wide enough for two cars to pass without pulling over to give way. This situation will only worsen with the increased traffic. I am not sure how Wyeebo St has the capacity to deal with the expected increase in traffic. 2. Roads on Long Point do not have footpaths. Pedestrian traffic, prams, bikes and dogs all share the road. In the busy tourism times, campers from Short Point use the road to walk to Bar Beach and The Wharf, which creates further unsafe passage. The Lake St shared pathway from Spencer Park will not entice walkers and bikers from the caravan park to divert to Lake St pathway instead they will continue to use the more direct route along Wyeebo St with increased unsafe passage. 3. I also have concerns about the safety of intersection of Wyeebo St and Lake St with the increase of vehicular traffic turning into Wyeebo St. It is not a good intersection at the moment for walkers/ prams/ dogs etc. and has the potential to become even more unsafe. 4. I have the same concerns for the intersection of Lake St and Wharf St. 5. The increased traffic on Wharf St, Hill Street and Wyeebo St without footpaths will make our children who travel to school by bus less safe. 6. I feel that the project is creating a wonderful asset around the lake, but this should not be to the detriment of other roads/traffic/pedestrians and residents of Long Point. The flow on effects in Option A have been glossed over. <p>I object to Option A due to the one-way traffic implications to other Long Point streets. Option B is the best option.</p>
03.05.18	<p>The proposed pathway needs to be connected with a footpath all the way from Spencer park (school end to the start of path (proposed)) and some lighting along the way even if just up Spencer hill .Why not chip in some or all of the money council made from aldi site ? Bega has polished concrete footpaths and Merimbula has the worst non existent.</p>
03.05.18	<p>As there are no funds for options B and C they are not an option. The idea of a walkway down Lake st, is terrific and I support that idea. I'm sure that the residents in Long Point would think that reducing their traffic by 50% and a walkway is also great, however the traffic in the remaining streets of Long point would increase by that 50%. Pedestrians from the caravan park and other holiday rentals walk to bar beach and the wharf along the road on Wyeebo Street, Hill Street and Wharf road as there are no footpaths. Added traffic would increase an already hazardous walk. Wyeebo Street is already quite busy and far too narrow when cars are parked on the curb. Find more funds for "Option B" but forget "Option A" in the present format.</p>
04.05.18	<p>Resident of Wyeebo Street. Raised concerns over width of road.</p>

04.05.18	As a resident of Hill St I definitely prefer option b or c. One of the reasons we recently chose to live in Hill st was because of the beautiful quietness of the Street. Option turns Hill st into a major thoroughfare especially over the holiday period. It will no longer be a safe area for our grandchildren. To suggest "it is not expected that there be an increase in overall traffic flows to Long Point " is completely erroneous. The hundreds of families who visit Bar Beach every summer will continue to drive, especially with the extra parking suggested in option A.....more than 40 extra cars. Our driveway from which we reverse onto Hill St is the first to be encountered as vehicles race Wharf St. Visibility is very poor on that corner. Therefore option is not my preference.
04.05.18	Resident of Wharf/Lake Street. Is supportive of projects that aim to make the area safer for pedestrians. However, is concerned about the steepness of Wharf street & suitability for redirecting traffic. Often hears cars reeve to make it up the hill. Also concerned about trucks and vans being able to make it up, envisions that the noise will dramatically increase.
05.05.18	Two way road with cantilevered walking path and viewing platforms
05.05.18	place walk way along foreshore like back lake not near road better option for all with little disruption to traffic and least cost in construction
05.05.18	Option A one way road would make it difficult and dangerous in bush fire evacuation . Increased traffic ,noise, endangering pedestrians and cyclist in rest of Long Point Streets are already shared, no foot or shared paths existing.
05.05.18	<p>Hello there at BVSC</p> <p>I have just spoken with Steve Mallinson, an Architect, who has recently presented a different plan to BOAT and Council, which I believe makes more sense and more accurately reflects the way the traffic is inclined to go at present.</p> <p>I think it has been tentatively named Plan A+</p> <p>As a resident of Lake St directly effected by this plan I would prefer Steve's Plan A+ to any of the others submitted.</p> <p>The tourists and surfers visiting Bar Beach by car, not to mention the residents, would then not be obliged to travel all the way down to Wharf St in order to return to or to hare over to Short Point to check out the surf there.</p> <p>Why aren't we using local talent with local knowledge for these great ideas?</p>
05.05.18	Option A will significantly increase traffic through Wyeebo, Hill, Wharf and Cliff Streets. Without quantifying the proposed use by pedestrians and cyclists it is difficult understand whether the value of a shared path outweighs the ramifications of converting Lake Street into a one way road. It is frustrating to see the survey only asked a resident of Lake Street. Residents in surrounding streets on Long Point will be negatively affected without the benefit of reduced traffic.
05.05.18	None of the above, improve the existing walkway. People don't want to walk along a road , they want to walk through the bush and along the water, to enjoy the view can't finish survey unless I tick an option but again none !!
05.05.18	Option A will significantly increase traffic through Wyeebo, Hill, Wharf and Cliff Streets. Without quantifying the proposed use by pedestrians and cyclists it is difficult understand whether the value of a shared path outweighs the ramifications of converting Lake Street into a one way road.

05.05.18	<p>I am quite happy for the road to be made one-way - in sections it is currently too narrow for two way traffic. I don't think any of the options makes the best use of the It is important to maintain and improve parking for visitors and residents. Not everyone is as mobile as the general population. There are older and mobility impaired who cannot walk the full distance of the undulating road and regular parking spots and improved access to show off the beauty of the area are important for tourism. needs to be a separation between traffic and people so while I support a one-way street, I don't support the path being on the other half of the road. It neither provid increased safety for pedestrians or takes advantage of the potential views and amenities of the bushland. Where possible, it would be much better to improve the exi path closer to the lake and provide better access to the walkway - especially for mobility impaired people. I would think visitors to the area want to take in the views a engage with nature rather than walk along roadways. Have these plans been referred to the council's Access and Inclusion Advisory Committee for comment?</p>
05.05.18	<p>All world wide trends point to governments and councils moving away from one way systems and returning previous one way roads to two way. Why? Because they h found one way roads increase the average speed of vehicles; increase motorist inattentaviness; harm residential neighbourhoods due to loss of residential quality of li safety; increase an imbalance in traffic volume; makes entering and exiting the street more difficult; reduces the number of pedestrians, cyclists and transit users due "barrier effect"; reduces property values in the area. For these reasons suburbs very rarely incorporate one way streets into their plans. Specifically, have any traffic fl studies been carried out identifying holiday season volumes? Has the impact on Wharf street and Hill street residents been considered with a likely constant flow of tr on once quiet streets where children play? Has the increased danger crossing from Jensen's path to Bar beach been considered when traffic will travel faster on a one system? The concept called for providing a safe off road route for users along Lake street. Plan B achieves this . Plan A will be not. How will motorists, buses and cyclis tackle Wharf street and find their way via a network of roads back to Rotary Park without getting lost, navigating a very steep hill on the way and adding a kilometre to journey, especially so for residents of Lake street. Council is urged to adopt plan B and find the extra funding to do the job properly and not one day have to return the to two way when it becomes unmanageable and unsafe.</p>
06.05.18	<p>All options as presented are unacceptable in their present form.</p>
06.05.18	<p>I support none of them, but this survey would not allow me to reflect that view which is totally inappropriate as I am aware of another option conceived by a couple o that is similar to option A but gives better traffic flow option where it allows two way traffic flow between Wyebo St and Bar Beach with one way from Bar Beach to t wharf and one way from Cliff st to Wyebo, to me this option takes the heat out of all the traffic exiting Bar beach having to travel toward the Wharf and along Hill st i onto Wyebo, this other option is a much better outcome as Wyebo is quite wide, wider than Lake st and doesn't add to traffic flow on Hill st.</p>
06.05.18	<p>If Option A goes ahead, it's plain to see which road will be used more. It will be Hill Street. The only divided road in Merimbula. Many of the occupants living on the sic the road that will be used are unhappy especially those close to the turning corner. Lake St has always been a problem with steep blocks & winding road. Why disrupt another street just for a walkway that you, BVSC & BOAT, prefer without further consultation with residents?</p>
07.05.18	<p>Do not want to choose any of theses</p>

07.05.18	<p>We wish to voice our opposition to the proposed Lake St Shared Pathway Project and raise the following points. In light of the recent Tathra fires, one way access is a concern in any emergency. We would expect a traffic count during the Christmas and Easter school holidays to fully gauge the impact of any works on traffic and park surrounding streets. In a one way situation, how many car spaces would be lost at Bar Beach? Residents of Long Point have paid a premium to live in this quiet area, the ambience of the entire area would, we believe be lost if a one way situation was approved. While the proposed works would benefit one group of Lake Street residents the rest of Long Point would be disrupted. Anyone who regularly drives on Wyebo St, knows that any car parked on the street, necessitates any on coming traffic to stop to give way, a further influx of traffic is a recipe for disaster. Also as regular users of Bar Beach, this beach is very often at full capacity in holiday periods, where would more people sit etc. Would Bar Beach be destroyed by a bigger influx of tourists?</p> <p>It appears that the actual users of the proposed area have been overlooked. The people that use Bar Beach are in the majority, women with young children, with bag, umbrellas, etc and also older residents over 60yrs. Older surfers, paddle boarders and groups looking to have coffee. These aren't groups who would walk or ride to the area, carrying kids and/or gear. Tourists want to wander along a boardwalk, close to the water, not along the road. Our primary concern currently is the ever present threat of another Cliff St, fire, as seen a few years ago, which only for the wonderful work of our firefighters saved homes and lives being lost. The Long Point area is a beautiful quiet residential area, and that is just as important to preserve, especially to the people who have made their homes there.</p>
07.05.18	<p>I would like to see a walkway to Bar Beach and the Wharf as with the present situation it is extremely dangerous with vehicles and pedestrians sharing the same space. It must be acknowledged that option B would be nice but funds would dictate that option A is the only option. Lake street in its present state is used as a drag way by enthusiastic motorists, a solution to this would be speed humps. I am aware that Wyebo St residents are concerned about increased traffic on Wyebo st but it would be a tragedy that nothing was done because of the selfish concerns of a few residents, it is more important to consider the benefits to the whole town.</p>
07.05.18	<p>For safety, speed limit needs lowering in Lake St irrespective of the proposed shared path. A shared path must be 1) safe e.g. bollards to separate from road traffic, an interesting feature to attract walkers to want to use the path e.g. several cleared viewing points and adequate seating. The traffic lane should be good width, edges/drains well formed, and vegetation on LHS trimmed. The existing bush track should either be closed or seriously upgraded to encourage circuit walks.</p>
07.05.18	<p>I don't think the Council or the Consultants have adequately considered the traffic impact to Wyebo, Hill and Wharf Streets. How many extra cars will be forced onto these streets during peak holiday seasons? What is being done to ensure cars and pedestrians can safely use these streets. In particular footpaths for these streets, better road markings and signage where Hill St splits to one-way. To me it appears your consultants haven't even visited the area. Google maps don't provide a complete picture. Council and the consultants should be presenting these draft plans to the Long Point residents in an open forum. This would allow residents to provide face to face feedback.</p>

07.05.18	A water level boardwalk from Spencer Park to Bar Beach would be the most aesthetic, practical solution which would add value to the area, like the boardwalk in Narc and our own Top Lake. The suggested options are impractical, a quick fix suggestion to satisfy a few resulting in an increase in traffic movements on roads that are not designed for the increase. To suggest that the traffic flow will lessen from encouraging people to leave their vehicle at home and pursue cycling or walking is unfounded. Observations suggest people drive their cars with their bicycles and surfboards strapped on to areas where they can then pursue these activities thus the traffic issue prevails as they drive home again. (eg. airport cycleway, Bar Beach, Ford Oval where vehicles are driven to the destination of the pursuit to be undertaken)!
07.05.18	Resident of Cliff St, concern over traffic impact on Long Point, voted Option B, would like to see the path wind through the Lake Street bush in an elevated manner
07.05.18	Resident of Cliff St, concern over traffic impact on Long Point, voted Option B. However, has suggested that if Option A is selected that a review be made of the directi the one way loop. Additionally, raised concerns over the intersection of Lake Street with Cliff/Main Street and asked if this has been looked into with the traffic studi Lastly, has asked that all information on additional funding requests and crash data supporting the Q&A be made public.
07.05.18	<p>Why are option B and C above the same? There are several comments that need to be made: a. One of the major points raised in the justification for the 'preferred' o apart from cost, was to ensure a reduction in "head on collisions". I travel on both Lake St and Hill St constantly and have never seen any near misses on Lake St but m Hill St as tourists regularly travel down the wrong side of Hill St despite the signs in place! Hill St also attracts a very large number of 'rubber neckers' travelling very slc down both sides of the street all year that makes driving frustrating. b. Who benefits from this project? c. Will it bring any more people to Merimbula? d. Will any extr usage increase the commercial value to the Wharf and Bar Beach providers and how? Not many people want to walk/cycle 1.7+kms to have lunch and then 1.7+ kms l after lunch especially seeing that the market segment catered for by The Wharf Restaurant and Aquarium is the Family! e. If this project goes ahead and Lake Street a Street are turned into the Great Circle it has the obvious, uncatered for, by product of increasing vehicular traffic to Bar Beach and The Wharf where the parking facilit cannot support the traffic that uses them now so how much will it cost to 'improve' parking at both venues without encroaching on the vegetation? f. Who will use an these extra amenities during the 9 months that there are no tourists? g. Will the tourists/locals actually use these amenities because it is almost certain that any extra cannot fulfil the purpose of the Government Grant - projects that make walking and cycling a more convenient, safer and enjoyable TRANSPORT option that benefits EVERYONE? h. If the council only wants to spend within the \$2m budget why weren't the consultants given this as the top dollar spend so that there actually three opt choose from? All in all I can only surmise that the ten years trying to get a grant have been spent chasing a solution in search of a perceived problem from ten years ag the brief that was given to the consultants was flawed from the beginning and is being pushed through just to spend \$2m of Government Money. I object strongly to everything that was provided in the mail out as lacking proper thought, proper direction and no need except in the minds of the B.O.A.T. members!</p>

07.05.18	<p>The objective of the shared path is most commendable.</p> <p>The efforts of the named citizens is to be applauded as is the role of BOAT.</p> <p>However the impact on me and my family of Option A is substantial. I am opposed to it.</p> <p>Living at Hill Street we are located on a bend in the road at the intersections of Wharf and Hill Streets. It is quite a blind corner. We are the first driveway to be encouraged by traffic coming up Wharf Street. Already, with limited traffic using this road we have had many near misses as we back out of our driveway onto Hill Street. Drivers put their foot down to cope with the very steep incline of Wharf Street and find themselves speeding over the crest of the hill.</p> <p>Your brief on the project claims that you don't expect increased traffic flows to Long Point. This is an untenable argument. All traffic exiting Bar Beach, residences in La Street or visiting the wharf will come this way. The amount of traffic to Bar Beach has increased dramatically year by year in the 45 years I have lived in the area and it continues to do so. We only relocated to Hill Street 3 years ago. One of its major attractions was that it was NOT a major thoroughfare. Your plan will undoubtedly turn one. All very well to "encourage people to leave their vehicle at home" but that is totally unrealistic. People will drive as they have always done from camp grounds, to homes and holiday accommodation in cars laden with stuff for the beach.</p> <p>Traffic proceeding onto Wyebo Street is entering a smaller urban road that is already too narrow. Residents park on the grass. I often have to pull over to pass other vehicles where there are parked vehicles. Your brief claims "these streets have the capacity to deal with the expected redirection of traffic". Not so!</p> <p>Also, when we walk this street we use the road as there is no footpath. So too do mothers with prams, joggers and campers from Short Point. It is already chaotic and dangerous and you don't mention any planned improvements.</p> <p>Your list of benefits is not convincing. All options involve impact on environment and cultural heritage so the degree is debatable. Improved amenity and social benefits issues that should be foremost in Council's mind for us too, the residents most impacted by your proposals. The main reason for support for Option A comes down to money.</p> <p>Option B is the best. It is the safest, maintains the most efficient traffic flow, avoids the need for Lake St residents to realign driveways, avoids the need to carry out improvements to all new traffic routes and it could be made the most panoramic. Yes it requires more funding and yes it may mean the loss of the current grant as there is greater impact on vegetation etc etc but let's get it right. Just because the cost of Option A is within the available grant funding is not reason enough to proceed.</p>
08.05.18	<p>Options B or C would be the most preferable I think it's best to get the best walkway rather than the quickest, the idea of the elevated walkway through the gullies would surely make it a worthwhile tourist attraction and a lovely walk into town or Bar Beach and Wharf. With option A I think it would also put a lot of extra traffic on to Wharf, Hill and Wyebo Streets. Wyebo St particularly would struggle with the extra traffic load also the intersection of Hill & Wyebo Streets.</p>

08.05.18	<p>We reside in Hill street Option A will send all traffic through Hill street and into Wyebo Keeping it two way would keep the traffic at current volumes The roads are already in poor condition in Hill street, and very tight along Wyebo, when there are cars parked along kerb side you must stop to allow on coming traffic through We believe the current route away from the area would need serious road works upgrades to keep them safe Also parking at summer time is hectic, we regularly have people parked alongside the street in King street and Hill street and walk down through King street reserve We think some sort of parking restrictions in nearby streets should be imposed Option C would not create any pressures on the traffic flow problems, it seems A is the preferred because of lack of council contributions and lack of funding If it costs more than a mil grant then so be it All good to get community project funding but is it the correct decision to blast away and spend it on a compromising plan It is a beautiful coast and together with the right consult a stunning partial suspended walk way would be the most attractive option</p>
08.05.18	<p>I live part time in Hill Street. Option A will have a significant impact on the amount of traffic that will come from the Wharf and residents who live after Bar Beach. The Wharf is extremely busy at peak holiday times and also with businesses operating there, delivery trucks will now be forced to travel along Hill Street. All visitors to the area will inevitably be driving along Hill Street at all hours of the night as the Wharf is a popular fishing spot and restaurant. The overall layout of the road is part of the Long Point heritage and should not be altered to save money. In my opinion Option B is the only way to go. The area along the shoulder of Lake Street is an absolute mess and a hazard at present and would benefit money being spent to enhance it.</p>
08.05.18	<p>Making Lake St one way to Bar Beach will funnel too much traffic into neighbouring streets as the only route to exit Long Point. There seems to be no evidence to support the notion of traffic reduction or that visitors will walk instead of driving. No plan for traffic management in Wharf, Hill or Wyebo St has been presented. Option A is presented as the best option, perhaps mainly due to the fact that there is not enough money for the other "options". This doesn't justify the traffic disruption</p>
08.05.18	<p>Option D - (Mark Butterworth option) 1 Left hand turn out of driveways on Lake St need ample space. 2 Reduce speed on Lake St to 30km/h. 3 Increased parking at Bar Beach 4 Fire danger west of Lake St - cool burn before construction. 5 Option D is a far better option than A. 6 Parking options on Wyebo St to be investigated to allow for all lanes traffic at all times.</p>
08.05.18	<p>This is the only practical option and can be constructed in stages as funding tranches come available. It can provide wonderful views of the coast, beaches and ocean and emulate the Merimbula boardwalk. In due course cyclists can be banned.</p>
08.05.18	<p>Resident of Lake Street. Driveway runs parallel with the roadway. Owns both a boat and a caravan and has raised concerns on being able to exit the property if it is made one way.</p>
08.05.18	<p>One way between Rotary Park and Wyebo to allow Bar Beach users ability to drive in and out without doing a loop using Wharf</p>
08.05.18	<p>I am writing with regard to the Lake St project. After seeing the options the council has put forward I do not agree or like any of them. Particularly with the majority of driveways having to be altered or remediated. Who would be responsible for cost of these works? The owners I suspect.</p> <p>I have however seen another option put forward option D. This option is well within budget and offers a great alternative to what has been put forward by council. It works much better than option A and will not involve any driveway construction. I look forward to your reply.</p>

09.05.18	This survey is biased towards option A. Why is it costing \$2M ? If option A is adopted the bottom end of Wyeebo st would have to be extensively widened as all the re: from the northern side of Wyeebo st and others would turn up Wyeebo st to go into town. There are 5 well used driveways within about 40m of the corner and option create more traffic flow up into this very narrow and potentially dangerous area. If there is not enough money for option C then do as much as you can and fund raise for more funding later. We do not want a half baked job and I am sure the 5 guys who instigated this project don't either. There is no mention of improved lighting in the plans. This is a must as more people would use it at night if done properly.
09.05.18	How was it possible to build the Thredbo Valley Trail, which includes half a dozen major bridges, a number of cantilevered sections, etc. over 17 kilometres for \$10 mil and you are quoting nearly half that for a 2 km track? With no bridges. Really? Somebody's having a go. Also, why isn't there an Option D -- leave as is until we raise the money to do it properly?
09.05.18	Pedestrian safety is my main consideration. We see hundreds of people; children, elderly and families, walking along Lake Street to Bar Beach and the Wharf particularly the summer months. They risk their lives with fast two-way traffic. A single traffic lane will be significantly safer for vehicular traffic also. Option A is by far the safer option and we can afford it now.
09.05.18	Resident of Lake Street. Supports Option D that was put forward by the community. Would like to see that the options on the survey included an alternate option available to support. Additionally, would have liked to have seen prior community engagement for input into the development of the plans. Rather than feedback on developed plans. Raised concern over the narrowness of Wyeebo Street when cars are parked on the kerb.
09.05.18	\$2 million was granted to implement Option B. Option B preserves two bushfire escape routes for Long Point residents, preserves the safety of pedestrians including families at Short Point Caravan Park along Wyeebo Street and would ensure residents can continue to safely back their vehicles out onto Wharf, Hill and Wyeebo Streets without a huge increase in peak traffic volumes which Option A would create. Completing Option B from Rotary Park to Bar Beach would allow usage to be monitored as a key input into the investment decision to extend the path to the Wharf.

09.05.18	<p>I find a common error in the case for the construction of a shared path along Lake Street; that is the assumption that Wyeebo Street has been designed for, and is capable of safely carrying, the extra traffic. On what basis does Council believe that “these streets have the capacity to deal with the expected redirection of traffic”? In fact Lake Street is the only road designed to give two-way access to Bar Beach and the Wharf.</p> <p>I base this objection to the proposal to limit Lake Street to one-way traffic on the following arguments:</p> <ol style="list-style-type: none"> 1. Wyeebo Street is 7.2 m wide. This is assumed to be wide enough to allow for residents parking, plus an increased level of two-way traffic, plus the existing level of pedestrian traffic. Allowing for three metres width (allowing clearance) for a parked car, this restricts the traffic flow to one lane, which is clearly insufficient for the increased traffic flow which would result from the change to Lake Street. 2. This width restriction is further exacerbated by the high level of pedestrian traffic which arises from residents and the considerable number of visitors, staying at the Long Point camping grounds, who regularly walk to Bar Beach. These pedestrians are forced to walk on the road, and around parked cars, because there is no footpath. This exposes these pedestrians to considerable risk, because they further restrict the useful width of Wyeebo Street. The same argument applies to Wharf Street and most streets and lanes on Long Point. <p>I contend that this is already an unsatisfactory and unsafe situation; any increase in vehicular traffic along Wyeebo Street needs to be accompanied by the construction of a safe footpath.</p> <p>A safe footpath is especially required on the southern end of Wyeebo Street, which is uneven, making walking difficult.</p> <ol style="list-style-type: none"> 3. Furthermore, the traffic flow is further affected by the fact that vehicles must be reversed out of each of 30 residences on Wyeebo Street, crossing the line of traffic. This is already potentially unsafe and would become even less safe if the traffic flow was increased. 4. I further contend that the pedestrian traffic along Wyeebo Street already exceeds the combined pedestrian traffic along Lake Street and the Djimangi People’s walk trail. I suggest that it would be proper due process to survey the level of pedestrian traffic on both these trails and compare this with the current traffic on Wyeebo Street. 5. Similarly, bicycle traffic must flow around parked cars, and impede the traffic flow even more than for pedestrians. However, there is very little bicycle traffic on Wyeebo Street because of the very steep hill at the southern end, which is steep enough to discourage bicycles going down, as well as up this hill. I am one of the few bicycle riders to use Wyeebo Street at any time and am forced to walk my bike up this hill. It is worth commenting that I have rarely passed another cyclist travelling in either direction. The same argument applies to the hill on Wharf Street, which is even steeper than that on Wyeebo Street. 6. Because of this hill I suggest that all bicycle traffic will flow two ways along the shared path, which will be difficult and dangerous for pedestrians, especially those pushing prams or wheelchairs, as well as the bicycles. I suggest, because of this return traffic, it will be necessary to put safety fences on the downhill side of the shared path, and to make the shared path wide enough to allow two-way traffic.
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09.05.18	<p>7.</p> <p>Given all these issues which arise from the increased traffic flow along Wyeebo Street, I would like to suggest that the Djimangi trail could be improved to a level comparable with the very successful Boardwalk to the Back Lake, which would be more scenic and safer than impeding the traffic flow along Lake Street, and which would be almost certain to attract more pedestrian traffic than the proposed shared path, adding another tourist attraction to Merimbula. Not only would this complement the Boardwalk, it would also be shorter than the proposed shared road, especially if it ended at Bar Beach, which would serve the large majority of pedestrian traffic.</p> <p>Questions arising for Council</p> <p>Given these objections, on behalf of the residents of Long Point, I ask the Council to answer the following questions:</p> <ol style="list-style-type: none"> 1. Does the Council intend to survey the intended pedestrian traffic use of Wyeebo and Lake Street during the peak season, when pedestrians would be most at risk? 2. What increase in traffic flows are estimated for Wyeebo Street and Hill Street? 3. Does the Council intend to construct pedestrian footpaths in Wyeebo Street, suitable for combined pedestrian and bicycle traffic, before beginning construction of the "Shared Path"? 4. Does the proposed "Shared Path" allow for two-way flow of bicycles and pedestrians? 5. Is the provision of additional parking spaces on Lake Street consistent with ensuring the safety of pedestrians and cyclists? 6. Does the Council intend to guarantee the existing provision of residential parking spaces in Wyeebo Street and Hill Street? 7. If the answer to (4) above is negative, does the Council intend to compensate residents of Wyeebo Street for the loss of parking, and the inevitable loss of property which would result? 8. Has the Council considered developing the Djimangi trail instead of the proposed "shared path"?
09.05.18	<p>I understand that the funding was initially sought to upgrade the existing bush track from Rotary Park to Bar Beach. This track is scenic, interesting and well off the road, but does need upgrading to perhaps a timber deck to make it more user friendly. We live in Wyeebo Street and any of the above options will have a negative impact on traffic. The main concern is the increase in p-plate drivers in a hurry to check out the surf at Bar beach. This is already a hazard for us and a concern when walking to Bar beach as we have NO FOOTPATHS at this end of town.</p> <p>Residents in this area pay high rates and we would like to see council focus on footpaths.</p> <p>There is a very high need for footpath from Short Point beach to the CBD. Many people walk from the Caravan Park and cabins to town, and it is currently unsafe. I understand that if the funding is not spent soon it will have to go back, so then, so be it. More time is required to have the existing bush track properly assessed. I do choose the options above but it seems this survey will not be recorded ... I also understand that there is now a 4th option. I have ticked the 3rd option so that my concern reaches you.</p>
10.05.18	<p>Close any road and there'll be hell to pay.</p>

10.05.18	Lake St needs to remain two way to maintain amenity to the Lake st residents. It will be impossible to tow boats, caravans on/off properties or have large delivery trucks enter /leave properties if Lake st were to become one way. Currently many boat/trailer/caravan owners are able to park these off road, on their property. Even if there are costly changes to driveways, it doesn't alter the fact that large vehicles and towed vehicles require 2 lanes for access
10.05.18	To change the road to anything other than Option B will push vehicles into the side streets and Hill Street- these are the streets that are used by walkers, mothers with children and children catching school buses. People who holiday in private accommodation and at the caravan park and cabins at short point use Hill Street, Wyebo and Cliff s to walk and/or cycle with their children. Option A I am totally opposed too. So I hope that the council will choose Option B.
10.05.18	I think the money could be better spent on improving the access between Spencer park to Short point. My idea is to create a third lane all the way to get cyclist and walk off this section of roadway. This would improve safety and access for all users to this section of town.
10.05.18	Definitely not option A. 1 exist for Long Point residents is a bush fire risk. Please don't take every car that visits bar beach through Wyebo Street.
10.05.18	<p>We are opposed to Option A for the following reasons:</p> <ol style="list-style-type: none"> 1. Impact of the increase in traffic turning left into Hill Street from Wharf Street. 2. The particular danger to reversing from our property onto Hill Street with a blind view of traffic coming up Wharf Street usually accelerating and going too fast in the circumstances. On a number of occasions my husband or I have reversed believing it was clear, only to have a vehicle brake heavily when sighting our car. If the proposal proceeds with Option A, the landscaping at the corner will need to be modified to make sighting more clear. It would also be sound to insert speed restricting humps where Wharf Street joins Hill Street. 3. Over our years of ownership, we have also observed a number of drivers who, after coming up Wharf Street, travel up the righthand side of Hill Street instead of the left as well as those who, entering Hill Street from King Street drive on the wrong side of Hill Street in approaching the intersection of Wharf Street. The signage is poor and the landscaping of the intersection does not clearly direct vehicles to the appropriate side. With increasing traffic under Option A and much of it by visitors unfamiliar with the layout of the roads, there is, in our opinion, a risk of head-on collisions.

10.05.18	<p>I do not want a shared pathway along Lake Street if it changes the traffic circulation on Long Point. It would mean every vehicle visiting Bar Beach would then drive the length of the residential area of Long Point. This would have a very negative effect on the living standards of those residents. It would mean the safety issues along Street are simply transferred, particularly to the many pedestrians and cyclists who currently use Wyebo Street and the top of Cliff Street. None of the streets along the proposed exit route have a footpath or off street parking. Wyebo Street is already a busy street and is used by cyclists and pedestrians from the caravan park, cabins, children and people pushing prams along the road because of the awkward slope of the verge. When a car is parked on Wyebo Street it effectively becomes a one way street. There are 10 driveways affected along Lake Street by Option A. There are 70 driveways where people reverse out onto the street, and 11 intersecting roads along the proposed exit route should Lake Street be made one way. The intersection at Hill Street and Wyebo Street travelling north has poor visibility and is consequently quite dangerous. I note the traffic survey for Option A was based on traffic data collected in July 2017, the quietest time of the year in Merimbula and not applicable to peak season traffic flows. Another major concern is in the case of Bushfire there would only be one route out of Long Point, a potentially very hazardous situation. There has already been a major fire on Long Point where the safest way out for residents would have been along Lake Street. I have concerns about a shared pathway for pedestrians and cyclists. Because of the steep incline of Wyebo and Wharf Streets it is likely family cyclists would return along the shared pathway, which would not be wide enough for 2 way cyclists and pedestrians.</p>
11.05.18	<p>We live on Lake St so are sure the impact on traffic flows will not be disruptive. There will likely be some additional traffic down Cliff st however so would strongly suggest funds also be allocated to construct/complete and improve the footpath in Cliff St between the Ambulance station and Spencer Park. (It is currently very rough with no footpath at all in sections and is quite dangerous)</p>
11.05.18	<p>Retention of vegetation along the lakeside of utmost importance not only for environmental reasons but also for visual amenity and variety and amelioration of onshore winds. There are ample panoramic views of Merimbula Bay and Lake - lookouts are unnecessary. Consider elevated (canopy) walks at the two sharp bends to add variety and increase environmental awareness to make the walk more than 'just another footpath'. This would also provide disabled with increased environmental interaction.</p>
11.05.18	<p>Option A is a bad option for increased traffic along the Long Point residential streets especially in summer time. Traffic impact in the residential streets will be significant despite any Traffic Surveys undertaken to suggest otherwise. Option B is the best option for the area. More funding is needed to achieve the correct outcome (Option C which will be the best decision in the long term. Please do not implement Option A.</p>
11.05.18	<p>Raised concerns over Wyebo Street and its ability to handle the extra traffic. Believes the extra traffic will ruin the peaceful amenity of the area, as well as being a hazard due to the narrowness of Wyebo Street and the lack of footpaths. Supports Option D raised by the community.</p>
11.05.18	<p>Option A (as the preferred option by council and BOAT) is clearly being driven by budgetary issues as the funding grant is inadequate for the other options and must be completed by 18/19 year. The impact of additional traffic along Wyebo, Hill and Wharf st is enormous. The best engineered option is Option B and it must be correctly implemented. There is no reason why a shared path and multi directional traffic with adequate parking at Bar Beach entrance cannot be achieved. Boardwalks will minimise ecological intrusion. Option A is a poor solution driven by cost.</p>

12.05.18	<p>Cliff St. I have received the package from BOAT and have the following questions ;</p> <p># How did BOAT come into existence , how many members are there and how does one join ? Are the names on the letterhead the only members ?</p> <p>#The Fact Sheet included in the package states ‘ at present it is impossible for pedestrians and cyclists to safely use Lake Street’ ; I often walk all or stretches of Lake Street and have never felt unsafe and have often seen cyclists using it . What is the History of accidents involving pedestrians and/or cyclists , and indeed vehicles , on Lake Street ?</p> <p># Under Option A how much wider will the proposed combined roadway/shared pathway be than the existing roadway ? What width of bushland will be removed ?</p> <p># If the proposed lookouts are constructed how much bushland will be removed ?</p>
12.05.18	<p>Wyebo St is used by many pedestrians including family groups, walking from accommodation at Short Point (which includes a very large caravan park and also caters for campers) to Bar Beach. Since there are no footpaths we all walk on the road, which is already busy and not very wide and can be quite dangerous. Safety for pedestrians in Lake Street is no more important than in Wyebo St. Council claims the path is to encourage people to 'leave their cars at home', but they are providing 5 new parking areas along Lake Street to cater for up to 51 vehicles. Surely a contradiction. Option C is also acceptable, but I totally reject Option A</p>
12.05.18	<p>I believe option B is a more safer option for all involved. Not only will this be a great walk for locals but also a great attraction to visitors to our town. As a resident of Lake Point I feel creating a one way street along Lake Street is not only going to bring more local traffic to our lovely quiet part of town but what kind of attraction is it really going to be - pretty much the same as what it is now just walking along the road to Bar Beach and the Wharf - so if all you're going to do is have a path on the closed lane leave it as it currently is and we will continue to walk and take the risk of how it currently is - it surely will not be a great tourist attraction !!! In Lake Point we pride ourselves in having lovely quiet streets - safe streets for kids to play on, ride bikes and feel safe. The amount of traffic at Bar Beach over summer is already at capacity the small area struggles to cope - so making all that traffic flow one way and coming up all our back streets will be a nightmare. I feel the council is just doing the cheapest option to get the job done - please take into consideration that the cheapest option is by far the least attractive one.</p>
12.05.18	<p>I believe the path is needed for the safety of walkers and also would be good for tourism in Merimbula, and would love for it to go ahead. I feel the option B is the best to fact that the other options would put too much traffic onto wharf, hill and Wyebo St. There for endangering pedestrians and the local kids. Wyebo St does not cope with the traffic already as residents park the cars on the street which does not allow for two cars to pass. I believe we should wait till we get the money needed to do it properly and not create other problems in our back streets.</p>
12.05.18	<p>This option will increase the return traffic down Cliff St. Cliff St already needs a continuous footpath from the Ambulance Station down to Spencer Park. The current road only has two segments of a footpath (provided by local residents) however the remainder of the road has no formal path and is rough and dangerous when pedestrians walk out onto the roadway, particularly those with prams and strollers. It is also the main walkway for campers walking from the camping ground down into the Merimbula village which obviously peaks in summer. Please use the remainder funds to sort this out.</p>

13.05.18	I July 2017, the relevant month for traffic volumes, I wheeled my grandson several times from Bar Beach to town along Lake Street. There was very little car traffic and other pedestrians. Based on July 2017 traffic volumes, a shared path from Rotary Park the Wharf would be a waste of money and defer more important Council works existing footpath along Lake Street is fine.
13.05.18	With Council's preferred plan, Long Point residents would only have one road out, Wyeebo Street. This is unacceptably dangerous if there's a bushfire, as Mirador know well. Lake Street MUST REMAIN TWO WAY.
13.05.18	This Council plan is dividing our Long Point community into winners and losers - 16 winners and 70 losers, who all pay rates. Cars drive slowly on Lake Street now because it is two way with pedestrians alongside. If it were one-way cars would drive faster which is less safe for pedestrians. More parking places would mean more cars and that would be less safe too.
13.05.18	Since the Council has improved Lake Street it is relatively safe to walk along and it does not require much improvement to make it fit for disabled users and prams. My preference is to walk along the track which has much more attractive views. I do not want to have to drive the full length of Long Point every time I visit Bar Beach by car and regard a walking track at the expense of a one way road system absurd.
13.05.18	As a regular walker I use the existing track. Would the shared path - to cater for prams, wheelchairs and cycling children be swept regularly? The footpath today is so littered with fallout from overhanging trees that wheels would be blocked.
13.05.18	I walk the existing track from Rotary Park to Bar Beach often and love the extensive views over the lake and bay. I also love not sharing the walk with cyclists. The existing Lake Street footpath while totally adequate following road widening by Council does not afford the same quality of views. There is only one 50metre section of Lake Street opposite number 28 which is narrow @ 1.5metres.
13.05.18	There is an existing walking path off road which provides a really good walk. I think option A this is being primarily promoted for pushbike riders (the minority). Lake Street should remain a two way road, traffic should not be diverted up through residential areas, there would be an INCREASE in traffic through the residential streets . If a new walking path is to be constructed it would be best done on the road shoulder as in option 2, improving safety on Lake St and maintaining safety in Wharf St, Hill St and Wyeebo St i.e option one would CREATE HAZARDS in the other streets.
13.05.18	First of all great idea and lobbying to get a pathway out to bar beach and the wharf. Our area needs more of that if it is to claim itself as a tourist destination. Obviously it looks as though option A is the only option really being considered at the moment with council (Cost, upkeep, Maintenance ect). In the event that option b or c do not work and we go with opt A I have a few suggestions hopefully that can add to it. First of all in the event of a near drowning /shark attack /fire ect at bar beach there needs to be access for ambulance to get to hospital as quick as possible. For this event alone I think that there needs to be two way access from Wyeebo street to the bar beach side of proposed path. Secondly this option would lessen the impact of all residents on lake street east of Wyeebo street and all other bar beach users who have no interest in the wharf every day, whilst maintaining bus stop and parking for bar beach beyond the bar beach turn off. Thirdly I believe that this could fit under the current budget. Maybe ? Hopefully this helps in any way

13.05.18	The only realistic plan is to have 2 way traffic along lake street otherwise this will turn Hill Street, Wyeebo, and Beach streets into a "Rat Run" with traffic speeding through these residential streets. Currently most of the traffic to the Wharf and Bar Beach goes along Lake Street which is well below the houses in Lake street which are only on the upper side of the road converse to the other streets with housing on either side. Parking along Lake street is not usually an issue except when Bar Beach is busy at the height of summer when a small number of cars overflow from Bar Beach. Other examples of shared walkways work well and the example of the one past the airport is an example. Unfortunately a minority of cyclists feel that it is better to ride along the busy and narrow road past the golf club and I fear this may occur along Lake Street without restricting cycles to the shared pathway. A one way system on Lake Street will increase the noise in the remaining areas as traffic revs to get up the steep grade in Wyeebo and Wharf Streets as well as speeding in Hill, Beach and Wyeebo streets. Currently the traffic tends to be quiet in Lake street as drivers cannot easily speed on this street and it is flat. The ideal situation would be a 2 way road with Gully Boardwalk as in option 6, however option 5 is almost as good and would be less costly to implement.
13.05.18	We support the proposal as it will significantly improve the amenity and safety of the whole street
14.05.18	Prefer to have pedestrians away from roadway (as in Opt. C) with more visual amenity for walkers and visitors.
14.05.18	I do not agree with any of the above options and the fact that one can't submit the feedback without selecting either Option A, B or C, is a LOADED QUESTIONNAIRE!! I believe that the Merimbula boardwalk and the Merimbula / Pambula beach bike/walking path would be a much better area to have money spent on. Both are an embarrassment to the area and as usual a small minority is getting the most attention!
14.05.18	Having any one way road is dangerous for emergency vehicles and/or evacuations
14.05.18	Option A would need to see improvement to all surrounding street due to increased traffic in residential area. Can a board walk type structure follow the shore line from Spencer park to bar beach and establish better parking facilities as Spencer park?
14.05.18	But why does BVSC ignore residents & tourists ie Short Pt Road & lack of foot path
14.05.18	I believe that providing access for all is important but not at the expense of providing one access out of long point for the residents that live there and for emergency services. It is unacceptable. Preservation of the natural environment in this precious region needs to be first priority. People live and visit Merimbula because of its clear beautiful surrounds, not to see many trees lost along the lake widening a road and to sit in traffic on a one way street. This is not a well thought out plan. NO, to all this
14.05.18	This option seems the most logical. It will be a pain to get to and from my house if I can only travel in one direction hence having to take a detour every time I want to go to the house.

14.05.18	<p>a pathway is a good idea, BUT NOT OPTION A. IF it takes longer to get the best solution, let's wait. Option A is a disaster for Wyeebo, Hill and Wharf Streets. Does cour have figures for pedestrian traffic in these streets? I would suggest it is much greater than in Lake Street, due to the huge holiday population at the caravan park and Merimbula Cabins, as well as holiday rental houses, and all these people walk along the roads to access Bar Beach and the Wharf. There are no footpaths. The traffic increase would cause problems too. These streets are too narrow for many more vehicles in addition to pedestrians. Also most residents of Wyeebo St have to reverse their driveways - hard enough now, with other roads feeding on to Wyeebo, and existing traffic and pedestrians. Your Lake St traffic survey was done in JULY 2017. Wi traffic numbers are no indication of summer traffic, so using them is meaningless.</p>
14.05.18	<p>As recently arrived Wyeebo Street residents we have many concerns about the impacts of a lane closure on Lake St and the effect it would have on the rest of the acc roads on Long Point. We regularly walk along Lake Street, with children and grandchildren, from the Wyeebo intersection to access Bar Beach and Merimbula Wharf a have walked the remainder of Lake St back to Rotary Park.</p> <p>The options available after the feasibility study? There appear to be no available options since Options B and C cannot be completed with the money available. So we to look at Option A and its impact on all of Long Point residents and the traffic management of Long Point for which there appears to be little data.</p> <p>Our main concerns are</p> <ol style="list-style-type: none"> 1. In the event of Bush Fire along Lake St or along Cliff Street accessibility and safe exit strategies will be compromised with only one exit road (Wyeebo) for everyone Long Point. 2. Closing off one lane of Lake Street results in every resident and visitor or tourist exiting Long Point via Wharf, Hill and Wyeebo Streets. 3. The traffic is already heavy on Wyeebo St and there appears to be no measurement of existing traffic flow and only a vague (no data) estimate (minimal?) of the in that will occur on Long Point roads. 4. The money allocated was based on "the path will be 2.4m wide and 2-3 m off the edge of 2 way Lake Street, with sections of bridge and should be through the cano Ref: Merimbula News 20/6/2017. A dedicated shared (two way) cycle/pedestrian path on the lake side of Lake Street will require a barrier to prevent pedestrians and cyclists deviating into the motor traffic lane and vice versa. Is this the sort of infrastructure anyone wants in this beautiful area? On a shared pathway do pedestrians, children on cycles, children in prams, have precedence over the peleton (cyclists)? Will there be enough room for the cyclists to to the start of the shared pathway or will they be directed to Wharf, Hill and Wyeebo Streets adding to the congestion. 5. It is possible that Cliff Street could be reopened to through traffic to ameliorate and disperse the extra traffic destined for Wyeebo St. Why is it closed to through tr 6. Should this project go ahead Wyeebo, Hill and Wharf Streets will require a 40 kmh speed limit with traffic "calmers" since no-one appears to respect the existing 50 speed limit. 7. The absence of a footpath in Wyeebo St causes pedestrians from the caravan park, cabins, school children and families pushing prams to walk on the road: where they safely walk when the traffic increases?

14.05.18	<p>8. If cars are parked on either side of Wyeebo St., as often happens with visitors and the need for extra parking during holiday periods, it is reduced to a one lane road. We are very very concerned about the proposed change of usage of a perfectly adequate "fit for purpose" two lane road (Lake St) which will adversely affect the access and amenity of the area we have chosen to live in.</p> <p>When we chose to buy a house in Wyeebo Street we were aware of the high volume of traffic coming into the roundabout servicing Short Point Road, Cliff Streets, Wyeebo St and indirectly Lakeview Avenue and Collins Street. The sacrifice of half of Lake Street will only make this worse.</p> <p>We can only support option B</p>
14.05.18	<p>Whilst safe pedestrian access is very highly desirable, the existing access to home owners must not be diminished.</p>
14.05.18	<p>A Option would have a big impact on residents of Wyeebo Street (I have a family member living there). The time frame for comments is very short considering the impact it will have on people's lives! Would be horrendous if a fire occurred ONE way out. I am a resident of 48 years. So Definitely NO to Option "A"</p>

14.05.18	<p>Further to my recent email re. the proposed Lake Street Shared Path I have now digested the Feasibility Report in detail. There are several disturbing assumptions and costing issues that I believe you and your team should be aware of. Indeed, they undermine confidence in the conclusions reached by the consultant.</p> <ol style="list-style-type: none"> 1. The \$8.7 million cost at App A, p2 is for Option A plus Option B plus Option C = a MEANINGLESS NUMBER, possibly included to foster confusion. 2. Option A is costed at \$891,000 in App B versus \$1.575 million excluding feasibility and concept, community consultation, review of environmental factors, documentation and project management at Section 4.1. Which is correct? 3. The report is silent on bushfire risk with no costs included for mitigation including provision of adequate escape routes. 4. In the Consideration of Options at 3.2.1 it states : “Many residences have steep angles driveways which allow for access when traveling southbound.” This incorrect most feed northwards. Appendix C p8 notes that splay may need to be modified for these exiting vehicles or they may need to overhang the shared path. No costs are included. 5. Option A requires re-routing of all northbound traffic along Wyeebo Street for which no relevant traffic statistics are provided, neither now nor at peak times should Option A be implemented. Traffic volumes for July 2017 are meaningless with some retired residents traveling and very little mid-winter tourist traffic. So any conclusions reached are spurious. No costs are included for traffic mediation to ensure vehicular, cycle and pedestrian traffic safety on Wyeebo at hugely increased levels. 6. Some 70 driveways line Wyeebo Street with almost all drivers backing out, due to no on-property turning circles (unlike exist on Lake Street). No costs are included for safety infrastructure. 7. At App B, p31, analysis of Option A is silent on the increased travel times and distances to town for Lake Street residents – southbound to Wyeebo then Cliff Street. 8. At App C, p8, no consideration is given to the safety issues associated with Option A mandating parking on the right hand side of the road, especially re. road cycling. <p>Importantly, only ‘Rolls Royce’ options have been developed – in contrast to the entirely adequate new unsealed path to Short Point. Why? And 1200mm guardrails been costed in along the low elevated sections in Option B. No such guardrails exist on the popular Top Lake boardwalk.</p> <p>A fit-for-purpose unsealed path beside a two-way Lake Street from Rotary Park to Bar Beach, with adequate but reasonably priced footbridges should be possible with \$2 million budget.</p>
14.05.18	<p>We are residents of Lake Street and are very supportive of the proposed changes to be made. Our preference would be for option A.</p> <p>Whilst we do not think there will be any need for any changes to our driveway, we do believe there will be an increase in traffic flow. We have always experienced some difficulty in turning our car, left into Lake Street with traffic coming on us from a short distance around the corner (on your map highlighted by the letter d) which together with the current tree line on the cliff face makes the sighting of cars travelling in a southern direction very difficult. If in the current proposal something could be done to alleviate this problem for example; reducing the width of the cliff face in this area or clearing the offending tree line to improve the problems we have raised, would help to improve safety, and would be much appreciated.</p> <p>Best wishes for the success of the proposal</p>

15.05.18	Traffic to and from bar beach is significant so two way access to bar beach is key. Access further along has options to get to Wharf via other roadway. I think if there w significant earth works and re alignment of sewer and power lines, serious consideration should be given to removing overhead power lines and putting them under g BVSC should ask residents if they would be willing supplement the project and contribute to the removal of power lines as was done by some residents. Don't miss the opportunity to improve the outlook as well a creating the great amenity proposed.
15.05.18	As a resident of Cliff St near the Lake St/Cliff St intersection, I am concerned that here seems to be no consideration of the increased traffic using Cliff St as the exit fro Long Point which would result from option A. This street is already heavily used by pedestrians, cyclists, and parents with prams and pushers, and the increased traffic the hill would create a further hazard. Improvements to the footpath from the Ambulance Station to Lake St intersection would be necessary. It is ironic that in provid safety for pedestrians etc on Lake St with option A, their safety on Cliff St would be compromised. I consider that Option A is a makeshift solution that will impact advc on the amenity of residents of and visitors to Long Point, and I do not support it in any way. I believe that a Shared Path done properly would provide a terrific asset to town, like the one in Byron Bay. Otherwise I believe that the grant should be returned.
15.05.18	Lives in Merimbula, daughter lives in Wyebo Street. Three main concerns: Fire and Emergency accessibilit, Quietness and amenity of Wyebo Street (inlcuding parkin length of community consultation. Has requested this be extended to ensure that the community has appropriate time length to respond to such a high impact projec
16.05.18	A shared path would be good but not at the risk of causing havoc in Wyebo St. It is way too narrow and busy as it is. Only last week a bus was stuck because it couldn between two parked cars. It can be risky reversing out into Wyebo St as it stands and the thought of the considerable increase in traffic with option A is not worth th about. Wyebo St doesn't have a footpath on either side and mothers have to push their prams on the road. More traffic would be a safety issue for sure. I regularly u bush walk track from the Rotary Park to Bar Beach and enjoy it, perhaps upgrading it would be more appropriate. By doing that, users would see more picturesque vis and cultural sites and be immersed in the lake setting rather than listening to cars driving past and with your back to the traffic all the time hoping that one doesn't m the concrete separation barrier and run you down. Yes I know option A is the cheapest for BOAT to reach its goal but please don't do this. Either upgrade the existing t or build a platform track. Remember it doesn't all have to built in one go, it can be done in stages.
16.05.18	This is an opportunity to develop an exciting attraction which will enhance the tourist experience and not an opportunity to grab the pathway funds to fix a substanda local road. Where are the road upgrade funds needed to supplement the pathway funds? NB: Found the questionnaire restrictive and thus not necessarily capturing s information. Since when is the middle ground 'undecided'?

16.05.18	<p>One of the main reasons for a shared path in Lake St is to make it safer for pedestrians. I spoke with Bonnie Johnson today and she told me the traffic studies for Wye showed 265 northbound vehicles and 348 southbound vehicles. These numbers are very similar to Lake St. (297 northbound and 374 southbound, Appendix C page 1</p> <p>Have any pedestrian studies been done? I suggest the pedestrian traffic is much greater in Wyebo Street because of the very large numbers of people staying at the caravan park and Merimbula Cabins, who all use Wyebo, Hill and Wharf Streets to walk to Bar Beach and The Wharf. Since there are no footpaths all this pedestrian is on the road. The large increase in vehicle traffic will make it much more dangerous for pedestrians. This increase will be much greater than 374 cars quoted in the feasibility study from measurements on 17 July 2017.</p> <p>I was also told the traffic survey was done in July to measure the average road usage, not the peak holiday usage. However the peak usage is over quite long and severe periods of the year. The roads must be able to cope comfortably with peak traffic, as this is where problems will arise. After all, council built a new intersection at Ma and Monaro Streets for holiday traffic, when this intersection was quite adequate for the rest of the year. As a resident I think Wyebo, Hill and Wharf Streets will have trouble coping with traffic increase because they are not wide enough, have many driveways and many intersections as well as high pedestrian traffic.</p> <p>On what basis can the council claim "It is not expected there will be an increase in overall traffic flows to Long Point after the project" when 45-51 new parking places will be built in Option A, and re the redistribution of traffic to Wyebo, Hill and Wharf Streets "the roads have been designed to cope with any additional traffic"?</p> <p>I think a pathway in Lake St is a good idea, but not at the expense of the rest of Long Point, and I can not support Option A. Options B or C are preferable.</p>
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16.05.18	<p>Residents of Wyeebo street and have done since 2002 and we spend most of the summer months down there.</p> <p>We believe we are in a good position with the local knowledge of the Wyeebo street traffic situation during the busy summer periods to comment accordingly.</p> <p>In regards to the 3 Proposals on the Project to restructure the access to either Bar Beach and the Wharf area we list our concerns as follows,</p> <p>WE OBJECT TOTALLY ON A SAFETY ASSPECT</p> <p>1] To any proposal that increases any additional or new traffic flow via Wyeebo street. THIS IS NOT AN OPTION.</p> <p>2] During the summer period when most of the properties along both sides of the street are occupied there are always cars parked on both sides of the road.</p> <p>3] Due to width of the road the road becomes ONE WAY and when oncoming traffic meet one vehicle has to pull over and stop to allow the other to proceed.</p> <p>4] With pedestrians walking to or from the caravan park to Bar Beach mostly with little children or prams they have to stop and get behind a parked car to allow the approaching road traffic to pass as there are no footpaths.</p> <p>5] With most of the Wyeebo properties occupied over the summer period all vehicle exits requires their vehicles to reverse out onto a already narrow one way street especially for those who live on the western bottom side of Wyeebo Street who have to reverse up hill and with limited visibility.</p> <p>6] The intersection of Hill Street and Wyeebo street is currently a dangerous intersection and I have seen numerous close accidents so any increase in traffic on either these street will increase the likely hood of a crash.</p> <p>7] The comments as per item 6] is based on the angle at which Hill street enters Wyeebo street and the fact that at the same point of the intersection Wyeebo street is downhill steeply and vehicles travelling from Hills street and entering Wyeebo street due to angle and the approaching vehicle coming up hill from and out of sight pc suddenly appear and a TEE BONE situation could occur. [I have witnessed so many close calls with horns blaring and squeal of rubber on numerous occasions]</p> <p>8] Any increase in traffic flow on either of these street would require the reconstruction of this intersection so that the Hill Street onto Wyeebo street becomes an Right angle 90 degree intersection.</p>
16.05.18	<p>Request traffic numbers for Wyeebo street as they are now. Has raised concerns over the intersections of the area with the increased traffic, would also like to know whether or not any trees/flora will need to be removed for the optional lookouts. Will the look outs have any views? Wharf Street was noted as being narrow.</p>

16.05.18	<p>I find it staggering that there has not been any prior consultation with the local residents about this proposed project being put forward by a group of Rotary member: information supplied in the Q&A fact Sheet is both inaccurate and untrue, eg; it will take the residents that reside at the northern end of Lake street a lot longer than : minutes to travel into the town center. If Option 'A' were to proceed it would create a major traffic 'Black Spot' at the junction of Hill and Wyeebo streets. This particular intersection is a "Y " intersection not a proper "T" intersection, and most of the current traffic "cuts the corner" when they negotiate through it. With option 'A' the volume of traffic will increase to a level where a major traffic accident is likely to occur. Option "B" is the only option that would accommodate for the current and future traffic volumes, while still allowing for the passage of pedestrians, push bike riders and disabled persons. This project if it were to proceed MUST be fully funded by grant money with absolutely no money input from council or ratepayers. Merimbula is a small community, and the mere suggestion that council would install Parking Meters is obvious this project cannot become a "Cash Grab" by the Bega Valley Shire Council, parking meters would be detrimental to the summer influx of tourists to the area and they simply go to elsewhere</p>
17.05.18	<p>I think the traffic would flow more easily two-way along Lake St from Rotary Park to Bar Beach. (Option C). Would it be possible for the path (pedestrian crossing) to cross Lake St at the Fishermans lookout, excavate land for a path on LHS of Lake St as far as the rear of the wharf, high onto Crown land behind the wharf and continuing right around the perimeter of Long Point. This would be a far more attractive route than the existing track along the old fire trail of Long Point.</p>
17.05.18	<p>Option B is best for traffic conditions all year. A walkway from Lake St through King St reserve is necessary for local pedestrians. An equally important footpath is from Spencer Park to Short Point caravan parks. Parts of Cliff Street are very dangerous for pedestrians, and stroller and wheelchair access is necessary.</p>

In response to the request for feedback on the Lake Street Shared Path Project, we would like to voice our concerns in regard to the proposed option A. As residents of Long Point who frequently use Bar Beach, Short Point and surrounding areas, we strongly oppose Option A for the reasons and concerns outlined below.

We have concerns as to whether all residents of Long Point received the information of the proposed options or was this just provided to property owners? As current tenants of Cliff Street and recent purchases on Wyebo Street, we did not receive the information provided to property owners. We were only provided and advised with the Lake St Shared Path Fact Sheet, Q&A sheets and letter from BOAT thanks to our current landlords.

The path has been proposed to allow a safer off-road route for all users along Lake Street. A key point of this project is to increase the safety of cyclist and pedestrians walking and use the road currently. However, has any assessment been done to calculate the number of people this includes? Without understanding how many resident visitors will use the path, it will be difficult to justify whether the consequences of the proposed traffic changes will be of any value. As residents of Long Point, we note that main users of Lake Street are vehicles. Two million dollars is a large amount of money just to spend on a proposed "good idea" considering the impact it will have on traffic and residents. Information from the 8th of June 2016 Council Meeting minutes states B.O.A.T had undertaken initial consultation with the community and received positive feedback. Would this feedback have been positive had a one-way road option been presented during the initial community consultation?

The Fact Sheet and Q & A Sheets supplied by BVSC to property owners includes misinformation and does not allow residents to make an informed decision. Appendix A of the Feasibility Study, completed by O'Brien Traffic, clearly outlines that Option A will increase "existing volumes of vehicles diverted to Cliff, Wyebo and Hill Streets by vehicles per day" based on July 2017 volumes. The BVSC Fact Sheet and Q & A Sheets outline a number of times that "it is not expected that there will be an increase in overall traffic" and surrounding streets have "capacity to deal with the expected redirection of traffic". Considering this option will redirect over 50% of existing Lake Street traffic through the surrounding Long Point Streets (predominantly Wyebo, Hill and Wharf Streets), what information is BVSC basing the Fact Sheet & Q & A statements on? It is essential that the information of all impacts be supplied to residents and the community before a decision is made.

Furthermore, the traffic estimates were made in July 2017, the absolute quietest months of the year in our area and Long Point. A whole summer period has passed with a study not completed at this time?

17.05.2018

Also, it must be noted that the feasibility study did not identify the existing traffic flow to and from Wyeebo, Hill, Cliff or Wharf Streets, which will be affected by redirected traffic. Consequentially, if the proposed shared path will increase parking along Lake St, increase residents and visitors using the path and eliminate one lane of traffic, will create additional traffic for residents in surrounding streets. How can a full assessment of traffic impacts to residents be made without understanding this data? , residents of Wyeebo St, we demand a proper study be completed and residents are appropriately advised of the exact calculated traffic impact. We have paid premium prices to live in Long Point and the extra influx of vehicle traffic would increase noise, disturb our peace and raise significant safety concerns.

As every day drivers along Wyeebo St, if any vehicle is currently parked on the roadside it requires traffic to pull over and give way to any oncoming traffic, as the road is wide enough for two vehicles to safely pass. This is an everyday occurrence, as local residents and visitors use the road to park their vehicles. If further traffic is going to be redirected along Wyeebo St, then this is a serious safety concern and must be addressed before a decision is made. The Q & A Sheet supplied advises residents that the existing roads have been designed to cope with any additional traffic. Considering the existing traffic load has not been established, and the proposed traffic increase is from July 2017, how can this assessment be made?

The proposed one-way traffic solution is also presents fire danger and eliminates an established evacuation route. Considering the 2006 fire on Long Point and the recent fires in Tathra, fire threat is a legitimate risk along Long Point with native vegetation surrounding the entire headland. Quick access in and out of Long Point must be available to all residents and emergency services regardless of street position, and a one-way road along Lake St would impact this.

The Feasibility Study and BVSC's Fact Sheet states there have been no consultation made with the bus companies yet. Has initial consultation at to whether this is a plausible route for the school children and the bus lines operations or is this assumed? Similarly, it is stated the RMS needs to approve the shared zone between Wharf and Merimbula Wharf. Have they been consulted to see if this is a viable option? Surely both of these need to be established to some degree as achievable outcomes to recommending as a design option?

The aim of the project is to increase access to recreational assets. Residents and visitors will drive and park their vehicles to access the shared path and along the shared path route. However, has extra parking been factored in at Rotary Park, Spencer Park and the Merimbula Wharf to allow for this increased usage? If residents and visitors can drive to the path, they can also drive to these recreational assets, not requiring a path to achieve access.

17.05.2018

17.05.2018	<p>We have identified the following concerns based on the feasibility study posted on the BVSC's website;</p> <ol style="list-style-type: none"> 1. Spending a substantial amount of money to put a concrete path (Option A), in when there is perfectly good road base already exists seems wasteful. The existing road could be converted into a path with an appropriate barrier at a lower cost. These cost savings would allow for additional features proposed, improved access to the shared path (such as Merimbula to Rotary Park, Merimbula to Short Point, Short Point to Bar Beach) and surrounding infrastructure. 2. As residents who cycle, run and walk regularly around Long Point, We strongly believe cyclists and pedestrians would prefer to use an asphalt road type surface as opposed to the proposed raised concrete path, similar to the shared pathways at the airport and to Pambula Beach. Concrete is more unforgiving for walkers and runners and can contribute to greater development of injuries. If these groups are main users of this path, a better surface should be implemented to accommodate their use. 3. With the above, the proposed boardwalks for gullies and off street parking could still be achieved and to a greater extent. 4. It is also outlined the ongoing maintenance cost would be lower with Option A however, has this taken into consideration additional road maintenance of Wyeebo, Wharf and Hill Streets? <p>If BVSC thinks it is necessary to use the grant money provided, why not spend it on creating a path to connect Short Point to the Merimbula Town Centre, as this would have no impact on local residents or traffic. This would positively influence the caravan park tourists and residents' ability to safely walk to town or the Short Point beach, as all local residents who currently walk or cycle this route. With the money spent at Short Point to restore native vegetation and construct a walking track, the proposed Point Coastal Master Plan and Short Point viewing platform renewal currently on public exhibition, surely a path to connect these recreational assets is of more importance and has an established need linking to Council's existing plans.</p> <p>As recent purchasers on Wyeebo St, we do not want to suffer the consequences of poor planning and misinformation. We support the idea of a shared path, but not as a consequence of making Lake Street a one-way road.</p>
18.05.18	<p>There is only one choice - A - which is fully funded B and C aren't funded so they can't be taken into consideration I DO NOT agree with A. I DO NOT want any changes to Lake St Why does council pretend that there is some sort of choice when clearly there isn't</p>
18.05.18	<p>I am a cyclist and use this street 3 times a week, the traffic use of the street can be quite heavy and there are times when cyclists, pedestrians and drivers are on top of each other. I consider improving the use of such a beautiful part of Merimbula for everyone a very good idea and if more people use the area then the safety aspects have to be high on the agenda. I am not sure how this will sit with residents of the area with traffic being redirected but I do think improved access for all users is a good idea.</p>
18.05.18	<p>this seems a feasible option. One way street would be rather hard on those directly in the area. I walk the Lions track when in the area...never on the road. The track is beautiful.</p>

18.05.18	<p>Resident of Wyeebo Street. Not happy with survey as it makes you choose an option. Not in favour of any of the presented options and would like to see some of the community backed options online. Concerned about the width of Wyeebo Street and the parking on the road. However, would like to see the extra parking at Bar Beach. Wanted to know the options if we did not use the money in time and where to from here.</p>
19.05.2018	<p>The following comments are meant to be constructive rather than criticism - my family and I lived on WHARF ST for 14 yrs and have resided in Merimbula for 48 yrs and presently I have family members living in WYEBO ST - this street has parking on both sides of the road which already demands extreme caution when travelling along it - any increased traffic flow would demand limited parking conditions to be imposed - Bar Beach and the Wharf are great local attractions - I don't want to leave my car at home as this project strongly suggests because I need to take my family along with their various boards, esky, food hampers, clothes etc to BAR BEACH also when I go to the Wharf Aquarium. LAKE STREET needs a 40 km limit on it NOW along with appropriate cycle warning signs (cycle movement on LAKE STREET ????-have not been seen of any note). There are certain areas in all communities that are not suitable for this kind of development -- LAKE STREET is one of them and must remain a two way street also the ROTARY PARK area between SPENCER PARK and LAKE STREET would have to be modified to match the LAKE STREET project, this would be an additional cost. I feel that this proposed project is being pushed by a couple of minority groups beyond fairness to the local community.</p> <p>Has the council considered an update on the DJIRRINGANI PEOPLE'S WALKING TRACK in conjunction with the Elders - with a viewing platform in Gully 1 & Gully 2 and various elevated pathways this could be a real adventure experience for pedestrians; it would also be a shorter route to BAR BEACH at the same time have little environmental impact on the surrounding area if designed properly. Handicapped people are generally well supported by their families and carers in places where access may be more difficult so a SHARED PATH is not a necessity to justify this expenditure on a poorly conceived project. Thank you for allowing us the opportunity to comment on this proposal and I hope that the council can reach a satisfactory decision regarding this project even if it means considering a different direction. Improved parking along LAKE STREET and restoration of the Fisherman's Lookout also my comments about the PEOPLE'S WALKING TRACK could be a good start. \</p>
21.05.2018	<p>I'm writing to strongly object to making lake st. Merimbula a one way street. I think spending the money on a footpath is a stupid idea. No one enjoys walking on a road near a road. Better to spend the money upgrading rotary track which is a beautiful track that has beautiful views & away from the road. Making lake st one way will just congest the whole long point area.</p>