



RURAL CITY OF WANGARATTA

WALKING AND CYCLING STRATEGY

2020 to 2030



Acknowledgement of Country

In the spirit of reconciliation, the Rural City of Wangaratta acknowledges the traditional custodians of the land. We pay our respects to their Elders past, present and emerging.

About this document

This document is a Walking and Cycling Strategy for the Rural City of Wangaratta. It has been developed by the Rural City of Wangaratta. Elements of the document and parts of the community engagement were undertaken by consultancy firm @Leisure. The Rural City of Wangaratta acknowledges the work they have completed for this strategy.

Maps

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Executive Summary

Council's Walking and Cycling Strategy is a significant strategic document that will guide the way Council delivers infrastructure that supports the ability of people within our community to be active, to safely move around, and to stay connected. The strategy is a 10-year plan that **aims to increase the number of walking and cycling journeys made by people of all ages and abilities.**

We have an extensive network of tracks, trails and paths that already exist within the municipality – many of which are regularly used by people to make daily trips, by tourists to explore our region, and by locals to move throughout their neighbourhoods.

This strategy focuses on leveraging the more than 240km of paths that already connect many destinations throughout Wangaratta, and developing key connections and extensions that enhance the way people move around, and throughout our communities.

Balancing a positive walking and cycling culture alongside the real need for vehicles is a challenge for many Councils and communities. To support the growth of people making trips by bike and on foot, this strategy focuses not just on infrastructure projects, but on supporting a community that is aware, encouraging and protective of people who choose to travel as a pedestrian or cyclist. We aim to make it the preferred mode of transport for more people, in more corners of our municipality.

The strategy is divided into two focus areas:

- A Connected City; and
- Safe and Linked Rural Communities.

Within these focus areas there are 6 strategic directions that include 132 actions.

Strategic Directions

1. A safe and connected pedestrian network
2. An easy and accessible off-road cycling network
3. A safe and convenient cycling lane network
4. Fit-for-purpose recreational walking and cycling opportunities
5. A user experience approach to developments
6. Effective planning and promotion

Introduction

Wangaratta has an extensive network of pathways and trails which connect many destinations within the municipality, particularly within the urban area. The network includes over 240km of footpaths and shared trails with an estimated replacement value of \$22.5m¹. The Wangaratta community also has a longstanding cycling culture. Amongst regional cities in Victoria, Wangaratta rates second highest for owning a working bicycle and equal highest for riding at least once per week.² However, in recent times the culture of cycling has been challenged by a vehicle-centric mindset and an increased perception of the level of risk of cycling on-road. The Rural City of Wangaratta has developed bicycle path strategies in 1991 and 1999, however a number of actions remain incomplete. These projects have been reviewed to determine their current status and if warranted have been included within this strategy.

Purpose

The Walking and Cycling Strategy is a municipal wide strategy to guide the planning, development, management and promotion of walking and cycling pathways and trails.

Council is committed to creating a more connected municipality with a better transport system, where residents, visitors and workers have a reduced need to travel by car. Council endeavours to make walking and cycling the easiest and most enjoyable way for the community to move around the municipality.

The objectives of the strategy are:

- To encourage more people of all ages, backgrounds and abilities to walk and ride
- To enhance the tourism products on offer in Wangaratta
- To evaluate the existing walking and cycling network for connectivity, safety, comfort and amenity
- To coordinate planning and delivery of walking and cycling infrastructure

- To deliver strategies for promotion, education, advocacy and support of walking and cycling
- To identify and provide strategic direction for the Wangaratta bicycle and pedestrian network

The above objectives will not be addressed by Council in isolation. The Rural City of Wangaratta relies on strong partnerships with a range of stakeholders, locally and at state and federal level, to ensure the actions in this strategy can be achieved.

These partnerships will be key to overcome some the constraints to deliver the project which include Council having a limited budget, the lack of consistent grant funding available, regulatory constraints and land ownership challenges.

Development

The strategy has analysed a range of information sources and influences before identifying priority projects to be delivered across the municipality. In this strategy, cyclists and walkers include anyone riding a bicycle or walking for recreation, transport or tourism and includes those using mobility aids.

The action plans in this strategy have been influenced by a number of inputs including:

- Existing Council plans and strategies
- Community feedback
- Purpose of the strategy
- Available evidence

Community Engagement

This strategy has been informed by an extensive community engagement process to determine community sentiment towards walking and cycling and to identify issues, challenges and opportunities to be considered.

A range of engagement tools were used to ascertain viewpoints from both key stakeholders who are either interested or influencers in the walking and cycling space and also from the community who may simply be users of the walking and cycling network.

Over 300 submissions were received through a mix of online surveys, interactive mapping and written submissions whilst another 60 engaged through information sessions, workshops and telephone contact.

Literature Review

This strategy has been informed by a range of Council and industry documents to ensure that the directions and actions within the strategy are consistent with laws, regulations, standards and best practice within the industry. This includes a review of other documents produced locally relating to walking and cycling.

Benefits of Walking and Cycling

Physical Health Benefits

Australia is amongst the most obese nations in the world. 60.9% of the Wangaratta population are either obese or pre-obese which is more than 10% higher than the average across Victoria². Overweight and obesity is causing an increase in the rate of several diseases such as diabetes, cardiovascular disease, various cancers and osteoarthritis. Sedentary behaviors and lack of physical activity are two of the most influential factors associated with overweight and obesity. 55% of Wangaratta residents do not meet the minimum recommended physical activity guidelines¹. Walking and cycling are just two ways that people can embed more active lifestyles and reduce their risk of becoming overweight or obese, or developing other associated illnesses.

Better still, walking or riding for transport provides incidental physical and mental health benefits.

Mental Health and Social Benefits

Walking and cycling also contributes positively towards social connections between people. This increase in social interaction within the community results in much improved personal relationships and overall community health, contributing to improved mental wellbeing by reducing feelings of stress, anxiety and depression.

Economic Benefits

The savings to the federal health budget from regular recreational cycling is estimated at \$82.9m per year.³

As a visitor attractor, cycling is a key opportunity for Wangaratta. Recreational cyclists are a high yield, high spending market and the estimated total expenditure of cycle tourists in Australia was approximately \$2.4 billion in 2010, which is growing according to state government research. The cycling economy stretches a substantial industry, including importing, retailing and servicing bicycles and related products.

Environmental Benefits

More walking and cycling as a means of transport will assist in less car travel which in turn will address Council's emission reduction targets as highlighted in the Environmental Sustainability Strategy. Relying less on cars and more on walking and cycling will mean a more sustainable response to climate change and healthier air for our community to breathe. Encouraging more people to use active forms of transport is a key aspect of transitioning Wangaratta towards a more sustainable and equitable future.



¹ Municipal Public Health and Wellbeing Plan 2017-2021, Rural City of Wangaratta (2017)

² Victorian Population Health Survey, Victorian Agency for Health Information (2017)

³ Bauman, A, Rissel, C, Garrad, J, Ker, I, Speidel, R & Fishman, E (2008) *Cycling: getting Australia moving – barriers, facilitators and interventions to get more Australian physically active through cycling*, Canberra, Australia

Wangaratta Facts	
Population (2018):	29,087
Area:	3,645 km ²
Cars:	18,463
Bicycles:	20,360
Residents riding at least once per week:	8,144
Shared Paths	Over 100km
Footpaths	Over 140km



Regular Bicycle Riding in Wangaratta ¹	
70% Own a working bicycle	Only 28% Ride at least once a week



The Visitor Economy

For every 1 visitor to Wangaratta	It generates \$273 to the local visitor economy
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Economic Benefits

If 1,000 people ride an extra 200km each in one year	They will have saved \$1,000,000 in transport costs.
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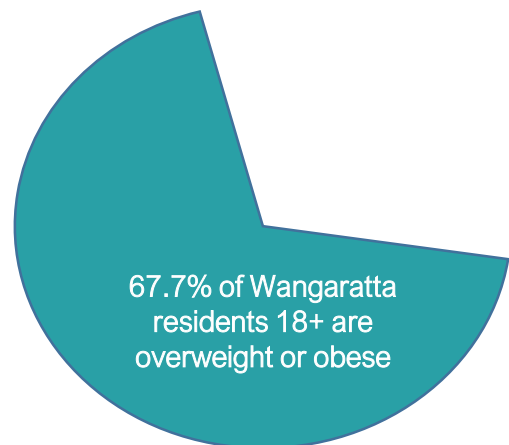
Wangaratta Residents Transport Ratings

V/Line Trains:	2.53
V/Line Coaches:	5.43
Local Buses:	5.74
Freeways/Highways:	7.52
Local Roads:	5.45
On Road Bike Paths	5.08
Off Road Bike Paths	6.83
Footpaths	5.42

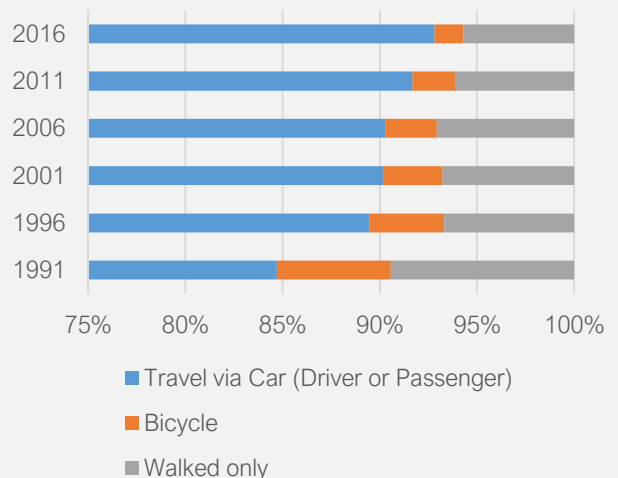
Average transport ratings where 1 is very poor, 5 is average and 10 is excellent¹

Greenhouse Gas Emissions

20km of riding to and from work each day	Saves 1.5 tonnes in greenhouse gas emissions per year ³
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Mode of travel to work of all employed persons (15+)



¹ RACV Regional Transport Needs Survey (2013)

² Victoria's Climate Change Framework

³ Cycling Benefits, Department of Transport and Main Roads QLD, 2013 (<http://www.tmr.qld.gov.au/Travel-and-transport/Cycling/Benefits.aspx>)

Strategic Context

State

The Victorian Cycling Strategy 2018-28 vision is to increase the number, frequency and diversity of Victorians cycling for transport by:

- investing in a safer, lower-stress, better-connected network, prioritising strategic cycling corridors
- making cycling a more inclusive experience

Local

The Walking and Cycling Strategy is guided by the Council Plan 2017-2021 (2019 Revision) which has the following vision:

Our vision for the community is to be connected, sustainable and contemporary. To be a place where good things grow.

The Walking and Cycling Strategy complements a number of other Council strategies including:

- Municipal Public Health and Wellbeing Plan 2017-2021
- Wangaratta Open Space Strategy (2012)
- Wangaratta Recreation Strategy (2012)
- Community Access and Inclusion Plan (2019 – 2022)
- Rural Placemaking Plans
- Wangaratta Car Parking Plan
- Economic Development Strategy 2018-2023
- The Wangaratta Project – CBD Masterplan
- Environmental Sustainability Strategy
- Wangaratta Central Activity Area Urban Design Framework
- Wangaratta North West Growth Area
- Wangaratta South Growth Area
- Wangaratta Health Precinct Structure Plan
- Roads Asset Management Plan
- Tree Management Strategy and Plan
- Infrastructure Design Manual

The strategic directions of Council are:

- We are thriving
- We are growing
- We are established
- We are inspired
- We are sustainable

Our Roadmap for the Future Council Plan 2017 – 2021 (2019 Revision)

Additionally, on a regional level the following strategic documents have informed this strategy:

- Hume Region Significant Tracks and Trails Strategy 2014-2023
- North East Victoria Cycling Optimisation Masterplan

Planning Scheme Controls

This strategy will be consistent with a number of principles contained within the Wangaratta Planning Scheme. There is also an opportunity for this strategy to be endorsed as a Reference Document within the Planning Scheme. This would increase its prominence and may lead to a more effective implementation.

Movement and Place Framework

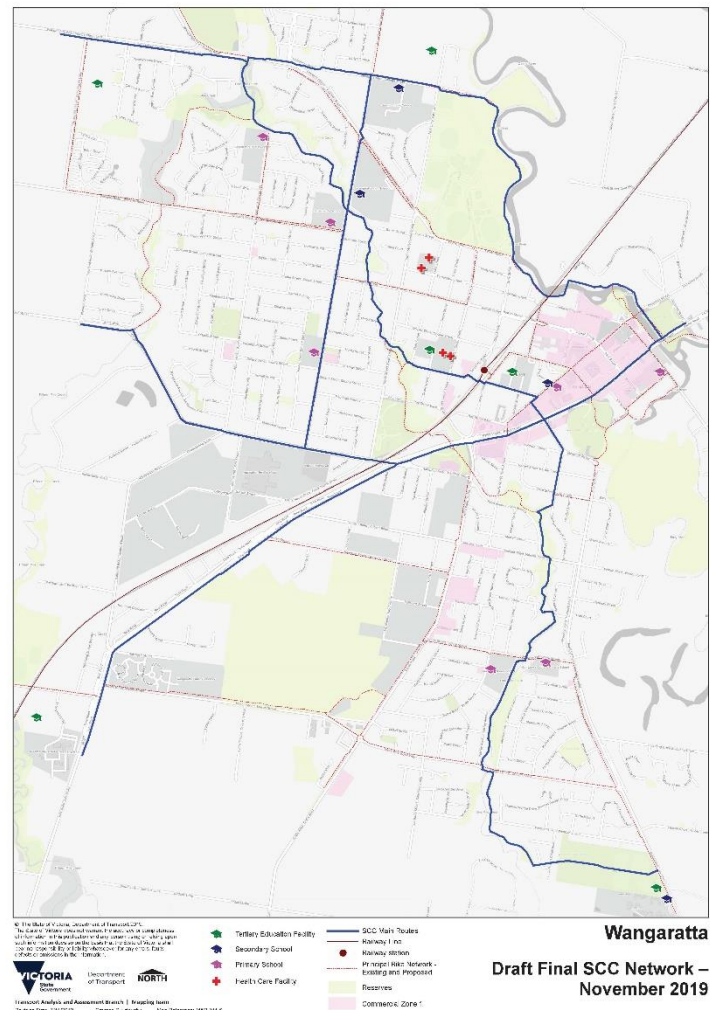
The Movement and Place Framework¹ is the approach to transport planning introduced by Department of Transport in 2019 to refocus transport planning to recognise that streets perform multiple functions, not only moving people from A to B, but they also serve as key places and destinations in their own right.

The Framework recognises that there is a natural tension between the use of a street as a movement corridor and its potential use as a destination where it seeks to increase visitor dwell time. The framework introduces a mechanism to support those streets which play a critical role as a movement corridor and also those that act as a destination. It is recommended that both places and movement corridors be classified according to the framework, and that appropriate service levels are applied for each roadway.

For example, places can be recognised as those of regional significance, municipal significance, neighbourhood importance or local importance.

Streets and pathways can also be classified for walking and cycling based upon their function in accessing classified places. Cycling classifications recognise routes for cycling for transport as well as routes for recreation and training. Strategic Cycling Corridors are the highest classification for cycling. These are routes that provide access to significant destinations and aim to encourage more people to cycle for transport. The highest walking classifications are for those routes on the Principle Pedestrian Network.

The following map is a copy of an initial draft which was completed with the Department of Transport in identifying Wangaratta's strategic cycling corridors. This work needs to be reviewed as an initial priority of the strategy in order to identify priority networks for cycling. This work will also be completed in identifying Wangaratta's principle pedestrian network.



Walkers and Cyclists

Introduction

This strategy is aimed at creating a network of paths and on-road cycling lanes to accommodate those who choose to either walk or cycle throughout the municipality.

Generally, the reason for people to undertake a journey of any kind is for one of three purposes:

- Recreation – participants who choose to undertake that activity for enjoyment, fitness, competition or social interaction
- Tourism – those who are seeking destinations or experiences
- Transport – those travelling for employment, education, shopping, playgrounds or to visit friends and family

As such, throughout this strategy these different lenses will be applied to the issues and opportunities being considered.

Walker Types

When considering who the walkers in the community are, it is important to consider those who utilise mobility devices, those with disabilities, those with prams or walking a dog.

Cyclist Types

Within the spectrum of cyclists, a generally accepted segmentation of cyclist types used in both Australia and internationally is to divide cyclists into four categories based on their willingness to accept risk and a higher-stress cycling route.

As can be seen in the table below detailing these segments, the greatest gains in participation can be made in reaching those that are less likely to accept risk and would seek a low-stress, off-road cycling network.

Cyclist Type	Behaviour	% of Popn
Strong and fearless	Will cycle regardless of road conditions and are ready to mix with traffic.	1%
Enthusied and confident	Already riding, but they could ride more and their riding experience could be better.	7%
Interested but concerned	Curious about cycling and like to ride but are afraid to do so and put off by the need to ride close to vehicles and pedestrians, especially on higher speed and higher volume roads or where conflicts are more likely.	60%
Reluctant/ No way, No how	Will not cycle because they can't, the terrain is unsuitable or because they have no interest whatsoever in it.	33%

Safety

Introduction

Along with the necessity of having a walking and cycling network that enables people to undertake their journey, feedback received through the development of this strategy identified safety as a key determinant of a person's willingness to walk or cycle for their journey.

Crash and injury statistics for motor vehicle (only) incidents in Wangaratta remains higher than the state average¹. Whilst this does not directly involve walkers and cyclists it does create a perception of higher stress when utilising the road network which will therefore reduce the willingness of those riders concerned about safety when riding on the road network. It may also create safety concerns for pedestrians needing to cross the road network, particularly those with limited mobility.

Typical mid-block pedestrian refuge



It is recognised that the basic road construction in times past has placed the needs of cyclists and in many cases pedestrians at a lower level than that of the motor vehicle. This has often been influenced by industry standard designs which leads to a situation where an acceptable, compliant and financially attractive road design is progressed in a manner which adds little or no value to other transport modes.

These projects will often increase the level of stress and vulnerability faced by pedestrians and cyclists as they have to navigate around the needs of the motor vehicle.

Throughout the engagement for the development of this strategy, there were a number of common concerns or ideas which focused around safety. A summary of these can be attributed to the following areas of focus which create safety concerns for walkers and cyclists:

- The culture and negative behaviour of vehicle drivers against cyclists
- The speed limit of certain roads (and more specifically, the speed of drivers on these roads when passing cyclists)
- Unsealed shoulders on roads
- Lack of signage
- Design of roads being inconsistent with cycling lanes stopping without warning and design of intersections and roundabouts
- Lack of pedestrian friendly street treatments such as pedestrian crossings and refuges on busy streets



Pedestrian Safety

The separation of pedestrians, cyclists and motor vehicles will help create a lower-stress walking and cycling experience.

Pedestrian Related Incidents in Wangaratta (2014-2018) ¹	
Total Incidents	16
Fatal Incidents:	1
Serious Injury Incidents:	4
Speed zone 60km/h or higher	6

Pedestrian Safety when Walking Alone

Wangaratta residents have generally felt a higher level of safety when walking alone in comparison to statistics Victoria wide.²

Feeling of Safety When Walking Alone	
During the day:	95.8%
After Dark	66.6%



Cycling Safety

A majority of Victorians have real and perceived safety concerns that put them off cycling.

The Victorian Cycling Strategy 2018-28 indicates about 60% of Victorians are curious about cycling and like to ride, but they don't cycle, or cycle less, because they want a safer, lower-stress, better-connected network and a more inclusive cycling culture. They would be attracted by the comfort and safety of the cycling experience, the predictability of the journey time and the low cost.

Bicycle Related Incidents in Wangaratta (2014-2018) ¹	
Total Incidents	21
Fatal Incidents:	1
Serious Injury Incidents:	4
Occurred at Intersections:	13
Speed zone 60km/h or higher	12

1 VicRoads Crash and Injury Statistics (www.vicroads.vic.gov.au)

2 VicHealth Indicators Survey

Strategic Directions

1 A safe and connected pedestrian network

A safe and connected walking/pedestrian network means being able to move around freely and safely as a pedestrian, having easy access to footpaths and a range of walkable recreation and tourism opportunities.

2 An easy and accessible off-road shared path network

The off road shared path network consists of all shared paths and trails. An easy and accessible network means one which is of high quality, free of network gaps/ unexplained endings, is linked with other parts of the walking and cycling network, residences and key destinations, and provides recreational and tourism opportunities.

3 A safe and convenient cycling lane network

The cycling lane network consists of paths which are dedicated to cyclists only. For it to be safe, these lanes need to be kept up to the same standards as roads, be separated from other road users as well as connected throughout the cyclist's entire journey, including through intersections.

4 Fit-for-purpose recreational walking and cycling opportunities

Fit-for-purpose recreational walking and cycling means the provision of sustainable facilities and assets which encourage walking and cycling for the purpose of recreation and sport (as defined on page 11).

5 A user-experience approach to walking and cycling developments

A user-experience relates to all forms of amenity which enhance the experience for pedestrians and cyclists, and includes signage, safe drinking water, lighting, shade and public art, just to mention a few.

6 Effective planning and promotion

Effective planning and promotion is talking about a coordinated and partnered approach to delivering programs, advocating and applying best practice design standards and guidelines.

Focus Areas

A Connected City

- Continue to enhance the walking and cycling experience within the Wangaratta CBD and Health Precincts and to build connection between these precincts and residential areas and other key destinations.

Safe and Linked Rural Communities

- Enhance the walking and cycling experience for rural communities. This includes recreation, tourism and transport experiences

A Connected City

Introduction

The Wangaratta CBD, railway precinct and health precinct form the heart of the commercial, employment and transport zones within Wangaratta. It is central to the Wangaratta urban area and is critical to how Wangaratta operates on a daily basis.

The activity within the area means that it has potential for greatest gain when trying to encourage more walk or cycle journeys.

A number of strategic projects have already been completed for these precincts with walking and cycling being a key factor in each.

This strategy, which compliments the other pieces of strategic work recommends that the preferred outcome within the Wangaratta municipality is to prioritise people over vehicles. This is most pressing in high activity areas such as the Wangaratta CBD and the health precinct.

The movement network within the CBD can be adjusted to provide additional pedestrian and cyclist safety and priority at key locations, without excessively hindering the movement of private vehicles.¹

This refinement of the existing network will allow free flowing traffic in some locations, whilst slowing down and giving pedestrians the priority in other locations.

Wangaratta CBD & Health Precincts

★ Denotes key access (entry/exit) point/ gateway approach



1 Wangaratta Urban Design Framework (2019)

Pedestrians can take advantage of smaller access locations, navigate through mid-block connections, and connect down steep inclines with relevant Disability Discrimination Act (DDA) compliant ramps and stairs. These connections are easier, simpler, and more cost effective than providing vehicle access to all locations.

The CBD precinct has the capacity to encourage walking and cycling within the existing network. The Wangaratta Car Parking Plan (2019) identified that the car parking occupancy rate is less than 85%, revealing that parking in Wangaratta is appropriate for current and medium term projected growth¹.

Key Destinations

The CBD is home to a number of key destination points which should be connected to the walking and cycling network. These destinations include:

- Commercial Centre
- Wangaratta Railway Station
- GO TAFE
- Wangaratta Library
- King George V Gardens
- Sydney Beach
- Apex Park
- Wangaratta Performing Arts and Convention Centre
- Wangaratta Art Gallery
- Merriwa Park
- Wangaratta Primary School
- St Patrick's Primary School
- Wangaratta Bicycle Hub
- North East Health (Wangaratta Hospital)
- Gateway Health

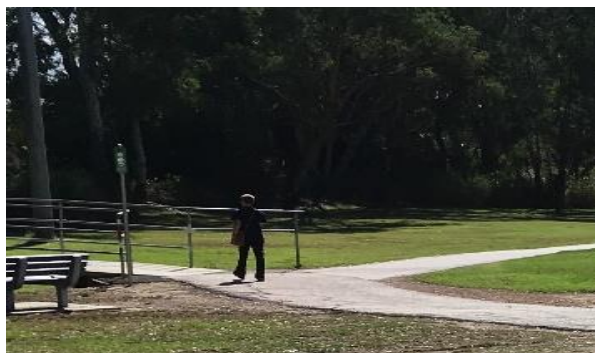
Precinct Approaches

There are several gateway approaches into the CBD. These are:

- Rowan Street
- Docker Street (Train Station)
- Cusack Street (Train Station)
- Tone Road
- Wilson Road / Faithfull Street
- Parfitt Road
- Templeton Street

Each of these approaches should be designed to ensure that walking and cycling is an attractive and convenient method of travel into the area.

Given that most of the above listed roads are managed by VicRoads, it is important to work in strong partnership to deliver the intended outcomes for these approaches.



Safe and Linked Rural Communities

Introduction

There are a number of rural communities within the Rural City of Wangaratta with a close connection to the cycling culture within the municipality. Typically, these communities are either closely connected with the Murray to Mountains Rail Trail (such as Milawa, Oxley, Everton) or have geographic conditions favourable to riding or accessible to nearby features (such as Glenrowan or Eldorado).

The vast distances between the Wangaratta urban area and the rural communities makes it a challenge to provide connections between the two areas due to the extensive cost that would be involved.

Public transport is a key way that reliance on cars and pedestrian movement can be positively influenced, and this is a critical consideration particularly for the rural areas of the municipality which require larger distances of travel. Currently the public transport that exists in the Rural City of Wangaratta is extremely limited and needs to be a key consideration for improvement as part of this strategy. This includes how bicycles are accepted on public transport.

Rural Placemaking

The Rural City of Wangaratta undertook a Rural Placemaking Project through 2017 and 2018 culminating in endorsed plans for the five rural districts within the municipality.

The five plans identified a number of walking and cycling related projects, however the projects themselves had not been tested for feasibility or value. This strategy has considered the five district plans and has incorporated relevant projects into the action plans.

Glenrowan

Glenrowan is a key historical destination for the municipality and is positioned close to key nature reserves.

The Glenrowan Township Development Plan was adopted by Council in November 2016 and has a focus on walkability within the town of Glenrowan, with a number of walking trails proposed. It identifies the opportunity for pedestrian and cycle linkages to Mount Glenrowan, providing more opportunity for local recreation.

Warby Ranges National Park is a key bushwalking destination. It also provides a local mountain biking experience, however this experience is limited by restrictions imposed by Parks Victoria on new trails being constructed due to the presence of significant vegetation. It also presents as an opportunity to be a future gateway to Winton Wetlands.

Other proposed walking tracks would provide increased connectivity of the town centre with Fosters Lake and Glenrowan Recreation Reserve. At present the recreation reserve is somewhat disconnected. It is a community node which provides a gateway feature to the township and therefore presents an opportunity to be connected to the township.

Glenrowan to Winton Wetlands Link

The proximity of Glenrowan to Winton Wetlands presents an opportunity to create a cycling connection. The majority of this fits outside the boundary of Wangaratta and at this time there seems to be little interest in this link as a regionally significant project. The Rural City of Wangaratta would only be able to contribute to this project if approached from Benalla Rural City who would be responsible for majority of the works required.

Milawa and Oxley

The townships of Milawa and Oxley have a strong cycling presence and are tourism hotspots within the municipality.

The Murray to Mountains Rail Trail extends to the townships and a gourmet food Pedal to Produce Trail has been developed and focuses on the townships.

This area is a strength for cycling in the Wangaratta municipality and should continue to be strengthened to build on the tourism product and the walking and cycling friendly culture within the townships.

Moyhu and the King Valley

As a tourism destination, the King Valley is lacking in infrastructure to accommodate walkers and cyclists.

There has long been a desire to connect the King Valley with the Murray to Mountains Rail Trail. Whilst this connection is extensive and costly, this strategy proposes to continue the planning and feasibility for this project. It is likely that the project can only proceed with significant external grant funding, therefore the initial investment into this project should be in the feasibility / business case and concept design stage.

King River



The Moyhu township is divided by the Wangaratta-Whitfield Road which creates some barriers for pedestrians and cyclists. Moyhu Primary School is somewhat disconnected from the centre of town and connection needs to be enhanced to allow safe walking and cycling to and from school.

Carl Schulz Reserve, Moyhu



Eldorado

The historic township of Eldorado has a strong connection with walking and cycling. A shared pathway connects through the centre of the township enabling most residents to travel comfortably throughout the township.

There are also a number of historic walks through the township which have been developed into a tourism product offering.

Eldorado also offers an interface to the Chiltern-Mt Pilot National Park which includes numerous bushwalking opportunities.

1 A Safe and Connected Pedestrian Network

Introduction

Footpaths are necessary to enable our community to travel in the most basic form from their place of residence to the destination of their choice. There are over 140km of footpaths within the Rural City of Wangaratta.

The desired approach to the provision of footpaths is to provide high quality, continuous footpaths so it is easy and comfortable for pedestrians and users of mobility devices to move throughout the municipality.

Footpaths are to be constructed in accordance with Australian Standards and Austroads Guide to Pedestrian and Cyclist Paths.

There should be a continuous footpath connection throughout the CBD and Health precincts, particularly between the two precincts and laneways to encourage people of all walking abilities to undertake more trips on foot.

Provision of Footpaths

The desired level of service for the provision of footpaths is that a footpath will be on each side of a residential street in urban Wangaratta. However, given the financial constraints of this level of service, the minimum level of service shall be the provision of a footpath on at least one side of the street. Based on this standard, residential streets in the municipality which currently have no footpaths will be made a priority for new footpath works.

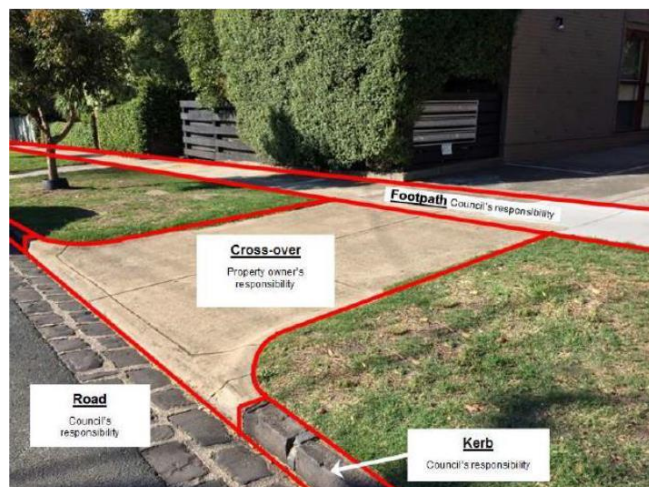
Streets should also be assessed for usage and demand to determine those which require a footpath on both sides of the street.

Crossovers

Whilst the road, kerb and footpath are Council's responsibility, the crossover is the responsibility of the property owner. Vehicle crossovers should be located on straight street sections to ensure pedestrians have clear sightlines to oncoming vehicles

Where possible, minimise the number of vehicle crossovers that intersect with pathways to reduce conflict. A permit is required for constructing or modifying crossovers.

Footpath responsibility at driveways



Standards for Footpaths

Typically, a minimum width of 1.5m is required for a footpath¹. However, this width will still create accessibility barriers by not providing sufficient width for two wheelchairs or mobility scooters to travel side by side. The provision of 1.8m wide footpaths should be adopted as a minimum with a reduction to 1.5m only by exception due to physical constraints or where the demand on the footpath is low enough to warrant a reduction. Some streets in the municipality have 1.2m wide paths as they were built before the current standards were introduced. Therefore, these pathways will be prioritised for renewal work.

Other factors influencing the prioritisation for renewal will depend on quality of the path being to standards.

Inspections and Maintenance

The inspection and maintenance program for footpaths is detailed in the Road Management Plan 2017-2021 and is determined on a risk-based hierarchy.

Whilst the formal inspection and maintenance regime is an appropriate risk mitigation tool, feedback received in the development of this strategy is that there are concerns around the level of maintenance on footpaths and off-road paths. In many cases it seems that minor maintenance such as gravel or leaf matter covering a pathway is not being reported by the community which would trigger a maintenance intervention. The inspection regime is not designed around ensuring maintenance service levels are maintained. It is recommended that service levels for pathway cleaning and maintenance be reviewed (refer to action 6.18 on page 50).

Private Developments

Private owners also have a responsibility in maintaining footpaths or shared paths if anything on their property is impacting the condition, accessibility and safety of the pathway.

Where possible, Council should promote with private landholders the benefit in providing pedestrian thoroughfares through private plazas (refer to Action Plan 6).

Accessibility and Safety

Tactile Ground Surface Indicators

Tactile Ground Surface Indicators ensure accessibility on the paths network for those with sight difficulties. They should be used throughout the municipality in accordance with current Australian Standards and VicRoads Road Design Note (RDN06). This should be implemented in the most high profile destinations and in consultation with the Wangaratta Accessibility Reference Group.

Pedestrian Clearways

- Any street furniture, café seating, A-frame signage and the like must not infringe on the pedestrian clearway.

Ramps and Steps

- All ramps and steps must be designed in accordance with Australian Standards and be DDA compliant to ensure the CBD is accessible to all pedestrians of all ages and abilities
- Ensure ramps and steps are evenly illuminated minimising potential glare, to provide comfort and safety for users throughout the day and evening
- Primary entrances and doorways should directly connect to the footpath.

Accessible Spaces

- Transitions in pavement around accessible spaces to be consistent (i.e. avoid kerb where practical)

Pedestrian Crossings

It is the intent of this strategy to make it safe and convenient for all walking abilities to cross the street safely and comfortably, particularly at roundabouts and intersections.

To facilitate this outcome, the following guidelines should be adopted:

- Locate all pedestrian crossings on sections of straight roads, and where possible on pedestrian desire lines, to ensure sight-lines are maintained between pedestrians and approaching vehicles
- Ensure all pedestrian crossings are evenly illuminated at night
- Provide clear signage explaining the obligations of both vehicles and pedestrians
- Ensure the design is compliant with Council's engineering standards, the Infrastructure Design Manual (latest version), Disability Discrimination Act 1992 and relevant Australian Standards

1 Action Plan

Ref	Project	Cost Estimate	Priority	10 Year Plan Works	10 Year Plan Cost
1.01	Use the Movement & Place framework to identify the Principle Pedestrian Network in Wangaratta urban area.	\$0	High	Yes	\$0
1.02	Continue to engage with rural communities to ensure walking needs are met.	\$0	High	Yes	\$0
1.03	Allocate funding to the improvement of strategic path networks, which includes installing new footpaths to address existing gaps (residential streets with no existing footpath and link/collector roads with no more than a footpath on one side of the street).	\$1,650,000 (\$165,000 p.a.)	High	Design and Construct	\$1,650,000
1.04	Investigate pedestrian crossing needs for schools, childcare facilities, aged care facilities and public transport interchanges.	\$440,000 (\$44,000 p.a.)	High	Design and Construct	\$440,000
1.05	Wangaratta CBD - Continue to progress the work of a formalised pedestrian crossing at Reid Street.	\$180,000	High	Design & Construct	\$180,000
1.06	Wangaratta CBD - Enhance pedestrian crossing points at the Ford St/Docker St/Ovens St roundabout ¹	\$44,000	High	Design & Construct	\$44,000
1.07	Wangaratta CBD - Install a pedestrian priority wombat crossing at Wangaratta Railway Station across Norton Street ³	\$88,000	High	Design and Construct	\$88,000
1.08	Wangaratta CBD - Enhance pedestrian crossings at Ford St / Murphy St roundabout ¹	\$110,000	Medium	Design	\$10,000
1.09	Wangaratta CBD - Enhance pedestrian crossing points at Ovens St / Faithfull St roundabout ¹	\$44,000	High	Design and Construct	\$44,000
1.10	Wangaratta CBD - Create new pedestrian crossing at Faithfull St (midblock or nearer roundabout b/w Murphy and Chisholm) ¹	\$88,000	Medium	Design and Construct	\$88,000
1.11	Wangaratta CBD - Upgrade existing crossing point on Chisholm Street near Wangaratta Primary School ¹	\$44,000	High	Design and Construct	\$44,000
1.12	Wangaratta CBD - Upgrade existing crossing point roundabout corner of Murphy Street and Faithfull Street ¹	\$44,000	Low	Design	\$4,000
1.13	Wangaratta CBD - Investigate alternative pedestrian access between CBD and Merriwa Park, acknowledging that the existing ramp is not an ideal design.	\$230,000	Medium	Design	\$30,000
1.14	Wangaratta CBD – Formalisation of walking track through Kaluna Park, which includes bridge construction to connect with Merriwa Park and upgrade of current bridge connecting with Wilson Road.	\$220,000	Medium	Design and Construct	\$220,000
1.15	Wangaratta CBD – Investigate the construction of a walking track between Horseshoe Lagoon Bushland Reserve and Bullawah Cultural Trail along the Ovens River.	\$150,000	Medium	Design	\$150,000

¹ Rural City of Wangaratta, The Wangaratta Project (CBD Master Plan) 2016

² Rural City of Wangaratta, Wangaratta Health Precinct Structure Plan 2019

³ Rural City of Wangaratta, Wangaratta Railway Precinct Enhancement Project 2018

1 Action Plan

Ref	Project	Total Cost Estimate	Priority	10 Year Plan Works	10 Year Plan Cost
1.16	Wangaratta Health Precinct - Enhance or develop new pedestrian crossings at key locations across the Health Precinct ²	\$572,000	Medium	Design and Construct	\$572,000
1.17	Wangaratta Health Precinct - Upgrade the Cusack Street and Green Street roundabout with altered geometry to reduce vehicle speeds and/or replace with a pedestrian priority intersection treatment. Maintain emergency services vehicle movement requirements. ²	\$850,000	High	Design & Construct	\$850,000
1.18	Wangaratta Health Precinct – Install footpaths in priority locations ²	\$440,000	Medium	Design & Construct	\$440,000
	18 Actions	\$5,194,000			\$4,854,000

1 Rural City of Wangaratta, The Wangaratta Project (CBD Master Plan) 2016

2 Rural City of Wangaratta, Wangaratta Health Precinct Structure Plan 2019

2 An Easy and Accessible Off-road Cycling Network

Introduction

The Rural City of Wangaratta has over 100km of shared paths¹. The network of shared paths provides the backbone of the Wangaratta Bicycle Network.

Alongside the existing and future pathways identified in this strategy, there are a number of aspirational and strategic links which could potentially be viable in the future; these are predominantly longer linkages between towns. These more strategic links will become more viable once the gaps in the existing network are addressed and people search for longer walking and cycling journeys.

A number of projects should be investigated further in terms of their potential usage and cost.

This strategy reinforces the concept of focusing on key destinations as key points of the Wangaratta Bicycle Network. These destinations include:

- Primary schools
- Secondary schools
- Higher education institutions
- Key employment zones
- Commercial centres
- Key community and recreation zones
- Public transport interchanges

Design and Construction

The preferred width of an off-road shared path is between 2.5m and 3.5m. A reduction to 2.0m is acceptable in unique circumstances where constrained by physical conditions.

During the design phase the level of proposed usage shall determine the required width of the pathway. While IDM standards only require a 2.5m width², this strategy aims to make it easier for shared use and aspires to widths of at least 3.0m and up to 3.5m.

Construction

Concrete paths are the preferred construction method due to their life expectancy of over 40 years, their lower maintenance requirements and their compliance with accessibility requirements. Asphalt paths are an option if capital cost is an issue up front but over the course of their life cycle they often end up being more expensive than concrete paths.

Spray seal and granitic sand paths are less preferred construction types, they have higher maintenance requirements and costs and often these are beyond the capacity of the responsible authority.

While concrete is the preferred material for construction and maintenance purposes, the use of the asset also needs to be taken in to consideration ie: if the pathway were predominantly to be used for recreation/ sport as opposed to commuting, asphalt should be considered.

Consideration also needs to be taken for those with limited mobility³

¹ Rural City of Wangaratta (2018)

² Infrastructure Design Manual

³ Rural City of Wangaratta Community Access and Inclusion Plan (2019-2022)

Ovens Riverside Trail

Vision: The Ovens Riverside Trail continues to service the urban community as a transport, recreational and cultural asset. It remains maintained to community expectations and enhanced as opportunities arise.

Incorporating the Bullawah Cultural Trail, this path is accessible from the Ovens Riverside Precinct down to Sydney Beaches or from Apex Park. It enhances the Ovens Riverside walk with two suspension path bridges over the Ovens River and follows the Showgrounds to Northern Beaches with access to Three Mile Creek shared path and the shared path along Yarrowonga Road. The path is relatively easy to access from the railway station and links to the CBD, shops, café, arts and the Ovens River Precinct, despite some minor network gaps which do exist. It forms the beginning of the M2M Rail Trail and has a couple of existing navigational maps allowing for self-guided tour of historical landmarks.

Bullawah Cultural Trail

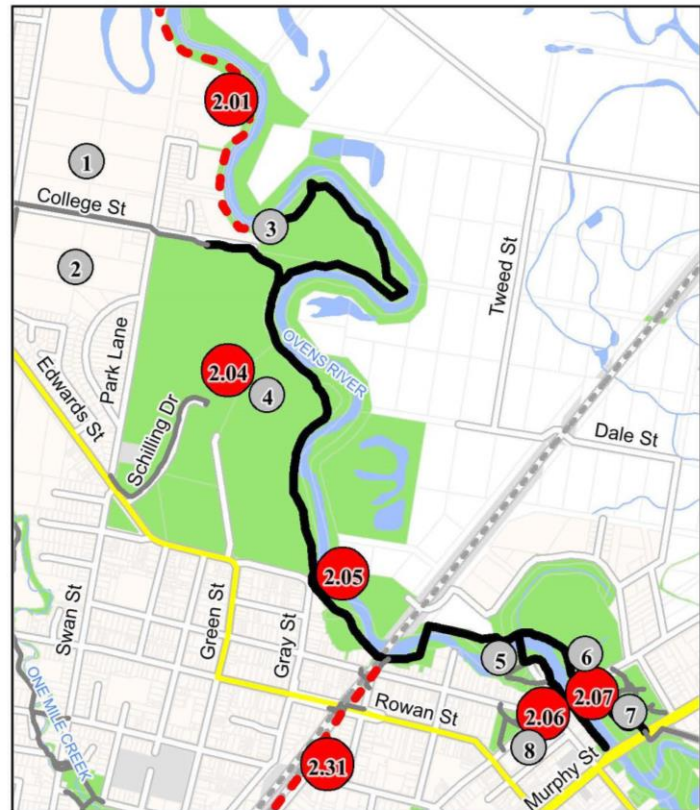
The Bullawah Cultural Trail was a partnership project between the indigenous community, Council, state government and the North East Catchment Management Authority to create a 2.4km cultural education trail. The trail itself can be experienced as a self-guided family experience to discover ancient Aboriginal stories, spirituality, culture, food, sculptures, interpretive signage, the Marmungun Rock and the Bush Tucker Garden.

Apex Park

Apex Park is a key starting point/ destination for the Murray to Mountains Rail Trail and the Ovens Riverside Path/ Bullawah Cultural Trail, not to mention the close proximity to the CBD. Development of Apex Park should include:

- Connections to the Bullawah Cultural Trail from Marmungun Rock at Apex Park.

- Walking and cycling facilities and amenities, such as upgraded toilets, showers, bike parking facilities and water.
- Upgraded and visible signage to the M2M Rail Trail, Ovens Riverside Path and the CBD.
- Upgraded community notice board and enlarged map to help with navigation from the park.



Key Destinations

Key destinations along this trail include the following:

1. Borinya Wangaratta Community Partnership
2. Galen Catholic College
3. Northern Beaches
4. Wangaratta Parklands Precinct
5. Sydney Beach
6. Painters Island Caravan Park
7. Apex Park
8. Commercial Centre

Identified works to enhance this network are reflected in red in the image above and are numbered with the associated actions on pages 30 and 31.

One Mile Creek Path

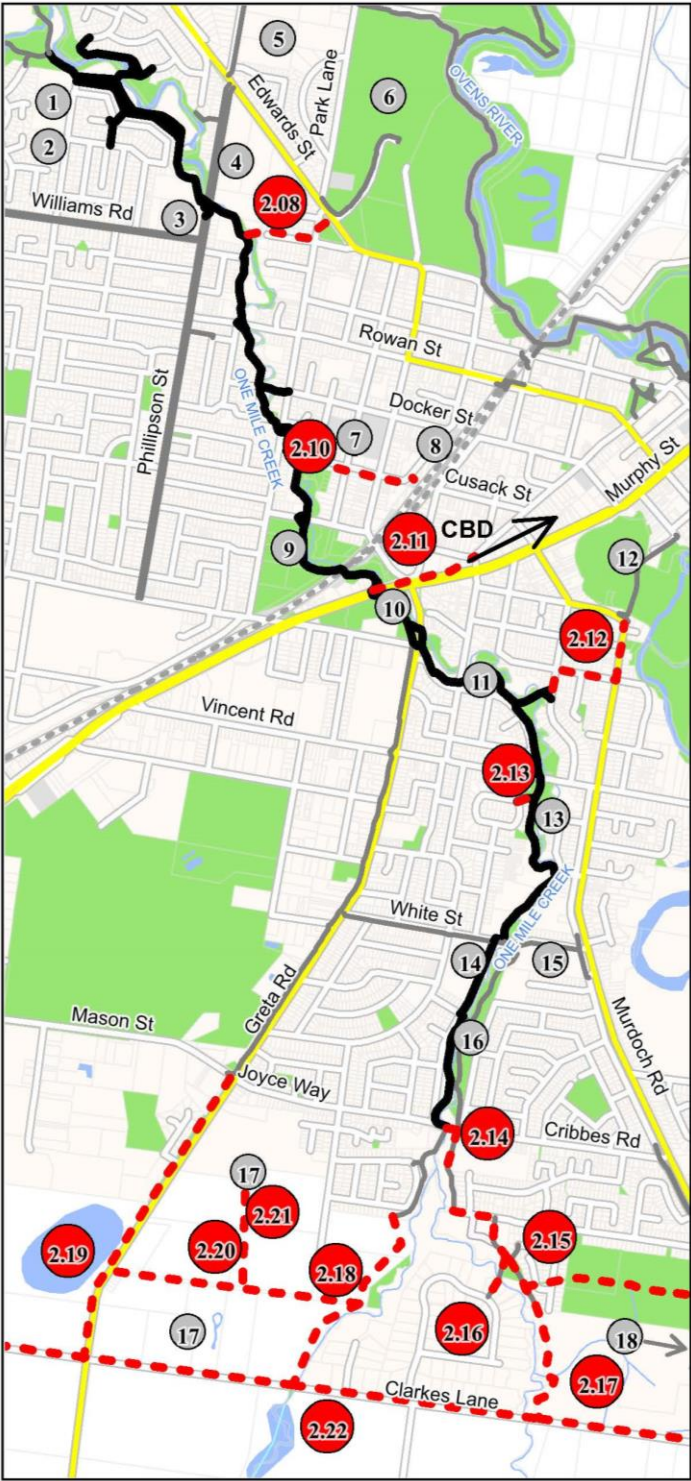
Vision: One Mile Creek path provides a connected, comfortable and safe journey to the north, centre and south of Wangaratta.

This path is Wangaratta’s major shared path and extends from the northern end of Appin Street (where it joins Three Mile Creek) to Cribbes Road, a total of 6.6km. This path connects the north and south areas of Wangaratta. With some minor disconnect in the network, you can access the Milawa Gourmet Region Rail Trail from the south end of this path, the HP Barr Reserve and Aquatic Centre half way along, and the Yarrawonga Road pathway from the north end. This path also passes through a number of reserves, recreational facilities (including that of exercise stations) and key destinations as listed below and displayed in the map.

The formalisation of connecting One Mile Creek with the Milawa Rail Trail on Murdoch Road would close the most prominent missing gap in this network. Other identified actions can be found on the following image and in the action plan on pages 30 and 31.

Key Destinations

1. Appin Park Primary School
2. Wangaratta District Specialist School
3. St Bernard’s Primary School
4. Wangaratta High School
5. Galen College
6. Barr Reserve and WISAC/ Parklands Precinct
7. Health Precinct/ Hospital
8. Wangaratta Train Station
9. Wareena Park
10. Batchelors Green & Wangaratta Children’s Services
11. Croquet Club
12. Merriwa Park
13. Yarrunga Scout Hall
14. Yarrunga Primary School
15. Our Lady’s Primary School
16. Mitchell Avenue Reserve
17. Southern Growth Corridor
18. Cathedral College

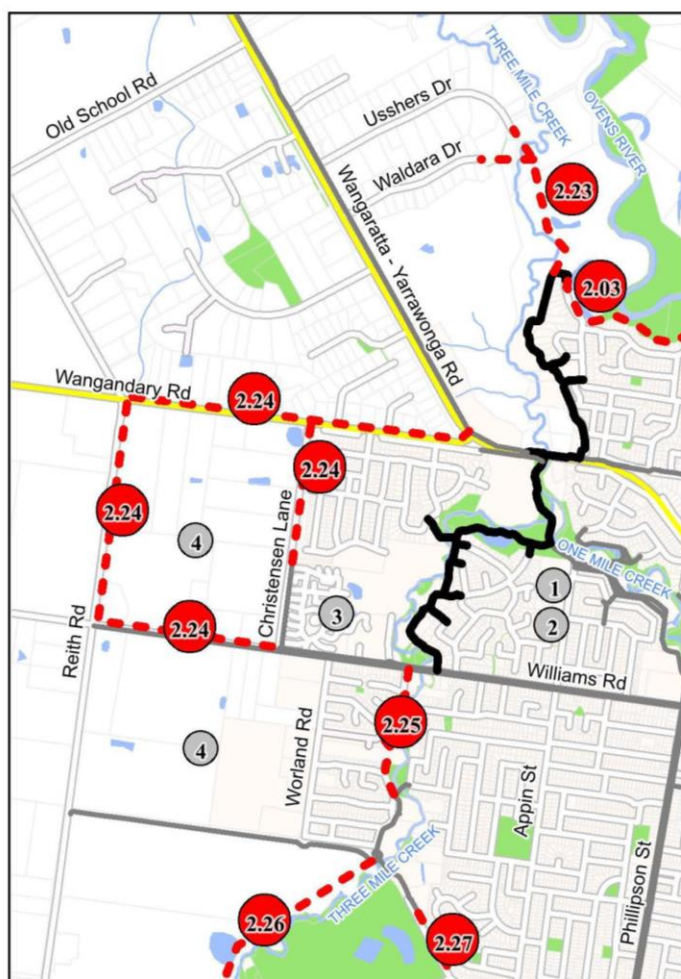


Three Mile Creek Path

Vision: Three Mile Creek Path is an extension and connection for Yarrawonga Road path and One Mile Creek path.

The Three Mile Creek path can be accessed at the north end of Appin Street, and connects with Williams Road. It encompasses vital links to the One Mile Creek shared path, North West Growth Area and other key destinations.

The extension of Three Mile Creek path has been identified as a key connection to South Wangaratta, including South Wangaratta Reserve. This would involve a 3.5km length construction of path between Cruse Street and Shanley Street and requires further investigation in regard to cost and feasibility. The identified potential extensions of this network are reflected in red in the image below and are numbered with the associated actions on pages 30 and 31.



Yarrawonga Road Pathway

The Yarrawonga Road pathway commences at the end of the One Mile Creek Trail on Wangaratta-Yarrawonga Road and continues in a northerly direction past the Wangaratta Golf Club for 6km. This route takes in new estate developments off Waldara Drive, Firbank Drive and Wonga Park Drive.

The path is sealed up until Waldara Drive, where it continues as a gravel path to Browning Road, Killawarra.

Other key destinations that this path links to includes Galen College, Wangaratta High School and the Parklands Recreational Precinct. It also acts as a vital link with the Ovens Riverside Path.

Key Destinations

1. Appin Park Primary School
2. Wangaratta District Specialist School
3. St Johns Retirement Village
4. North West Growth Corridor

Murray to Mountains Rail Trail

Vision: The Murray to Mountains Rail Trail connects many of our rural communities, allowing for increased recreation, tourism and active travel. The trail is maintained as a valued asset to the expectations of our community.

The Murray to Mountains (M2M) Rail Trail running between Wangaratta and Bright and connecting to Beechworth is recognised as the flagship shared trail of northeast Victoria. The responsibility for the M2M lies with the local government through which it traverses. Significant upgrades to the trail have occurred in recent years in Alpine and Indigo Shires.

The M2M Rail Trail is recognised as the most developed Rail Trail in Australia by Rail Trails Australia and is the lead cycle tourism product for North East Victoria. An additional stretch has been added between Wangaratta and Milawa. The sealed surface provides a significant point of difference to all other rail trails in Australia as does its proximity to numerous businesses that are well resourced. The trail is used by cycle tourists and locals as a safe recreational experience given it is separated from the main roads and sealed.

The M2M Rail Trail provides the cycling spine for the region and connects with other cycling loops along the way.

Wangaratta to Milawa Link

The Wangaratta to Milawa link of the Rail Trail includes the Milawa to Oxley Pedal to Produce Trail, which is an easy, flat and highly accessible. It consists of many points of interest/ tourist attractions along the way, including cellar doors, farm gates, gourmet food stores and cafes/ restaurants, including the famous Brown Brothers winery.

In recent years the off-road pathway was extended from the Milawa township to the Milawa Recreation Reserve.

The King Valley

While the M2M Rail Trail does not currently extend to the King Valley from Oxley, there has been a strong level of support for this, which would only enhance the asset further and follow the food and wine/ pedal to produce concept that the Rural City of Wangaratta identifies strongly with. There are a number of wineries along the Wangaratta – Whitfield Road, allowing for such a trail to be a key tourist route.

The King Valley also has bushland and identified gravel and hiking routes, offering a more diverse tourism attraction beyond the food and wine.

The King Valley has a range of wine, craft, food, farm gate and accommodation providers to provide the necessary attraction and accommodation services for cycle tourism.

Extending the trail to the King Valley is cost prohibitive in the short term and would require a staged approach as well as being grant ready for external funding. As an initial priority, undertaking feasibility and route planning to become grant ready will be the key focus. In regards to initial short term infrastructure projects, there can be a focus on in-town offerings as well as linking businesses along the Wangaratta – Whitfield Road with their neighbouring town.



Cheshunt to Mansfield Link

A connection between Wangaratta and Mansfield via Cheshunt has been discussed for a number of years. It was also identified in the Hume Region Significant Tracks and Trails Strategy.

This opportunity would present some tourism benefits for Wangaratta and would provide improved connections with tourism destinations, such as Lake Eildon, Mount Buller and potentially Lake William Hovell depending on the route proposed. This project would require a partnership with Mansfield Shire Council.

Milawa to Bright Link

Continuing beyond the Milawa Recreation Reserve towards Bright is often desirable, but is seen to be highly stressful for even the most confident riders. This is because it requires riding along the busy Snow Road with minimal shoulder.

Strong community feedback has suggested the continuation of the Rail Trail to Great Alpine Road and trail heading to Bright. Depending on feasibility outcomes, the trail may go via Everton and/or Whorouly. This would not only enhance the tourism asset of the M2M Rail Trail but further connect the rural towns and communities of the municipality.

Everton

The Murray to Mountains Rail Trail provides an opportunity for private sector investment within the Everton area in the hospitality and accommodation sectors. This opportunity may be leveraged further by enhancements to the rail trail in this area.

Accommodation already exists in Everton Upper and there are also three cellar doors in the area allowing for the opportunity to capitalise on this area as a tourism attraction.

Springhurst to Rutherglen Link

Identified in the Hume Region Significant Tracks and Trails Strategy, Northern District Plan and the 1999 Bicycle Path Strategy, there is opportunity to create a rail trail link along the already existing retired rail line between Springhurst and Rutherglen.

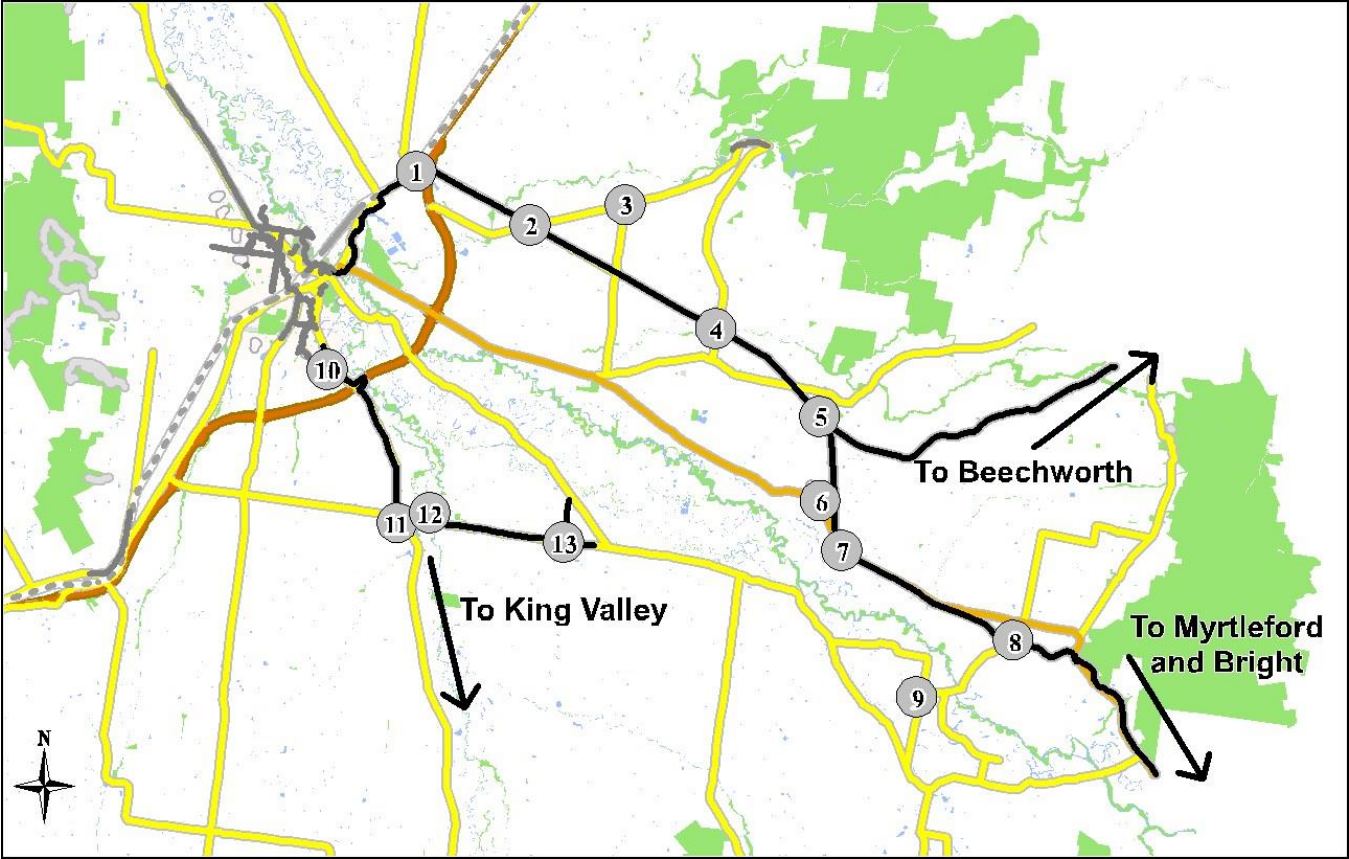
The majority of this link is within the Indigo Shire municipality and the project holds little value for Wangaratta residents without that work either being done first or concurrently. However, if it were to become a priority for Indigo Shire Council, then the portion within Wangaratta would offer great value for Wangaratta residents and tourists.

Disused Railway Line between Springhurst and Rutherglen ¹



¹ <https://www.danielbowen.com/2013/12/02/old-railway/>

Existing Murray to Mountains Rail Trail



Key Destinations/POI

- 1. Bowser Station
- 2. Londrigan Station
- 3. Carraragarmungee Primary School
- 4. Tarrawingee Station
- 5. Everton Station
- 6. Everton Primary School
- 7. Brookfield Station
- 8. Bowmans Station
- 9. Whorouly Primary School
- 10. Cathedral College
- 11. Oxley Primary School
- 12. Sam Miranda Winery
- 13. Milawa Recreation Reserve

Action Plan

Ref	Project	Cost Estimate	Priority (H/M/L)	10 Year Plan Works	10 Year Plan Cost
Focus Area: A Connected City					
2.01	Northern extension of Ovens Riverside Path from Northern Beaches through Mullinmar Billabongs and to meet up with the top of Phillipson Street.	\$80,000	High	Design & Construct	\$80,000
2.02	Completion of shared path from Phillipson Street along the back of Cambridge Drive.	\$88,000	High	Design & Construct	\$88,000
2.03	Extension of shared path to complete the back of Cambridge Drive and Macquarie Court, and meet up with the top of Three Mile Creek path.	\$110,000	Medium	No	\$0
2.04	New connections through the Parklands Precinct for walkers and cyclists, which allow easy access throughout the reserve, as well as between the entry/exit points of the reserve and the Ovens Riverside path ¹	\$82,500	High	Design & Construct	\$82,500
2.05	Investigate grade improvements to Ovens Riverside trail at Gray Street – currently a very steep ramp not suitable for those with limited mobility and cyclists.	\$50,000	High	Design & Construct	\$50,000
2.06	Reinforce walking and cycling connection from Faithfull Street/ Ovens Street roundabout to Sydney Beaches, Swing Bridge and the Ovens River Shared Path.	\$44,000	Low	No	\$0
2.07	Ovens Riverside Precinct – Investigate new connection to lower path to minimise conflict between pedestrians and cyclists along the upper path through the Riverside Precinct	\$165,000	Medium	Design	\$15,000
2.08	Crossing at Swan Street to connect Barr Reserve with One Mile Creek trail	\$110,000	Medium	Design and Construct	\$110,000
2.09	Investigate areas along riverside/creekside paths that are prone to flooding and what solutions/ alternative routes are in place for these areas. Examples of areas along One Mile Creek path include crossing under/over Rowan Street and Tone Road.	\$110,000	Low	Audit & Design	\$10,000
2.10	Shared path along Cusack Street to connect One Mile Creek trail with Health Precinct and CBD (related to action 3.12).	\$192,500	High	Design and Construct	\$192,500
2.11	Better cycle connection between One Mile Creek trail and Ovens Street/CBD via Ryley Street/Tone Road	\$275,000	High	Design and Construct	\$275,000
2.12	Connection to Millard Street via Crisp Street and formalised crossing point across Millard Street to join One Mile Creek trail up with Merriwa Park	\$137,500	High	Design & Construct	\$137,500
2.13	Sealing of connecting path between One Mile Creek trail and Smith Crescent.	\$55,000	Low	No	\$0
2.14	Seal the missing gap of One Mile Creek Trail from Cribbes Road to Wenhams Lane, including a formalised crossing/ connection across Cribbes Road.	\$90,750	High	Design and Construct	\$90,750
2.15	One Mile Creek extension to Milawa rail trail: Investigate, design and construct connection of One Mile Creek Trail from end of Wenhams Lane to easement pathway located between 81 and 95 Wenhams Lane, formalise pathway from Wenhams Lane into Targoora Park, using drainage corridors which crossover Murilla Crescent and Milnes Creek Drive, and design and install a pathway from edge of western edge of Targoora Park (near Milnes Creek Drive) through the reserve, connecting with the pathway along Wangaratta-Whitfield Road.	\$272,250	High	Design and Construct	\$272,250
2.16	Seal pathway connecting One Mile Creek trail with Pin Oak Drive and allow for easy north and south movement along One Mile Creek path from the estate.	\$41,250	Low	No	\$0

2 Action Plan

Ref	Project	Cost Estimate	Priority (H/M/L)	10 Year Plan Works	10 Year Plan Cost
2.17	Extend the One Mile Creek Trail from Murilla Crescent to Clarkes Lane along the creekline.	\$276,261	Low	No	\$0
2.18	Extend trail on western side of the One Mile creek (from Silver Wattle Drive to Clarkes Lane) to provide a link with the south growth area ¹	\$276,261	Medium	Design	\$0
2.19	Extend shared path on Greta Road from Mason Street to Clarkes Lane to provide a link with the south growth area.	\$350,000	Low	No	\$0
2.20	Construction of an off-road shared path connecting Greta Road to the One Mile Creek Trail through the Wangaratta South Growth Area via an existing road reserve ¹	\$284,264	Low	Design & Construct	\$284,264
2.21	Construction of off-road shared path within the Wangaratta South Growth Area to create a north- south connection ¹	\$135,410	Low	Design & Construct	\$135,410
2.22	Investigate connection along Clarkes Lane to join M2M Rail Trail with One Mile Creek trail (once extended), South Growth Area and shared path along Greta Road (if extended), with potential to extend as far as Tone Road.	\$220,000	Low	No	\$0
2.23	Investigate the feasibility of extending Three Mile Creek path in a northerly direction from the top of Macquarie Court to Waldara Drive and Usshers Drive.	\$275,000	Medium	Design	\$24,000
2.24	Shared paths to be provided in the north west growth area to link key community facilities such as the neighbourhood activity centre, community facilities and open space including Three Mile Creek and Yarrawonga Road path ²	\$2,200,000	Medium	No	\$0
2.25	Investigate an off-road shared path to be constructed along the western edge of Three Mile Creek (between Williams road and Currawong Drive) to close the gap in the shared path network between Three Mile Creek Trail and Cruse Street.	\$210,000	High	Design & Construct	\$210,000
2.26	Extension of Three Mile Creek Trail from Cruse Street in a southerly direction to the southern boundary of the Wangaratta North-West Growth Area ²	\$181,923	Low	Design & Construct	\$181,923
2.27	Extend Cruse Street shared path along Sisely Avenue to join up with Wareena Park.	\$440,000	High	Design & Construct	\$440,000
2.28	Enhance shared path connections through Wareena Park to allow easy flow from Sisely Avenue and Swan Street to One Mile Creek path.	\$165,000	High	Design & Construct	\$165,000
2.29	Investigate the feasibility of constructing a shared path along Three Mile Creek path in a southerly direction all the way to Shanley Street / South Wangaratta Reserve.	\$797,500	Low	Feasibility & Design	\$72,500
2.30	Investigate the feasibility of extending Tone Road shared path from Newman Street to Mason Street/ Shanley Street.	\$420,000	Low	Feasibility & Design	\$40,000
2.31	Investigate the realigning of the rail trail along the edge of the train line from the intersection of Mackay and Templeton Streets to the train station (as part of the implementation of the Wangaratta Loop) ^{3&4}	\$165,000	High	Design & Construct	\$165,000
2.32	Investigate a redesign of Wilson Road from Weir Street/ Chandler Street to Chisholm and Faithfull Streets to integrate pedestrian and cyclist connectivity for residents on Wilson Road.	\$1,100,000	High	Design	\$100,000

¹ Rural City of Wangaratta South Growth Area Development Contributions Plan 2018

² Rural City of Wangaratta North – West Growth Area Development Contributions Plan 2018

³ Rural City of Wangaratta, Wangaratta Railway Precinct Enhancement Project 2018

⁴ Rural City of Wangaratta, The Wangaratta Project (CBD Master Plan) 2016

* Not all actions have been mapped

Action Plan

Ref	Project	Cost Estimate	Priority (H/M/L)	10 Year Plan Works	10 Year Plan Cost
Focus Area: Safe and Linked Rural Communities					
2.33	Oxley – Construction of shared trail between Oxley township and Oxley Rec Reserve ¹	\$852,500	Low	No	\$0
2.34	Oxley - Triangle extension of the trail at Oxley to join up Snow Road with Wangaratta Whitfield Road via Oxley Greta Road and Oxley Primary School	\$275,000	Medium	Only Design	\$25,000
2.35	King Valley - Investigate the extension of the rail trail from Oxley to Cheshunt.	\$120,000	High	Feasibility and Concepts	\$120,000
2.36	Construction King Valley Rail Trail - Oxley to Moyhu	\$1,512,500	High	Design	\$137,500
2.37	Construction of King Valley Rail Trail - Moyhu to Edi	\$2,117,500	Medium	No	\$0
2.38	Construction of King Valley Rail Trail - Edi to King Valley	\$1,402,500	Medium	No	\$0
2.39	Construction of King Valley Rail Trail - King Valley to Whitfield	\$2,392,500	Medium	Design	\$217,500
2.40	Construction of King Valley Rail Trail - Whitfield to Cheshunt	\$1,347,500	Medium	Design	\$122,500
2.41	Moyhu - Formalise trail to become a shared path from centre of Moyhu to Moyhu Primary School.	\$470,000	High	Design and Construct	\$470,000
2.42	Moyhu - Design and construct a 1.3km shared pathway along the Meadow Creek Road to the King River swimming spot.	\$385,000	Low	No	\$0
2.43	Moyhu - Construct walking/cycling pathway between Moyhu town centre and Moyhu Recreation Reserve.	\$275,000	Low	No	\$0
2.44	Whitfield - Investigate walking and cycling connection between Gentle Annie Caravan Park and centre of town.	\$632,500	Low	No	\$0
2.45	Whitfield – Construct shared path from Pizzini Winery through Whitfield to Dal Zotto winery	\$660,000	Medium	Design	\$60,000
2.46	Whitfield - Investigate feasibility to have a Mansfield to Whitfield connection.	\$16,225,000	Low	No	\$0
2.47	Cheshunt – Investigate trail construction from Cheshunt to Christmonts Winery and Lake William Hovell.	\$4,537,500	Low	No	\$0
2.48	Milawa - Investigate feasibility of a tourist loop from Brown Brothers to Hurdle Creek Distillery to Oxley Recreation Reserve and back to the trail on Snow Road.	\$3,850,000	Low	No	\$0
2.49	Milawa – Extension of rail trail from Milawa Recreation Reserve along Snow Road to Markwood and continuing to Bright rail trail. Includes feasibility of route via Whorouly vs. Everton.	\$2,585,000	High	Design	\$235,000
2.50	Milawa - Sealing and upgrade of path from Snow Road to Cheese Factory, via Milawa Primary School, as well as to Brown Brothers.	\$60,500	Medium	Design and Construct	\$60,500

2 Action Plan

Ref	Project	Cost Estimate	Priority (H/M/L)	10 Year Plan Works	10 Year Plan Cost
2.51	Tarrawingee - Investigate feasibility of extending trail from Milawa Cheese Factory north along Milawa – Tarrawingee Road, through the township of Tarrawingee and up Boralma-Tarrawingee Road to join up with the M2M rail trail on Londrigan - Tarrawingee Road.	\$151,250	Medium	Design	\$0
2.52	Tarrawingee – Create shared path around township triangle on Great Alpine Road, Beechworth-Wangaratta Road and River Road ¹	\$233,750	Medium	Design and Construct	\$233,750
2.53	Eldorado - Investigate the feasibility of extending the rail trail to create an Eldorado link/loop – starting at Londrigan Station and finishing at Tarrawingee Station	\$5,500,000	Medium.	No	\$0
2.54	Glenrowan - Identify a connection solution for the Glenrowan Recreation Reserve to the centre of Glenrowan township.	\$55,000	Low	No	\$0
2.55	Glenrowan - Explore the Winton Wetlands/Benalla to Glenrowan Link	\$2,145,000	Low	No	\$0
2.56	Glenrowan - Explore the extension of the bike track along Warby Range Road to connect Hamilton Park and Glenrowan with Wangaratta via Shanley Street to South Wangaratta Reserve.	\$2,640,000	Medium	Design	\$240,000
2.57	Killawarra - Allow for safer and more enjoyable use of the Yarrawonga Road pathway year round, which may mean renewal of pathway and sealing from Waldara Drive to Browning Road. This work will also include a permanent safety solution to the section of path currently running flush with Yarrawonga road (between Old School Road and Chick Road)	\$687,500	High	Design and Construct	\$687,500
2.58	Killawarra - Construction of pathway along Yarrawonga Road from Sessions Road/Browning Road to Killawarra. Options include to Warby Tower Road or Francis Road in order to connect up with the Warby- Ovens National Park.	\$1,210,000	Low	No	\$0
2.59	Peechelba - Investigate feasibility of pathway from Killawarra to Peechelba	\$2,227,500	Low	No	\$0
2.60	Boorhaman - Investigate the extension of M2M rail trail from North Wangaratta Reserve to Boorhaman	\$4,400,000	High	No	\$0
2.61	Boorhaman - Investigate the extension of M2M rail trail from Boorhaman to Peechelba East	\$1,870,000	High	Design	\$170,000
2.62	Springhurst – Create better walking and cycling connection between train station, school and recreation reserve ¹	\$330,000	Medium	Design and Construct	\$330,000
2.63	Springhurst - Investigate a Springhurst to Chiltern link (to be incorporated into the feasibility and design for the Springhurst to Rutherglen project – action 2.65).	\$3,850,000	Low	No	\$0
2.64	Springhurst - Investigate the extension of the M2M rail trail from Bowser to Springhurst	\$4,950,000	Medium	Only Design	\$450,000
2.65	Springhurst - Investigate a Springhurst to Rutherglen link along the already existing retired rail line.	\$4,400,000	High	Design and Construct	\$3,280,000
65 Actions		\$83,750,869			\$10,255,847

3 A Safe and Convenient Cycling Lane Network

Introduction

Whilst the off-road pathway network provides the backbone of the Wangaratta Bicycle Network, a complementary network of on-road bicycle lanes accommodates those either more confident and seeking more direct routes and those that may be seeking to commute to their workplace or school.

Dedicated bike lanes are particularly attractive to those riders who are comfortable riding but are still somewhat apprehensive about sharing a road with vehicles.

Through the consultation for this strategy it was raised that there are a number of wide road reserves within the urban Wangaratta area which have unsealed shoulders and gravel vehicle parking areas. These areas suffer from spread of gravel onto what should be a bicycle riding area and creates hazards which deter cyclists from using these roads.



Design Considerations

Historically, the needs of cyclists have played little role in the design of roadways. Whilst there has been some change and more cycling lanes being developed appropriately on roads, there are still a number of design issues which cause a negative impact to a cyclist using the on-road network. Key issues identified through the development of this strategy include:

- On-road cycle lanes terminating without warning and at inconspicuous locations
- Cycle lanes terminating prior to roundabouts or intersections without appropriate consideration of the continuation of that route
- Roundabouts not including a bicycle lane
- Inadequate signage for cyclists using on-road bicycle lanes
- Inadequate maintenance of on-road cycling lanes where gravel and other matter causes a less safe riding surface
- Inadequate space being allocated to cyclists from either the adjoining traffic lane or parking areas
- Car parking designs should be done with consideration as to their impact on pedestrians and cyclists and the nature of the traffic movement within that road. The Wangaratta Urban Design Framework provides details to some appropriate treatments.¹

Wilson Road

Residents along Wilson Road, while close to the CBD, have no footpaths, bike lanes or nearby trails connecting them in to the CBD. There is opportunity to develop this street in order to enhance connectivity for these residents. Wilson Road continues to develop with residential properties and therefore should be made a priority.

West End Bike Lane Network

Phillipson Street

Currently, the most prominent bike lane network that the municipality has is in the west end of Wangaratta, and includes bike lanes on either side of Phillipson Street and Williams Road.

This network includes a bike lane stretching 2km on either side of Phillipson Street from Sisely Avenue up to Yarrawonga Road/ Edwards Street.

This provides a north-south connection through the west side of Wangaratta, and adjoins with the other existing bike lanes along Williams Road, as well as a shared path on Rowan Street connecting Phillipson Street with One Mile Creek trail.

A shared path also exists north of Edwards Street alongside Galen College, connecting up to the Ovens Riverside Path.

The most significant gap in this network is the Phillipson Street/ Edwards Street intersection, which needs better design to accommodate cyclists.

The intersection at Williams road and Phillipson street is also problematic for both pedestrians and cyclists, particularly during peak school hours.

Williams Road

The bike lane along Williams Road has some minor flaws in its design where the dedicated bike lane stops and starts without appropriate signage or alternative routes.

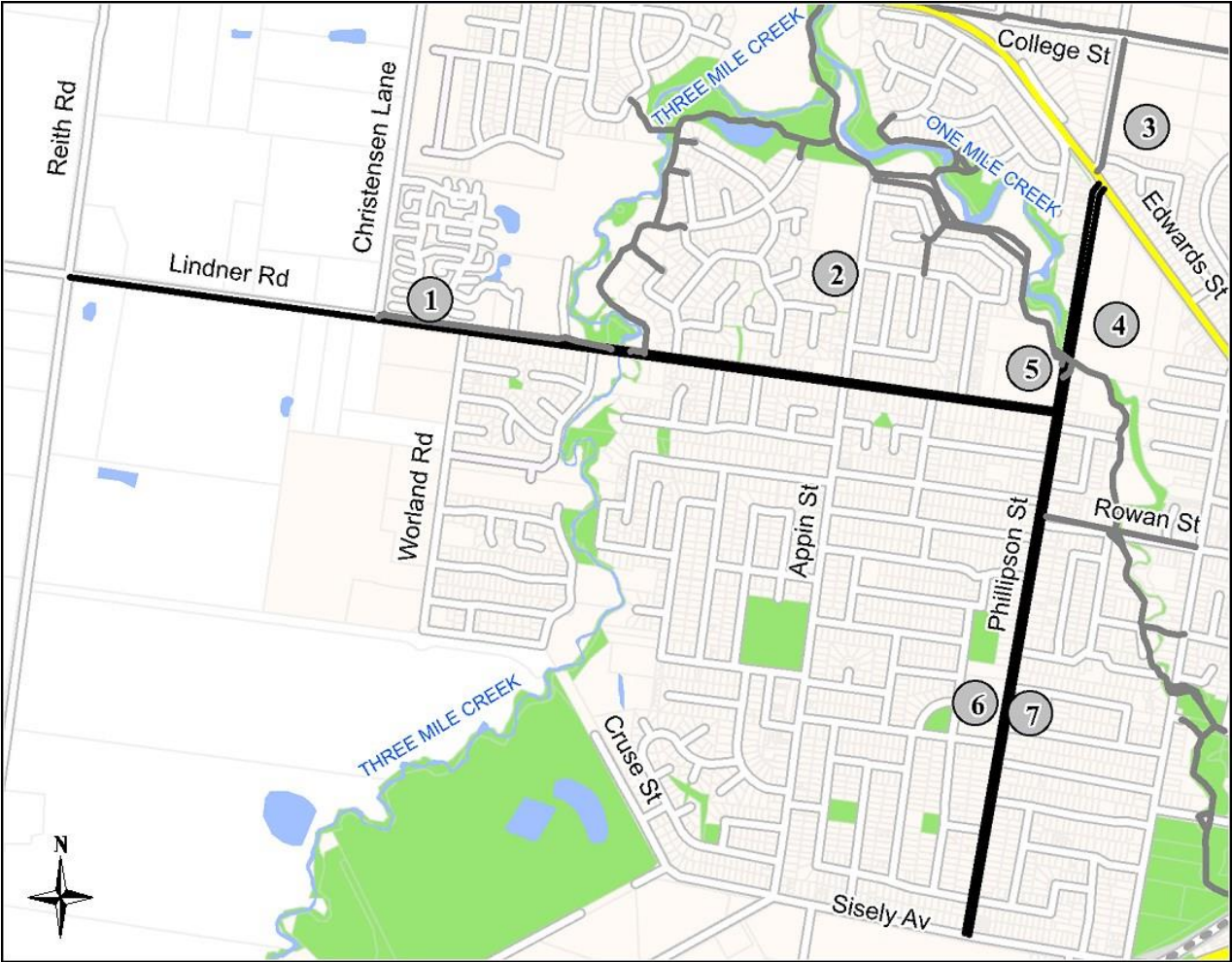
There is also a shared path along a section of Williams Road to compliment the on-road network. This shared path connects with Three Mile Creek trail and Christensen Lane. The bike lane only continues on the south side of Williams Road/ Lindner Road out to Reith Road from the Three Mile Creek bridge. This means that there is no obvious connection for the cyclist wishing to travel in to town from Reith Road until they arrive at Christensen Lane and meet with the shared path.

There is great potential for adding a north side bike lane along Lindner Road from Christensen Lane to Reith Road to close this gap in the network. This would also compliment the North West Development.



On-road Bicycle Lane – Lindner Road

Phillipson Street and Williams Road Bicycle Lane Network



Key Destinations

- 1. St Johns Retirement Village
- 2. Wangaratta District Specialist School
- 3. Galen Catholic College
- 4. Wangaratta High School
- 5. St Bernard’s Primary School
- 6. Wangaratta West Primary School
- 7. Muntz Street Precinct which includes Buyin Time, West End Cycles and Madame Espresso

3 Action Plan

Ref	Project	Cost Estimate	Priority (H/M/L)	10 Year Plan Works	10 Year Plan Cost
3.01	Create a bike lane priority map for Wangaratta urban area to identify priority corridors for bike lane networks (as part of the Movement & Place assessment).	\$0	High	Yes	\$0
3.02	Connection between Merriwa Park and Apex Park – install a separated bike lane along Chisholm Street and Faithfull Street, with priority turning lanes from Ely Street in to Chisholm Street and Faithfull Street in to Parfitt Road ¹	\$120,000	High	Design & Construct	\$120,000
3.03	Improve cycling conditions along Ford Street for better connection between the train station and Bike Hub ¹	\$68,750	Medium	Design and Construct	\$68,750
3.04	Investigate separated bike lanes along Meldrum Street and Warby Street.	\$330,000	Medium	Feasibility/ Investigation	\$30,000
3.05	Enhance cycle connection to the Bike Hub and CBD from Ryley Street, which may include separated bike lanes along Ryley Street	\$570,000	Medium	Design	\$50,000
3.06	Separated bike lanes installed and/or formalised on Rowan Street to close the gap between Green Street and the CBD.	\$600,000	High	Design & Construct	\$600,000
3.07	Investigate separated bike lanes on either side of Tone Road. *related to action 2.30.	\$50,000	Medium	Feasibility/ Investigation	\$50,000
3.08	Investigate redesign of several problem intersections for pedestrians and cyclists including: Wangandary Rd and Wangaratta/Yarrowonga Rd; Williams Rd and Phillipson St; Phillipson St and Edwards St; Rowan St and Green St; and Ryley Street and Murphy Street.	\$5,500,000	High	Design	\$500,000
3.09	Construct and formalise separated cycle lanes on Phillipson and Williams Road to enhance the cycle lane network that already exists.	\$1,200,000	High	Design & Construct	\$1,200,000
3.10	Redesign Phillipson Street bridge over One Mile Creek to cater for pedestrians and cyclists	\$1,100,000	Medium	Design	\$100,000
3.11	Investigate formalised bike lanes on either side of Wangandary Road between Yarrowonga Road and Christensens Lane – providing connection between Yarrowonga road path and North West Growth Corridor.	\$170,000	High	Feasibility	\$15,000
3.12	Health Precinct- Prioritise a cycling lane network through this precinct to allow east-west and north-south connections. Key streets for consideration include Cusack Street (related to action 2.10), Docker Street, and Green Street ² . Consider locating between the verge and footpath to minimise conflict with parking and turning vehicles.	\$1,650,000	High	Design & Part Construct	\$650,000
3.13	Investigate options for a Wangaratta to Warby Ranges Cycling Link, possibly via Shanley Street or Wangandary Road, however need to determine appropriate trail head to connect with	\$1,100,000	Low	No	\$0
	13 Actions	\$12,458,750			\$3,383,750

¹ Rural City of Wangaratta, The Wangaratta Project (CBD Master Plan) 2016

² Rural City of Wangaratta, Wangaratta Health Precinct Structure Plan 2019

³ Rural City of Wangaratta North- West Growth Area Development Contributions Plan 2018

4 Fit-for-purpose Recreational Walking and Cycling Opportunities

Introduction

Wangaratta has a long history with cycling and records indicate organised rides and races being conducted as early as 1886. This long association with cycle sport has seen many Commonwealth and Olympic Games athletes come out of Wangaratta through the Wangaratta Cycling Club.

Cycling Victoria have five distinct designations of sport cycling¹ which will be used in this strategy. These are

- Road Cycling
- Track Cycling
- Cyclo-cross
- BMX
- Mountain Bike

Road Cycling

This category includes road races, criterium race, individual time trials and multi stage races.

The Cycling Victoria State Facilities Strategy identifies a number of key road cycling routes:

- 15 Mile Creek
- Reith Road (Time Trial)
- Boweya Road (Time Trial)
- Eldorado Loop
- Glenrowan Loop
- Moyhu Loop

These facilities offer a range of different on-road cycling experiences.

There are a number of popular road cycling routes in the Rural City of Wangaratta. These include:

- Oxley Tarrawingee Loop
- North Wang Ride
- Ryans-Taminick Loop
- Greta-Glenrowan Loop
- Lake Rowan-Taminick Gap Ride

These rides vary from beginner through to experienced rides which even the fittest riders will find challenging.

There is an opportunity to package these road rides into a promotional offering.

Wangaratta Showgrounds Velodrome

The Velodrome is used during the summer months by the Wangaratta Cycling Club for track cycling as part of a mix of club cycling activities. There is a core section of the club which train and race on the velodrome. The club, mirroring broader society, has expanded into other forms of cycling such as road cycling, criterium racing, cyclo-cross and mountain biking.

An assessment of the existing facility against the guidelines for outdoor velodromes as set by Cycling Victoria¹ identifies the track itself meeting the majority of the design requirements. However, the existing velodrome does not comply with the design requirements in relation to perimeter fencing and conflicting use of the infield area.

The condition of the track was rated in 2015 by Cycling Victoria as still very usable on the provision of cracks being filled in with instant bitumen, it was determined at the time that this would be acceptable in the short term. Cracks continue to appear on the track surface and some appear to be bordering on hazardous.

There is general acknowledgement that the life span of the track remaining fit-for-purpose is short with the surface condition and continued cracking being a strong indicator of structural weakness.

The velodrome has a plexipave acrylic surfacing which was last replaced in 2004. This product would usually be replaced every 8-10 years depending on usage.

Moving forward, working with the Cycling Club in coming up with a solution for future competitive cycling will be crucial.



Cyclo-cross

This is a hybrid category which combines elements mostly from cross country mountain biking and criterium racing

The Wangaratta Cycling Club has conducted trials of Cyclo-cross at the Rodeo grounds in the Wangaratta Parklands Precinct. Rounds of the Victoria Cyclo-Cross Series have been held at Sam Miranda Winery in recent years.

BMX

This category includes freestyle and track racing. There are no designated sites within the Wangaratta municipality that accommodate BMX style riding, however Council is open to conversations with the community about the use of parts of the open space network to establish BMX friendly elements. These facilities are often developed in bushland areas so careful selection of venue will be required to ensure minimal negative impact to the environment.

A BMX Pump Track has been proposed for Mitchell Avenue Reserve and will be made a priority for implementation in the short term.¹

Mountain Biking

This category includes a multitude of sub groups but largely they fall into either downhill or cross country courses.

There has been interest shown in the establishment of mountain bike tracks within Wangaratta. The North East region of Victoria is a hub of mountain biking.

The criteria used to determine the suitability of a mountain bike trail development includes a range of elements, such as:

- A primary trailhead able to be located close to town or tourism services
- A primary trailhead located at the bottom of the trail network

- Interesting scenery and topography
- Open vegetation
- Suitable soils and good amount of rock
- Plenty of elevation
- Accessible shuttle road

A large mountain bike trail park would encompass between 50km and 100km of trails with a mixture of beginner, intermediate and advanced trails and a combination.

Stakeholders in the region have highlighted the need for more green trails in order to develop the mountain bike market and to appeal to a wider audience. This is supported by the North Eastern Victorian Cycling Optimisation Masterplan.¹

A strategic approach to make mountain biking appealing, accessible and easy to new entrants and beginners is critical for the future development of the sport. This includes consideration of the following:

- Easy mountain bike trails
- Skills parks
- Mountain bike training and skills sessions
- MTB accessible to towns

The development of further MTB networks in the North East must be supported by land managers and cycling clubs, to dedicate resources to maintain trails over time¹.

Glenrowan/Warby Ranges National Park

Black Dog Brewery (outside of Wangaratta LGA) forms part of the High Country Brewery Trail and has a connection via Cellar Track onto Booth Road into the Warby Ranges. Booth Road is now a quality gravel road however it does have connections to trails which may be more enticing for mountain bikers.

The Friends of the Warby Range constructed a walking track which starts and finishes at Wenhams Camp on Booth Road. This 4½km circuit is also open to bike riders.

Bike riding is permitted on open vehicle roads tracks and some management tracks including Pangerang Lookout Walk and Ridge Track to Mount Glenrowan. Riding is prohibited on all other walking tracks and areas affected by Cinnamon Fungus.

Wilson Road Rural and Community Camp Site

This site, which is located in Killawarra and has been occupied by a scouts group, has been identified as a possible venue for a mountain bike track or training area.

The use of the space for scouts purposes may be contradictory with mountain biking activities and therefore some additional work would be required to determine the feasibility of this arrangement.

As a mountain biking venue the site has a number of limitations, mostly due to the location of the site and the lack of nearby amenities. The site is not particularly accessible to cyclists and visitors would be required to drive to the site.

Eldorado and the Chiltern-Mt Pilot National Park

Well formed vehicle tracks throughout the park provide access to a variety of short or day-long walks and are suitable for cycling, horse riding and car and four-wheel drive touring.

Cycle on forest tracks at Donchi Hill in the west, Frogs Hollow and Magenta Mine and at Cyanide Dam.

Head up to the summit of Mt Pilot and enjoy the spectacular view.

Wangaratta Primary School MTB Trail

Wangaratta Primary School has recently established a small MTB single-track trail which is open to the public.

Informal Bike Jumps

The construction of informal and ad hoc bike jumps has been an activity undertaken by young people for generations as a way of participating in cycling in a more exciting and risk-taking way.

Acknowledging the need to encourage cycling throughout a person's entire life, and the static riding on pathways as a sometimes less appealing activity for the 10-18 year old sector of society, the Rural City of Wangaratta will take an 'encourage but within boundaries approach' to these developments.

The development of these jumps is typically done without any form of consultation or approval from land managers and as such their development can sometimes cause negative consequences in other areas such as environmental damage, asset damage or creation of additional hazards for other user types.

Identified Sites

The sites where these informal tracks are being developed include:

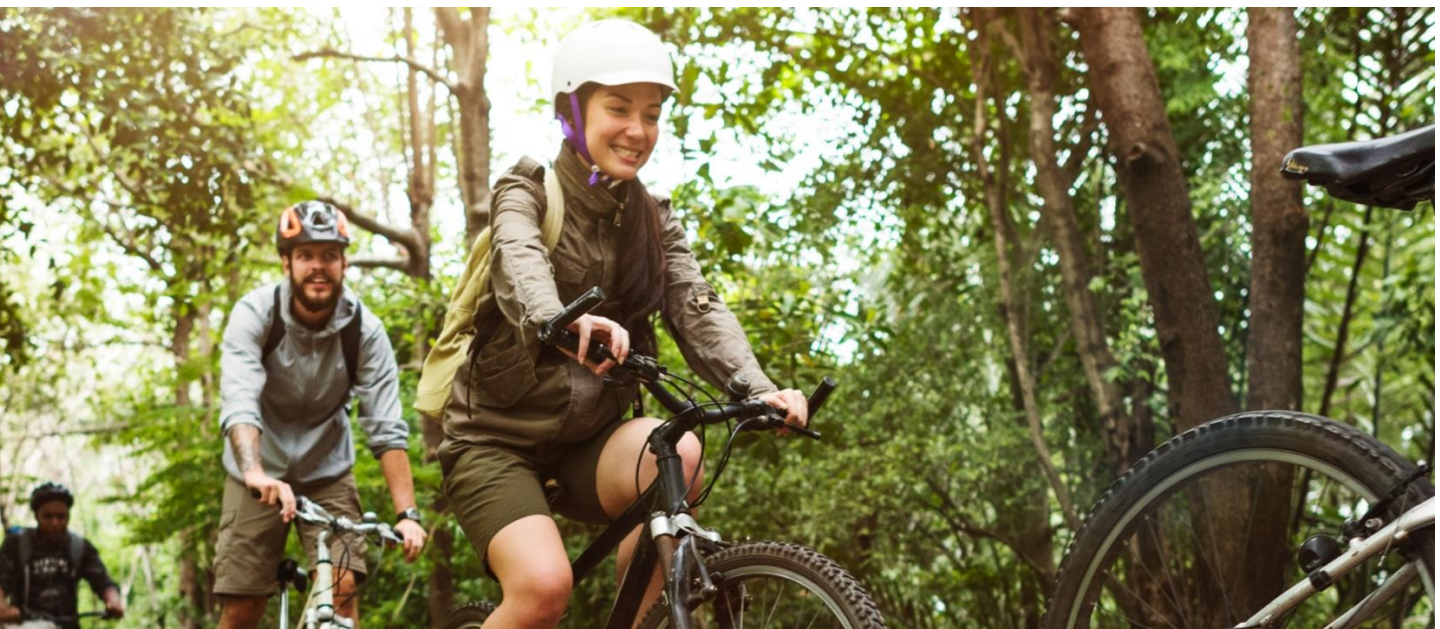
- Adjacent to Ovens Riverside Path near Railway line
- Adjacent to One Mile Creek pathway
- Collyndale Drive Estate near existing pathway
- Rear of Arlington Park

Bushwalking

Bushwalking provides an additional layer of adventure and user experience to those in our community who undertake walking for fitness or leisure.

Wangaratta and the broader northeast has a range of bushwalking options to accommodate those walkers looking for a simple hike or a multi-day adventure.

The Warby Ranges is a key destination for bushwalking in the Rural City of Wangaratta. There are a number of tracks and the Warby Range Bushwalkers group provides a structured group to join if desired.



4 Action Plan

Ref	Project	Cost Estimate	Priority (H/M/L)	10 Year Plan Works	10 Year Plan Cost
4.01	Wangaratta Showgrounds Velodrome – Plan for the removal of the velodrome. Work with the Cycling Club to develop alternate club activities and facilities (e.g. criterium circuit).	\$315,000	Medium	Design and Construct	\$315,000
4.02	Investigation of opportunities for criterium cycling circuits including within the Wangaratta Parklands Precinct.	\$137,500	Medium	Design and Construct	\$137,500
4.03	Construction of a Pump Track at Mitchell Avenue Reserve in line with the Mitchell Avenue Reserve Master Plan	\$250,000	High	Design and Construct	\$250,000
4.04	Construction of a series of bike jumps along existing trail networks	\$220,000	High	Design and Construct	\$220,000
4.05	Investigate an Oxley to Glenrowan connection, consideration of sealed shoulders or extension of rail trail.	\$5,000,000	Low	No	\$0
	5 Actions	\$5,922,500			\$922,500

5 A User Experience Approach to Developments

Introduction

The motivation to walk or cycle as a mode of transport is not just based upon the infrastructure that is used. A significant contributor to whether somebody chooses to walk or cycle is based around the experience that they will have (or have had) on their journey.

Consistent feedback received through the engagement for this strategy and information from other literature demonstrates a number of significant contributing factors that help establish a positive user experience. These include:

- Signage
- End-of-trip facilities
- Amenities, such as seating, drinking fountains, shade, toilets, lighting, solar and quick charge points for ebikes, bike racks, and repair/pumping stations
- Sensory appeal – including trees, visual appeal and public art
- Consideration of those with limited mobility¹

Signage

Signage along shared pathways is lacking. There is little directional signage or directions for users about nearby amenities.

There is currently inconsistent and weak messaging that exists in walking and cycling signage in RCoW. Different types of signage includes:

- Directional
- Educational/Safety
- Identification

It is important to address the gaps in the existing network before exploring projects which create new networks. This includes the gaps that exist in current walking and cycling related signage.

Signage across the municipality is currently inconsistent and ineffective. There has been evidence of a lack of educational messaging when it comes to the safe use of shared pathways. In particular, and due to inconsistent and missing identification signage, there is often confusion about where people can and cannot cycle.

The Rural City of Wangaratta is currently working on a marketing strategy which has the opportunity to pick up on these inconsistencies and develop some more effective signage.

The key walking and cycling networks previously identified in this strategy should be made a priority when it comes to efficient and effective signage.

Tourism North East are currently developing a strategy to address signage which will encompass all disciplines of cycling and will include trailhead and wayfinding signage. This project should be monitored to ensure that it is relevant for Wangaratta and to take advantage of opportunities that it may present.

The design and fabrication of signs should be undertaken in accordance with Australian Standard AS 2156.1 Walking Tracks: Classification and Signage. Consideration also needs to be made to the marketing work currently being undertaken by Council and Tourism North East.

Directional Signage



Educational Signage



Identification Signage



End of Trip Facilities

End-of-trip facilities in this strategy are focused on venues and businesses providing facilities to accommodate their employees or visitors. Public amenities will be addressed in the following section of this strategy.

Key destinations should be provided with a range of facilities including bike hoops, bike pumps and considerations should be made to e-bike charging stations.

Certain locations should include toilets, showers and lockers to accommodate longer stays.

Bike Hoops/Storage/Lockers

The provision of safe and accessible lock up and storage facilities will help eliminate concerns for some users. In addition to the traditional bike hoops, other options allow bikes to be hung, locked, stacked or parked in a convenient manner. The Wangaratta Urban Design Framework has identified a specific design style for the CBD area¹.

Wangaratta Bike Hub



Amenities

A key element of a person's experience in using a walking or cycling path is whether there are basic comforts that make their experience enjoyable. This strategy recommends adopting a number of service levels which will help ensure that basic comfort is provided for users of our pathway network.

With the impacts of climate change continuing into the future these amenities will become an even higher priority to ensure walking and cycling remains a popular activity for the residents of the Rural City of Wangaratta.

Seating

A seat should be available every 2km along a shared pathway within the urban area. Where possible this should be located at a destination which offers basic comfort.

Drinking Water

Drinking water should be made available at key destinations along trails within urban areas. The location of this should be made clear on signage along the trail. The provision of more drinking water also needs to consider water sustainability issues.

Public Toilets

The provision of toilets should be included on signage along the trail. It is not the intent to provide public toilets along the trail but to keep users informed of the nearest public toilet, particularly at key decision points.

Bollards

The right designed bollards can provide safety and convenience for pedestrians and cyclists. In the Rural City of Wangaratta there are a number of old bollard designs that do not cater for cyclists, particularly on shared paths (on approaches to intersections with roads).

Shade

The provision of shade should be made where possible along a trail. Key areas of focus should be at key locations where a seat or other infrastructure is located. Consideration should also be made to providing shade along longer stretches of trail where higher levels of radiant heat may be found, including open pathways in rural areas.

Lighting

Lighting to provide pedestrian safety is desirable along all walking and shared pathways. The highest priority areas should be at intersections, decision making junctions where people may be entering or leaving the pathway and at destinations such as toilets or seating areas.

There is currently limited lighting provided along the off-road network. This creates navigational as well as safety issues associated with travel in the dark.

Prioritisation of areas set away from lit streets will be made, and this will require further investigation to create a reasonable prioritisation list of lighting works.

Charging and Repair/Pumping Points

Consideration should be made for provision of charging points for e-bikes and mobility scooters. These may be co-located with other amenities such as toilets, seating areas and repair/ pumping stations.

Charging points and other amenities requiring power should also prioritise the use of renewable sources of energy to adapt to the changing needs into the future.

5 Action Plan

Ref	Project	Cost Estimate	Priority (H/M/L)	10 Year Plan Works	10 Year Plan Cost
5.01	Develop a signage suite for walking and cycling infrastructure, which includes efficient and effective use of directional, educational and identification signage.	\$22,000	High	Design and Construct	\$22,000
5.02	Roll out of signage suite - Commit an ongoing budget for signage and line marking budget to allow for regular improvements to key pathways across the municipality.	\$250,000	High	Design and Construct	\$250,000
5.03	Provide additional cycling infrastructure at key points including bike hoops and bike pumps integrated into the streetscape in sculptural forms. Key locations include Northeast Health Wangaratta, Rural City of Wangaratta, CBD businesses, Wangaratta train station, educational facilities, major recreational complexes/ reserves and supermarkets.	\$132,000	High	Design and Construct	\$132,000
5.04	Enhance amenity at bus stops ie: shade, seating, water and bins, prioritising those at key destinations and which are currently exposed to the sun.	\$220,000	Medium	Planning/ Scoping	\$20,000
5.05	Undertake planning for key walking and cycling tourism destination/trail head points for improved amenity, such as car parking, shade, seating, water, bike racks, repair and charging stations. Such destinations may include but are not limited to Merriwa Park and Apex Park.	\$704,000	Medium	Planning	\$150,000
5.06	Identify key locations for lighting improvements along the shared trail network. Examples include Mitchell Avenue Reserve and various locations along One Mile Creek trail.	\$550,000	High	Design	\$40,000
5.07	Investigate suitable charge station locations for electric mobility scooters and bikes.	\$220,000	Medium	Design	\$20,000
	7 Actions	\$2,098,000			\$634,000

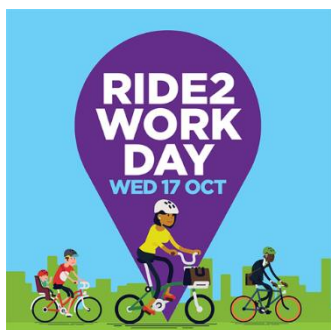
6 Effective Planning and Promotion

Participation Programs

There are a number of programs and events that both Council and external partners currently get involved in with the aim of encouraging participation in walking and cycling.

These include the Walk to School program, Ride2Work Day and more recently a pilot program targeting youth to get riding on bikes, Cycling & Co. Key partners involved in activities such as these include:

- Tourism North East
- YMCA
- Gateway Health
- North East Health Wangaratta
- Sport North East
- Wangaratta Cycling Club
- Cycling Victoria
- Cycling Australia
- Road Safe North East
- Lions Club Apex Road Safety School
- Schools



Schools

The Rural City of Wangaratta has received funding from VicHealth to deliver the Walk to School program for several years now, and has continued to grow in success, with all 21 primary schools in the municipality registered in 2018. Some schools have also been involved in the Bicycle Network's Ride2School program and even received funding to enhance riding opportunities for their schools.

While these programs have helped to build the culture around walking and riding to school, there are a number of infrastructure issues which exist for many schools, particularly rural schools who are lucky to get a footpath connecting to their school.

Many rural schools currently rely on school buses to transport students to and from school. Not only does the infrastructure issues in the rural areas need to be looked at, but how that integrates with the public transport system.

Workplaces

While there are some key community champions, such as those involved in the Bicycle Reference Group, who drive the encouragement of riding to work, particularly for Ride2Work day, this activity does not have any funding allocated. There is currently a gap in the space of encouraging active travel to work in the municipality, and the reliance on cars with people travelling long distances only emphasises the strong vehicle-centric culture in which the community operate.

Given the cycling culture that already exists in the Rural City, there is great opportunity to capitalise and build on this through the encouragement of active travel to work. Stronger partnerships among different workplaces will enable a more consolidated approach to achieving the same outcome,

and with workplaces supporting one another, more success may be achieved in changing the car centric culture to having more people travelling to work on foot or bike. The Rural City of Wangaratta is also fortunate to have support from local community health services, such as Gateway Health in creating more healthy work environments. The Achievement Program provides a framework and resources to enable workplaces to better meet health outcomes for their employees and Gateway Health can support workplaces in working through this program.

Council have the opportunity to lead by example in changing corporate culture along with other high profile local employers such as Northeast Health Wangaratta.

Commercial Operators

There are three commercial operators servicing the walking and cycling market in Wangaratta. These are

- West End Cycles
- Rock & Road Cycles
- Fallons Bus Services

The M2M Trail has helped established a number of businesses:

- North East Coach Lines – shuttle bus services
- Driven Indulgence, Eldorado – shuttle bus services and tours
- River Tribe Adventures = shuttle bus services and tours
- Rock and Road Cycles, Wangaratta – bike hire, shuttle bus services and tours

Tourism North East has also encouraged existing businesses to become more cycle friendly through their “Cycle Friendly Business Program”. This has led to many businesses expanding their service and product offer to better cater for cyclists.

Promotion

The Rural City of Wangaratta already has a key cycling tourism focus, particularly in the townships of Milawa and Oxley. The key cycling tourist attraction, the Murray to Mountains Rail Trail, covers a large geographic area of this municipality. With this asset, along with the availability of food and wine tourism attractants, Milawa and Oxley have built their cycling profile.

There are a range of different cycling-related marketing collateral within the Wangaratta community. Whilst each promotion tends to focus on specific cycling products available to residents and tourists, the multitude of maps available, the lack of consistent branding and in some cases conflicting routes ensures that the existing suite of collateral is not maximising the potential benefits that could be unlocked.

The ongoing promotion of walking and cycling for our local community and tourists alike needs to focus on:

- Promoting Wangaratta as a walking and cycling destination
- Encouraging local accommodation providers to supply bikes as part of their accommodation offering.
- Recognition and reinforcement of the walking and cycle friendly terrain and great local paths
- Guidance on implementing safe walking and cycling streets with recommended street treatments
- Promotion of public transport as another alternative to private vehicle use

Public Transport System

Currently there is a very limited public transport system, consisting of irregular services between Wangaratta and Glenrowan and Wangaratta, Edi, Moyhu and Cheshunt.

Wangaratta town buses include Wangaratta to West End, Yarrawonga Road, and Yarrunga (via Mason Street or Murdoch Road)¹

6 Action Plan

Ref	Project	Cost Estimate	Priority (H/M/L)	10 Year Plan Works	10 Year Plan Cost
6.01	Complete Movement & Place classifications for all upcoming project study areas.	\$5,000	High	Yes	\$5,000
6.02	Review the design process for any new works in regards to pedestrian/cyclist priority, particularly that of road works on identified pedestrian and cyclist routes. Already identified key roads to consider include Murphy Street, Greta Road, Edwards Street/Evans Street/ Green Street, Swan Street and Mason Street, as well as key arterial roads in rural towns ¹	\$0	High	Yes	\$0
6.03	Review planning requirements for new developments to ensure all new developments incorporate pedestrian and cycle friendly streets ¹	\$0	High	Yes	\$0
6.04	Encourage walking and cycling amongst Rural City of Wangaratta staff, with consideration to staff health and wellbeing programs, fleet bikes and end of trip facilities.	\$150,000	High	Yes	\$120,000
6.05	Encourage walking and cycling amongst businesses through economic development activities.	\$150,000	High	Yes	\$120,000
6.06	Review needs of educational institutions as well as workplaces in having access to active modes of transport to school and work.	\$0	Medium	Yes	\$0
6.07	Review parking restrictions during peak times around workplace and school areas to encourage easier navigation for cyclists and pedestrians ²	\$0	Medium	Yes	\$0
6.08	Continue to liaise with the Wangaratta Bicycle Reference Group for the implementation of the actions identified in this strategy. Also establish a reference group for the implementation of walking-related initiatives identified in this strategy.	\$50,000	High	Yes	\$50,000
6.09	Advocate for improvement to walking, cycling and public transport within the municipality from key stakeholders including all levels of government, tourism bodies and other key stakeholders.	\$0	High	Yes	\$0
6.10	Review public transport routes and timetables, particularly for routes leading to schools and workplaces.	\$0	High	Yes	\$0
6.11	Review speed limits and advocate for lower speed limits in identified high pedestrian/cyclist usage areas, including within the health and CBD Precincts ^{3&4}	\$0	High	Yes	\$0
6.12	Regularly review walking and cycling data, demographic data and crash statistics to inform the monitoring, review and evaluation of this strategy	\$0	High	Yes	\$0
6.13	Investigate additional means of gathering data, such as the use of bicycle counters along key routes.	\$75,000	High	Yes	\$75,000
6.14	Advocate for enhanced education around pedestrian and cyclist safety and rules as part of the driving school curriculum.	\$0	Medium	Yes	\$0
6.15	Advocate for improved legislation/ road rules which protect the safety of pedestrians and cyclists eg. 1.5m gap rule	\$0	High	Yes	\$0
6.16	Ensure that planning permit requirements consider the need for pedestrians and cyclists and promote with private landholders the benefit in providing pedestrian thoroughfares through private plazas. Examples in the Health Precinct include between Docker Street and Rowan Street and between Spearing Street and Green Street ³	\$0	High	Yes	\$0
6.17	Advocate that the Walking and Cycling Strategy become a Referenced Document under Clause 21.12 in the Wangaratta Planning Scheme.	\$0	High	Yes	\$0

¹ Heart Foundation Healthy Active by Design 2018

² Rural City of Wangaratta Car Parking Plan

³ Rural City of Wangaratta, Wangaratta Health Precinct Structure Plan 2019

⁴ Rural City of Wangaratta, The Wangaratta Project (CBD Master Plan) 2016

6 Action Plan

Ref	Project	Cost Estimate	Priority (H/M/L)	10 Year Plan Works	10 Year Plan Cost
6.18	Develop a Pathways and Bike Lane - specific Asset Management Plan which includes a review of the maintenance schedules for the municipality's trails/ paths and bike lanes.	\$20,000	High	Yes	\$20,000
6.19	Improve the community's awareness of cycling paths, bike lanes walking paths and public transport through the use of online mapping systems. Investigate opportunities to implement a 'user experience' rather than an asset-based GIS pathway layer to enable more efficient and effective modelling of user friendly routes.	\$10,000	High	Yes	\$0
6.20	As part of the Inland Rail Project, advocate to ARTC for improved pedestrian and cyclist amenity at the three areas which will be impacted including: Beaconsfield Parade bridge in Glenrowan, Green Street bridge in Wangaratta, and the footbridges at Wangaratta train station.	\$0	High	Yes	\$0
6.21	Advocate to Parks Victoria for improved connections of Glenrowan township with neighbouring parks and reserves, including Mount Glenrowan	\$0	High	Yes	\$0
6.22	Advocate for the widening of Wangaratta-Whitfield road to allow for substantial shoulders and therefore safer travel for road users, including road cyclists.	\$0	High	Yes	\$0
6.23	Review Infrastructure Design Manual to allow for wider footpaths and shared paths – 1.8m for footpaths, 3m for shared paths.	\$0	High	Yes	\$0
6.24	Conduct a review of this strategy as per the details in the strategy, which includes continuing to identify and implement walking and cycling solutions that are consistent with the principles in this strategy and the Victorian Cycling Strategy.	\$0	High	Yes	\$0
	24 Actions	\$460,000			\$390,000

Project Selection and Implementation

Initial Prioritisation

The initial prioritisation has been established based upon a number of factors including how strongly the project achieves the objectives and strategic directions within the strategy, project readiness, community demand and how the project aligns with other complementary works and strategies. The prioritisation of projects will be fluid and will form part of the ongoing implementation of the strategy and the regular updates.

External Reference Groups

The Wangaratta Bicycle Reference Group shall be invited each year to provide input into the prioritisation of projects from the action plan. A clear brief shall be provided to the Reference Group as to the objectives which are trying to be achieved from the process.

As Council focuses on both walking and cycling moving forward, there also needs to be consideration as to the Bicycle Reference Group becoming inclusive of those who can advise on pedestrian-related initiatives, and therefore the group may need to be renamed.

The Accessibility Reference Group is another existing group that needs to be liaised with in prioritising accessibility for all around walking and cycling¹.

Prioritisation – Stage 1

It is proposed to establish a working group within Council to review walking and cycling related projects. The working group shall meet at least once per year to determine prioritisation of projects for budget consideration.

The initial prioritisation shall include the following:

1. Consideration of any new actions identified which have not been included in the Walking and Cycling Strategy.

2. Consideration of feedback from the external Wangaratta Bicycle Reference Group
3. Review list of actions within each Strategic Direction to determine a high, medium or low ranking of those projects. The rankings are to be determined based upon the ability of the project to meet the objectives and/or intent of the applicable Strategic Direction.
4. Review listing of high ranking projects to identify any projects which align with other walking and cycling projects or other Council projects
5. Review upcoming Council projects which might align with other actions within the Walking and Cycling Strategy

While this process has already begun it will remain a working progress to ensure continuous improvement.

Prioritisation – Stage 2

The second stage of project prioritisation will give consideration to the financial and project management capacity of Council and external grant opportunities. This stage will include the following:

6. Determine an appropriate budget for projects based upon Council's Long Term Financial Plan.
7. Review potential grant opportunities to enable a finalised list of projects for budget consideration based upon actual cost to Council.

Due Diligence

8. Undertake preliminary due diligence on the selected projects to identify constraints and challenges

Budget Consideration

9. Develop projects for budget consideration

Project Development

Depending on the project, there may be multiple stages required to complete the project. As such, many projects may be staged over more than one year. The various stages of project development might include:

- Feasibility Study/Business Case
- Concept Design
- Detailed Design
- Construction

As a project progresses through each stage, the cost estimate will be refined and will provide a higher level of cost surety.

Some projects may not progress past the Feasibility Study stage if they are deemed not feasible or the benefits of the project do not warrant the investment required.

Long Term Financial Plan

This strategy does not commit funds within Council's budget but provides a recommendation for future budgeting designed to achieve the outcomes and objectives within the strategy.

The projected capital renewal program for the 10 years from 2019 to 2028 for paths is \$2.482m¹. This strategy will inform the proposed renewal program and will inform a proposed new capital expenditure along with some operational expenses. The 2019-20 budget contains an allocation of \$50,000 towards new pathways (excluding that associated with other projects).

Cost Estimates

The cost estimates used throughout this strategy are estimates, where possible based upon past projects or anticipated unit rates. As such, a contingency has been applied to each project. As each project is further investigated and designed, the certainty of cost will be improved.

A standard rate of \$250 per linear metre has been applied.

A standard design rate of 10% of construction costs has been applied.

Monitoring, Review and Evaluation

Measurement

Setting measures will enable this strategy to be reviewed throughout its life. It will:

- Ensure that the objectives of the strategy can be measured with specific metrics
- Enable Council and the community to tangibly see whether the strategy is being achieved

The objectives within each strategic direction within this strategy are the key driver for project identification and selection.

Review

The strategy has a ten year lifespan however regular review and adjustments will ensure that it remains relevant and can adjust to emerging trends and changes in the external environment.

Review 1 – May to September 2022

Review 2 – May to September 2025

Review 3 – May to September 2028

Full Update – February to September 2029

The timing of the review will allow submissions into Council’s budget processes for the following financial year.

Strategic Direction	Metric	Baseline Measure	Target
2,3	Mode Share of Bicycle Trips from Wangaratta	1.2% Source: 2016 ABS Census Data – Journey to Work	2.0% Source: 2021 ABS Census Data – Journey to Work
2,3	By 2030, decrease the number of cyclists who are killed or injured on roads.	To be set	Zero
1	The number of streets that have access to a footpath.	Council asset dataset	% increase in streets that have at least one footpath (2023)
1	The number of residents who feel safe and comfortable walking throughout the municipality	Survey to be conducted – pull information from Rural Access, Gateway Health’s Active Living Report, Healthy Ageing Project	Everyone feels safe and comfortable to walk around the municipality.
1	The number of recreational and tourism opportunities provided through walking	Thorough audit to be conducted.	To be set

Strategic Direction	Metric	Baseline Measure	Target
2	The length of new or improved off-road shared paths implemented	To be set	% increase of residences in urban Wangaratta to be within 400m of a shared path.
2	Resident Transport Rating – Off Road Bike Paths	6.83 (2013) RACV Regional Transport Needs Survey	7.00 (2023) Source: TBC whether RACV will repeat the survey, investigate Council led data collection for 2023
2	Amount of gaps in the shared path network		3 less network gaps in the shared path network (2023)
3	The length of new or improved cycle lanes implemented	To be set	To be set
4	The number of facilities available for recreational walking and cycling.	Thorough audit to be conducted.	To be set
6	The number of programs and projects which promote, advocate and plan for all forms of walking and cycling	Thorough audit to be conducted.	To be set
6	The number of walking and cycling programs which are conducted in partnership with other organisations	Thorough audit to be conducted.	To be set

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