

**Figure 3. Master Plan pedestrian network recommended (2003) vs. existing.**



- 'Existing Informal Tracks' (2003 Master Plan)
- 'Proposed Informal Path' (2003 Master Plan)
- 'Future Optional Linking Path' (2003 Master Plan)
- Implemented Sealed Path since 2003 Master Plan
- Implemented Unsealed Path since 2003 Master Plan

## 6.6 Circulation

The 2003 Master Plan report indicated the Alexandra Avenue entrance was not sealed or secured and informal vehicle access occurred throughout the reserve. In addition, there were no formalised walking paths within the reserve, although clear trails were evident by ground compaction. The following outlines assessments of the status of the 2003 Master Plan and defines recommendations for new works.

### 6.6.1 Car Park and Access Road

#### 2003 Master Plan recommendation:

Seal the Alexander Avenue access road and carpark, incorporating necessary kerb and channel detail.

Works undertaken and also utilise passive Water Sensitive Urban Design (WSUD) principles with the use of planted swales and overflow kerbs.

#### Assessment:

Implemented.

#### Recommendation:

All car parking areas require clear speed signage and enforcement. Additional speed management measures should be implemented at entry road to car park from Sunset Strip.

Include additional indented parking (between 6-8 spaces) on Sunset Strip as noted on plan.

accordance with Mary Jeavons plan, which starts in the south-east corner running diagonally toward the tennis courts and north towards and around the oval. However, one portion of the path near the oval does not consider disability access (with an approximate slope of 1:10).

In addition, the 2003 Master Plan suggests an alternative path system to the east and west, which has not been implemented. Existing/ implemented and recommended path systems are depicted on the adjacent plan (Figure 3).

The Council developed a pathway strategy in 2006, the priorities of which are currently being reviewed. The Jan Juc Linear Reserve Master Plan, currently being completed, will also address connectivity on a broader scale.

#### Recommendation:

Revise pathways and connectivity strategy to consider both pedestrian and bicycle networks.

Implement connecting path from western entry car park to playground precinct and between bottom car park and existing path network.

Ensure emergency vehicle access to sports oval from bottom car park.

### 6.6.2 Walking Trail Network

#### 2003 Master Plan recommendation:

Establish a walking trail network within the reserve, connecting to existing on-road and off-road paths outside of the park and the playground hub.

The trail network will be required to give due consideration to:

- disability access
- interpretive and directional signage
- trail surfaces, and
- capacity to cater for cycling needs and fit with existing off-road cycling routes.

#### Assessment:

Partially Implemented. A concrete path has been built in



Bollards - located in and near car park off Alexandra Avenue