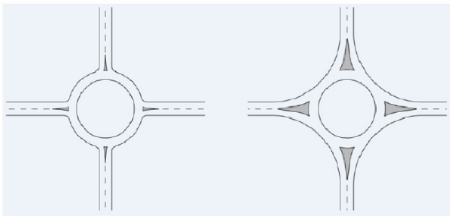


Walking and Cycling Strategy - Public Exhibition

Date	Comments	WIM Ref	Changes
10/12/2019	Need to make the area more accessible.		General feedback - already aligns with existing values of the
10/12/2019	The Ovens Street redevelopment does not allow cyclists.		None
10/12/2019	The section of shared path along Wangaratta-Yarrowonga Road where it abuts the road is not safe. The priority at the moment is low.		Changed priority to high.
11/12/2019	<p>I've just skimmed through it now and one major problem I identified is the mis-naming of the radial and tangential roundabouts on P37. The names are reversed. Refer to this diagram from the VicRoads Traffic Engineering Manual.</p> <p>The only other comment I'd like to make after such a cursory look, is that design of crossovers at the gutter ie kerb ramps do not seem to have been specifically mentioned. Kerb ramps should be designed to allow smooth passage not only for DDA compliance but it's very important for bikes, wheelchairs and mobility carts too. They should not be angled inwards away from the road but should allow smooth access for all, from both road and footpath, including tandem bikes, bikes with trailers, mothers with prams, and mobility carts in particular.</p> <p>Design concepts</p> <p>Figure 12 compares a radial roundabout to a tangential roundabout. The radial roundabout has non-flared entries and exists. The tangential roundabout has flared entries and exists.</p>  <p>Figure 12: Radial roundabout design (left) and tangential roundabout design (right)</p>	D20/3435	The roundabout designs have been removed. Kerb ramps are encompassed within broader pedestrian improvements to make pedestrian friendly travel.
15/12/2019	<p>This strategy is a good body of work. Well done to the team involved. I have a few minor issues with some parts, but these aren't significant. I do have greater concern with the statement below from page 24 however. I understand the preference may be from a "whole of life" cost perspective, however I do not believe this preference relates to the desires of cyclists. I believe you will find that the group of people that actually use the paths would have a preference for bitumen seal, and in some cases will not use the path networks if they are concrete. That, in turn, possibly undermines the intent for construction.</p> <p>Do you have any user data that provides evidence of preferred surface type? If not, I strongly urge council to reconsider this area and only construct new cycle / shared paths with a bitumen seal instead of concrete.</p>	D20/1424	Need to include consideration for all new pathway works to the most appropriate surface for that area.
20/12/2019	see detailed feedback in WIM	D20/5817	
1/01/2020	<p>The changes made to traffic flow at the Appin street Sisely Avenue intersection have some positive merit. Many were the times i was cut off and nearly knocked off my bike by drivers turning right into Sisely Avenue from Osboldstone Road, purely ignorant of the fact they faced a give way sign and were meant to give way to ALL traffic, not just vehicles. The current changes eliminate that aspect but they sure as hell raise others. There seems to have been a total lack of any thought to safe cycling as the road structure currently stands. The road now narrows to one lane in a number of places. I have drivers still wanting to pass in this short stretch rather than wait for me, the cyclist, to get through this created bottle neck. They feel uncomfortably close if your on a bike. Many trucks and buses use this strip, i wonder how it's going to feel when one tries to overtake me in these locations. I have had vehicles pass me on the right, when progressing straight through, and also on the left when having to turn right from Sisely Avenue into Appin street. I've also been overtaken when in the turning lane by vehicles wanting to get in front of me. We have such a wide strip of land for proper planning to have incorporated a safe cycling route and it just amazes me that absolutely no thought has gone into this in the planning and execution of the changes. Wangaratta should be a safe haven for cyclists because of the many wide roads which allow for safe cycling paths to be incorporated. What hasn't been considered is that a lot of people who work in the industrial estates near here do ride to work. I sincerely hope this issue has already been noted and there are plans in the pipeline to rectify this neglect. If there is consideration being given we cyclists would love to hear about it.</p>	D20/1404	Walking and cycling improvements to Sisely Avenue are included in the strategy.

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Date	Comments	WIM Ref	Changes
1/01/2020	<p>1. It will be nice to have footpaths within the entire Rural City. Particularly in Whitfield, Cheshunt and the surrounding distyric.</p> <p>2. Will this be funded through a particular fee on bicycle owners as charging everyone is not appropriate on a User Pays principle.</p> <p>3. It would be useful from a tourist standpoint at least to have the "King Valley Rail Trail" completed through to Cheshunt. This could incorporate the Boggy Creek road when the loop from Myrhee to Whitfield road is surfaced.</p> <p>4. The narrow rural roads do not make them suitable for cars, trucks and bicycles. From a speed and safety perspective the current road infrastructure is not workable with bicycles. Since motor vehicles actually pay to use the roads through fuel taxes they already pay to utilise the roads. They also pay the TAC fees for injuries. Bicycles do not pay for rural roads.</p> <p>5. The beneficiaries of additional cycling pathways should be the Payers for such development. If the City of Wangaratta (CBD and surrounds) are to benefit and the Users don't pay then the residents receiving the benefit should pay through their rates as a levy. The improvements from your Action Plan appear to be extensively oriented to the actual Town of Wangaratta.</p> <p>6. Improving infrastructure for vehicle traffic and to attract further industrial development should be the first option for spending in the Rural City of Wangaratta. This kind of spending brings jobs and more people producing higher rate revenues.</p> <p>7. Your depiction of cyclists riding side-by-side on country roads is a danger to both the cyclists and to vehicles on the road. With narrow roads this is asking for more accidents. Although state law permits this action it is not something to promote on rural highways.</p> <p>8. Mention is made for more lighting, but bicycles already have lights. Road lights are not provided for other vehicles on open expanses such as the King Valley Road. Vehicles have their own lights.</p>	C20/47	<p>1. Review footpath proposals for rural (outlying) areas.</p> <p>2. Not a consideration</p> <p>3. The route and opportunities will be considered in the feasibility and design stage of this rail trail extension.</p> <p>4. Noted. No changes made to strategy.</p> <p>5. Noted. No changes made to strategy.</p> <p>6. Noted. No changed made to the strategy.</p> <p>7. Noted. No changes made to the strategy.</p> <p>8. Noted. No changes made to the strategy.</p>
3/01/2020	Detailed response on a number of issues	D20/1287	A number of items are noted and are reflected within the strategy.
8/01/2020	It has been brought to my attention that plans are in place to remove the Wangaratta Velodrome. Writing on behalf of Cycling Victoria I would recommend another audit (given reference was made to an audit in 2015) and a Council approval of report 4.01 which outlines the consideration of a 250m concrete track.	D20/3424	Action has been reworded.
14/01/2020	detailed response that needs working through.	D20/3414. Also see comments written on hard copy strategy.	Clarification of strategic directions and actions made within the strategy.
16/01/2020	Main points related to aligning Strategy with Asset Management Plan		None
21/01/2020	<p>Key points:</p> <ul style="list-style-type: none"> - Velodrome and Sport Cycling, including BMX/ Pump Track Cycling - Bicycle Reference Group as a mandated group in the strategy - King Valley Rail Trail as a holistic project (not seperated in to sections) - Share the Road signage - Previous document with solution to Milawa - Everton loop (now disappeared) <p>Feedback from Janine Rolles:</p> <ul style="list-style-type: none"> - Signage strategy being developed (between Tourism North East and Councils) 	Meeting minutes - D20/3398	Refer to Ride High Country Regional Signage Strategy - see Janine's e-mail - D20/5800 Review meeting minutes.

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Date	Comments	WIM Ref	Changes
22/01/2020	<p>Introduction. I commend council for preparing this extensive document in a clear, precise and thorough manner. The objectives and strategic directions presented are appropriate. It is a consistent document that has a strong sense of structure and framework for action.</p> <p>My background: I have been a resident of Wangaratta for 30 years. I ride 250 km per week on the rail trail and roads. I have ridden to work for 30 years and I use the City roads and bike paths extensively. I am also a car driver.</p> <p>General feedback: The strategy continues to grow a network of paths and trails in a systematic way. However, I don't believe the strategy states clearly where it wants to be in 10 years time. Having ridden in many parts of the world and seen what exists elsewhere, particularly in Europe and other cities of Australia, I don't read the strategy and sense a vision that creates a strong cycling and walking culture. The Baseline Measures and their Targets for the presented Metrics do not represent significant cultural enhancement of cycling and walking in Wangaratta. With 93% of residents driving to work this would be an excellent target to really change.</p> <p>In 10 years time what will transport look like? There will be e-bikes (many kinds), mobility scooters of every possible design, e-scooters, who knows what else. The strategy doesn't encompass thinking of what is needed into the future.</p> <p>Specific Feedback:</p> <p>On Road:</p> <ul style="list-style-type: none"> • Infrastructure for cars and pedestrians. A number of road centre pedestrian safe zones have conflicted with on road cycling by road narrowing and loss of road space for cyclists. • Road Design. The recent extension of Sisely Avenue through Cruse street has created excellent paths for cyclists, but the narrowing of Sisely Ave to allow for centre of the road right turning has created a nightmare for cyclists heading out of town by this route. • On road cycling lanes need good maintenance with painting and sweeping. Cycling lanes are one of the easiest ways to get a puncture as cars push gravel, metal, glass to the side. <p>Paths:</p> <p>Maximum width + best quality - simple as that. Especially if there is to be a significant 10 year improvement in user numbers. As a regular path user I find passing pedestrians (and their dogs) is <u>always a challenge. As polite as I can be it is just not easy as pedestrians tend to use the whole path</u></p>	C20/549	Clarification of strategic directions and actions made within the strategy.
23/01/2020	Comments in attachment provided in e-mail	D20/3936	Clarification of strategic directions and actions made within the strategy.
23/01/2020	I support the sealing and improved safety of the Yarrawonga Rd Pathway (Action 2.55). It would increase the ability of my family to walk or ride more often throughout the year.	D20/4169	Changed priority to high.
24/01/2020	I support the sealing and improved safety of the Yarrawonga Rd Pathway (Action 2.55). It would increase the safety and usability of the current path drastically for myself and my expanding neighbors.	D20/4521	Changed priority to high.
28/01/2020	I wish to express my support for the sealing and improved safety of the Yarrawonga Road Pathway (Action 2.55). As a resident of Walnut Grove Estate, I am a frequent user of the bike path between Browning Road and Waldara Drive for leisure purposes. With its current unsealed state, I am constantly having to get off my bike to remove obstacles such as branches, sticks and rocks in order to ride safely. At times I am unable to ride quickly due to the unsafe condition of the path. My husband, who is quite new to cycling, will not accompany me on the bike path very often, as he finds the path very difficult to navigate with it's sometimes sandy, boggy and rocky conditions. He is not a confident rider, but would benefit from having the pathway sealed. This would increase his enjoyment of riding and allow us to ride together. The pathway between Kensington Drive and Browning Road is used daily by many residents from both the Kensington Park and Walnut Grove Estates and it is encouraging seeing so many people taking responsibility for their health by exercising regularly. I am sure, that with a sealed path, many other residents would begin to use the path, as well as more Wangaratta locals increasing their riding distances by venturing further out of town. Hence, everyone's physical, mental and emotional well being will be increased. Certainly, this is what being a community is all about.	C20/668	Changed priority to high.
28/01/2020	We support the sealing and improved safety of the Yarrawonga Road pathway (Action 2.55). We reside in Wonga Park Drive and therefore use the walking/bike track daily and have been hoping that a plan was put in place to seal the track due to its decline in condition with pot holes, large cracks etc. It would increase the ability to walk or ride more often throughout the year and lessen the chance of having an accident either walking or riding if the pathway was safer and sealed.	C20/676	Changed priority to high.
28/01/2020	I support the sealing and improved safety of the Yarrawonga Rd Pathway (Action 2.55). It would increase the ability of my family to walk or ride more often throughout the year.	C20/677	Changed priority to high.
30/01/2020	Good to see pedestrian priority starting to happen in the CBD. Also has concern around bike lanes and doesn't feel like there is enough emphasis or vision around where bike lanes will be placed. In regards to maintenance, it needs to be made a lot more clear where bike lanes are. If not a green strip the entire length of the bike lane, at least a very clear start and end point indication for the bike lane network. Believes that the connection from the West End in to town needs to be made a priority for bike lanes. Would like to see bikes be made just as much a priority as cars and recognised as their own special need and place in urban design. Victoria is the only state not to have the 1m rule gap between cars and cyclists; this needs to be changed.	N/A	Clarification of strategic directions and actions made within the strategy.
30/01/2020	I support the sealing and improved safety of the Yarrawonga rd pathway (action 255). It would increase the ability of my family to walk and ride more often. I'm sure the 5% monies you will receive from the development off Wonga Park Drive could cover most of the cost.	C20/713	Changed priority to high.

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Date	Comments	WIM Ref	Changes
30/01/2020	In regards to the proposal to seal the path running along the Yarrawonga road from Waldara Drive to Browning road - As we are semi rural I think the path should stay as gravel and in parts it needs repairing and realign the path that is close to the road. If it is sealed there would be problems later down the track as there is a lot of trees along the path so you would find tree roots pushing up the path making it unsafe as it has near the golf course if it was left as gravel you would not have this problem . But I think if the drains are repaired along Yarrawonga road the path would then become an all weather trail as the water would be able to drain away like it should and not pool on the path. I'm not for the proposal	C20/714	Rewording action 2.55.
30/01/2020	I fully support the sealing and improved safety of the Yarrawonga Road Pathway (Action 2.55). It would increase the ability of my family to walk or ride more often throughout the year. I have recently moved to the area and often take my 4 month old son for a walk along this track. The current dirt track makes it very difficult to push the pram and i feel the roughness of the track is wearing out our pram wheels. The sealed track is much nicer to walk the pram on and would definitely make me get out there more often.	C20/734	Changed priority to high.
30/01/2020	I support the sealing and improved safety of the Yarrawonga Road Pathway (Action 2.55). It would increase the ability of my family to walk or ride more often throughout the year.	C20/735	Changed priority to high.
31/01/2020	I support the sealing and improved safety of the Yarrawonga Road Pathway (Action 2.55). It would increase the ability of my family to walk or ride more often throughout the year.	C20/736	Changed priority to high.
31/01/2020	I support the sealing and improved safety of the Yarrawonga Road Pathway (Action 2.55) It would increase the ability of my family to walk or ride more often throughout the year.	C20/737	Changed priority to high.
31/01/2020	I support the sealing and improved safety of the Yarrawonga Rd pathway (Action 2.55). It would increase the ability of my family to walk or ride more often throughout the year.	C20/738	Changed priority to high.
31/01/2020	I support the sealing and improved safety of the Yarrawonga Rd pathway (Action 2.55). It would increase the ability of my family to walk or ride more often throughout the year.	C20/739	Changed priority to high.
31/01/2020	Submission attached to e-mail correspondence	C20/765 and D20/5711	Changes made to reflect many of the comments in this submission.
1/02/2020	I support the sealing and improved safety of the Yarrawonga Road Pathway (Action 2.55) which is becoming necessary because of the substantial residential development in the area with many young families. This will enhance the abilities of my family , school children and visitors to walk or ride throughout the year. I would also like to suggest that a suitable bridge for walking and bikes over the 3 Mile Creek be considered to link the current pathway running down Creek View End Crt to Macquarie Court to the eastern end of Waldara or Usshers Drives or even Wonga Park Drive. This would considerably lessen the distance that for example school children now have to walk(via the Yarrawonga Road bridge over the 3 mile creek) and add considerably to the tourism aspects of Wangaratta's bike paths.	C20/784	Action 2.55 made a high priority.
1/02/2020	I support the sealing and improved safety of the Yarrawonga Rd Pathway (Action 2.55). It will increase the ability and my family to walk of ride more often throughout the year. Furthermore it provides a safe, all weather pedestrian and cycling access to one of Wangaratta's growth corridors. This will provide a fitness opportunity for peoples of all ages in this corridor directly on their doorstep. I highly encourage the Wangaratta council to seriously consider this proposal as a matter of great importance	C20/785	Changed priority to high.
3/02/2020	We support the sealing and improved safety of the Yarrawonga Rd pathway. It would increase the ability for our young family to walk or ride more often throughout the year.	C20/780	Changed priority to high.
3/02/2020	Action 2.55: As both my husband and I are frequent users of these pathways we would like to endorse any suggestion being proposed to improve this stretch of pathway. This is a very utilised path by all age groups but many of us find difficulty walking or riding on a pathway often riddled with pot holes, soggy after rain events, cluttered with leaves and small branches and overgrown grass. There is next to no maintenance by Council after you pass Waldara Drive.	C20/786	Changed priority to high.
3/02/2020	I support the sealing and improved safety of Yarrawonga Rd Pathway (Action 2.55). It would increase the ability of my family to walk or ride more often throughout the year. It would help to ensure the safety of my children if the pathway is realigned so it isn't flush with Yarrawonga Rd. We have always felt very vulnerable when using this particular section of the path.	C20/804	Changed priority to high.

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Date	Comments	WIM Ref	Changes
3/02/2020	<p>My family and I fully support the sealing and improved safety of the Yarrowonga Road Pathway (Action 2.55). It would greatly increase the ability of my family to walk or ride more often throughout the year in a safe manner.</p> <p>We are the parents of a special needs child and do not access this pathway due to major safety concerns in regards to vehicles travelling at speeds of 100 kilometres per hour which runs flush with the current pathway.</p>	C20/832	Changed priority to high.
4/02/2020	I support the sealing and improved safety of the Yarrowonga Rd Pathway (Action 2.55). It would increase the ability of my family to walk, run and ride more often throughout the year. I know a lot of people use this path and would use it more often if this was to happen.	C20/830	Changed priority to high.
4/02/2020	I support the sealing and improved safety of the Yarrowonga Rd Pathway (Action 2.55). It would increase the ability of my family to walk or ride more often through out the year.	C20/831	Changed priority to high.
4/02/2020	I support the sealing and improved safety of the Yarrowonga Rd Pathway (Action 2.55). It would increase the ability of my family to safely walk or ride more often throughout the year.	C20/836	Changed priority to high.
4/02/2020	I support the sealing and improved safety of the Yarrowonga Rd Pathway (Action 2.55). It would increase the ability of my family to walk or ride more often throughout the year.	C20/842	Changed priority to high.
5/02/2020	Discussion had with Gerard. Has previously submitted a questionnaire when preparation of Strategy was undertaken.	C19/1829	<p>Work through previous submission and notes from discussion and edit as appropriate.</p> <p>Review Wangandary Road Actions and priority.</p>
5/02/2020	We strong support the sealing and improved safety of the Yarrowonga Road Pathway (Action 2.55). It would increase the ability of our family to walk or ride more often throughout the year.	C20/846	Changed priority to high.
5/02/2020	<p>We do not support the sealing of the pathway to Killawarra, as the surface is adequate for use in all weather conditions.</p> <p>We do, however, strongly support the realignment of the section of path that runs flush with Yarrowonga Road, to achieve safer use by community members.</p> <p>Rather than such a significant amount of money being spent on bitumen, we would prefer the money to be spent on extending the path to Peechelba.</p>	C20/870	Review priority of action 2.55 vs. 2.62
6/02/2020	We support the sealing and improved safety of the Yarrowonga Rd Pathway (Action 2.55). It will increase the ability of many residents and visitors, including us, to have the ability to walk or ride more often throughout the year.	C20/950	Changed priority to high.
6/02/2020	I support the sealing and improved safety of the Yarrowonga Rd Pathway (Action 2.55). It would increase the ability of my family to walk or ride more often throughout the year. Having been a resident here since 1982, the bike path was a great asset. My family feel no improvements have been made since implemented. Parts are nearly impassable in wet weather.	C20/956	Changed priority to high.
6/02/2020	<p>I strongly support the sealing and improved safety of the Yarrowonga Road pathway (Action 2.55)</p> <p>As recently as two weeks ago, we had two of our grandsons come to grief on their bikes while riding out to visit us. Fortunately they weren't hurt badly, just cuts and grazes. As residents of Waldara Drive for 36 years, we have watched the increased activity on this pathway, with walkers, families of bike riders and mothers with prams making the most of a great leisure concept.</p> <p>We fully support the idea of sealing the pathway to make it more user friendly for all.</p>	C20/961	Changed priority to high.
7/02/2020	<p>On behalf of Wangaratta Urban Landcare/ Wangaratta Sustainability Network - in support of the strategy - think it's an excellent document in particular promoting community access to our wonderful natural local environment in sustainable ways.</p> <p>Also a part of the Warby Ranges National Park Advisory Group - to send Monique further details. Newly established group which would be a good reference point for future implementations of the strategy.</p> <p>This is an opportunity to integrate the existing pathway networks with the Warby Ranges and lower Ovens area. Horseshoe Lagoon should be recognised as a key destination and would like to see how this is promoted and connected to better.</p> <p>Bullawah Trail needs to have better maintenance control by Council - should be considered a high priority for maintenance given its significance/ high value asset.</p>	D20/7230	<p>Review actions related to Warby Ranges National Park. Action related to connection with Horseshoe Lagoon.</p> <p>Comment about Bullawah Trail - in relation to action 5.5.</p>
8/02/2020	I support the sealing and improved safety of the Yarrowonga Road pathway (Action 2.55). It would increase the ability of my wife and myself to walk and/or ride more often throughout the year. This includes a realignment of the section that abuts the 100 kmh roadway.	C20/1016	Changed priority to high.
8/02/2020	I would like to request priority funding be granted for a new, safer sealed pathway by improving and sealing the Yarrowonga Rd pathway (action 2.55). It would increase the ability of my family, living directly on the pathway, to ride to school and work, and ride more often for exercise through more of the year. living at 622 Wangaratta-Yarrowonga Rd we would love to see it upgraded and sealed so it is safe, usable in all weather, and will hopefully be a greater community asset.	C20/1042	Changed priority to high.

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Date	Comments	WIM Ref	Changes
9/02/2020	Word document attached to e-mail which needs to be reviewed.	C20/1018	Monique to work through and update Strategy accordingly (provided it sits with the values of the Strategy and Council)
9/02/2020	I support the sealing and improved safety of the Yarrawonga road pathway (action 2.55). It would increase the ability of my family to walk or ride more often throughout the year. This would be beneficial for my 3 year old to learn to ride her bike safely and. I be scared of the current pathway now.	C20/1033	Changed priority to high.
9/02/2020	Word doc. submission	D20/7219	
10/02/2020	<p>I am pretty sure that I had a minor input into the W and C strategy before and my specific suggestions were looked at. However on reading your comprehensive draft, I cannot find any detailed recommendations re specific signage along the extremely busy/popular Bullawah Trail which a few of us (including Justin Scholz) have suggested as being a priority. I have pointed out the need for a few high quality signs re how users can/should use that shared path (see attached for a well designed sign at the start of a very busy section of the shared beach track at Point Lonsdale - many dogs and lots of cyclists etc)</p> <ul style="list-style-type: none"> - the superb Bullawah Trail is extremely popular and possibly could be the most popular combined walking and cycling facility in the RCOW. There are no suitable signs at the moment (compared to the plethora of dog poo signs!!) and the signs at the moment are extremely ancient or unsuitable or damaged eg the wooden sign behind the red bin at the Templeton boat ramp or the "City Of Wangaratta" sign near the Mundgee sculpture at Sydney Beach - on Saturday and even yesterday morning, the trail was extremely busy and there were a few problems with sharing the track - trees and shrubs over hang in sections reducing the width of the track significantly + there were inevitably a couple of "near misses" observed, particularly when the Saturday park runners overlapped with dog walkers and the fast bike groups were heading off. Several walking and cycling users (including a few of the runners) seemed to be oblivious of the "Keep left and warn" message (which is not signed at this stage) and the most obvious danger spot was once again near/under the Railway bridge where Nick Cave "resides" + there is an almost blind corner + where the Murray to Mountains trail and a lane joins the Bullawah. - speaking personally, my wife and I use the Bullawah at least twice a day and I spend considerable time looking after the aboriginal signage and weeding etc We are both very fit but as is the norm for people of our age (and of course Wangaratta has a quite 'elderly' demograph) - hearing is somewhat diminished and my wife has a major hearing impairment (since 4 years old) We adore the river and the trail but it is essential that we are warned particularly about approaching cyclists from behind and other users respect our space! - the W and S strategy is very comprehensive and implementing the whole plan would/will be expensive - subsequently we are somewhat worried that the provision of a small number of high quality safety signs along the very busy Bullawah Trail will not be a priority 	D20/7288	<p>Review Bullawah Trail-related actions and priority.</p> <p>Follow up with Parks Victoria.</p>
10/02/2020	I support the sealing and improved safety of the Yarrawonga Rd Pathway (Action 2.55). It would increase the ability of my family to walk or ride more often throughout the year. We use the pathway almost daily. It is difficult to walk on when we have had alot of rain as it becomes muddy and slippery in places.	C20/1037	Make action 2.55 high priority
10/02/2020	I support the sealing and improved safety of the Yarrawonga Rd Pathway (Action 2.55). It would increase the ability of my family to walk or ride more often throughout the year.	C20/1038	Make action 2.55 high priority
10/02/2020	See e-mail submission with word doc. & photos.	C20/1039 C20/1041	Monique to work through and update Strategy accordingly (provided it sits with the values of the Strategy and Council)
10/02/2020	I support the sealing and improved safety of the Yarrawonga Road Pathway (Action 2.55). It would increase the usability of the track throughout the year. Council has identified this to be one of the growth areas for Wangaratta. The approved 50 lot subdivision at Fittal Park will put additional pressure on the bike path and to ensure safety for all users this path needs to be extended from Waldara Drive to Browning Street.	C20/1040	Changed priority to high.
10/02/2020	I strongly support the sealing and improved safety of the Yarrawonga Road pathway (Action 2.55). It would significantly increase the ability of my young family to ride & walk more frequently throughout the year. Thank-you for your support & consideration.	C20/1064	Changed priority to high.

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Date	Comments	WIM Ref	Changes
10/02/2020	<p>The strategy presented is extensive, however I feel a that the council also needs to focus on decreasing the use of cars commuting and parking in the CBD which would have a significant impact on improving walking and cycling in Wangaratta.</p> <p>Parking is currently free around the cathedral in Ovens and Docker streets as well as the carpark behind the WPAC.</p> <p>It is known that a large proportion of council workers benefit from this as they park there all day with out paying. There should be no all day parking in the immediate CBD area.</p> <p>A simple and inexpensive strategy for potentially increasing school student participation in making their way independently to school, could be to designate the west side of Swan street in the morning (between 7.30-9.30am) a no parking zone, giving a marked lane to cyclists only. I have seen this in big cities. In the afternoon the East side of Swan street would be no parking, allowing a free lane for student cyclists. I believe Williams Rd has no parking in the school times to allow for the safe passage of cyclists.</p> <p>I cycle almost daily and applaud the council for improvements already made and the ongoing progress and foresight this strategy presents.</p>	C20/1065	Noted. No changes made to the strategy, reference made to the Car Parking Plan.
10/02/2020	<p>I support the sealing and improved safety of the Yarrowonga Rd Pathway (Action 2.55). It would increase the ability of my family to walk or ride more often. My husband and two children aged 11 and 9 enjoy getting outdoors. Having a sealed pathway would allow us all to use the pathway throughout the year. Currently we don't use it when wet. A sealed pathway would be easier to ride our bikes and walk on when it is wet. Sealing would also prevent ants taking over some of the path as they wouldn't be able to make holes in the path. Currently my children worry about getting ants crawl on them when they need to stop for a break when riding their bikes as this has happened to them both before. My husband and I will also feel safer allowing our children to ride by themselves more often if the pathway that runs flush with the road is made safer. I believe that many people will benefit year round with the proposed upgrades to the pathway.</p>	C20/1103	Changed priority to high.
11/02/2020	<p>We support the sealing and improved safety of the Yarrowonga Rd pathway (action 2.55). It would increase the ability of families who live nearby including us to walk more often through out the year.</p>	C20/1104	Changed priority to high.
11/02/2020	<p>I am in support of the sealing and improving the safety of the Yarrowonga Rd pathway (Action 2.55). It would increase the ability of my young family (wife and three young boys) to walk or ride more often all throughout the year. We do use the track very frequently and would love to see it upgraded.</p>	C20/1105	Changed priority to high.
11/02/2020	<p>I support the sealing and improved safety of the Yarrowonga Rd Pathway (Action 2.55). It would increase the ability of my family to walk or ride more often throughout the year.</p> <p>Also the Warby Range Rd sign post heading towards the river needs to be replaced with a new signpost that is able to be read clearly and visible at night.</p>	C20/1106	Changed priority to high.
11/02/2020	word doc. submission to review.	C20/1110	Clarification of strategic directions and actions made within the strategy.
11/02/2020	<p>Although I support the sealing and improved safety of the Yarrowonga Rd Pathway (Action 2.55) I would also urge you to consider the upgrading of the section beginning at Three Mike Creek bridge so that very rough, off-putting and in some places, dangerous section will encourage families to venture out that way throughout the year.</p>	C20/1109	<p>Make action 2.55 high priority.</p> <p>Review action/s to incorporate Three Mile Creek bridge section of trail.</p>
11/02/2020	<p>I support the sealing and improved safety of the Yarrowonga Rd Pathway (Action 2.5).</p> <p>We use the bike/walking track weekly. It can be dangerous to negotiate on some occasions due to the uneven surface, pot holes and wet conditions in the winter.</p> <p>It would increase the ability of my family to walk and ride more often throughout the year.</p>	C20/1112	Changed priority to high.
9/02/2020 and 10/02/2020	<p>Most important for Wang's bike future is to plan now for proper bike lanes - Like Shepparton, Myrtleford and Bright but 10 times better down our arterials.</p> <p>Briefly my comment is about the failure to seriously acknowledge the importance of building Bike lanes for safe cycling. At least 3 are needed on the main arterial roads: Rowan st. Tone rd. and Warby st. – Whitfield rd. Already these have been build in Bright, Myrtleford and Shepparton. Time for Wangaratta.</p> <p>In the Wangaratta region there is a serious neglect of specific cyclist safety . Bright , Myrtleford and Shepparton are examples where designated bike lanes exist . So these lanes are set aside for cyclists only. Three main arterial roads , namely Roman Street , Tone Road and Murdoch Road qualify for this upgrade . I hope you give this concern your highest consideration</p>	C20/1017 C20/1066 C20/1067	Clarification of strategic directions and actions made within the strategy. Bicycle lanes section clarified.
11/02/2020	Word doc. attached for reviewing	C20/1148	Clarification of strategic directions and actions made within the strategy.
12/02/2020	PDF doc. for reviewing	D20/7591	Clarification of strategic directions and actions made within the strategy.

Walking and Cycling Strategy - Public Exhibition

Date	Comments	WIM Ref	Changes
12/02/2020	PDF doc. for reviewing	C20/1184	Clarification of strategic directions and actions made within the strategy.
13/02/2020	As a long time resident of Killawarra I support with great excitement and enthusiasm the discussion around the sealing of the Yarrawonga Rd Pathway (Action 2.55). I am married with 4 children and whilst we all use the current bike path the sealing of the path would greatly increase our usage. I believe this would be a wonderful initiative by the council and one which would receive the full support of my family.	C20/1228	Changed priority to high.
17/02/2020	We support the sealing and improved safety of the Yarrawonga Rd Pathway (Action 2.55). It would increase the ability of us and many others in the area to walk and ride more often and more safely throughout the year.	C20/1329	Changed priority to high.