

## Walking & Cycling Strategy Changes to Draft

The draft strategy has had various grammatical and formatting changes to get it up to a “final” standard. There have also been various double ups of actions which has meant condensing many actions together. The changes listed below are of particular interest in that they have involved a more substantial change to the strategy.

Please note that while there is detail of what will be included in the next 10 years, the strategy will be reviewed annually (as identified in action 6.22) and therefore priorities may be adjusted depending on the revised need for projects within the strategy. Keep in mind that the dollar amounts listed in the strategy are only able to be estimates because many of the actions have not yet started including design and planning.

<b>Change made</b>	<b>Why the change</b>	<b>What it means</b>
<b>Page 5</b> - More detail provided on how the actions were developed/ influenced – page 5.	It wasn't clear before as to where the actions came from. With some more information on this, as well as reference relevant plans and strategies in the action plans, this allows others to give the actions more context.	More clarity and weight for the actions in the strategy.
<b>Page 6</b> - Addition of Environmental benefits	This area of was an honest area that was missed in the draft and brought to our attention. It is extremely important to include all benefits of walking and cycling, including that of environmental.	It recognises that walking and cycling influences all areas of health and should be at the interest of all areas of Council.
<b>Page 9</b> – addition of a couple more relevant plans: Roads Asset Management Plan, Tree Management Strategy and Plan and Infrastructure Design Manual	Deemed relevant and missed from first draft.	No change in overall outcome of strategy.
Strategic Directions ( <b>page 14</b> ) – removal of objectives and slight rewording.	The objectives have confused many people in that they have not been attached to anything else in the document.	We have summarised the strategic directions instead of separating them out into objectives. This doesn't impact the document in any way other than providing some clarity around the directions of the strategy. Rewording of the focus areas has also been conducted.
<b>Page 17</b> - Wangaratta Urban Cycling Network – Proposed map: REMOVED from Strategy	After some evaluation it was determined that for the purpose of the strategy this map doesn't provide much value as it requires further	We have inserted an initial draft of what was completed with Transport for Victoria in relation to strategic cycling corridors, which provides

	investigation post strategy development.	more context to where we are up to in relation to mapping our networks (page 10)
<b>Page 17/18</b> – acknowledgement of public transport	It has been brought to our attention that there has not been much mention of the influence of public transport on particularly walking/ pedestrian behaviours. This is particularly important for our rural areas and therefore has been included on page 17.	More actions targeting public transport improvements will be seen in the action plans.
<b>Strategic Direction 1:</b> A Walkable Community reworded to “A Safe and Connected Pedestrian Network”	To be inclusive of those with mobility issues who may have means of getting around that cannot involve walking.	
<b>Actions</b> - General: Some actions have been condensed/combine throughout the action plans.	Some double ups and cross over in actions has been recognised and so condensing and combing some actions has allowed for an easier to follow, better formatted action list.	less overall actions. Total of 132 (down from 144).
<b>Actions</b> - General: All actions have been reviewed for priority over the next ten years.	Feedback has highlighted the need to review the priorities as some of this information was inaccurate and overlooked.	The 10 year budget may have some minor changes.
Action Plan 1: Addition of <b>Action 1.01</b> – “Use the Movement & Place framework to identify the Principle Pedestrian Network in Wangaratta urban area”	In order to continue to prioritise walkability for our community, we need to review our key pedestrian networks and get on the same page about this Council-wide so we have something to build from. Also feedback provided from Department of Transport.	No changes in the budget – will be completed in house.
Action Plan 1: Addition of <b>Action 1.02</b> – “Continue to engage with rural communities to ensure walking needs are met”	It has been recognised that while we have a lot of actions related to urban Wangaratta, we need to keep in mind the needs of our rural communities to ensure they are walkable.	No changes in budget – new works will be absorbed in renewal pathways project (related to action 1.03).
Action Plan 1: Addition of <b>Action 1.04</b> – “Continue to progress the work of a formalised pedestrian crossing at Reid Street”	Council has been already progressing this project and it is important that it doesn’t get forgotten for implementation.	Has added \$180,000 to the 10 year cost.
Action Plan 1: Addition of <b>Action 1.14</b> – “Enhance walking connections to	It has been brought to our attention that Horseshoe Lagoon is a valued asset for	While it has been added to the action plan, it still remain a low priority and therefore no

Horseshoe Lagoon Bushland Reserve, a key recreational asset along the Ovens River”	recreation and enjoyment and therefore needs better connections in to here.	further funding is allocated to the 10 year budget at this point.
Action plan 1: alteration of cost for Cusack street/Green street roundabout works <b>(Action 1.17)</b>	Clarification with the Infrastructure team has confirmed the cost to be substantially more than what was initially added to the strategy.	Design and Construct has been included in the 10 year budget as this is work which has already commenced in the Infrastructure team and is a part of the Health Precinct work.
<b>Action Plan 1: overall change in 10 year cost</b> - from \$2,458,000 to <b>\$4,854,000</b>		
<b>Strategic Direction 2:</b> key trails spoken about have had the addition of a vision statement for each.	To provide a more clear direction for the purpose that the trails serve.	
Action Plan 2: Addition of <b>Action 2.03</b> – “Investigate grade improvements to Ovens Riverside trail at Gray Street – currently a very steep ramp not suitable for those with limited mobility and cyclists.”	Picked up by the Infrastructure team and recognised as an access issue/ not DDA compliant.	There will need to be investigations in either redesigning this section of path or finding an alternative route for people to be able to use this network.
Action Plan 2: Addition of <b>Action 2.25</b> – “Extend Cruse Street shared path along Sisely Avenue to join up with Wareena Park.”	There has been a lot of feedback related to the recent works conducted on Sisely Avenue as not being cycle friendly. The infrastructure team has acknowledged that more needs to be done to link up the new shared path on Cruse Street to the CBD along Sisely Avenue and the vision for future works is the extension of the shared path along Sisely Avenue.	
Action Plan 2: Addition of <b>Action 2.26</b> – “Enhance shared path connections through Wareena Park to allow easy flow from Sisely Avenue and Swan Street to One Mile Creek path.”	With the work currently being conducted to complete a Master Plan for this reserve, we felt it important to include mention of walking and cycling connection as part of it.	
Action Plan 2: King Valley Extension: Addition of feasibility and design project for a king valley rail trail (Oxley to Cheshunt) and marked as a high priority – <b>Action 2.32.</b>	It has been acknowledged for a long time that in order to see a King Valley rail trail in the future, we need to be shovel ready for funding and therefore an initial priority is	This work should be seen to occur with high priority to allow Council to be ready for funding sooner than later.

	to do feasibility and design for the trail before this aspiration can be progressed.	
Action Plan 2: Moyhu: Addition of action – “Formalise trail to become a shared path from centre of Moyhu to Moyhu Primary School” – <b>Action 2.41</b>	It has been recognised in the strategy that while a king valley rail trail requires more thorough planning, in town offerings can still progress and add value to a future rail trail. There is an obvious gap in the network between the centre of town to Moyhu Primary School and this work will add value to not only a future rail trail, but to the everyday commute for the teachers and students of the school in Moyhu.	This has been added as high priority action and therefore included in the budget for the next 10 years.
Action Plan 2: Whitfield: Addition of action - Construct shared path from Pizzini Winery through Whitfield to Dal Zotto winery – <b>Action 2.45</b>	Same reasoning as above however as well as in town offerings, looking at tourism and business benefit associated with this action.	This has been added as high priority action and therefore included in the budget for the next 10 years.
<b>Action Plan 2: overall change in 10 year cost</b> - from \$15,789,963 to <b>\$10,255,847</b>		
<b>Strategic Direction 3</b> – page 35. Wording change to “Safe and Convenient Cycling Lane Network”	There was some confusion around the meaning of the 3 <sup>rd</sup> strategic direction and how it differed to strategic direction 4. It was also recognised that there was not enough strength towards the bike lane network as a cycling asset in its own right.	For strength focused on the bicycle lane network.
Action Plan 3: Addition of <b>Action 3.01</b> – “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).”	It is evident that there has been little strategic and holistic research in to the bike lane network across Wangaratta that needs to be addressed to make our city more cycling friendly.	This work needs to be made a priority before further bike lane works can be progressed. It can however, be performed in house and therefore should mean little if any additional cost to Council.
Action Plan 3: Increase in priority for <b>Action 3.02</b> - “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	This action is important as part of the identified Wangaratta Loop in the Wangaratta Project/ CBD Master Plan. It will not only link Merriwa Park with Apex Park, but will connect Wangaratta Primary School will neighbouring trails,	The works have been included in the 10 year cost - \$120,000

Chisholm Street and Faithfull Street in to Parfitt Road”	and link the Milawa Rail Trail up with the Bright Rail Trail.	
Action Plan 3: Addition of <b>Action 3.04</b> - “Investigate separated bike lanes along Meldrum Street and Warby Street”	It has been recognised that Meldrum Street and Warby Street may provide a more direct route in to the CBD and train station from Murdoch Road. The feasibility of this work needs to be looked in to more detail before making any decisions on this.	
Action Plan 3: Addition of <b>Action 3.05</b> - “Enhance cycle connection to the Bike Hub and CBD from Ryley Street, which may include separated bike lanes along Ryley Street”	It is clear that cycle connection to the bike hub is currently problematic from all directions, including Ryley Street. A solution needs to be made at least to the design stage in the next 10 years.	Design included in 10 year cost - \$50,000
Action Plan 3: Addition of <b>Action 3.06</b> - “Separated bike lanes installed and/or formalised on Rowan Street to close the gap between Green Street and the CBD”	The draft strategy has lacked acknowledgement of key linkages for bike lanes. The bike lane network has it’s own place as part of the network separate to shared paths and ‘road’ cycling. As identified on page 15, Rowan Street is a key gateway approach in to the Health and CBD precincts, and therefore may act as a suitable transport route for cyclists in to these precincts. This action has therefore been added, acknowledging that there is a gap in the network here for cyclists.	
Action Plan 3: Addition of <b>Action 3.07</b> - “Investigate separated bike lanes on either side of Tone Road. *Related to action 2.30”	It has been recognised that there is potential for bike lanes along Tone Road to be feasible for those commuting to and from South Wangaratta. This investigation will need to occur with the extension of the shared path along Tone Road – action 2.30. It may be deemed not feasible for both to be installed.	
Action Plan 3: Increase in priority for <b>Action 3.08</b> - “Investigate redesign of several problem intersections	The identified intersections are key problem intersections for both cyclists and pedestrians to navigate. With the current	Design to be included in 10 year budget - \$500,000

for pedestrians and cyclists including: Wangandary Road and Wangaratta/Yarrowonga Road; Williams Road and Phillipson Street; Phillipson St and Edwards St; Rowan Street and Green Street; and Ryley Street/ Murphy Street”	and future use of these intersections, this needs to be made a priority for at least investigation in to a solution within the next 10 years.	
Action Plan 3: Removal of <b>Action 3.08</b> – “Intersection works are proposed with upgrading of the collector road network in the following locations: Christensen Lane/Lindner Road roundabout; Worland Road/Cruse Street Extension (roundabout); Cruse Street extension/North-South Local Road (roundabout)”	This has already been addressed in other areas of the strategy and therefore has been considered a double up. This action is more related to ensuring that the upgrades proposed for these intersections incorporate unique design with allows for easy walking and cycling connectivity through the intersections. Most of the identified work has also already been completed.	
Action Plan 3: Addition of <b>Action 3.09</b> - “Construct and formalise separate bike lanes on Phillipson and Williams Streets to enhance the bike lane network that already exists”	On page 38, we can see that the current bike lane network is limited. While we are trying to expand this network, we also want to ensure that this network is improved and kept up to standard.	As a big part of our strategy is to enhance what we already have, this is marked as a high priority and should see improvements within the next 10 years. Design and Construct included in the 10 year cost - \$1,200,000
Action Plan 3: Addition of <b>Action 3.10</b> - “Redesign Phillipson Street bridge over One Mile Creek to cater for pedestrians and cyclists”	While One Mile Creek trail runs underneath this bridge it has been identified that the road and crossing over the bridge problematic, particularly for students at Wangaratta High School.	While this is a definite need for improvement it is not as high against other actions in this strategy and therefore has been rated as a medium with design only included in the 10 year cost - \$100,000
Action Plan 3: Addition of <b>Action 3.11</b> – “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”	It has been recognised that the condition of Wangandary road for cyclists is very poor. As growth continues to happen in this area, the road needs to be safe and comfortable for our cyclists.	Feasibility included in the short term – depending on the outcome of this feasibility, it may be recommended to include construction upon annual review.
Action Plan 3: Increase in priority for <b>Action 3.12</b> - “Health Precinct- Prioritise a bike lane network through this precinct to allow east-west	This work is already underway with the Infrastructure team and should see works taking place within the next 10 years.	Design and part construction included in the 10 year cost - \$650,000

and north-south connections. Key streets for consideration include Cusack Street (related to action 2.10), Docker Street, and Green Street <sup>2</sup> . Consider locating between the verge and footpath to minimise conflict with parking and turning vehicles”		
Action Plan 3: Reduction in priority of <b>Action 3.13</b> – “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”	The outcome of this action would have little value against the other pressing concerns for our bike lane network. It would serve some purpose for recreational cycling, however little impact on commuter cycling.	The works have not been included in the 10 year cost.
<b>Action Plan 3: overall change in 10 year cost</b> - from \$515,250 to <b>\$3,383,750</b>		
<b>Strategic Direction 4</b> – rewording to “Fit for purpose recreational walking and cycling opportunities”	This to work with the changes that occurred with strategic direction 1 and 3.	“Bushwalking” has been moved from strategic direction 1 to 4.
Action Plan 4: Addition of <b>Action 4.06</b> – “Widening of Wangaratta-Whitfield road to allow for substantial shoulders and therefore safer travel for road users, including cyclists”	This has been identified as a temporary solution until a king valley rail trail can be pursued.	
<b>Action Plan 4: overall change in 10 year cost</b> - from \$1,222,500 to <b>\$922,500</b>		
Action Plan 5: Addition of <b>Action 5.04</b> – “Enhance amenity at bus stops ie: shade, seating, water and bins, prioritising those at key destinations and which are currently exposed to the sun”	Some feedback we have received as highlighted that public transport has not been well recognised as an influence on walking and cycling behaviours. It is important that we acknowledge the impact of the experience of using the public transport system as impacting how many walking trips in particular are taken.	An audit of the existing amenity that exists at the bus stops needs to be done before any infrastructure works can be performed. EFT costs will be the only major cost in the initial stage of this project.
Action Plan 5: Addition of <b>Action 5.06</b> – “Identify key locations for lighting improvements along the shared trail network. Examples include Mitchell Avenue	Lighting issues have been raised along our trails as an amenity which is lacking and impacting perceived safety of users. This was overlooked in the initial draft.	

Reserve and various locations along One Mile Creek trail”		
Action Plan 5: Addition of <b>Action 5.07</b> – “Investigate suitable charge station locations for electric mobility scooters and bikes”	It has been brought to our attention that there is more of a need to plan for the future, e-bikes being one of the changes coming and evolving more.	Over the next 10 years it will be more of a planning phase to prepare for installation of charging stations.
<b>Action Plan 5: overall change in 10 year cost</b> - from \$564,000 to <b>\$634,000</b>		
Action Plan 6: Addition of <b>Action 6.02</b> – “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”	This is related to new developments (action 6.03 – “review planning requirements for new developments to ensure all new developments incorporate pedestrian and cycle friendly streets”) and provides some more depth as to what should be prioritised moving forward.	
Action Plan 6: Addition of <b>Action 6.07</b> – “Review parking restrictions during peak times around workplace and school areas to encourage easier navigation for cyclists and pedestrians”	It has been brought to our attention that in order to increase walking and cycling trips, we need to try to reduce car trips and as a result should be reviewing the parking restrictions, as identified in the Car Parking Plan.	
Action Plan 6: Addition of <b>Action 6.10</b> – “Review public transport routes and timetables, particularly for routes leading to schools and workplaces”	This is related to the same addition made for action 5.04.	
Action Plan 6: Addition of <b>Action 6.15</b> – “Advocate for improved legislation/ road rules which protect the safety of pedestrians and cyclists eg. 1.5m gap rule”	This has been an ongoing concern for our community and should be addressed at least at an advocacy level.	
Action Plan 6: Addition of <b>Action 6.16</b> – “Ensure that planning permit requirements	In order to have more sustainable change to the way we develop our areas, we	



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”	need to ensure this is embedded in to our processes and protocols.	
Action Plan 6: Addition of <b>Action 6.18</b> – “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”	Related to the same reasoning as above, it is important that we treat the assets related to walking and cycling seriously and have a management plan for them.	
Action Plan 6: Addition of <b>Action 6.20</b> – “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”	The works that will need to be done as a result of the Inland Rail project is a fantastic opportunity to enhance the amenity for walkers and cyclists. It is important that we push for positive change of these works.	
<b>Action Plan 6: overall change in 10 year cost</b> - from \$18,000 to <b>\$390,000</b>		
<b>Monitoring, Review and Evaluation</b> – More forms of measuring the strategic directions	This area was lacking in quality in the draft strategy and has some more ways in which all the directions can be measured in the strategy.	More thorough plan for how the strategy and actions within it will be monitored and evaluated.
<b>Overall change in budget</b> - <b>\$127,616 less than draft strategy. Works out to be approximately \$2,044,009 per annum.</b>		