



# **Round the Bay Walks Implementation Plan**



**Adopted 14 December 2012 (Min 12.1351)**

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## 1. Introduction

### 1.1 Aim

The aim of this version of the “*Round the Bay Walks Implementation Plan*” (*the Implementation Plan*) is to prioritise improvements to key undeveloped walking routes on Council managed foreshore land to form a first stage of an exciting greater walking route around Jervis Bay from Callala Bay to Hyams Beach. As discussed below in the *Objectives*, this aim fulfils the short-term objective of the *Implementation Plan* and subsequent versions of the *Implementation Plan* are proposed.

This version of the *Implementation Plan* also provides building blocks towards the medium and long term objectives of an iconic Lighthouse to Lighthouse walking route from Point Perpendicular to Booderee National Park.

### 1.2 Objectives

The objectives of this version and subsequent versions of the *Implementation Plan* are as follows:

Short-term objective – to connect walking routes on Council managed foreshore land around Jervis Bay from Callala Bay to Hyams Beach. These walks provide for a variety of abilities. It is important to note that the section of existing walking trail between Greenfields Beach and Hyams Beach is managed by NSW National Parks & Wildlife Service.

Medium term objective – to create and extend the walking route to connect to Currarong which will involve track / path development on land that has multiple managers / owners. This is subject to future amendment / review of this version of the *Implementation Plan*.

Long-term objective – to continue exploring opportunities to connect the walking route to Point Perpendicular in the north as well as Booderee National Park in the south. This is subject to future amendment / review of this version of the *Implementation Plan*.

### 1.3 Implementation Plan context

In the context of this *Implementation Plan*, undeveloped walking routes are generally unformed and may or may not show wear lines from prolonged usage. These undeveloped walking routes have the capacity to facilitate increased walking opportunities with either, or a combination of, the following improvements:

- Surface improvements (i.e. crushed rock, concrete, bitumen, etc).
- Physical access improvements (i.e. steps, paths, bridges, boardwalks, etc).
- Signage / way finding improvements which may or may not require surface or physical access improvements (i.e. where sections of beach form the walk).

These surface or physical access improvements will not necessarily be completed in one consistent grade/ standard and therefore the “*Round the Bay Walks*” will provide a variety of grades of walks for various abilities. In addition to walking route improvements, the *Implementation Plan* also seeks to increase walking route usage and experiences by identifying key destinations which could include villages, viewing areas, picnic areas, etc. Such distinct differences for various sections of the walking route also supports development of themes for various walks and/or section of walks which could be developed further in promotional information.

In the context of this *Implementation Plan*, beach access upgrades will be determined by Council’s Coast and Estuaries staff upon completion of each walking route.



**Figure 1 – An example of a bollard theme for the shared path between Huskisson and Vincentia**

## 1.4 Additional investigations

In developing this *Implementation Plan* it is recognised that further detailed investigations are needed (i.e. detailed surveys, Review of Environmental Factors, review of Aboriginal significance, etc). The *Implementation Plan* also acknowledges the importance of Council continuing partnerships and dialogue with the different land management agencies which “*Round the Bay Walks*” traverses and the importance of encouraging partnership opportunities with community groups to develop these walks.

The *Implementation Plan* also recognises the difficulty of walkers crossing Currumbene Creek. Further investigations to maintain a permanent crossing function may be needed. To overcome this physical barrier, Council also recognises the opportunity to work with commercial operators (i.e. tourism boat operators) to fulfil this crossing need.

## 2. Background

### 2.1 “Round the Bay Walks Feasibility Study”

The concept of developing and linking a number of walking routes around Jervis Bay to form the “Round the Bay Walks” was identified in a feasibility study jointly funded by Council and NSW National Parks & Wildlife Service and completed in January 2004. The NSW National Parks & Wildlife Service recently updated the feasibility study finding at the request of Council staff in 2011.

The “Round the Bay Walks Feasibility Study” can be viewed at <http://doc.shoalhaven.nsw.gov.au/Displaydoc.aspx?Record=d12/87564>.

Originally the vision and purpose of the “Round the Bay Walks Feasibility Study” was to develop a dedicated linear walking route from ‘lighthouse to lighthouse’ (Point Perpendicular Lighthouse to/from the Cape St George Lighthouse remains) whilst primarily following the foreshore / beaches and passing through a wide range of natural and built environments. However, this route was not possible due to unresolvable access issues at the time related to land managed by the Department of Defence and Booderee National Park. Therefore, the Feasibility Study readjusted its focus in the meantime on linking walks from Currarong to Hyams Beach. The revised walking route is shown in Appendix 1.

In addition to providing walking opportunities for Shoalhaven residents, an objective behind developing a walking route around Jervis Bay is to encourage tourism use and overnight stays in the villages around Jervis Bay. The walking route would also have many access points and traverse a range of different landscapes, land tenures and existing commercial areas.

The concept of developing the “Round the Bay Walks’ also has the potential to be a significant ecotourism attraction which is built and managed on the principles of ecological sustainability and integrated management. This potential could also be marketed both nationally and internationally with associated activities and services (i.e. guided walks, water based activities, etc).

### 2.2 Key land management agencies

Whilst this *Implementation Plan* concentrates on development of key undeveloped walking routes on Council managed foreshore land which form the greater walking route around Jervis Bay, it also recognises the importance of Council continuing partnerships, support and dialogue with the following land management agencies whose land the “Round the Bay Walks” concept traverses:

- NSW Crown Lands
- NSW National Parks & Wildlife Service (NPWS)
- Jerrinja Local Aboriginal Land Council

## **2.3 Aboriginal significance**

The “*Round the Bay Walks Feasibility Study*” acknowledges that the Jervis Bay area is a significant place to Aboriginal people. Therefore, where improvements to undeveloped walking routes on Council managed land are proposed, the relevant Local Aboriginal Land Council will be consulted and any relevant investigations undertaken.

In the future options exist for the walking route to transverse or pass nearby Jerrinja Local Aboriginal Land Council land which has been claimed since the original feasibility study was completed (i.e. land around Red Point). Discussions will occur with relevant Local Aboriginal Land Councils and groups to consider opportunities and any concerns associated with the future sections of the walking route.

## **2.4 Ecologically sustainable development**

In recognition of Jervis Bay as both a unique and drawcard location, development of the remaining undeveloped walking routes on foreshore land, where possible will consider encouraging Ecologically Sustainable Development. Such development should be sympathetic to its surrounding environment, avoid walking route duplication and make use of existing natural surfaces / materials (i.e. beach areas, level rock surfaces). However, in some instances duplication of walking tracks occurs to avoid hazardous walking surfaces (i.e. slippery or steep surfaces) or due to close proximity of adjacent off-road commuter routes (i.e. Collingwood Beach share path).

## **2.5 Opportunities to partner community groups**

Council recognises the opportunities of partnering community groups to both value add and provide in-kind labour and resources to develop and maintain its walking route network. Further to this, such opportunities encourage community development, participation and most importantly community ownership. Such arrangements should be formalised under Council’s existing Parkcare and Bushcare volunteer program.

## **2.6 Walking route accessibility and grades**

The “*Round the Bay Walks*” route traverses a range of different landscapes (i.e. both natural and urban) and therefore is maintained at various grades to suit a diverse range of walking needs and abilities. Due to this changing and unique landscape it is not possible to ensure that all the walks are accessible to all people. However, in general, more accessible walking routes / Grade 1 are aimed to be provided within / adjacent to urban areas and Grade 2 for the remaining main route between Callala Bay and Hyams Beach.

In accordance with Council’s draft Walking Track Plan and Australian Walking Track Grading System, the walks are graded on a difficulty scale from grades one to five – as detailed below.

Grade 1 - suitable for the disabled with assistance

- Grade 2 - suitable for families with young children
- Grade 3 - recommended for people with some bushwalking experience
- Grade 4 - recommended for experienced bushwalkers
- Grade 5 - recommended for very experienced bushwalkers

## 2.7 Currumbene Creek Crossing

Upon linking all the Council managed foreshore walking routes around Jervis Bay the presence of Currumbene Creek presents a significant physical barrier. Accordingly, the “*Round the Bay Walks Feasibility Study*”, has identified that a low impact small boat ferrying service (as shown below) across Currumbene Creek is the most appropriate treatment to commence addressing this physical barrier in the short term.

A private ferry service from Huskisson Public Wharf to Myola commenced in early 2012 in response to this crossing need.



**Figure 2 – An example of a low impact small boat ferrying service**

## 2.8 Destination attractions

Destination attractions form a significant feature of a walking route which often gives the walking route a purpose and contributes to its level of usage.

Destination attractions may vary from viewing areas, natural features (i.e. geology, flora, fauna, etc), built environments (shops, schools, etc), car parking, etc. When developing or promoting walking routes, destination attractions should be considered to give purpose for future users. Ideally different and/or unique attractions should be highlighted to encourage user interest and avoid duplication / repetition.



**Figure 3 – An example of a destination attraction (White Sands Park, Huskisson)**

## **2.9 Climate change and sea level rise considerations**

The most recent climate change projections indicate increased temperature and evaporation rates for coastal NSW, along with changes to seasonal rainfall/runoff and subsequent impacts on bushfire regimes, biodiversity, soils, erosion and flooding.

The primary impacts in coastal areas are likely to result from sea level rise which, coupled with storms, may lead to increased coastal erosion, tidal inundation and flooding. The NSW sea level rise planning benchmarks are an increase of 40cm by 2050 and 90cm by 2100 above 1990 mean sea levels.

Alignments of some walking routes which form part of this *Implementation Plan* are within current or predicted tidal range and erosion risk zones. As sea level rises, with consequent increased coastal erosion, some walking routes will be damaged or destroyed by erosion, or would become unusable because they are under water for some or all of the time. Therefore adaptive planning and management will be necessary for future construction and maintenance of walking routes.

Proposed expenditure should ensure that walking routes maintain their functions and achieve their intended performance for an appropriate design life. This could involve ensuring route alignments and designs avoid hazards or provide for them in design and construction.



## **2.10 Asset maintenance considerations**

The recommended actions of this *Implementation Plan* seek to minimise Council's future asset maintenance requirements by considering options that reduce likely ongoing maintenance costs.

Upon considering or designing improvements to routes that make up the *Round The Bay Walks*, asset maintenance requirements will be a key consideration.

## **2.11 Construction estimates**

To assist determining the cost estimates used in section 5 of this *Implementation Plan*, recent construction estimates have been referenced for the following work undertaken by Council.

These estimates are for on ground works only and do not take into consideration supporting background plans and studies that may be required (i.e. detailed site survey, environmental assessment, Aboriginal site assessment, etc).

- 2m wide Concrete shared path ranges from \$200 to \$300 per liner metre.
- 2m wide gravel based path \$80 to \$130 per liner metre.
- 2m wide boardwalk and bridge costs are dependent on design, height, material, etc.

It should be noted that above costs are significantly influenced by site conditions and the option to value add and/or provide in-kind labour and resources from Council's Parkcare and Bushcare volunteer program.



**Figure 4 – An example of a recent bridge construction (west of the Holden Street Boat Ramp, Vincentia) with an approximate construction cost of \$225,000.**

## **2.13 Promotion**

Upon the completion of whole sections with appropriate signage, bollards and way finding (i.e. Callala Bay to Myola and Huskisson to Hyams Beach), the walks will be ready to be promoted.

Therefore, at the appropriate time, resources and funding should be considered for this purpose.

## **3. Guiding principles**

### **3.1 Walking route development**

The following principles guide walking route development on Council managed foreshore land:

- Walking route development should be sympathetic to the surrounding environment and where possible make use of existing natural surfaces and materials (i.e. beach areas, level rock surfaces).
- Where possible, utilise existing and planned paths / share paths within the foreshore reserve.
- Where possible, provide hard surface treatments (i.e. concrete/boardwalk surfaces for sections of walks within or immediately adjacent to urban areas to facilitate access for most persons.
- Minimise impact to Aboriginal significant areas – to protect Aboriginal features such as middens and key areas valued by the Aboriginal community.
- Minimise environmental degradation – walking route development is to address and minimise environment degradation such as erosion and degradation of surrounding natural areas.
- Maintain a visual connection to Jervis Bay – to maintain the user experience of walking round the bay.
- Provide safe crossing points where sections of the walks cross roadways.

### **3.2 Walking route priorities**

The following principles, either on their own or combined together, guide determining the prioritisation of undeveloped walking routes on Council managed foreshore land:

- Close proximity to an urban area – walking route development should ensure links to existing urban areas are formed first.
- Priority is given to completing missing links - finishing small missing route links which result in completion of a larger walk.
- High usage areas – where the existing infrastructure or lack of infrastructure deters users or poses a potential user risk.
- Grant funding - walking routes that attract grant funding or can be constructed with in-kind resources / labour (i.e. partner a Parkcare and Bushcare group)

#### **4. Callala Bay to Hyams Beach walking route analysis**

The following analysis details both the existing and missing walking routes which are required to establish the *Round The Bay Walks* connection on Council managed foreshore land between Callala Bay to Hyams Beach. In addition to forming this larger walking route, it is important to note that many of these walks may form a destination attraction in part or on their own.

As identified above, the presence of Currambene Creek is a significant physical barrier which is dependent on a low impact small boat ferrying service to cross. In recognition of this barrier, this *Implementation Plan* separates the development of the walking routes on either side of Currambene Creek (i.e. Callala Bay to Myola and Huskisson to Hyams Beach) to ensure the greater walking route around Jervis Bay can be achieved and is not fully dependent on overcoming this barrier.

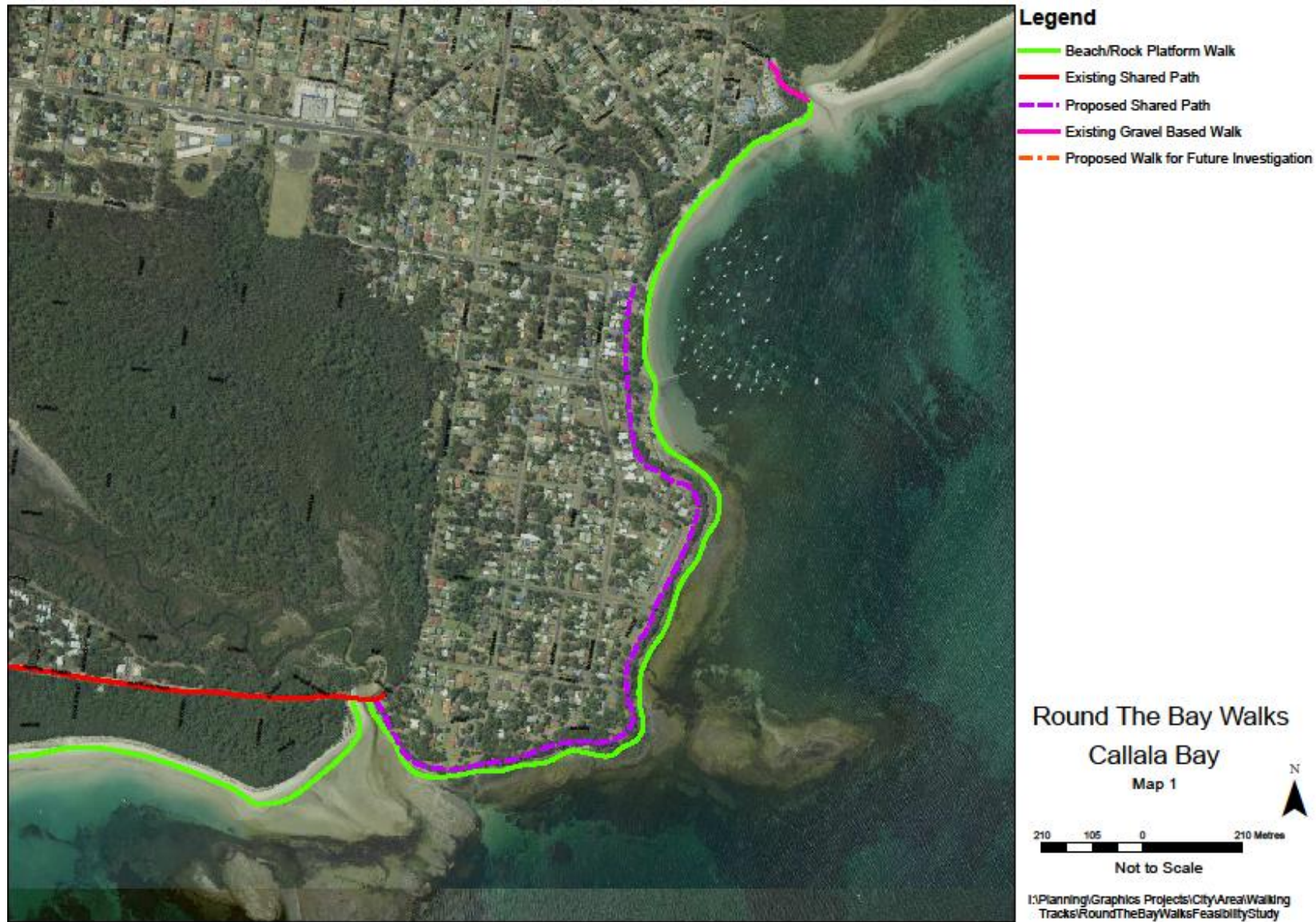
## 4.1 Callala Bay to Myola

Locality - Destination from / to (Map reference)	Walk attractions	Existing walk – walk grade (surface / distance / shortfalls)	Missing route – suggested walk grade (existing surface / suggested surface / distance)	Recommended actions (reference to supporting image)
Callala Bay - Wowly Creek to Callala Creek  (Refer to Figure 5)	<ul style="list-style-type: none"> <li>• Beach/ water access</li> <li>• Link to Callala Bay Shops (Sheaffe St)</li> <li>• Boating activities</li> <li>• Playground / amenities</li> <li>• Views from headland reserve</li> <li>• Rock pools</li> </ul>	Wowly Creek to Sheaffe Street via beach – Grade 2 (sand / 0.5km / no signage, beach entries points need improvements, crossing of Boorawine Creek requires diversion of 250m inland to a walking bridge)	<p><u>Option 1</u> - Sheaffe Street to Callala Creek via headland reserve – Grade 1 (unformed surface consisting of grass, compacted soil exposed tree roots / concrete / 1.7km).</p> <p><u>Option 2</u> - Sheaffe Street to Callala Creek via tidal rock platform – Grade 3 (sand and rock surface which tends to be slippery and uneven / natural / 1.8 km)</p>	Investigate developing the “Missing route” Option 1 which is proposed to be a 1.7km x 2m wide concrete surface from Sheaffe Street to Callala Creek via headland reserve (Refer to Figure 6)
				Walking route signage / bollards / way finding
				Undertake assessment of the pedestrian road crossing at Callala Bay Boat Ramp access road (Refer to Figure 7)
				Enhance dedicated viewing areas on Callala Point Headland reserve
				Investigate future options to cross Boorawine Creek (between Wowly Creek to Sheaffe Street)
				Upgrade the existing walking track between the beach and existing Boorawine Creek bridge.

Locality - Destination from / to (Map reference)	Walk attractions	Existing walk – walk grade (surface / distance / shortfalls)	Missing route – suggested walk grade (existing surface / suggested surface /distance)	Recommended actions (reference to supporting image)
Callala Beach - Callala Creek to Callala Beach Community Hall  (Refer to Figure 8)	<ul style="list-style-type: none"> <li>• Beach / water access</li> <li>• Link to Callala Beach Shops</li> <li>• Playground / amenities</li> </ul>	<u>Option 1</u> - Callala Creek to Callala Beach Community Hall via beach – Grade 2 (sand / 2.4km / no signage and beach entries points need improvements) (Refer to Figure 9)	None.	Walking route signage / bollards / way finding
		<u>Option 2</u> - Callala Creek to Callala Beach Community Hall via Griffin Street – Grade 1 & 2 (concrete, gravel and sand / 2.5km / does not maintain visual connection to Jervis Bay, no signage and beach entries points need improvements)	None.	

Locality - Destination from / to (Map reference)	Walk attractions	Existing walk – walk grade (surface / distance / shortfalls)	Missing route – suggested walk grade (existing surface / suggested surface /distance)	Recommended actions (reference to supporting image)
Myola - Callala Beach Community Hall to Currambene Creek Rock Wall  (Refer to Figure 10)	<ul style="list-style-type: none"> <li>• Beach / water access</li> <li>• Natural / undeveloped foreshore</li> </ul>	Callala Beach Community Hall to Currambene Creek via beach – Grade 2 (sand / 2.6km / no signage and beach entries points need improvements) (Refer to Figure 11)	None.	Walking route signage / bollards / way finding  Undertake assessment of the pedestrian road crossing at Currambene Creek Rock Wall car park.

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**Figure 5 – Map of Wowly Creek to Callala Creek walking route**

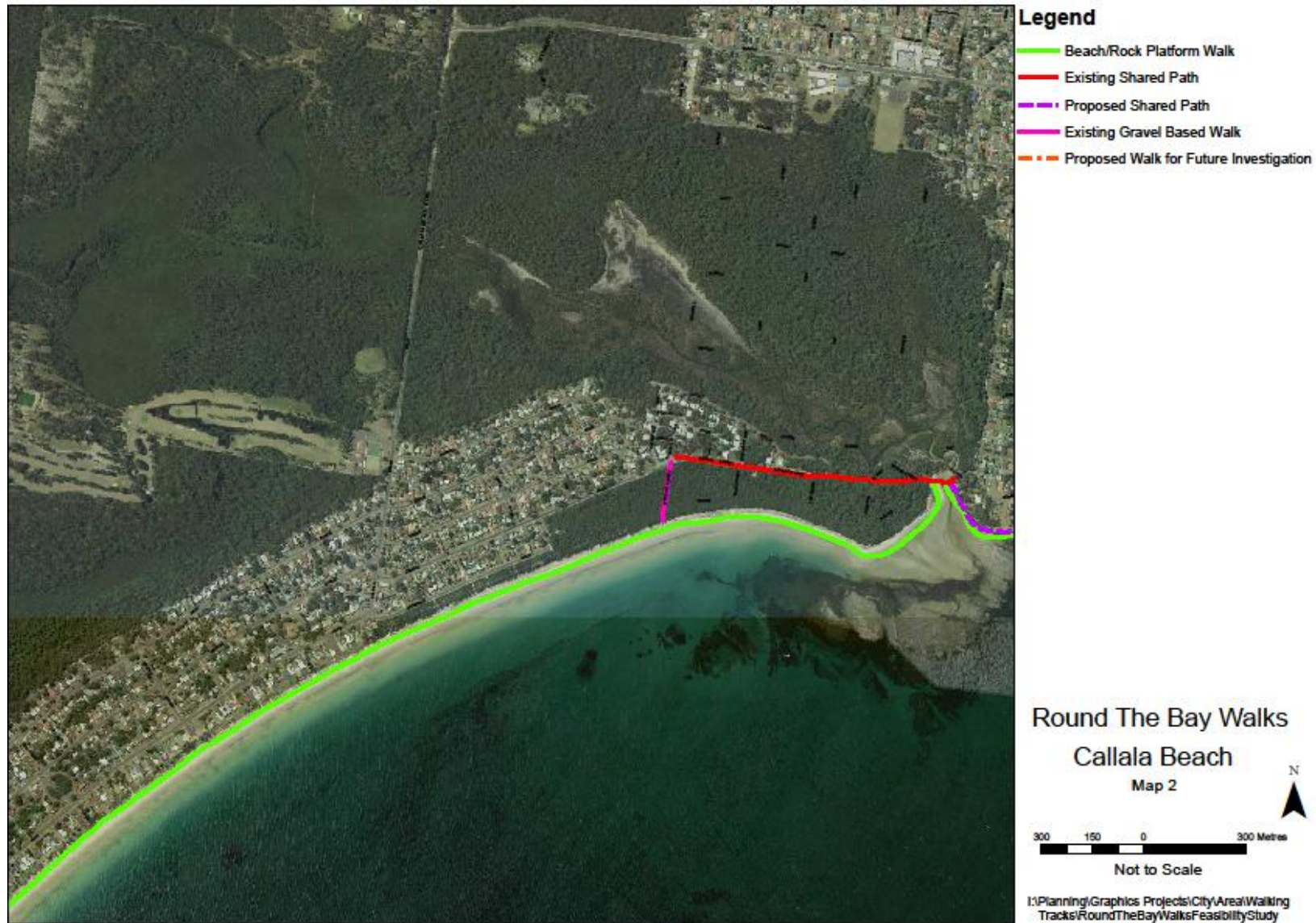




**Figure 6 - Proposed section of share path route between Sheaffe Street to Callala Creek via headland reserve**



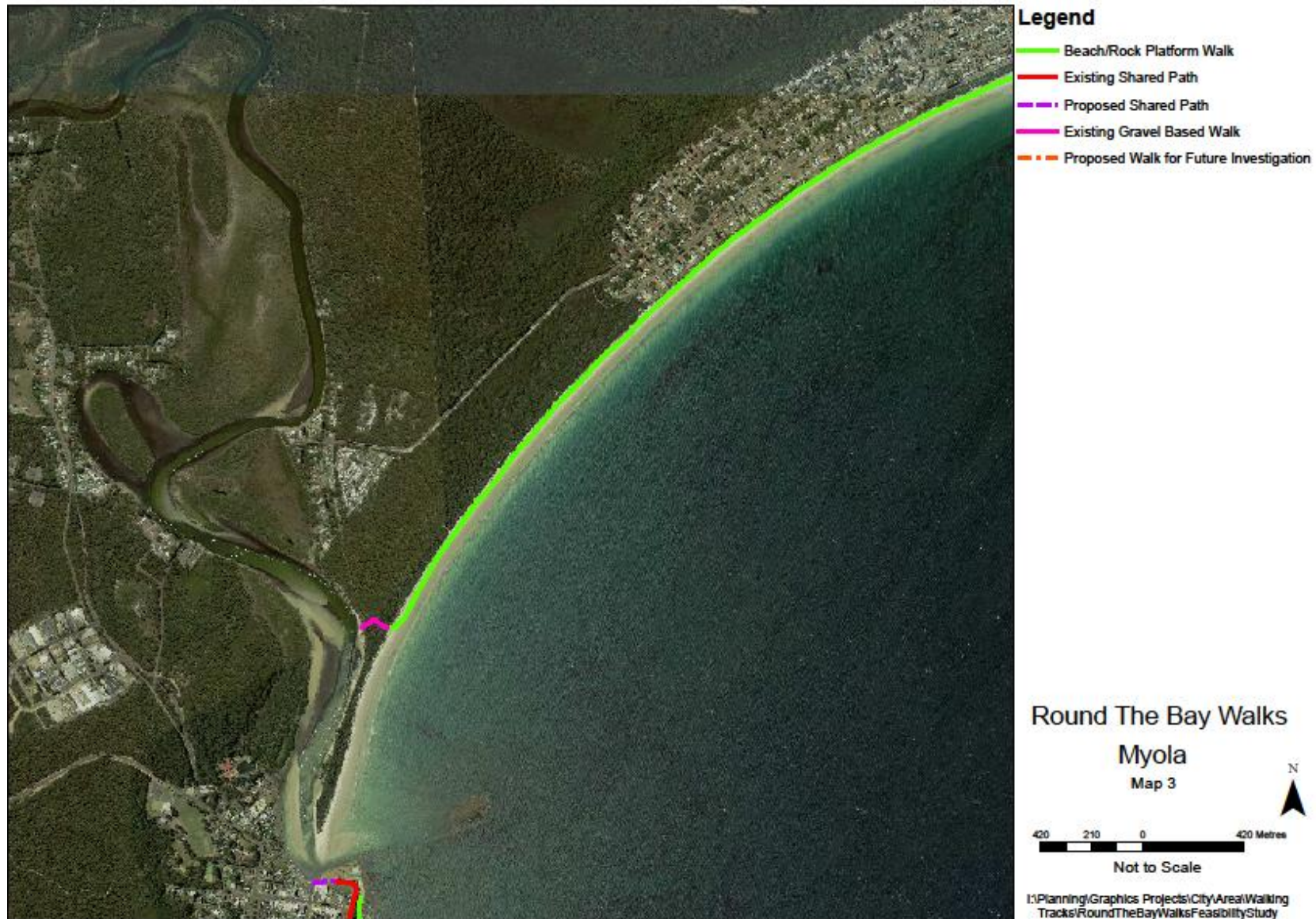
**Figure 7 - Callala Bay Boat Ramp pedestrian crossing which requires further assessment**



**Figure 8 – Map of Callala Creek to Callala Beach Community Hall walking route**



**Figure 9 - Callala Beach Community Hall  
to Currambene Creek Rock Wall walking route**



**Figure 10 – Map of beach between Callala Beach Community Hall and Currambene Creek Rock Wall walking route**

## 4.2 Huskisson to Hyams Beach

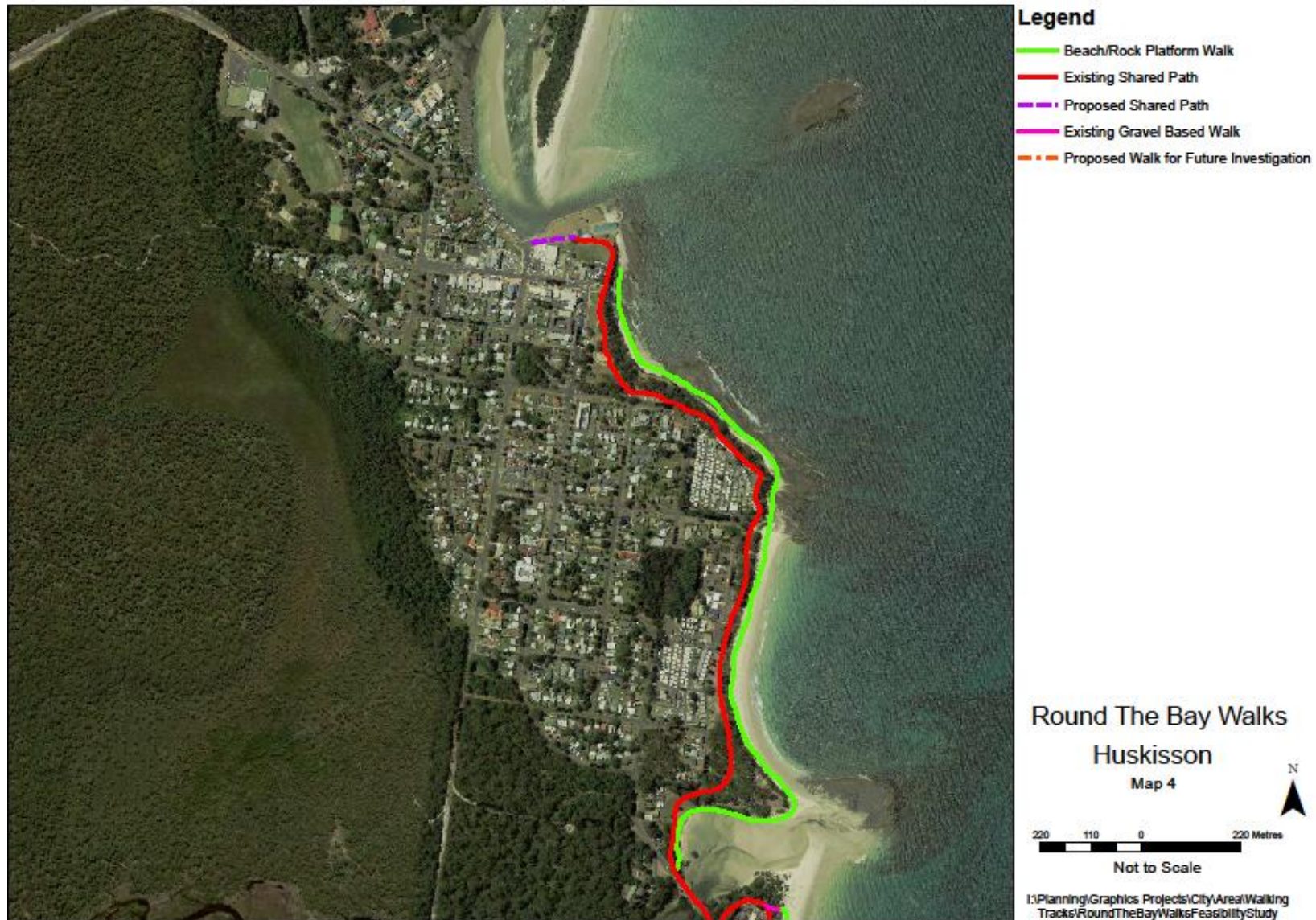
Locality - Destination from / to (Map refer.)	Walk attractions	Existing walk – walk grade (surface / distance / shortfalls)	Missing route – suggested walk grade (existing surface / suggested surface / distance)	Recommended actions (reference to supporting image)
Huskisson - Huskisson Wharf to Moona Moona Creek Bridge  (Refer to Figure 11)	<ul style="list-style-type: none"> <li>• Beach / water access</li> <li>• Link to Huskisson Shops</li> <li>• Boating activities</li> <li>• Playground / amenities</li> <li>• Sea pool</li> <li>• Headland reserve views</li> <li>• Rock pools</li> </ul>	<p><u>Option 1</u> - Voyager Park amenities building to Moona Moona Creek Bridge via shared path – Grade 1 (concrete / 1.7km / limited signage, unformed path, Moona Moona Creek Reserve road crossing needs assessment / beach entries points need improvements)</p>	Huskisson Wharf to Voyager Park amenities building - Grade 1 (unformed path consisting of compacted soil sand gravel surface / concrete / 0.06km)	<p>Construct 60m x 2m wide concrete surface from Huskisson Wharf to Voyager Park amenities building (Refer to Figure 12)</p> <p>Walking route signage / bollards / way finding</p>
		<p><u>Option 2</u> - Voyager Park amenities building to Moona Moona Creek Bridge via beach and rock platforms – Grade 3 (sand and rock / 1.8km / parts of surface tends to be slippery and uneven)</p>	None.	Undertake assessment of the pedestrian road crossing at Moona Moona Creek Reserve (Refer to Figure 13)

Locality - Destination from / to (Map refer.)	Walk attractions	Existing walk – walk grade (surface / distance / shortfalls)	Missing route – suggested walk grade (existing surface / suggested surface /distance)	Recommended actions (reference to supporting image)
Vincentia - Moona Moona Creek Bridge to Church Street  (Refer to Figure 14)	<ul style="list-style-type: none"> <li>Beach / water access</li> <li>Link to Vincentia Shops</li> </ul>	<u>Option 1</u> - Moona Moona Creek Bridge to Church Street via shared bike path - Grade 1 (concrete / 2.2km / narrow bridge pedestrian lane)	None.	Walking route signage / bollards / way finding
		<u>Option 2</u> - Moona Moona Creek Bridge to Church Street via shared bike path and Beach - Grade 1 & 2 (concrete and sand / 2.2km / narrow bridge pedestrian lane)	None.	Investigate design and costs to improve the narrow Moona Moona Creek pedestrian bridge (Refer to Figure 15)
Vincentia - Church Street to Plantation Point Boat Ramp  (Refer to Figure 16)	<ul style="list-style-type: none"> <li>Beach / water access</li> <li>Boating activities</li> <li>Headland reserve views</li> <li>Rock pools</li> </ul>	<u>Option 1</u> – Church Street to the intersection of Caroline and Twyford Streets - Grade 1 (concrete / 0.7 km / Holden Street boat ramp needs an assessment of the pedestrian road crossing)	<u>Option 1*</u> - intersection of Caroline and Twyford Streets to Plantation Point Boat Ramp via foreshore reserve – Grade 2 (unformed and uneven surface consisting of grass, compacted soil exposed tree roots / final surface subject to further investigation / 1.2km).	Investigate developing the “Missing route” Option 1 which will involve determining the appropriate level of walking and user provisions (i.e. surface finish, steps v’s ramps, etc) and approximate costs for the walking route between the intersection of Caroline and Twyford Streets to Plantation Point Boat Ramp via foreshore reserve. (Refer to Figure 17)  Walking route signage / bollards / way finding

Locality - Destination from / to (Map refer.)	Walk attractions	Existing walk – walk grade (surface / distance / shortfalls)	Missing route – suggested walk grade (existing surface / suggested surface /distance)	Recommended actions (reference to supporting image)
Vincentia - Church Street to Plantation Point Boat Ramp  continued			<p>Option 2* - intersection of Caroline and Twyford Streets to Plantation Point Boat Ramp via shared path in foreshore reserve and southern side of Elizabeth Drive road reserve / concrete / 1.4km). This suggested option does not maintain visual connection to Jervis Bay, requires two road crossings and involves multiple drive way crossings which has been avoided in all other sections of the Round the Bay Walks concept. *The above options would link into a future shared path along Plantation Point Parade.</p>	Undertake assessment of the pedestrian road crossing at Holden Street boat ramp crossing (Refer to Figure 18)
		<p>Option 2 - Church Street to Plantation Point Boat Ramp via beach is not recommended in its current state or Graded due to access over rock headlands being unsafe (sand and rock / 1.8 km /</p>	<p>Further investigation is required to determine the appropriate route between Twyford Streets to Plantation Point Parade.</p>	<p>Pending outcome of investigation to develop the “Missing route” Option 1, further investigation may be required to determine if this option could achieve a Grade 2 walk which is suitable for suitable for families with young children.</p>

Locality - Destination from / to (Map refer.)	Walk attractions	Existing walk – walk grade (surface / distance / shortfalls)	Missing route – suggested walk grade (existing surface / suggested surface /distance)	Recommended actions (reference to supporting image)
		beaches are underwater at some high tides, rock headlands are very steep).		
Vincentia - Plantation Point Boat Ramp to Greenfields Beach Picnic Area  (Refer to Figure 19)  *Note Greenfields Beach is managed by the NPWS	<ul style="list-style-type: none"> <li>• Beach / water access</li> <li>• Boating activities</li> <li>• Playground / amenities</li> <li>• Headland reserve view</li> <li>• Rock pools</li> </ul>	<u>Option 1</u> - Plantation Point Boat Ramp to Greenfields Beach Picnic Area via part beach / part gravel track – Grade 2 (beach, compacted soil and gravel / 2.5 km / two access roads to Blenheim Beach needs assessment of the pedestrian crossing).	None.	Investigate developing the “Missing route” from Plantation Point Boat Ramp to intersection of Jervis Street and Plantation Point Parade (600m x 2– 2.5 m wide) which could be constructed in concrete or gravel.  Walking route signage / bollards / way finding
		<u>Option 2</u> - intersection of Jervis Street and Plantation Point Parade to Greenfields Beach Picnic Area via gravel walking track – Grade 2 (compacted soil and gravel / 1.5km / two access roads to Blenheim Beach need assessment of the pedestrian crossing)	Plantation Point Boat Ramp via grassed foreshore reserve to existing gravel walking track which commences from the intersection of Jervis Street and Plantation Point Parade. – Grade 1 or 2 (unformed surface consisting of grass, compacted soil / concrete or gravel / 0.6km).	
Hyams Beach - Greenfields Beach Picnic Area to Aster Street (Refer to Figure 20)	<ul style="list-style-type: none"> <li>• Beach / water access</li> <li>• Headland reserve views</li> <li>• Rock pools</li> </ul>	NPWS managed path from Greenfields Beach Picnic Area to Aster Street – Grade 2 (gravel, steps / 1km / no shortfall identified)	None	Installation of walking route signage / bollards / way finding to be discussed with NPWS.





**Figure 11 – Map of Huskisson Wharf to Moona Moona Creek Bridge walking route**



**Figure 12 - Missing section of shared path between Huskisson Wharf and Voyager Park amenities building**



**Figure 13 - Moona Moona Creek Reserve road pedestrian crossing that needs further assessment**

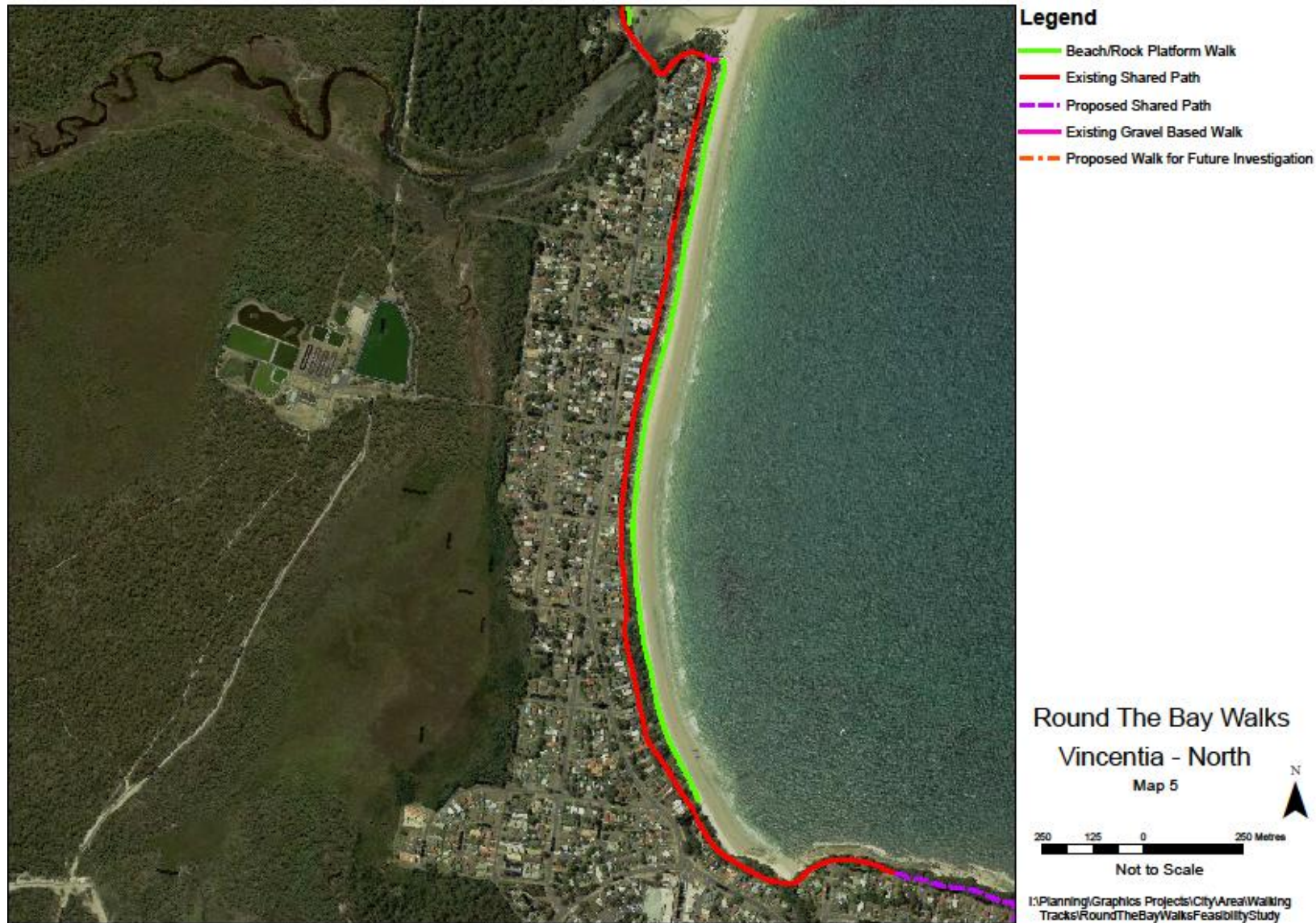
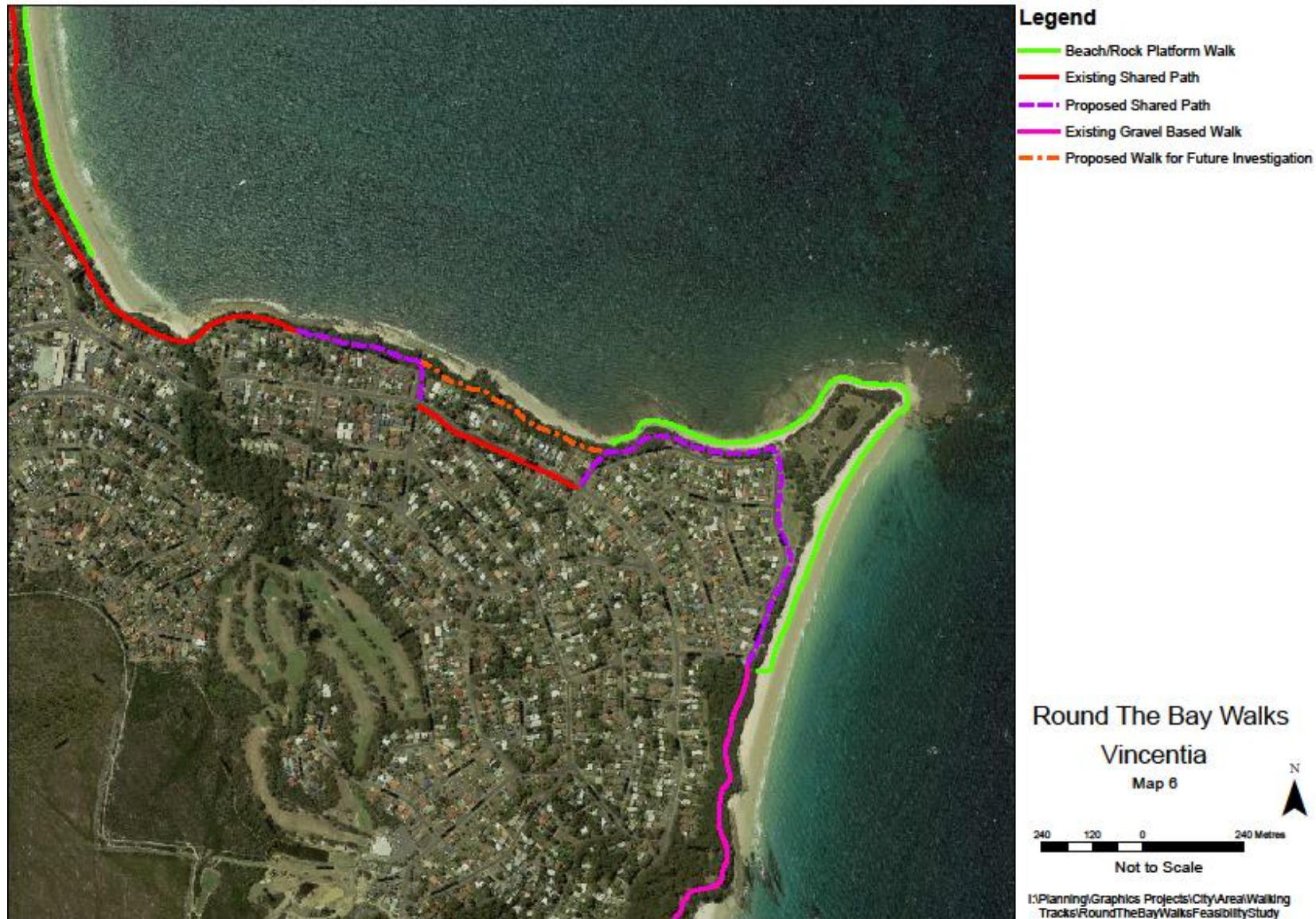


Figure 14 – Map of Moona Moona Creek Bridge to Church Street walking route



**Figure 15 - Narrow Moona Moona Creek pedestrian bridge which requires further assessment**



**Figure 16 – Map of Church Street to Plantation Point Boat Ramp walking route**

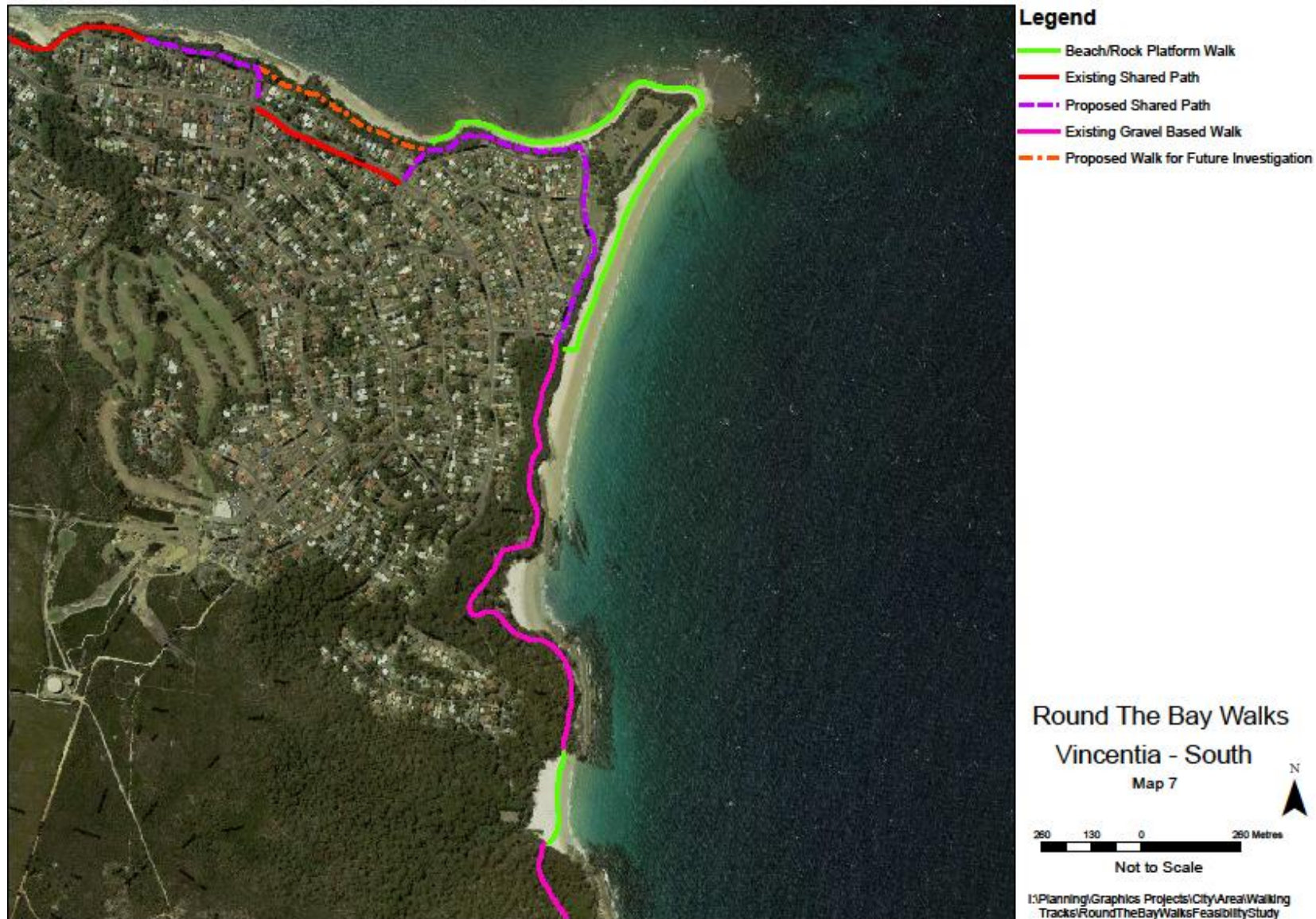


**Figure 17 - Proposed section of share path route between Twyford Street and Plantation Point Boat Ramp via foreshore reserve**



**Figure 18 - Holden Street boat ramp pedestrian crossing which requires further assessment**

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**Figure 19 – Map of Plantation Point Boat Ramp to Greenfields Beach Picnic Area walking route**





Figure 20 – Map of Greenfields Beach Picnic Area to Aster Street walking route

## 5. Action Plan

The following general and specific area (Callala Bay to Myola / Huskisson to Hyams Beach) actions build on the recommended actions of Section 4 of this *Implementation Plan* and have an approximate cost estimate and priority.

However, recognising that in some instances further detailed analysis and research will be required, the approximate cost estimates are grouped into categories with the exception of those where known recent costs can be applied (i.e. as identified in section of 2.12 of this *Implementation Plan* – “Construction estimates”).

The resourcing for each of these actions should be considered from a mixture of Council, community fund/in-kind support and where possible grant funding.

Council funding for these projects will need to be identified in its Community Strategic Plan’s Resourcing Strategy and Delivery Program.

Significant	Likely to cost more than \$30,000
Moderate	Likely to cost between \$5,000 to \$30,000
Low	Likely to be less than \$5,000

The priority of each recommended action is grouped into the following categories:

High	Opportunities to implement this recommended action should be pursued in the short term from existing funding sources (i.e. minor improvement budgets, etc) or small dedicated funding sources.
Medium	This action is generally subject to further detailed planning and/or requires a dedicated funding source.
Low	This action is very worthy, however will take time to implement and is generally dependent on prior actioning of high or medium priority actions and/or separate standalone strategic/planning documents (i.e. site feasibility investigations, etc)

As discussed in Section 3.2 of this *Implementation Plan*, the priority of these actions may be influenced by a number of guiding principles including confirmation of grant funding or if the works can be constructed with in-kind resources / labour (i.e. by partnering Parkcare or Bushcare group).

## 5.1 Action Plan funding

Priority funding for the following actions has specific outcomes for the overall greater walking route around Jervis Bay and for the specific areas of Callala Bay to Myola and Huskisson to Hyams Beach.

However, in the short-term the high priorities are difficult to separate as they have competing and complementing outcomes. Therefore, it is recommended that priority future funding be initially allocated to the high priority general and specific area actions of Callala Bay to Myola and Huskisson to Hyams Beach.

Such allocations could be further divided to commence finalising design / approvals and commence on-ground work where all background studies had been achieved. Further to this, actions will be given higher priority if they meet one or more principles of the Walking route priorities (identified in Section 3.2 of the Implementation Plan).

## 5.2 General actions

Recommended action	Cost Estimate	Priority
Develop a theme and standard for generic signage, bollards and way finding for whole sections walking routes (i.e. Callala Bay to Myola and Huskisson to Hyams Beach)	Low	High
Develop a promotional guide	Low	Medium
Develop appropriate interpretative signage / way finding	Moderate	Medium
Develop and promote links to other attractions along the walking route i.e. food, accommodation, water activities, etc	Low	Medium

## 5.3 Callala Bay to Myola actions

Recommended action	Cost Estimate	Priority
Investigate developing the “Missing route” Option 1 (Sheaffe Street to Callala Creek via headland reserve) which is proposed to be a 1.7km x 2m wide concrete surface from Sheaffe Street to Callala Creek via headland reserve	<u>Investigation / approvals</u> Moderate	High
	<u>Construction</u> \$425,000 @ \$250p/m	Medium
Undertake assessment of the pedestrian road crossing at Callala Bay Boat Ramp access road	Low	High
Walking route signage / bollards / way finding for the following routes: <ul style="list-style-type: none"> <li>• Wowly Creek to Callala Creek</li> <li>• Callala Creek to Callala Beach Community Hall</li> <li>• Callala Beach Community Hall and Currambene Creek Rock Wall</li> </ul>	Moderate (includes all 3 routes)	High – Medium (dependent on finalising generic theme)
Enhance dedicated viewing areas on Callala Point headland reserve	Low	Medium
Undertake assessment of the pedestrian road crossing at Currambene Creek Rock Wall car park	Low - Moderate	Medium
Investigate future options to cross Boorawine Creek (between Wowly Creek to Sheaffe Street)	Low	Low
Upgrade the existing walking track between the beach and existing Boorawine Creek bridge.	Low	High

## 5.4 Huskisson to Hyams Beach actions

Recommended action	Cost Estimate	Priority
Construct 60m x 2m wide concrete surface from Huskisson Wharf to Voyager Park amenities building	<u>Construction</u> \$21,000 @ \$350p/m (high cost to facilitate design & vehicle access)	High
Walking route signage / bollards / way finding for the following routes: <ul style="list-style-type: none"> <li>• Huskisson Wharf to Moona Moona Creek Bridge</li> <li>• Moona Moona Creek Bridge to Church Street</li> <li>• Church Street to Plantation Point Boat Ramp</li> <li>• Plantation Point Boat Ramp to Greenfields Beach Picnic Area</li> <li>• Greenfields Beach Picnic Area to Aster Street</li> </ul>	Moderate (includes all 3 routes and recognises existing bollard)	High
Undertake assessment of the pedestrian road crossing at Moona Moona Creek Reserve	Low	High
Undertake assessment of the pedestrian road crossing at Holden Street boat ramp	Low	High
Investigate developing the “Missing route” Option 1 (intersection of Caroline and Twyford Streets to Plantation Point Boat Ramp via foreshore reserve) which will involve determining the appropriate level of walking and user provisions (i.e. surface finish, steps v’s ramps, etc) and approximate costs for the walking route between the intersection of Caroline and Twyford Streets to Plantation Point Boat Ramp via foreshore reserve.	High	High – Medium (dependent on finalising generic theme)
Investigate developing the “Missing route” from Plantation Point Boat Ramp to intersection of Jervis Street and Plantation Point Parade (600m x 2-2.5 m wide) which could be constructed in concrete or gravel.	High	Medium
Investigate design and costs to improve the narrow Moona Moona Creek pedestrian bridge	High	Low

# Appendix 1 - "Round the Bay Walks Feasibility Study" walking route from Currarong to Hyams Beach

